



# Notice of amendment: Port Information Guide

Notification date: May 07, 2021

## Preamble

In accordance with the *Canada Marine Act*, Section 57 – Notice, the Vancouver Fraser Port Authority (port authority) is proposing amendments to the practices and procedures in 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* 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 seaplane and a raft or boom of logs or lumber.

This notice is posted publicly for a 30-day period to notify industry, stakeholders and the public of the intended amendments to the practices and procedures in the *Port Information Guide*.

Anyone affected by these amendments may comment in writing by June 07, 2021 to the attention of:

Marine operations specialist  
[portinfo@portvancouver.com](mailto:portinfo@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 (port authority) has developed practices and procedures applicable to all ships operating within defined areas 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 of 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
- d) establish traffic control zones for the purposes of (a) to (c)

The port authority proposes to make the following amendments to the *Port Information Guide* to further promote safety within the Port of Vancouver:


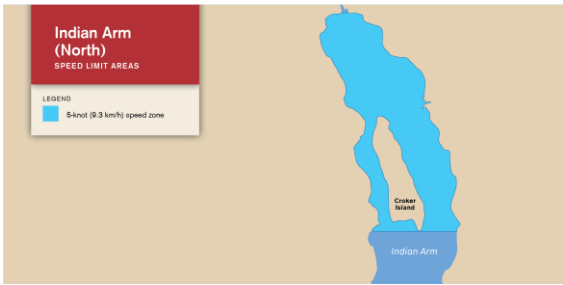
- Introduce [Traffic Control Zone procedures](#) for Eastern Burrard Inlet (TCZ-3)
- Introduce [Fraser River bridge transit procedures](#)
- Update language regarding speed zones in Indian Arm
- Introduce pre-arrival scrubber declaration requirements

- Update language regarding clear narrows, specifically the addition of government vessels that can direct Tier 1 vessels to suitable holding areas
- Refresh the Port Information Guide with general updates that will not affect intent or application

