

# PORT INFORMATION GUIDE NOTICE OF AMENDMENT

**Date Issued:** December 3rd, 2015

**Date effective:** January 4th, 2016

**Subject:** This notice is being posted publicly to notify industry, stakeholders and the public of several intended amendments to our practices and procedures document, the Port Information Guide. Anyone that may be affected by these amendments may comment on the proposed changes. All comments received will be taken into consideration before any change is implemented.

**Application:** Pursuant to the *Canada Marine Act*, and the *Port Authorities Operations Regulations*, Vessels within the jurisdiction of Vancouver Fraser Port Authority (VFPA) 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 January 4th, 2015. There will also be several corrections to language errors, and general housekeeping of the document that will not affect intent or application.

## 1. Definitions

**Addition/Amendment:** Addition of the definition for “in product” to mean vessels that have greater than 6000 tons of cargo on board. The intention is to draw a line for vessels unsure if they are considered to be “empty” when they may have a slop tank with some content or other small amounts of cargo or cargo residue.

## 2. Definitions

**Addition/Amendment:** Addition of the definition for “in heel” or “in heel condition” as it relates to the ballast condition of gas carriers.

### 3. Section 8.3: UKC

**Addition/Amendment:** The UKC section will be amended to reflect actual practice. Addition of table below

Control Area	UKC requirement rising tide	UKC requirement falling tide	UKC requirement slack tide
Roberts Bank	5%	10%	10%
Burrard Inlet (manoeuvring)	5%	10%	10%
Burrard Inlet (transiting)	10%	10%	10%
First Narrows	10%	10%	10%
Second Narrows MRA	10%	10%	10%
Fraser River (< 250m LOA)	90 cm	90 cm	90 cm
Sandheads (< 250m LOA)	1.4 m	1.4 m	1.4 m
Fraser River (> 250m LOA)	1.4 m	1.4 m	1.4 m
Sandheads (> 250m LOA)	1.9 m	1.9 m	1.9 m
Alongside a berth	5%	5%	5%

Note: The figures in this table are recommendations for masters to use as a safety guideline. A local pilot may require adjusted UKC as deemed appropriate given the vessel and prevailing circumstances.

### 4. Section 8.11: Docking

**Addition/Amendment:** Vessels may overhang a berth by a distance of up to 20% of the LOA of the vessel for vessels up to 200 metres LOA, and up to 40 metres for vessels over 200 metres LOA. This applies if the mooring arrangement on the vessel and the mooring arrangement on the berth allow for an overhang, in the opinion of the Master and Pilot.

Any vessel requiring an overhang in excess of these shall contact the operations centre at least 48 hours in advance of berthing or shifting to the proposed overhang for Harbour Master approval.

When assessing a request for a vessel to overhang in excess of the numbers above, the interests of the terminal operator must be considered. However, additional requirements may be imposed on the vessel, including the use of tugs, and additional mooring lines. The requirements will include that the vessel:

- Not obstruct the passage of any other vessel
- Properly illuminates the overhang from sunset to sunrise



- Does not pose a potential danger to the port, with regard to the prevailing weather conditions, tide or current
- Does not impact adjacent berths or facilities.

## 5. Section 8.11: Docking

**Addition/Amendment:** Addition of a new section to read:

"All vessels alongside a berth must maintain a continuous deck watch at all times. The officer in charge of the watch must follow the requirements contained in the STCW Code, as amended, as well as be guided accordingly by these practices and procedures.

In maintaining such a watch, the officer in charge must ensure that:

- The latest tidal and weather conditions are available
- A listening watch on VHF 16/12 or 16/74 is maintained for the duration of the vessel's call
- The vessel's mooring lines are checked on a regular basis and adjusted accordingly
- VTS must be notified for any shifting of the vessel, engine immobilizations, lowering of any boats into the water, or any other work that may affect other vessels in the area
- The officer is aware of all loading or discharging operations being carried out, as well as any vessel discharges
- Vessel traffic in the area is monitored.

In addition, vessels berthed at Vancouver Wharves, Cascadia, Lynnterm, Univar or Fibreco terminals must keep all of their mooring lines tight at all times. A regular check of all mooring lines must be carried out to ensure lines are not slack."

## 6. Section 8.12: First Narrows

**Addition/Amendment:** Amendment of boundaries related to fishing in First Narrows. Currently reads: Fishing or the use of fishing related equipment is prohibited between Capilano Light Beacon and Brockton Point as marked on appropriate CHS Charts. Addition to read: Additionally, fishing or the use of fishing related equipment is prohibited in the area located within a line drawn from Capilano Light Beacon, Navvy Jack Point and Ferguson Point.

