



# Container Vessel Queuing Process for the Ports of Los Angeles, Long Beach, and Oakland v.2

LA/LB Effective: 0000 UTC 16 November 2021 (4PM PST 15 November)  
OAK Effective: 0000 UTC 11 January 2022 (4PM PST 10 January)

## Background

Based on the high number of container vessels off the coast of southern California (Summer and Fall 2021) and the risks posed to maritime safety and air quality, an Industry Working Group was formed to develop a new vessel queuing process. The purpose was to find a fair and transparent process to reduce vessels at anchor/loitering area, allowing vessels to slow steam and optimize voyage transit time. The new system successfully reduced vessels at anchor and loitering near the San Pedro Harbor (LA/LB). As the Working Group reviewed the increase in vessel activity planned for the Port of Oakland, it was decided to implement the new queuing system to mitigate the impacts to Northern California.

## Problem Definition: Increase Safety and Improve Air Quality

- **Increase Safety** – Approximately 90 vessels have been anchored, loitering or awaiting a berth at Los Angeles and Long Beach in Summer and Fall 2021 months. With winter weather imminent, space between ships needed to increase, and the number of ships close to the ports needed to decrease. In Oakland, 8 container vessels were anchored or awaiting a berth in late December 2021, with that number expected to increase in early 2022.
- **Improve Air Quality** – The number of ships idling off the coast needs to decrease to reduce air emissions.

## Goals:

- No ships loitering anywhere within the SAQA (see Appendix A) of the Ports of LA/LB/OAK.
- Anchorage utilization down to 40-60% capacity inside and outside the breakwater (25-35 vessels) for all types of ships in LA/LB.
- No Container ships at anchor within LA/LB port complex for more than 1-3 days



## Process:

**Old Process:** Container vessels were assigned into the arrival queue based on when they **actually arrive** and cross a line 20 nautical miles from the ports of Los Angeles (LA) and Long Beach (LB), and 80 nautical miles from the ports of Oakland.

**New Process:** Container vessels will be assigned a place in the queue based on a **calculated time of arrival (CTA)**, determined when they **depart their last port of call (LPOC)** before Los Angeles, Long Beach, or Oakland. The benefit of this new queuing system is that vessels can slow steam and spread out across the Pacific rather than crowd into the congested waters off Los Angeles and Long Beach while they await a berth.

**Voluntary Safety Protocols for Container Ships:** A Safety and Air Quality Area (SAQA) was developed which will limit the number of container vessels allowed in California waters. See **APPENDIX A**.

## Container Vessel Queuing Process: (see Appendices B,C,D for related forms)

- At least 24 hours before departing its **last port of call (LPOC)** before LA/LB/OAK, container vessels will enroll with Pacific Maritime Management Services (PacMMS) by completing the Enrollment Process on the PacMMS website.  
[www.PacMMS.org/enroll](http://www.PacMMS.org/enroll) (See Appendix B)
- If website access is not available, a manual form (See Appendix C) can be completed and sent via email to [Queuing@PacMMS.org](mailto:Queuing@PacMMS.org)
- Vessels need only enroll once in PacMMS regardless of which ports they are entering. Any updates or changes to the initial enrollment information should be provided to PacMMS at [Queuing@PacMMS.org](mailto:Queuing@PacMMS.org)
- 24 hours before departing LPOC, vessel will notify PacMMS via the website with their estimated time of departure (UTC). (If website access not available, vessels can email [Queuing@PacMMS.org](mailto:Queuing@PacMMS.org)). (See Appendix D)
- After departing LPOC, vessel will notify PacMMS via the website with their actual time of departure (last line time) (UTC). (If website access not available, vessels can email [Queuing@PacMMS.org](mailto:Queuing@PacMMS.org)). (See Appendix D)
- Vessels transiting the Panama Canal whose next port of call is LA/LB/OAK will notify PacMMS of their departure, using Rodman, Panama as their last Port of Call and their CTA will be based on when the vessel reaches a speed of 5 knots after transiting the canal
- PacMMS will verify the vessel departed based on its Automatic Identification System (AIS) showing a speed of 5 knots.



