

Formalization and introduction of speed limit areas and other amendments to the Port Information Guide

Background

Under the *Canada Marine Act*, all Canada Port Authorities may establish practices and procedures within their jurisdiction to be followed by ships and establish safety control zones for safe boating and recreational activities. The Vancouver Fraser Port Authority is the federal agency responsible for maintaining the safe and efficient movement of marine traffic within the Port of Vancouver and has had navigational and safe boating regulations in place within its jurisdiction for a number of years to ensure the safety of all port users.

On December 18, 2018 the port authority issued a notice of amendment regarding:

- The formalization of speed limit areas in the First Narrows Traffic Control Zone (TCZ-1), Coal Harbour, and areas in Indian Arm, and other practices and procedures, including making mandatory the current voluntary 15-knot speed reduction in the First Narrows.
- The introduction of new speed limit areas in Indian Arm and Port Moody.
- The introduction of new reporting requirements for vessels designed to carry 12 or more passengers within the Burrard Inlet Traffic Control Zones (TCZ-1 and TCZ-2).
- Updated language regarding environmental protection, minimum safety clearances, and other language related to the operation of commercial vessels in the Port of Vancouver.

Following the 30-day public comment period, the port authority reviewed and considered all feedback before making updates to the practices and procedures. The final changes reflect the port authority's commitment to promoting safety on the water for commercial traffic and recreational boaters alike and can be found in the [Port Information Guide](#).

Overview:

The port authority received eight email responses during the comment period between December 18, 2018 and January 25, 2019. The regular 30-day comment period was increased due to the holiday break. This consideration report summarizes comments received along with the port authority's response to comments pertaining to the proposed amendments.

Summary of issue or interest	Summary of comments received	Response from Vancouver Fraser Port Authority
<p>Tier 2 vessel speed restrictions in First Narrows Traffic Control Zone (TCZ-1)</p> <p><i>4 comments</i></p>	<p>General disagreement with the need to implement speed restrictions within the First Narrows. Comments received suggest speed limits will have major implications for the efficiency of port operations by delaying high-speed vessels and request that launch services be exempted from speed restrictions.</p>	<p>The First Narrows is a narrow waterway with challenging tide and current conditions that can make it difficult for small watercraft to safely navigate. Throughout the year, this channel can become very congested due to increased commercial and recreational vessel traffic. Deep-sea commercial vessels already follow a speed restriction of 10 knots through the TCZ-1</p> <p>In the fall of 2017, the port authority increased the access area for recreational boaters through the First Narrows and around Siwash Rock. As a result, more sports fishing vessels and human-powered pleasure crafts including kayaks, canoes and paddle boards are now in this area. With this increased activity, there has been a higher number of near-miss occurrences related to speed and unsafe boating practice. This highlights the need for the 15 knot speed restriction for the safety of all boaters.</p> <p>With respect to any delays caused by the speed restriction, vessels capable of regularly transiting the TCZ-1 at 30 knots will take an additional four minutes to transit at 15 knots.</p> <p>This speed restriction in the First Narrows Traffic Control Zone is being implemented by the port authority for the safety of all boaters, recreational and commercial alike, within the Port of Vancouver.</p>
<p>Tier 2 vessels designed to carry 12 or more passengers must be in</p>	<p>The procedure should be clearer in which type of vessels this applies to, i.e. commercial or pleasure craft, and</p>	<p>Communication with vessels transiting, intending to transit, or maneuvering within the Traffic Control Zones is provided, on behalf of the port</p>

<p>receipt of clearance from MCTS prior to entering TCZ</p> <p><i>2 comments</i></p>	<p>provide more details on when they should call MCTS.</p>	<p>authority, by the Canadian Coast Guard Marine Communications and Traffic Services (MCTS).</p> <p>Based on feedback received, the requirement in the Port Information Guide will be amended to read: <i>Tier 2 vessels designed to carry 12 or more passengers for commercial purposes (i.e. ferry, charter or tour vessel), must be in receipt of clearance from Marine Communications and Traffic Services (MCTS) at least 15 minutes prior to entering TCZ-1 / TCZ-2.</i></p>
<p>Indian Arm South speed restriction area is too slow</p> <p><i>1 comment</i></p>	<p>For such a large navigation channel, and considering that it is only congested during summer time, the extent of this area and the speed limit should be reconsidered.</p>	<p>The Indian Arm South area is used year-round by recreational, human-powered pleasure craft vessels. As such, it is necessary that the speed restriction be implemented year-round to ensure the safety of all port users.</p> <p>The Indian Arm South is made up of a number of existing and new speed restriction areas, the extent of which was determined based on technical guidance by harbour patrol officers.</p> <p>The extent of the area and speed requirements will be reviewed periodically after implementation and adjusted as required.</p>
<p>Planing hull boats produce greater wake at slow speeds</p> <p><i>1 comment</i></p>	<p>Planing hull speed boats based on their design speed, produce the most wake between 12 and 18 knots. Designed to operate on a plane, with the hull mostly displaced above the water, these vessels produce less wake when operating at approximately 20 knots.</p>	<p>Speed restriction areas designated by the port authority establish a maximum speed vessels should not exceed. In this case, the maximum speed is 15 knots.</p> <p>There are many variations of vessels all with unique design and maneuvering characteristics. Operators should consider the maneuverability of their vessel, among other factors, when determining a safe speed below the speed limit within speed restriction areas.</p>

<p>Twin Islands speed restriction zone <i>1 comment</i></p>	<p>The port authority should also consider implementing a speed restriction zone near Twin Islands, Belcarra Provincial park dock.</p>	<p>The port authority is considering implementing speed restrictions for Twin Islands in future amendments.</p>
<p>Paper distribution of Notice of Amendment <i>1 comment</i></p>	<p>A request that the Notice of Amendment be made available for distribution in paper hand-outs</p>	<p>Notice of Amendment documents are available for download in PDF format from www.portvancouver.com as well as the Port Information Guide.</p>
<p>Signals to attract attention <i>1 comment</i></p>	<p>The new requirement to have the Seabus use a white, all-round strobe light contradicts the Collision Regulations Rule 36 and Rule 37.</p>	<p>Seabuses operating in the harbour have displayed a white strobe light dating over two decades. During poor weather, reduced visibility and the backdrop of the city lights at night, the strobe light is an aid for other vessels and aircraft to identify the position of the Seabus in the harbour.</p> <p>Seabus operations are a very important component of the transportation supply chain in Vancouver, these operations take place in the middle of the busy harbour in both daylight and darkness, in all weather conditions.</p> <p>Translink, with the support of the port authority, has requested an exemption from Collision Regulations Rule 36 and Rule 37 under Transport Canada for the use of a white, all-round strobe light.</p>