## 7. Section 8.16: Bridge transit procedures

**Addition/Amendment:** Contact number for the Queensborough railway bridge will be amended from 604.522.3729 to 604.522.5131

## 8. Section 8.16: Bridge transit procedures

**Addition/Amendment:** Addition of Lulu Island Railway Bridge.

## 9. Section 14.3: Maintenance and repair

**Addition/Amendment:** In the section that reads "A tug must stand by a vessel that requires immobilizing its engines while at anchor."

Addition of the sentences "The tug must be of sufficient bollard pull to hold the vessel in place in the expected weather conditions."

## 10. Section 14.3: Maintenance and repair

**Addition/Amendment:** Addition of a section entitled "Painting over the water" to read "If a vessel would like to touch up the paint on the hull while alongside or at anchor, a vessel service request must be submitted to the operations centre.

Preparation of the area to be touched up is limited to rinsing with non-chlorinated fresh water, or wiping with a clean rag. Pressure washing of the hull is not permitted without written permission from the Port Authority. Pressure washing of the hull must be reviewed by Port Metro Vancouver - environmental programs, and must be requested at least 48 hours prior to the work.

All precautions must be taken to ensure that no paint or debris goes into the water, and precautions must be taken to ensure that any crew working over the side or at a height are safe and protected from falls."

## 11. Section 14.6: Anchorage Procedures – Multiple changes

**Addition/Amendment:** Addition to section titled "Anchorages"

Currently reads: "The main anchorages serving ships calling the Port facilities are located in Burrard Inlet and are known as: English Bay Anchorages (North and South), Inner Harbour Anchorages and Indian Arm Anchorages.

Other anchorages include short term anchorages operating more as holding areas for vessels calling Fraser River terminals and Roberts Bank terminals as well as a number of emergency anchorages strategically located in the main anchoring areas. For a full list of anchorages and their particulars see the anchorage tables in this section.

Inner harbour anchorages are assigned as short term anchorages to vessels that require sheltered waters and better accessibility to port services such as bunkering as well to facilitate transit of 2nd Narrows when needed. With the exception of tankers, the period might be extended on request if there are no other ships requiring inner harbour anchorages."

Addition to read: "Anchorages in English Bay and Indian Arm are assigned for a period of up to seven (7) days. The period might be extended on request if there are no other ships requiring anchorages in English Bay or Indian Arm."

**Addition/Amendment:** Addition to the section titled "Anchorage Assignments".

Currently reads: "The Authority assigns anchorages to deep sea ships on a first come first served basis, as available and in accordance with suitability criteria and other restrictions outlined in this document. For the purposes of this section "first come" refers to the time the vessel would arrive at the anchorage

Anchorage requests can be made online through the Pacific Gateway Portal as soon as it is known that a vessel requires the use of an anchorage. The Operations Center will assign a suitable anchorage based on availability and vessel's estimated time of arrival at anchorage. The Operations Centre can be contacted 24/7 at +1 604 665 9086, [harbour\\_master@portmetovancouver.com](mailto:harbour_master@portmetovancouver.com)."

Addition to read: "In the event a vessel has stayed longer than seven (7) days at an anchorage in English Bay or Indian Arm, and the anchorage is required by another vessel, the vessel will be required to shift to a berth, or to an anchorage in Nanaimo or the Gulf Islands. The Authority will endeavor to inform the ship's agent of a required shift with as much notice as possible."

**Addition/Amendment:** Amendment to the section titled "Non-Availability of Anchorages". Amendments in red below:

“There may be times that there is no suitable anchorage available for a vessel. The Authority will endeavor to inform the ship’s agent of a non-availability with as much notice as possible.

If there is no suitable anchorage available in Vancouver, a vessel will need to find another suitable anchorage. There are anchorages available in Nanaimo and throughout the Gulf Islands. These anchorages are assigned by the Nanaimo Port Authority and MCTS/BC Coast Pilots respectively.

If a vessel has to anchor in Nanaimo **or in the Gulf Islands** to await a berth in Vancouver or the Fraser River due to non-availability of anchorages in Vancouver, the vessel may be considered to have arrived at Vancouver for commercial purposes.

If a vessel has to anchor outside of Vancouver in between 2 or more berths in Vancouver or the Fraser River due to non-availability of anchorages in Vancouver, **or due to the vessel overstaying the seven (7) day limit**, it will be considered as one call for the purposes of harbour dues.”

## **12. Section 14.7: Bunkering – Fraser River**

**Addition/Amendment:** Bunkering of deep sea vessels calling at Fraser River terminals may occur only alongside a safe berth. Due to changing river conditions, passing traffic and terminal layout, a tug capable of handling the bunkering barge is required to be in attendance while bunkering of deep sea vessels at any of the Fraser River terminals.