- PacMMS will calculate CTA using the following formula:  
Date/Time of departure Last Port of Call (LPOC) + (distance / speed = time of voyage)  
= CTA
- For LA/LB, MX SoCal will place the vessel in queue based upon CTA, which will be displayed on the Master Queuing List per usual protocols. All other vessels (Tankers, RoRo, Cruise, etc.) will continue to use the 25-mile time for queuing. PacMMS will also publish this information on the PacMMS.org website. The intent of the public sharing is to make the information as transparent as possible.
- For OAK, SFMX will place the vessel in queue based upon CTA, which will be displayed on the Vessel Queuing Report per usual protocols in the CTA Column. All other vessels (Tankers, RoRo, Cruise, etc.) will continue to use the 80-mile time for queuing.
- For fairness and equity, a standard speed will be used with exceptions for expedited services. The following speeds will be used for calculations:
  - Vessels Eastbound from Asia/Australia/etc.** – PacMMS will use a standard speed of **18 knots**, except for Matson and APL expedited service vessels who will use a standard speed of **21 knots**. (Appendix E)
  - Vessels North/Southbound** – PacMMS will use a standard speed of **17 knots**, except for Matson and APL expedited service vessels who will use a standard speed of **21 knots**. (Appendix E)
- Distance from LPOC to LA/LB/OAK will be determined by a published industry database, Dataloy <https://ddt.dataloy.com>. (Appendix F)
- PacMMS will track ships to confirm no other port is visited prior to arrival at LA/LB/OAK.
- For LA/LB, anchorages to remain at no more than 40-60% full (25-35 vessels).

## Compliance and Transparency

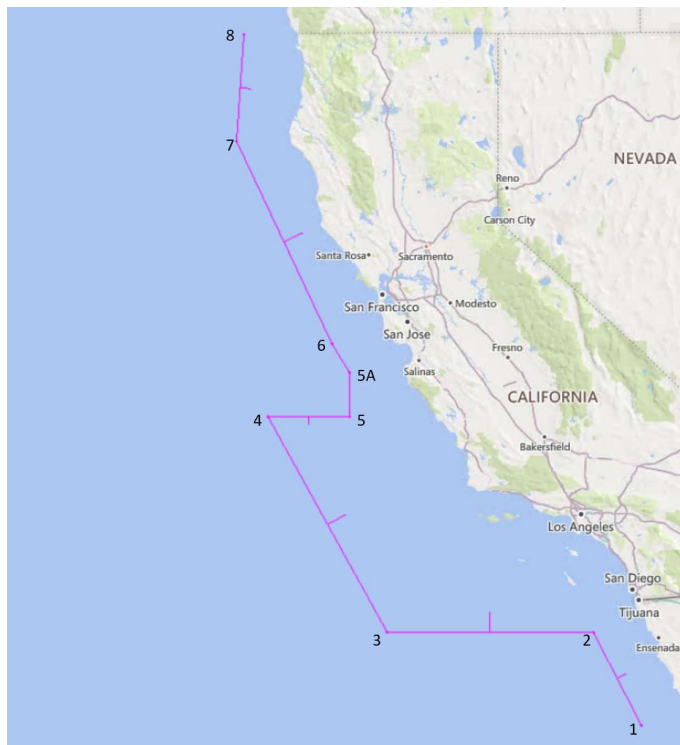
- The new queuing information will be available on the websites of PacMMS [PacMMS.org](https://PacMMS.org), MxSoCal (for LA/LB) [MxSoCal.org](https://MxSoCal.org), and SFMX (for OAK) [sfmx.org](https://sfmx.org).
- Vessels not following the process will be notified and allowed to comply.
- Consistent non-compliance to the above procedures will be identified to the working group and appropriate action will be taken.
- Compliance with remaining outside the “Safety and Air Quality Area” (SAQA)
  - Violators will be notified and requested to stay outside the SAQA.
  - If a vessel consistently does not comply, appropriate actions will be taken.
  - PacMMS will perform a weekly audit to monitor compliance.



# APPENDICES

## Appendix A: SAQA – Safety and Air Quality Area

SAQA is the area designated off the coast of California within which the number of vessels will be limited to reduce the risks posed to maritime safety and improve air quality. The corner at Point 5 changed in June 2022 (at the request of NOAA) so the SAQA is clear of the Davidson Seamount Management Zone, an ecological sensitive area – a good example of commerce and conservation co-existing.



