

Port Information Guide

Notification date: March 18, 2019

Preamble

In accordance with the *Canada Marine Act*, 1998, Section 57 – Notice, the Vancouver Fraser Port Authority is proposing amendments to the practices and procedures contained within the Port Information Guide. These practices and procedures are applicable to all *ship(s)* operating within the jurisdiction of the port authority. A *ship*, as defined by the *Canada Marine Act*, 1998, and *Port Information Guide* means, every description of vessel, boat or craft designed, used or capable of being used solely or partly for marine navigation, whether self-propelled or not and without regard to the method of propulsion, and includes a sea-plane and a raft or boom of logs or lumber.

This notice of amendment is posted publicly, for a 30-day period, to notify industry, stakeholders and the public of several intended amendments to the Vancouver Fraser Port Authority's practices and procedures document, the Port Information Guide.

Anyone that may be affected by these amendments may comment in writing by April 18, 2019 to the attention of:

Marine Operations Specialist
portinfoguide@portvancouver.com

All comments received will be taken into consideration before the proposed amendments are implemented.

Summary

As a steward of Canada's largest port, the Vancouver Fraser Port Authority has developed practices and procedures applicable to all ships operating within defined vessel operating areas in the port authority's jurisdiction to support the safe and efficient movement of trade. These practices and procedures are available in the Port Information Guide, in accordance with Section 56 of the *Canada Marine Act*.

The Vancouver Fraser Port Authority proposes to make the following amendments to the Port Information Guide to further promote safety within the Port of Vancouver:

- Replace the existing Vancouver and Approaches Traffic Separation Scheme (TSS) with the English Bay Routing System (EBRS).
- Establish associated procedures for the operation of vessels within the EBRS.

Background

For the purpose of promoting safe and efficient navigation in the waters within the Port of Vancouver, the port authority designates navigation channels and establishes operating procedures for vessels to adhere to.

International trends in shipping show that ships are becoming larger. Specifically within the Port of Vancouver, cruise ships and container ships are getting bigger, making it more challenging for them to maneuver through English Bay, First Narrows and Burrard Inlet within the navigation channel that currently exists.

Proposed amendments

To ensure these larger ships can safely enter Burrard Inlet through First Narrows, the port authority is proposing to implement changes to the existing ship routing system in English Bay, referred to as the Vancouver and approaches Traffic Separation Scheme (TSS).

The existing TSS establishes a ship routing system for large vessels entering and leaving Burrard Inlet. The alignment of the existing TSS poses challenges to large vessels constrained by their air draft on approach to the First Narrows Traffic Control Zone (TCZ-1). By replacing the existing TSS with a newly aligned ship routing system, the English Bay Routing System (EBRS), these large vessels will approach the TCZ-1 at less of an angle, meaning the ship will be in greater control over their rate of turn as they transit under the Lions Gate Bridge. These findings have been determined through an engineered channel design process, full-mission bridge simulation exercises and real world experiences.

