

Port Information Guide

Notification date: April 14, 2020

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 May 15, 2020 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 (VFPA) 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*.

Under section 56 (1) of the *Canada Marine Act*, a Canada Port Authority may, for the purpose of promoting safe and efficient navigation or environmental protection in the waters of the port, with respect to ships or classes of ships:

- (a) monitor ships about to enter or within the waters of the port;
- (b) establish the practices and procedures to be followed by ships;
- (c) require ships to have the capacity to use specified radio frequencies; and
- (d) establish traffic control zones for the purposes of paragraphs (a) to (c).

VANCOUVER FRASER PORT AUTHORITY | Notice of Amendment: Port Information Guide

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:

- Update the definition of “daytime hours” with respect to personal watercraft
- Formalize emergency towing line requirements in the event of a fire or other emergency
- Standardize the Burrard Inlet and Roberts Bank Berth survey requirements and process
- Update language regarding vessels discharge, specific to incinerators within the port authority’s jurisdiction
- Introduce new registration and annual accreditation requirements for bunker suppliers operating in the Port of Vancouver
- Amend the bunkering practices and procedures to allow for bunkering ships less than 275 metres in length, in the English Bay anchorage area

The proposed amendments are listed in the below table, in chronological order as they appear in the Port Information Guide. The table is organized to include the relevant section, the current language in the Port Information Guide (if applicable), and the proposed new or revised language.

Proposed amendments

Section	Current language	Proposed language
Definitions	N/A	<p>Summer deadweight: Refers to the maximum assigned summer deadweight.</p> <p>In a case where a vessel holds multiple load lines, the maximum deadweight will be used for the purpose of procedures established herewith.</p>
Section: 8.11 Docking	Vessels at Vanterm berth 4 must vacate the berth when another vessel is docking or un-docking at berth 5 or 6 upon the request from the Pilotage Authority, the BC Coast Pilots, the terminal operator or the port authority.	To be deleted
New Section 8.11 Burrard Inlet and Roberts Bank Berth Soundings & Survey Requirements	N/A	<p>Burrard Inlet and Roberts Bank berth soundings</p> <p>Vancouver Fraser Port Authority (VFPA) maintains an up-to-date database of hydrographic survey data throughout its jurisdiction. The survey data is used to monitor navigation channels, deep-sea berths and approaches to terminals. Berth soundings can be located here.</p> <p>Survey requirements</p> <p>Requirements for terminal surveys can be found here.</p>

VANCOUVER FRASER PORT AUTHORITY | Notice of Amendment: Port Information Guide

Section	Current language	Proposed language
<p>Section 8.13 FIRST NARROWS TCZ PROCEDURES (TCZ-1) Speed Restrictions</p>	<p>Speed restrictions: Tier 1 vessels must transit or manoeuvre within TCZ-1 at a safe speed, not to exceed 10 knots through the water when running free, seven knots through the water when tethered, except when safety of navigation requires otherwise.</p> <p>Tier 2 vessels within TCZ-1 must transit or manoeuvre at a safe speed, not to exceed 15 knots through the water. Due consideration must be taken to the safety of vessels</p>	<p>Speed restrictions: Tier 1 vessels must transit or manoeuvre within TCZ-1 at a safe speed, not to exceed nine knots through the water when running free, seven knots through the water when tethered, except when safety of navigation requires otherwise. Tier 2 vessels within TCZ-1 must transit or manoeuvre at a safe speed, not to exceed 15 knots through the water.</p> <p>Due consideration must be taken to the safety of vessels</p>
<p>Section 8.20 Recreational Vessels</p>	<p>No person shall operate a personal watercraft at night. Sunrise and sunset are defined as the times published daily in most newspapers such as The Province and The Vancouver Sun.</p>	<p>Personal watercraft may operate during daytime hours only. Daytime includes the hours between dawn and dusk as defined by the morning and evening civil twilight (after sunset or before sunrise), respectively.</p>
<p>Section 11.5 Mooring Emergency Towing Lines – All Vessels</p>	<p>N/A</p>	<p>Emergency Towing Lines: In the event of a fire or other emergency, it may be necessary to take a vessel off the berth by tug. Tankers berthed in the port must rig a towline at both bow and stern, securely fastened on deck by one end and hanging over the offshore side of the vessel with an eye in the other end and positioned one metre above the waterline.</p> <p>All other deep-sea vessels must rig a suitable towline on both bow and stern hanging off the offshore side for immediate use.</p>

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Section: 14.5 Vessel Discharges	<p>a) Vessel garbage Vessel garbage must be retained on board in suitable containers with properly fitted covers. Garbage removal services are available and must be used to prevent more than a minimum of accumulation of garbage on board prior to sailing. Garbage, dunnage and scrap materials must not be dumped in Canadian territorial waters. Garbage, dunnage and scrap materials must not be dumped in Canadian territorial waters</p>	<p>a) Vessel garbage Vessel garbage must be retained on board in suitable containers with properly fitted covers. Garbage removal services are available and must be used to properly manage the volume of garbage on board prior to sailing. Garbage, dunnage and scrap materials may not be dumped in Canadian territorial waters. The use of shipboard incinerators is not permitted when in the jurisdiction of the port authority.</p>
Section: 14.6	<p>Improperly Anchored Vessels Should a vessel fail to anchor properly in its assigned anchorage or drag out of its position in the anchorage, the vessel may be required to be repositioned by a BC coast pilot if:</p> <ul style="list-style-type: none"> • The vessel is endangering other vessels at anchor • The vessel is obstructing the use of other anchorages <p>The vessel's master is responsible for all costs associated with the repositioning of their vessel.</p>	<p>Improperly Anchored Vessels It is the responsibility of the ship's master to properly anchor the vessel. Should a vessel fail to anchor properly in its assigned anchorage or if reported outside of its assigned anchorage, a pilot will be required to confirm anchorage position and reposition the vessel if is responsible for all associated costs.</p>