The *Safety and Air Quality Area* is defined as the area shoreward of the lines between the following coordinates:

1. 30-20N 117-00W
2. 32-00N118-00W
3. 32-00N122-20W
4. 35-45N124-50W
5. 35-45N123-08W
- 5A. 36-30N123-08W
6. 37-00N123-30W
7. 40-18N125-30W
8. 42-00N125-20W



Until vessels have a berthing assignment in the reasonable future (defined as 72 hours), vessels are requested to stay out the outlined Safety and Air Quality area:

a. Coming from the North and South:

More than 50 miles from California and Mexico

b. Coming from the West:

For LA/LB, more than 150 miles from shore to remain well clear of Department of Defense missile test ranges.

For OAK, more than 50 miles from shore

c. Off Monterey, CA:

Move Point 5 west from original position and add new point 5A.

d. For LA/LB, anchorages 40-60% full (25-35 vessels)

e. Exceptions:

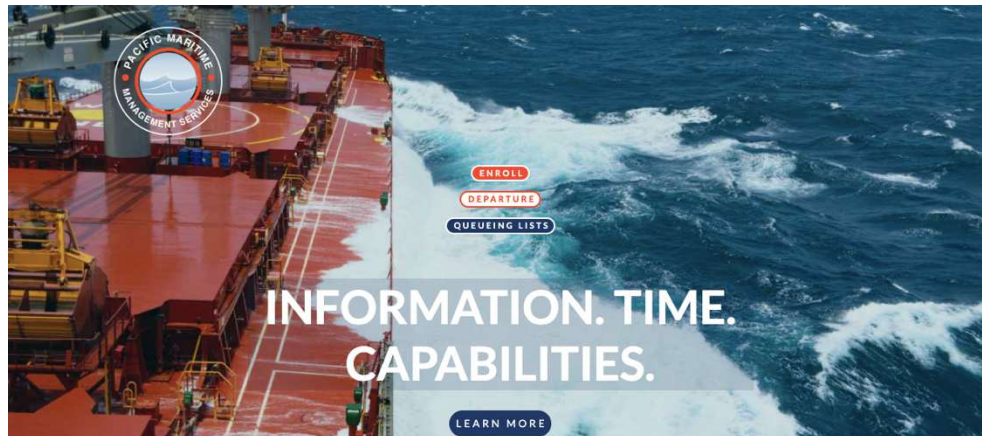
1. Vessels not carrying containers
2. Container ships in normal transits to/from ports for logistical operations such as bunkers (vessel is requested to contact PacMMS to notify of movement)
3. Vessels getting underway from anchor for storm avoidance, etc.
4. Force Majeure & Emergencies





## Appendix B: PacMMS Website for Enrollment and Departure Reporting

### 1. Home Screen for PacMMS.org:



### 2. Enrollment Page for PacMMS.org:

The enrollment page for PacMMS.org has a dark blue header with the Pacific Maritime Management Services logo on the left. In the center of the header, it says "LEARN MORE" with a dropdown arrow, "SEA TRAFFIC MANAGEMENT", and two buttons: "ENROLL" and "DEPART". The main content area has a background image of ships at sea. The title "Enroll" is prominently displayed in large white font. Below it, the text "California Sea Traffic Management" and "Calculated Time of Arrival (CTA) Queue" are shown. A form titled "Prepared By:" is centered on the page. It contains two columns of input fields: "Contact Information" (First Name, Last Name, Title) and "Company Information" (Role, Company Name, Email, Phone). A note states: "Your email and the CC-email (if provided) will receive a copy of the enrollment information. CC-Email (Optional)". A "Next" button is located at the bottom right of the form.



3. Departure Page for PacMMS.org for use in reporting ETD and ATD:

The screenshot shows the 'Departure Report' form on the PacMMS.org website. The form is titled 'Departure Report' and includes a sub-header 'Used to report a vessel's time of departure for transits to Los Angeles, Long Beach and Oakland.' Below this, a note states 'NOTE: CONTACT INFORMATION SHOULD MATCH THE VESSEL'S ENROLLMENT SUBMISSION.' The form is divided into two main sections: 'Contact Information' and 'Time of Departure'. The 'Contact Information' section includes fields for 'Your Name', 'Your Email', 'Your email and the CC email will receive a copy of the report.', 'CC Email (Optional)', and 'Your Phone'. The 'Time of Departure' section includes fields for 'Vessel Name', 'Vessel IMO', 'Purpose of Report' (a dropdown menu), 'Date of Departure (UTC) - UTC Clock: 2022-03-23', 'Time of Departure (UTC) - UTC Clock: 00:00', 'VPOC', and 'WPOC'. There is also a 'Comments (optional)' field at the bottom. A 'Review' button is located at the bottom right of the form.