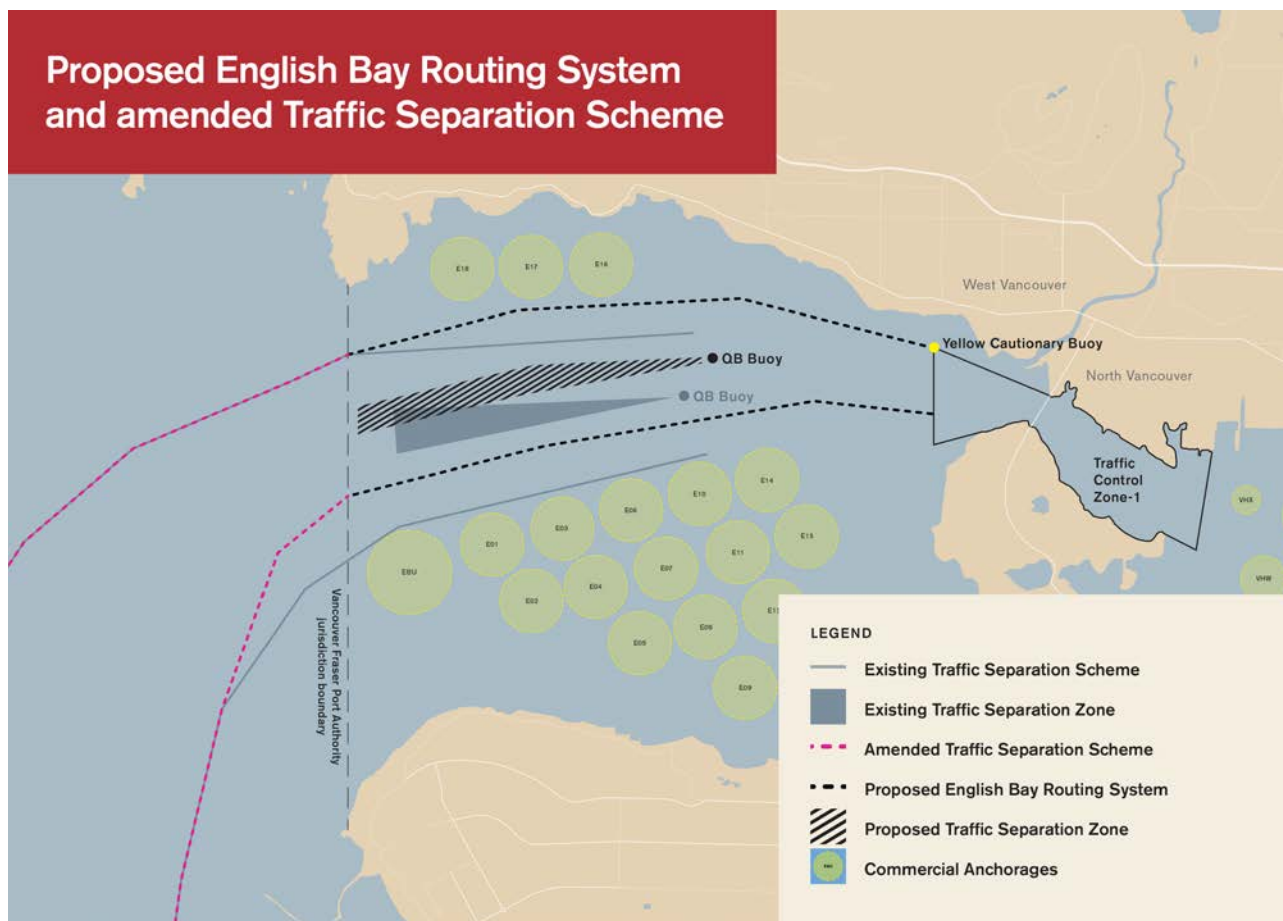


Image – Proposed English Bay Routing System and amended Traffic Separation Scheme

The existing TSS ends two miles west of the Lions Gate Bridge at the QB (Quebec Bravo) buoy and the proposed EBRS will connect the TSS with the TCZ-1, providing a defined area for vessels entering and leaving the TCZ-1. This promotes greater predictability of ship routing and is therefore a safety benefit to all users of the waterway. As shown in the image, the QB buoy will also be re-positioned to reflect the broader changes. The port authority also proposes to install a yellow cautionary buoy marking the North West boundary of the TCZ-1. This buoy will aid mariners in identifying this boundary when on the water. As a result of the proposed changes to the navigation channel, commercial ships may appear to be closer to the shoreline than before as they come into the harbour at an adjusted angle to more safely enter Burrard Inlet through First Narrows.

In addition to implementing the EBRS, the port authority proposes to establish operating procedures for vessels to adhere to while operating in and around this area. These procedures are presented in draft format below.