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<p>Section 14.7 Bunkering and Fueling Bunker Suppliers</p>	<p>Companies that supply bunker oil to vessels that call the Port of Vancouver are required to register with the port authority and meet the following requirements:</p> <ul style="list-style-type: none"> • Provide the Operations Centre an up-to-date list of bunker vessels and their particulars • Provide valid statutory certification documentation issued by Transport Canada or another recognized organization • Provide documentation of successful assessment of suitability of vessels and/or barges in accordance with the Oil Companies International Marine Forum (OCIMF) Ship Inspection Report (SIRE) program (in the case of barges this should include also the tugs that are used in the handling of these barges) • Comply with Transport Canada’s minimum safe manning levels • Conduct a comprehensive formal risk assessment of manning levels required to execute bunkering operation safely and to deal with an emergency should one occur • Advise the port authority of the risk assessment results as well as of the measures and strategies implemented to manage the identified risks. • Keep a copy of the latest edition of ISGOTT onboard the bunker vessel at all times • Maintain independently certified safety, environmental and quality management systems and provide regular auditing updates to the authority 	<p>Bunker suppliers must register with the port authority.</p> <p>Bunker suppliers are subject to an annual accreditation program.</p> <p>Only registered bunker suppliers may be authorized to conduct bunker operations in the port.</p> <p>Contact the Port Operations Centre for further details.</p>

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<p>Section 14.7 Bunkering in English Bay.</p>	<p>Bunkering in English Bay</p> <p>English Bay anchorages are more exposed to weather and sea conditions. The weather conditions in this area may change at short notice. Vessels 275 metres in length or greater may carry out bunkering operations in English Bay to allow better management of vessel traffic in the Inner Harbor. In such cases, the following restriction will apply:</p> <ul style="list-style-type: none"> • Bunkering operations shall not proceed when winds are blowing or forecast to blow above force 5 (i.e. 17 -21 knots) • An attending tug must remain on site and ready to render assistance during the entire bunkering operation (does not apply to self-propelled delivery vessels) • <p>Nothing in this section shall relieve or preclude the master of the delivery vessel from its responsibility to take or execute any decision, which, in the master's professional judgment, is necessary for the safe navigation and operation of their vessel.</p>	<p>Bunkering in English Bay</p> <p>English Bay anchorages exposed to higher wind speeds and wave activity than anchorages in Burrard Inlet and the weather conditions in this area may change on short notice. Vessels of any size may carry out bunkering operations in English Bay to allow better management of vessel traffic in the Inner Harbour. In such cases, the following restrictions will apply:</p> <ul style="list-style-type: none"> • Bunkering operations shall not proceed when winds are blowing or forecast to blow above force 5 (i.e. 17 -21 knots). • Bunkering operations must be completed or ceased six hours prior to inclement weather. • The port authority uses the following official government website for weather forecasts. • An attending tug must remain on site and ready to render assistance during the entire bunkering operation (does not apply to self-propelled delivery vessels). • Registered bunker suppliers may be subject to further restrictions based on the LOA of the receiving vessel, check with the Port Operations Centre for further details. <p>Nothing in this section shall relieve or preclude the master of the delivery vessel from its responsibility to take or execute any decision, which, in the master's professional judgment, is necessary for the safe navigation and operation of their vessel.</p>
<p>Section 14.8 Tanker Operations</p>	<p>Emergency Towing Lines</p> <p>In the event of a fire or other emergency, it may be necessary to take a vessel off the berth by tug.</p> <p>Tankers berthed in the port shall rig a steel towline at both bow and stern, securely fastened on deck by one end and hanging over the offshore side of the vessel with an eye in the other end positioned one metre above the waterline. For all other vessels, emergency towline deployment is at the master's discretion.</p>	<p>To be deleted.</p>

Section	Current language	Proposed language
Terminal Data Sheet KMVW	N/A	Mooring arrangements should be a minimum of four headlines, two forward spring lines, two aft spring lines, and four stern lines for all vessels; if possible, Panamax vessels should deploy additional lines.
Terminal Data Sheet KMVW	N/A	Mooring line tension should always be maintained at 10% of their Minimum breaking loads (MBL).
Terminal Data Sheet – All Container Terminals	N/A	<ul style="list-style-type: none"> • Cranes should be stowed at the mid-ship point at the arrival/departure berth and boomed up, i.e. away from the bow/stern of the vessel. • If the crane booms are in the lowered position due to breakdown, maintenance or other reasons, the PPA and pilots must be informed well in advance and provided with the height of the crane boom from CHS vertical datum. A joint discussion between PPA, VFPA, the terminal and pilots will determine if additional mitigation measures are required, and the dispatched pilot will be informed. • Cranes in operation at the adjacent berths should be as far away as is practical from the arriving / departing vessel. • If the adjacent berth is vacant, cranes at that berth should be stowed at the mid-ship position and boomed up or as far away as practical from the berth being approached. • The decision to move with a boom down shall be made jointly between the pilots, PPA, VFPA, the terminal and ship's master. • If the pilot arrives to find such a situation without notification the decision will be made as above.