4. Queuing Lists and Resources Page for PacMMS.org:

The screenshot shows the 'Resources' page on the PacMMS.org website. The page is titled 'Resources' and features a table with links to various resources. The table is organized into three main sections: 'Los Angeles / Long Beach', 'Oakland', and 'Sea Traffic Management Forms'. Each section contains links to specific documents or reports.

Los Angeles / Long Beach	
<a href="#">Queuing List - Updated 2x daily</a>	<a href="#">FAQ's Version 7 (Updated 2021-11-24)</a>
<a href="#">Vessel Queuing Procedures</a>	<a href="#">Press Release</a>

Oakland	
<a href="#">Queuing Report</a>	<a href="#">Press Release</a>
<a href="#">Vessel Queuing Procedures</a>	

Sea Traffic Management Forms	
<a href="#">Queuing Enrollment</a>	<a href="#">Departure Report</a>



## Appendix C: PacMMS Sea Traffic Management Queuing Enrollment

The container vessel queuing process for assignment of labor in ports is now based on a vessel's departure time (UTC) from its Last Port of Call (LPOC). To get in the queue vessels are required to enroll with the Pacific Maritime Management Services (PacMMS) and follow the online enrollment process at <https://www.pacmms.org/enroll>.

If you cannot access the website, complete the following form and email it to: [queuing@pacmms.org](mailto:queuing@pacmms.org). Be sure to add this address to your vessel's email whitelist to ensure successful follow-on communication.

<b>Vessel</b>						
Name:	Type:	IMO:	MMSI:	Email:	Phone:	
<b>Agent</b>						
Name:		Email:		Phone:		
Address 1:		Address 2:		City:	State:	Zip: Country:
<b>Qualified Individual</b>						
Name:		Email:		Phone:		
Address 1:		Address 2:		City:	State:	Zip: Country:
<b>Operator</b>						
Name:		Email:		Phone:		
Address 1:		Address 2:		City:	State:	Zip: Country:
<b>Prepared By</b>						
First Name:		Last Name:		Title:	Role:	Company:
Email:		Cc:		Phone:		
<p>Questions should be sent to the PacMMS Monitoring Center email at: <a href="mailto:queuing@pacmms.org">queuing@pacmms.org</a> or by Telephone: 011-1-907-463-4299 or 1-907-463-4299.</p>						





## Appendix D: PacMMS Sea Traffic Management Departure Report

The container vessel queuing process for assignment of labor in ports is now based on a vessel's departure time (UTC) from its Last Port of Call (LPOC). After enrolling with

Pacific Maritime Management Services (PacMMS) use the online departure form to report your estimated and actual departure times: <https://www.pacmms.org/departure>.

If you cannot access the website, complete the following form and email it to: [queuing@pacmms.org](mailto:queuing@pacmms.org). Be sure to add this address to your vessel's email whitelist to ensure successful follow-on communication.

<b>Report Type</b>			
Estimated -or- Actual			
<input type="text"/>			
<b>Vessel / Transit Info</b>			
Name		IMO	
<input type="text"/>		<input type="text"/>	
LPOC	Last Lines Date (UTC)	Last Lines Time (UTC)	NPOC
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>Submitted By</b>			
Name	Email	CC: Email	Phone
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Questions should be sent to the PacMMS Monitoring Center email at: [queuing@pacmms.org](mailto:queuing@pacmms.org) or by Telephone: 011-1-907-463-4299 or 1-907-463-4299.



## Appendix E: Expedited Service Vessels

**APL EX1 Service port rotation is USLAX - USOAK - JPNYOK- JPNAH- KRPUS- CNTAO- CNSHA- KRPUS (US Flag)**

- |                        |          |
|------------------------|----------|
| • President Cleveland  | 6552 TEU |
| • President Truman     | 6552 TEU |
| • President Roosevelt  | 6600 TEU |
| • President Eisenhower | 7455 TEU |
| • President Wilson     | 5510 TEU |
| • President Kennedy    | 7455 TEU |

### **Matson Domestic Triangulation: Tacoma – Oakland - Honolulu**

- Manoa
- RJ Pfeiffer

### **Domestic Triangulation: Honolulu – Oakland – Long Beach**

- Mokihana

### **CCX Service (Expedite/Domestic): Shanghai – Oakland – Long Beach**

- Matsonia
- Lurline
- Mahimahi

### **CLX+ Service: Shanghai – Oakland – Long Beach (this service has recently begun calling Oakland in advance of Long Beach)**