Proposed operating procedures

EBRS INTRODUCTION

The English Bay Routing System (EBRS) comprises an area located between the terminus of the Vancouver and Approaches Traffic Separation Scheme and the First Narrows Traffic Control Zone (TCZ-1), specifically between coordinates:

- A line drawn north to south at Point Atkinson within the coordinates $49^{\circ}19'20''$ N & $123^{\circ}15'53''$ W, to the north and $49^{\circ}18'19''$ N & $123^{\circ}15'52''$ W to the south
- And line drawn north to south from coordinates $49^{\circ}19'17''$ N & $123^{\circ}09'32''$ W, to the north and $49^{\circ}19'01''$ N and $123^{\circ}09'32''$ W to the south

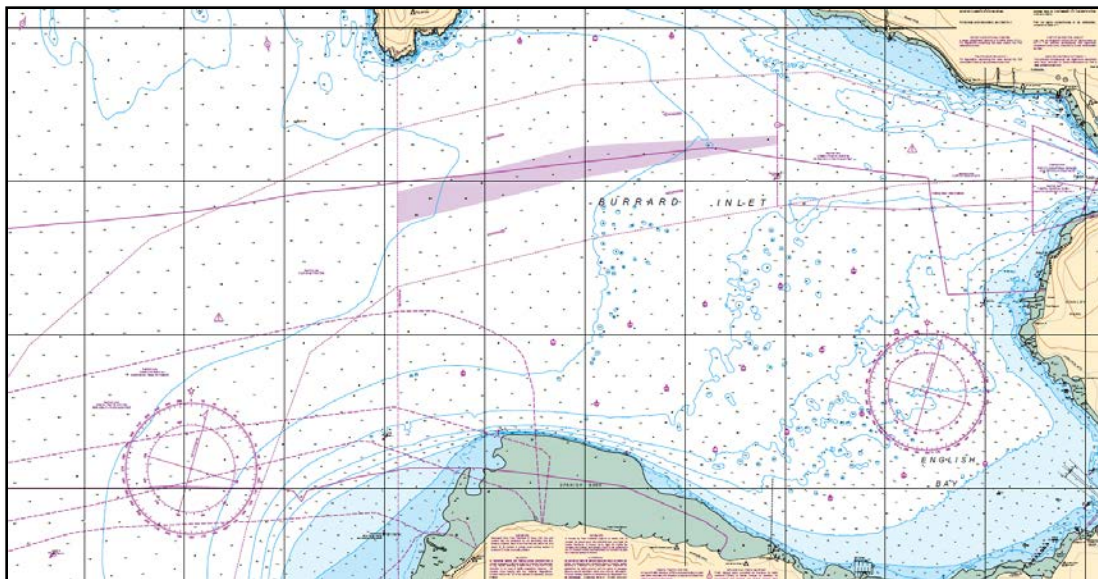


Image: English Bay Routing System as charted on CHS chart #3496

The Vancouver Fraser Port Authority has established the EBRS and has developed these associated procedures. The purpose of the EBRS procedures is to facilitate the safe navigation

and efficient movement of vessels in this area of the port, and they form an integral part of the port authority regulations outlined in this Port Information Guide.

EBRS APPLICATION

Rule 10 of the *Collision Regulations* applies to all ships navigating in or near a routing system, including the EBRS. The EBRS is a compulsory routing system and is modified by the provisions that fall under the heading "Canadian Modifications" to Rule 10 of the *Collision Regulations* as follows:

- In Canadian waters and fishing zones, a vessel engaged in fishing may fish in any direction in or near a traffic separation scheme, but shall not impede the passage of any vessel following a traffic lane.
- Every power-driven vessel of more than 20 metres in length is required to use the route within a traffic separation scheme or routing system by which it can safely proceed to its destination.
- Conditional exemptions are also made for special purpose vessels.

The Harbour Master, as designated by the port authority, has overall authority in interpreting and overseeing the implementation of these procedures. In doing so, the Harbour Master consults on issues of safety with a number of stakeholders including pilots, other statutory agencies and industry experts, as required.