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

**Proposed amendments**

Section	Current language	Proposed language																																																																											
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Section 6.2 Issues to be Reported	<table border="1"> <thead> <tr> <th>Issues / Events To Be Reported</th> <th>Section</th> <th>To</th> <th>Via</th> <th>How</th> </tr> </thead> <tbody> <tr> <td>Navigational hazards, logs, deadheads, oil or similar pollution</td> <td>9</td> <td>MCTS/VFPA</td> <td>VHF 12/74 (MCTS)/Telephone</td> <td>Verbal</td> </tr> <tr> <td>Bunkering</td> <td>14.7</td> <td>VFPA</td> <td>PGP / telephone</td> <td>Service request</td> </tr> <tr> <td>Repairs / immobilizing engine</td> <td>5.3</td> <td>VFPA</td> <td>PGP</td> <td>Service request</td> </tr> <tr> <td>Hot work</td> <td>5.3</td> <td>VFPA</td> <td>PGP</td> <td>Service request</td> </tr> <tr> <td>Lowering boats and rafts</td> <td>14.2</td> <td>MCTS/VFPA</td> <td>PGP / VHF 12/74</td> <td>Verbal / service request</td> </tr> <tr> <td>Under water inspections / diving</td> <td>5.3</td> <td>VFPA</td> <td>PGP</td> <td>Service request</td> </tr> <tr> <td>Seagoing vessels with the intention to clean or wash cargo tanks</td> <td>13.5</td> <td>VFPA</td> <td>E-mail</td> <td>Vessel agent</td> </tr> <tr> <td>Spills</td> <td>9</td> <td>MCTS/VFPA</td> <td>VHF 12/74 / telephone</td> <td>Verbal</td> </tr> <tr> <td>Collisions / grounding</td> <td>9</td> <td>MCTS/VFPA</td> <td>VHF 12/74 / telephone</td> <td>Verbal</td> </tr> <tr> <td>Losing anchors or chain</td> <td>9</td> <td>MCTS/VFPA</td> <td>VHF 12/74 / telephone / email</td> <td>Verbal or written</td> </tr> <tr> <td>Anchoring in port</td> <td>14.6</td> <td>VFPA</td> <td>PGP</td> <td>Service request</td> </tr> <tr> <td>Tanker transit</td> <td>5.3</td> <td>MCTS/VFPA</td> <td>PGP</td> <td>Service request</td> </tr> <tr> <td>Any situation that may endanger the safety of shipping</td> <td>9</td> <td>MCTS/VFPA</td> <td>VHF 12/74 / telephone / email</td> <td>Verbal or written</td> </tr> </tbody> </table>	Issues / Events To Be Reported	Section	To	Via	How	Navigational hazards, logs, deadheads, oil or similar pollution	9	MCTS/VFPA	VHF 12/74 (MCTS)/Telephone	Verbal	Bunkering	14.7	VFPA	PGP / telephone	Service request	Repairs / immobilizing engine	5.3	VFPA	PGP	Service request	Hot work	5.3	VFPA	PGP	Service request	Lowering boats and rafts	14.2	MCTS/VFPA	PGP / VHF 12/74	Verbal / service request	Under water inspections / diving	5.3	VFPA	PGP	Service request	Seagoing vessels with the intention to clean or wash cargo tanks	13.5	VFPA	E-mail	Vessel agent	Spills	9	MCTS/VFPA	VHF 12/74 / telephone	Verbal	Collisions / grounding	9	MCTS/VFPA	VHF 12/74 / telephone	Verbal	Losing anchors or chain	9	MCTS/VFPA	VHF 12/74 / telephone / email	Verbal or written	Anchoring in port	14.6	VFPA	PGP	Service request	Tanker transit	5.3	MCTS/VFPA	PGP	Service request	Any situation that may endanger the safety of shipping	9	MCTS/VFPA	VHF 12/74 / telephone / email	Verbal or written	Add: <table border="1"> <tr> <td>Pre-arrival scrubber declaration</td> <td>N/A</td> <td>VFPA</td> <td>PGP</td> <td>Service request</td> </tr> </table>	Pre-arrival scrubber declaration	N/A	VFPA	PGP	Service request
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Section 8.2 Speed	Indian Arm – South: All vessels must navigate at a safe speed not to exceed ten knots through the water. The Indian Arm – South	Indian Arm – south: All vessels must navigate at a safe speed not to exceed five knots through the water. The Indian Arm – South																																																																											

	<p>speed restriction zone is bounded to the north by a line extending from the Jug Island west to the mainland at the northern entrance of Deep Cove, and to the south by a line extending east / west from the southern tip of Boulder Island (area shown in the image below).</p> <p>Deep Cove: All vessels must navigate at a safe speed not to exceed five knots through the water. The Deep Cove speed restriction zone is bounded to the west by a line drawn north / south across the entrance to Deep Cove (area shown in the image below).</p> <p>Grey Rocks Island: All vessels must navigate at a safe speed not to exceed five knots through the water. The Grey Rocks Island speed restriction zone is bounded by a line drawn north / south from the western most point of Grey Rocks Island, to a line drawn east / west from the southernmost point of Grey Rocks Island (area shown in the image below).</p> <p>Belcarra Bay: All vessels must navigate at a safe speed not to exceed five knots through the water. The Belcarra Bay speed restriction zone is bounded by a line drawn from the north west point of Boulder Island to the southern point of Hamber Island, and from the southern point of Boulder Island due east to the mainland (area shown in the image below).</p> <p>Bedwell Bay: All vessels must navigate at a safe speed not to exceed five knots. The Bedwell Bay speed restriction zone is bounded by a line, which follows the overhead power lines (area shown in the image below).</p> <p>Indian Arm – North: All vessels must navigate at a safe speed not to exceed five knots. The Indian Arm – North speed restriction zone is bounded by a line extending from the north end of Croker Island, to the mainland at Clementine Creek, and, from the south end of Croker Island to the mainland at Bishop Creek (area shown in the image below).</p>	<p>speed restriction zone is bounded to the north by a line extending from Jug Island west to the mainland at the northern entrance of Deep Cove, and to the south by a line extending east / west from the southern tip of Boulder Island (area shown in the image below).</p> <p>Bedwell Bay: All vessels must navigate at a safe speed not to exceed five knots. The Bedwell Bay speed restriction zone is bounded by a line, which follows the overhead power lines (area shown in the image below).</p>  <p>Indian Arm – north: All vessels must navigate at a safe speed not to exceed five knots. The Indian Arm – north speed restriction zone is bounded by a line extending east / west from the southern tip of Croker Island to the northern most navigable waters in Indian Arm. (area shown in the image below).</p> 
<p>Section 8.14              First Narrows              TCZ              Procedures:</p>	<p>Clear Narrow Restrictions</p> <p>MCTS may direct other vessels to a suitable holding area until conditions are such that a transit of the TCZ-1 can be safely executed.</p>	<p>Clear narrow restrictions</p> <p>MCTS or designated port authority, law enforcement or search and rescue vessels may direct other vessels to a suitable holding area until conditions are such that a transit of TCZ-1 can be safely executed.</p>