- Matson Maui
- Matson Molokai
- Matson Oahu
- Matson Niihau
- Matson Hawaii
- Matson Kauai
- Matson Lanai



### **Matson Expedited CLX Service**

- Daniel K Inouye
- Manukai
- Manulani
- Kaimana Hila
- Maunawili

### **APL Expedited Service EXX: LAX-HONO-DUTCH-BUS-NINGBO-SHANGHI**

- **APL BLUE WHALE (updated 18 May 2022)**
- CMA CGM SWORDFISH
- CMA CGM GEORGIA
- CMA CGM NEW JERSEY
- CMA CGM VIRGINIA
- CMA CGM BALTIC NORTH



## Appendix F: Distance Charts for Calculating CTAs

### Distance Chart for Calculating CTA for LA/LB

Last Port of Call	Next Port of Call
Apia, ASM (4,240 NM)	Los Angeles/Long Beach, USA
Balboa, Panama (2,928nm)	Los Angeles/Long Beach, USA
Busan, KOR (5,270 NM)	Los Angeles/Long Beach, USA
Cai Mep, VNM (7,186 NM)	Los Angeles/Long Beach, USA
Callao, Peru (3,681nm)	Los Angeles/Long Beach, USA
Cartagena, COL (3,248 NM)	Los Angeles/Long Beach, USA
Cebu, Philippines (6,466nm)	Los Angeles/Long Beach, USA
Chiba, JPN (4,903 NM)	Los Angeles/Long Beach, USA
Da Chan Bay (6,422 NM)	Los Angeles/Long Beach, USA
Ensenada, MEX (153 NM)	Los Angeles/Long Beach, USA
Fuzhou, China (6,013nm)	Los Angeles/Long Beach, USA
Gwangyang, KOR (5,364 NM)	Los Angeles/Long Beach, USA
Ho Chi Minh City, VNM (7,220 NM)	Los Angeles/Long Beach, USA
Hong Kong, CHN (6,401 NM)	Los Angeles/Long Beach, USA
Honolulu, USA (2,310 NM)	Los Angeles/Long Beach, USA
Kaohsiung, TWN (6,152 NM)	Los Angeles/Long Beach, USA
Keelung, TWN (5,940 NM)	Los Angeles/Long Beach, USA
Kobe, JPN (5,158 NM)	Los Angeles/Long Beach, USA
Laem Chabang, Thailand (7,733nm)	Los Angeles/Long Beach, USA
Lazaro Cardenas, MEX (1,352 NM)	Los Angeles/Long Beach, USA
Manzanillo, MEX (1,209 NM)	Los Angeles/Long Beach, USA
Marseilles, FRA (8,007 NM)	Los Angeles/Long Beach, USA
Ningbo, CHN (5,793 NM)	Los Angeles/Long Beach, USA
Oakland, USA (384 NM)	Los Angeles/Long Beach, USA
Pago Pago, USA (4,220 NM)	Los Angeles/Long Beach, USA
Papeete, PF (3,598nm)	Los Angeles/Long Beach, USA
Port Hueneme, USA (68 NM)	Los Angeles/Long Beach, USA
Portland, USA (994 NM)	Los Angeles/Long Beach, USA



Prince Rupert, CAN (1,428 NM)	Los Angeles/Long Beach, USA
Qingdao, CHN (5,756 NM)	Los Angeles/Long Beach, USA
Rodman, PAN (2,944 NM)	Los Angeles/Long Beach, USA
San Diego, USA (102 NM)	Los Angeles/Long Beach, USA
San Francisco, USA (379 NM)	Los Angeles/Long Beach, USA
Seattle, USA (1,170 NM)	Los Angeles/Long Beach, USA
Shanghai, CHN (5,742 NM)	Los Angeles/Long Beach, USA
Shekou, CHN (6,419 NM)	Los Angeles/Long Beach, USA
Singapore, SGP (7,691 NM)	Los Angeles/Long Beach, USA
Slavyanka, RUS (4,942 NM)	Los Angeles/Long Beach, USA
Surrey, CAN (1,188 NM)	Los Angeles/Long Beach, USA
Tacoma, USA (1,190 NM)	Los Angeles/Long Beach, USA
Taicang, China (5,775 NM)	Los Angeles/Long Beach, USA
Taipei, TWN (5,963 NM)	Los Angeles/Long Beach, USA
Tauranga NZ (5,690 NM)	Los Angeles/Long Beach, USA
Tokyo, JPN (4,900 NM)	Los Angeles/Long Beach, USA
Vancouver, CAN (1,189 NM)	Los Angeles/Long Beach, USA
Vladivostok, RUS (4,927 NM)	Los Angeles/Long Beach, USA
Vung Tau, VNM (7,180 NM)	Los Angeles/Long Beach, USA
Xiamen, CHN (6,142 NM)	Los Angeles/Long Beach, USA
Yangshan, CHN (5,733 NM)	Los Angeles/Long Beach, USA
Yantian, CHN (6,392 NM)	Los Angeles/Long Beach, USA
Yosu, SKOR (5,362 NM)	Los Angeles/Long Beach, USA
Zhoushan PT, CHN (5,758 NM)	Los Angeles/Long Beach, USA





