VTS Policy for Restricted Mooring, Bunkering, Lightering, and Alongside Operations

All Vessels Within the VTSA: A clear channel, **shall at all times,** be left open to permit free and unobstructed navigation by all types of vessels and tows normally using the various waterways. For this reason, pushing in along the channel will not normally be permitted. Using push tugs to hold vessels to a dock following a mooring evolution, is also not permitted. Proper moorings shall be maintained without the use of assist vessel(s). All vessels shall plan accordingly with their offices and dispatchers for prearranged dock or fleeting area availability as well as proper mooring configuration prior to entering the VTSA.

Operations outside a berth pocket or that encroaches into the limit of any federally maintained channel or navigable waterway may require a Category I or II Channel Obstruction Request; form located at www.LoneStarHSC.org/vts-cotp-forms

Operations within the VTSA are subject to VTS requirements given under the authority of 33 CFR 160.5 and 161.3.

Dock/Facility	Standard Requirements
- Bayport & Barbour's Cut Mudbank (Dredges & Equipment only) - Bayport & Barbour's Cut Container Dock (total beam not exceed berth pocket of 230ft) - Bolivar Roads Anchorages A, A-east, B, C - BWC Terminal Ship Dock 2 (BWCD) - City Docks 01W, 01E, 02, 03, 04, 13, 14, 15, 16, 17, 27, 28, 32, 41, 42, 45 ** - Gulf Sulphur Services - Houston Cement East / Houston Cement West - INEOS Phenol - ITC Deer Park Ship Dock 1, 2, 7, 8 - ITC Pasadena Ship Dock 1 & 2 - Jacinto Port Ship Dock 1, 2, 3, BWC Terminal (BWJP) - LBCH ship docks - Kinder Morgan Galena Ship Dock 5 ** - New Manchester Ship Docks A & B - Odfjell Ship Dock 1 - Old Manchester Ship Docks 2 & 3 ** - OXY Vinyl's Houston - PEMEX Ship Dock East and Middle - Proler-Sims Metal Management Ship Dock - South Central Cement Ship Docks 1 & 2 ** - Targa Ship Dock 1, 2, 4 & 5 - T44, T45, 50, 66, 67, 68 - VOPAK Deer Park Ship Dock 1 - Any dock utilized for Alternative Fuels Bunkering ** Additional associated requirements may be in effect; see below	Request to bunker, lighter, or conduct any alongside operation at these locations must be made to Vessel Traffic Service. Prior Approval required. 1. An attending towboat shall be present during operation. 2. Must maintain an active wheel-house watch. 3. Shall monitor CH 13 or the VTS Sector Channel (11, 12, 21A). 4. No Double-Ups of alongside vessels. 5. Configuration length of alongside vessels may not protrude beyond the hull length of moored vessel. (CAT II Required if so) 6. If necessary, standby to stop the operation, or in some cases, be able to disconnect and move within 60 minutes. ***Pilots are asked to recognize the level of risk associated with halting and disconnecting cargo transfer or bunker operations to move on short notice. Prior to making request, Pilots are asked to consider available options and associated risks.***
** City Docks: 01W, 01E, 2, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 43, 44, 45 BWC Terminal Ship 2, Derichbourg New Terminal 1	Above CD26, subject to the above requirements if simultaneous alongside operations are ongoing at opposing berths; results in both berths being restricted.
** Old Manchester Ship Dock 2 & 3, City Dock 32	In addition to the above requirements, no simultaneous alongside operations.
** Kinder Morgan Galena Park Ship Dock 5 LyondellBasell Houston Refining Dock C & D	In addition to the above requirements, no simultaneous alongside operations. No double up barges at Lyondell Dock C or D.
Enterprise Channelview Ship Dock 1, 1A, 4, 5, 6, 7, 8 Stolthaven Ship Dock 2 & 3	In addition to the above requirements, Enterprise Channelview request **2-hour notice** for the removal of oil boom surrounding operation.
Houston Fuel and Oil Ship Docks 3 & 5	Subject to the above requirements when combined widths of already moored vessels are 240 ft or greater.

Updated: February 26, 2026

Docks below have requirements not associated with the Standard Requirements above.	
** South Central Cement 1 and 2 and Kinder Morgan Bulk 1 and 2	No cross channel simultaneous bunkers. Must be able to attend and relocate with a 2 hr notice for any dock listed.
Bolivar Barge Cleaning Services (aka Gates Stripping) Peninsula Marine Inc East & West	No configuration to exceed 108' beam. All double ups must have an attending towboat / active wheelhouse on CH 13 or 12
PEMEX Barge Lay Berth	No configuration to exceed 162' beam. No more than 3 empties or 2 loaded barges abreast.
Pasadena Commodities, Inc Ship 1 and 2	No configuration to exceed 90' beam.
Magellan Galena	No double-ups at Barge Dock 3. No double-ups at Barge Dock 2 if ship or offshore barge moored at Pasadena Commodities, Inc (PCI) Ship Dock 1 or Ship Dock 2. **Double up barges at Ship Dock 1 & Ship Dock 3 must reconfigure within 60 minutes**.
Chevron Pasadena Refinery VOPAK Exolum Houston	No double-ups barge configurations.
Kinder Morgan Bulk 2 (Lay Dock)	No more than 1 barge of any size
Kinder Morgan Pasadena Ship Dock 1, Barge 1 and 2 Valero Manchester Barge Docks 1 & 4	No alongside ops or double ups.
Kinder Morgan Export Terminal and Galena Park 1, 2, 4	No simultaneous bunkers.
Texas Port Recycling	No configuration to exceed 100' beam.
Texas International Terminals	Vessel Traffic Service Houston-Galveston Directs the following for tow and barge operations at Texas International Terminals: FLOOD CURRENT. A. No arrivals/departures with strung out barges B. Assist boat required for all configurations. C. No transits when flood current is greater than 0.5 kts. EBB CURRENT A. No arrivals/departures with strung out barges. B. Assistance boat required for all multi-barge configurations. C. Assist boat required for single barge tows when ebb current is greater than 1.5 kts. Tows bound for this location will be asked to affirm during check-in.
Bolivar and Pelican Mooring Buoys (Industry initiative enforced by VTS)	72 hr max; Attending tow required; No unattended or shared barges; No configuration greater than 110' beam.
San Jacinto River Mud Bank (Industry initiative (MSIB 09-16) enforced by VTS	48 hr max; Tows with barges awaiting fleet space only, Attending tow required; No unattended or shared barges; No configuration greater than 162' in length from the bank; No configuration beyond Channel Shipyard Dry-Dock towards ship channel.

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