<p>Section 8.15          Second          Narrows TCZ          Procedures</p>	<p><b>Clear Narrow Restrictions</b></p> <p>MCTS may direct other vessels to a suitable holding area until conditions are such that a transit of the TCZ-2 can be safely executed.</p>	<p>Clear narrow restrictions</p> <p>MCTS or designated port authority, law enforcement or search and rescue vessels may direct other vessels to a suitable holding area until conditions are such that a transit of TCZ-2 can be safely executed.</p>
<p>Section 8.16          Newly          developed          Eastern          Burrard Inlet          Procedures          (TCZ-3)</p>	<p><b>Not Applicable</b></p>	<p><b>Eastern Burrard Inlet procedures (TCZ-3)</b></p> <p>Please refer to the PDF version of the newly developed <a href="#">TCZ-3 procedures</a>, which can be found with this link.</p>
<p>Section 8.19          Bridge Transit          Procedures</p>	<p><b>GENERAL PRACTICES</b></p> <p>Due regard is to be given to all dangers of navigation and potential collision and to any special circumstances, including the limitations of the vessels involved, that may make a departure from the following practices necessary to avoid immediate danger. Early and clear communications between the vessel and bridge operator must be established. The master and bridge operator must establish a point beyond which the vessel will not proceed if prior confirmation that the bridge will open has not been received. The master must also have a predetermined point at which action must be taken if the bridge is not open. Communication can be established on either VHF channel 74 or by phone (see specific bridge sections for contact information). Once radiotelephone contact has been established with the bridge operator, a listening watch is to be maintained on VHF channel 74 until the vessel has cleared the bridge. When visibility is less than 300 meters, a vessel towing loaded or empty barges is to transit the swing span only when stemming the current. Where a vessel is towing logs in excess of 20 boom sections (400 metres), it is to have an assist tug. Where unusual conditions, loads, or circumstances exist, the towing company or the master of the vessel is to advise the Operations Centre, prior to the transit, of the compensatory measures to be taken during the transit. The master of a vessel that has in tow any floating property such as, but not limited to, a boom, barge or vessel, is not to overtake or attempt to overtake any part of a tow of another vessel within 500 metres of a swing span. The master of a vessel towing booms or floating</p>	<p>General practices</p> <p>Be cautious of navigational hazards, potential collisions, and any special circumstances, including the limitations of the vessels, that may make a departure from the following practices necessary to avoid immediate danger. Early and clear communications between the vessel and bridge operator must be established. The master and bridge operator must establish a point beyond which the vessel will not proceed if prior confirmation that the bridge will open has not been received. The master must also have a predetermined point at which action must be taken if the bridge is not open. Communication can be established on either VHF channel 74 or by phone (see specific bridge sections for contact information). Once radiotelephone contact has been established with the bridge operator, a listening watch is to be maintained on VHF channel 74 until the vessel has cleared the bridge.</p> <p>Vessel escorts</p> <p>a) Tankers: The port authority patrol vessels will be available to clear traffic and provide escort services through First and Second Narrows during transit windows whenever possible.</p> <p>b) Cruise Ships: During high traffic times, escorts through First Narrows will be provided in coordination with the Vancouver Fraser Port Authority, Vancouver Police Department, and the Canadian Coast Guard.</p> <p>c) Other Vessels: During high traffic times, the port authority patrol vessels will be available to provide escorts through First Narrows whenever possible.</p>