## Distance Chart for Calculating CTA for OAK

Last Port of Call	Next Port of Call
Apia, ASM (4,157 NM)	Oakland, USA
Balboa, Panama (3,267nm)	Oakland, USA
Busan, KOR (4,928 NM)	Oakland, USA
Cai Mep, VNM (6,870 NM)	Oakland, USA
Callao, Peru (4,020nm)	Oakland, USA
Cartagena, COL (3,589 NM)	Oakland, USA
Cebu, Philippines (6,169 NM)	Oakland, USA
Chiba, JPN (4,584 NM)	Oakland, USA
Da Chan Bay (6,088 NM)	Oakland, USA
Ensenada, MEX (515 NM)	Oakland, USA
Fuzhou, China (5,670 nm)	Oakland, USA
Gwangyang, KOR (5,022 NM)	Oakland, USA
Ho Chi Minh City, VNM (6,903 NM)	Oakland, USA
Hong Kong, CHN (6,067 NM)	Oakland, USA
Honolulu, USA (2,162 NM)	Oakland, USA
Kaohsiung, TWN (5,833 NM)	Oakland, USA
Keelung, TWN (5,621 NM)	Oakland, USA
Kobe, JPN (4,838 NM)	Oakland, USA
Laem Chabang, Thailand (7,415nm)	Oakland, USA
Lazaro Cardenas, MEX (1,693 NM)	Oakland, USA
Long Beach, USA (384 NM)	Oakland, USA
Los Angeles, USA (384 NM)	Oakland, USA
Manzanillo, MEX (1,550 NM)	Oakland, USA
Marseilles, FRA (8,348 NM)	Oakland, USA
Ningbo, CHN (5,454 NM)	Oakland, USA
Pago Pago, USA (4,148 NM)	Oakland, USA
Papeete, PF (3,678nm)	Oakland, USA
Port Hueneme, USA (320 NM)	Oakland, USA
Portland, USA (653 NM)	Oakland, USA
Prince Rupert, CAN (1,088 NM)	Oakland, USA



Qingdao, CHN (5,414 NM)	Oakland, USA
Rodman, PAN (3,285 NM)	Oakland, USA
San Diego, USA (468 NM)	Oakland, USA
San Francisco, USA (4 NM)	Oakland, USA
Seattle, USA (830 NM)	Oakland, USA
Shanghai, CHN (5,400 NM)	Oakland, USA
Shekou, CHN (6,084 NM)	Oakland, USA
Singapore, SGP (7,367 NM)	Oakland, USA
Slavyanka, RUS (4,590 NM)	Oakland, USA
Surrey, CAN (847 NM)	Oakland, USA
Tacoma, USA (850 NM)	Oakland, USA
Taicang, China (5,433 NM)	Oakland, USA
Taipei, TWN (5,645 NM)	Oakland, USA
Tauranga NZ (5,677 NM)	Oakland, USA
Tokyo, JPN (4,581 NM)	Oakland, USA
Vancouver, CAN (848 NM)	Oakland, USA
Vladivostok, RUS (4,576 NM)	Oakland, USA
Vung Tau, VNM (6,863 NM)	Oakland, USA
Xiamen, CHN (5,806 NM)	Oakland, USA
Yangshan, CHN (5,391 NM)	Oakland, USA
Yantian, CHN (6,058 NM)	Oakland, USA
Yosu, SKOR (5020 NM)	Oakland, USA
Zhoushan PT, CHN (5,416 NM)	Oakland, USA