NAVIGATION ENVELOPE (CLEARANCES)

All vessels having a length overall (LOA) of 366m and above and/or a moulded breadth of 51.25m and above are restricted from entering Burrard Inlet via TCZ-1 without the prior approval of the port authority, per section 8.12 of this Port Information Guide.

Vessels using the EBRS intending to enter Vancouver Harbour via the TCZ-1 must refer to the procedures and clearances prescribed in section 8.12 of this Port Information Guide.

a) Vertical Clearances

No overhead structures or objects within the EBRS. Refer to TCZ-1 for further information related to vessels entering Burrard Inlet.

b) Horizontal Clearances

The width of the eastbound (inbound) and westbound (outbound) lanes within the EBRS are 4 cables (741 metres) on either side of the separation zone from Point Atkinson to the QB buoy.

From the QB buoy east to the TCZ-1 boundary, the EBRS lanes narrow from 4 cables wide each to a single lane, 2.5 cables (463 metres) wide at the entrance to the TCZ-1.

EBRS COMMUNICATIONS

a) Marine Communications and Traffic Services (MCTS)

Communication with vessels transiting, intending to transit or manoeuvring within EBRS is provided, on behalf of the port authority, by the Canadian Coast Guard Marine Communications and Traffic Services (MCTS).

As described in the most recent version of the *Radio Aids to Marine Navigation*, the Dundarave calling in point for eastbound (inbound) traffic only is located two nautical miles west of Lions Gate Bridge.

In the event of an interruption to communications between an EBRS vessel and MCTS whereby MCTS has not provided the vessel with traffic information prior to undertaking a EBRS transit, pilots will assess the movement of other traffic having the potential to impede such transit in making a determination as to whether it is safe to continue. A decision on such determination will be conveyed to the port authority Operations Centre.

EBRS RESTRICTIONS

a) Transit Restrictions

Piloted vessels found by BCCP to have unacceptable maneuvering characteristics may be refused permission to transit EBRS or be subject to special restrictions.

A vessel having a defect in the hull, main propulsion machinery, steering system or other communication or navigation system that is detrimental to safe navigation, requires the prior approval of both Transport Canada and the port authority to transit EBRS.

b) Clear Lane Restrictions

The term "Clear Lane" is defined as the transit of a vessel through the eastbound (inbound) lane of the EBRS unimpeded by any other vessel.

MCTS will declare a "Clear Lane" on VHF Channels 12 and 16 by means of a Sécurité call to ensure unimpeded transit of restricted vessels, specifically:

- A vessel with an air draft greater than specified for the vessel moulded breadth in [Appendix A](#), and which has received port authority approval to transit TCZ-1
- A vessel with a draft of 13.6m or greater, upon request by Pilot
- A vessel, which for safety considerations requires a clear passage through TCZ-1 upon request of the Master or pilot
- Other vessels with special transit requirements that require the approval of the port authority

MCTS may direct other vessels which may otherwise be required to use the EBRS, to a suitable holding area agreed to by the master near the edge of the EBRS, to allow a vessel requiring to a "Clear Lane" to overtake with a suitable safe distance, until conditions are such that a transit of the EBRS can be safely executed.

Suitable holding areas for eastbound (inbound) traffic include, the edge of the southern boundary of the EBRS or in a holding pattern immediately to the east of English Bay anchorages 14 and 15.

Light tugs and other highly maneuverable small vessels may, on request, be granted a compliance exemption by MCTS, provided a ship-to-ship agreement has been reached with the vessel for which a clear lane has been declared.

All other vessels must observe the "Clear Lane" declaration for EBRS and must not interfere in any way with the passage of a vessel for which a "Clear Lane" has been declared.

EBRS holding areas: *are defined as areas to which vessels, in agreement with MCTS, can hold themselves in readiness, to allow to be overtaken by vessels requiring a "Clear Lane", until conditions are such that a safe transit of EBRS can be executed.*