Bunkering operations at Fraser Surrey Docks and Annacis Auto Terminal may impede the safe movement of other vessels at these terminals. To address this issue, bunkering operations at either terminal must be coordinated as outlined below:

### Bunkering at Fraser Surrey Docks

Bunkering agents are required to work with the terminal to avoid conflicts between bunkering and vessel berthing schedules at FSD.

Bunkering agents must advise by email their bunkering schedule at least 24 hours in advance to:

- Fraser Surrey Docks: [superintendents@fsd.bc.ca](mailto:superintendents@fsd.bc.ca)
- Pacific Pilotage Authority: [info@ppa.gc.ca](mailto:info@ppa.gc.ca)
- Vancouver Fraser Port Authority: [harbour\\_master@portmetrovancover.com](mailto:harbour_master@portmetrovancover.com)
- Victoria Traffic: [RMIC-Pacific@pac.dfo-mpo.gc.ca](mailto:RMIC-Pacific@pac.dfo-mpo.gc.ca). (VTS)

A stand-by tug must be in attendance of oil barges moored alongside or otherwise at FSD. If a towing company is used, it is the responsibility of the bunkering agent to ensure the towing company is aware of the bunkering and berthing schedule.

When bunkering operations are under way, tug masters are required to maintain communication with Victoria Traffic on VHF Channel 74 to monitor for deep-sea traffic that may affect bunkering operations and advise when bunkering operations begin and complete.

In the event a ship must transit past a berth within the same breakwater where a bunkering operation is underway, the oil barge must be removed to allow for the safe and timely transit of arriving, shifting or departing vessels.

#### Bunkering operations at Annacis Auto Terminal (AAT)

Bunkering at this terminal may impede vessels arriving or departing from Fraser Surrey Docks (FSD). The following procedure applies to the safe management of bunkering operations at this terminal:

Bunkering agents must advise by email their bunkering schedule at least 24 hours in advance to:

- Annacis Auto Terminal: **email address required**
- Pacific Pilotage Authority: [info@ppa.gc.ca](mailto:info@ppa.gc.ca)
- Vancouver Fraser Port Authority: [harbour\\_master@portmetrovancover.com](mailto:harbour_master@portmetrovancover.com)
- Victoria Traffic: [RMIC-Pacific@pac.dfo-mpo.gc.ca](mailto:RMIC-Pacific@pac.dfo-mpo.gc.ca).

A stand-by tug must be in attendance of bunker barges moored alongside. If a towing company is used, it is the responsibility of the bunkering agent to ensure the towing company is aware of the bunkering and berthing schedule.

In the event a ship requires to maneuver for arrival or departure at FSD, the bunker barge, at the discretion of a Fraser River Pilot must be removed to allow appropriate swing room for the ship.

When bunkering operations are under way, tug masters are required to maintain communication with Victoria Traffic on VHF Channel 74 and deep-sea vessels that will be passing AAT to clarify whether the barge is required to be moved or not. They shall also advise VTS when bunkering operations begin and complete.

Bunkering agents should consider the anticipated deep sea shipping movements when scheduling bunkers at AAT.

When assessing the requirement for a barge to move, a Fraser River Pilot will take into consideration items including, but not limited to:



- The berth the vessels is maneuvering from or to
- Whether the vessel will berth port or starboard side alongside
- The size of the vessels involved
- The prevailing wind and weather conditions

### **13. Section 14.7: Bunkering**

**Addition/Amendment:** Amendment of “Bunkering may take place at anchor or alongside. It may be pumped from a road tanker, bunker barge or another tanker or ship. Regardless of the method and provider, the Practices and Procedures (P&P) outlined herein apply to all vessels receiving bunkers within the Port.”

**To read:**

“Bunkering may take place at anchor or alongside. It may be pumped from a bunker barge, another tanker or ship or a road tanker, with the exception of a road tanker afloat on a deck barge when the liquid to be transferred is defined as a Class 3 flammable liquid, or a marine pollutant by the IMDG code. Irrespective of the method and provider, the Practices and Procedures (P&P) outlined herein apply to all vessels receiving bunkers within the Port.”

### **14. Appendix A: Ship/Shore safety checklist**

**Addition/Amendment:** The addition of the ISGOTT bunkering safety checklist as Appendix A. The existing bulk liquid transfer checklist will be renamed as “Appendix B”

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**Comments:** All comments with respect to these amendments can be directed to the attention of:

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Following the 30 day period, PMV will take all comments into consideration before implementing these changes.