	<p>property in the port is to ensure that a distance of 500 meters is maintained between the vessel and the stern of any proceeding tow. A vessel towing two or more scows or barges shall not pass through the draw of a swing span bridge unless the scows or barges are close-coupled in such a manner as to prevent the scows or barges from sheering. Vessels are to fit moveable masts (whenever practical) and to transit in a mast-down configuration whenever possible to ensure that openings of bridge spans are minimized.</p> <p><b>VESSEL ESCORTS</b></p> <p>a) Tankers The port authority patrol vessels will be available to clear traffic and provide escort services through First and Second Narrows during transit windows whenever possible. b) Cruise Ships During high traffic times escorts through First Narrows will be provided by the coordinated effort of the Vancouver Fraser Port Authority, Vancouver Police Department, and the Canadian Coast Guard. c) Other Vessels During high traffic times the port authority patrol vessels will be available to provide escorts through First Narrows whenever possible.</p>	<p><i>*It should be noted that the rest of this section is being replaced with newly developed <a href="#">Fraser River Bridge transit procedures</a>.</i></p>
<p>Section 8.20          Newly developed          Fraser River          Bridge transit          procedures</p>	<p><b>Not Applicable</b></p>	<p><b>Fraser River bridge transit procedures</b></p> <p>Please refer to the PDF version of the newly developed <a href="#">Fraser River bridge transit procedures</a>, which can be found with this link.</p>
<p>Section 14.6          Anchorage          Procedures</p>	<p><b>ANCHORAGE ASSIGNMENTS</b></p> <p>The port authority assigns anchorages to deep sea vessels 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</p> <p>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, <a href="mailto:harbour_master@portvancouver.com">harbour_master@portvancouver.com</a>.</p>	<p>Anchorage assignments</p> <p>The port authority assigns anchorages to deep sea vessels 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 arrives at the anchorage</p> <p>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, <a href="mailto:harbour_master@portvancouver.com">harbour_master@portvancouver.com</a>.</p>

	<p>In the event a vessel has stayed longer than seven 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 port authority will endeavor to inform the ship's agent of a required shift with as much notice as possible.</p>	<p>In the event a vessel has stayed longer than seven 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 upon direction from the Operations Center pursuant to <i>the Canada Marine Act</i> Section 58. The port authority will endeavor to inform the ship's agent of a required shift with as much notice as possible.</p>
<p>Section 14.7        Bunkering and        Fueling</p>	<p><b>Bunker Suppliers</b></p> <p>Companies that supply bunker oil to vessels that call the Port of Vancouver are required to register with the port authority. Bunker suppliers are subject to an annual accreditation program. Only registered bunker suppliers may be authorized to conduct bunker operations in the port. Contact the Port Operations Centre for further details.</p>	<p><b>Bunker suppliers</b></p> <p>Companies that supply bunker oil to vessels that call the Port of Vancouver are required to register with the port authority. Bunker suppliers are subject to an annual accreditation program. Only registered bunker suppliers participating in the annual accreditation program are authorized to conduct bunker operations in the port. Contact the Port Operations Centre for further details.</p>