

Port Information Guide

Date adopted: November 21, 2016

Subject

This notice is being posted publicly to notify industry, stakeholders and the public of amendments to our practices and procedures document, the Port Information Guide.

Following amendments implemented in August-September 2016, an unintended outcome was noticed by the towing industry. The amendments adopted here aim to correct the unintended outcome of the review of the Second Narrows MRA Procedures. Affected stakeholders have been contacted directly and their comments received were taken into consideration.

Application

Pursuant to the *Canada Marine Act*, and the *Port Authorities Operations Regulations*, Vessels within the jurisdiction of Vancouver Fraser Port Authority will be required to comply with the revisions and additions below.

Details

The below amendments will be incorporated into the Port Information Guide on or after November 21, 2016. There will also be general housekeeping of the document that will not affect intent or application.

Section 8.13: Second Narrows MRA Procedures (MRA-2)

Addition/Amendment: The removal of the sentence “specifically designed for pushing and tractor tugs towing alongside” from several locations in the MRA-2 procedures as it conflicts with the requirements of Table 3: Second Narrows MRA-2 tugs and barges including ATB’s when not piloted – summary matrix, which applies to all tugs and barges.

Section 8.13: Table 3

Addition/Amendment: Prior to the review implemented in August-September 2016 the MRA procedures did not restrict barges with less than 6,000 tonnes of cargo on board to the 2 knot current window. It was not intended to make any change to that and this amendment reflects that correction. Changes are in red.

Barge capacity (tonnes)	Night time allowed	Tidal current opposing ¹	Tidal current following ¹	Visibility restricted ²	No. of assist tugs	Bollard pull (tonnes)
<6,000	Yes	-	-	conditional	-	-
6,000> <10,000 not in product ³	Yes	-	-	conditional	1	20
6,000> <10,000 in product ³	Yes	<2.0k	<2.0k	conditional	1	20
10,000> <15,000	Yes	<2.0k	<2.0k	restricted	1 or 2	40

¹ Tugs and barges including ATBs when piloted are subject to the transit rules at set out in Table 1.

² Reference shall be made to: *Restrictions – Visibility Restrictions* for detailed requirements.

³ For the purposes of this table, barges carrying cargoes other than liquid bulk will be subject to the requirements for “in product” when loaded, and subject to “not in product” when light.

Note: One pilot is required for any tug/barge combination if under pilotage and subject to transit windows.

Section 8.13: Table 1

Addition/Amendment: Clarification of the intended cutoffs. Changes in red.

Tankers in product

Vessel type	Night time allowed	Tidal current opposing	Tidal current following	Tugs	Pilots	Tugs First Narrows
Tankers LOA <185m and < 40,000 SDWT	Yes	<1.0k	<0.5k	T	1	-
Tankers LOA > 185m	No	<1.0k	<0.5k	T	1	-
Tankers SDWT > 40,000	No	<1.0k	<0.5k	T	2	T

Tankers not in product and all other deep sea vessels

Vessel type	Night time allowed	Tidal current opposing	Tidal current following	Tugs	Pilots	Tugs First Narrows
LOA <230m and beam < 35m	Yes	<2.0k	<0.5k	T	1	-
LOA>230m or beam>35m	No	<1.0k	<0.5k	T	2	-

Comments

All comments with respect to these amendments can be made in writing and directed to the attention of:

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