

## Introduction of Traffic Control Zone 3 and implementation of Fraser River Bridge Transit procedures

### Background

Under the *Canada Marine Act*, all Canada Port Authorities may establish practices, procedures and safety control zones for ships and safe boating and recreational activities, within port jurisdiction. 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 May 7, 2021 the port authority issued a notice of amendment regarding:

- Introducing Traffic Control Zone procedures for Eastern Burrard Inlet (TCZ-3)
- Introducing Fraser River bridge transit procedures
- Updating language for speed zones in Indian Arm
- Introducing pre-arrival scrubber declaration requirements
- Updating language on clear narrows, specifically the addition of government vessels that can direct Tier 1 vessels to suitable holding areas
- Refreshing the Port Information Guide with general updates that will not affect intent or application

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 multiple comments during the comment period May 7, 2021 and June 7, 2021. This consideration report summarizes comments received along with the port authority's response to comments pertaining to the proposed amendments.

Summary of comment received	Response from Vancouver Fraser Port Authority
The Vancouver Fraser Port Authority received a comment stating that the proposed Indian Arm South speed restriction area is too slow and that planning hull boats produce greater wake at slow speeds.	The Indian Arm South area is made up of a number of existing speed restriction areas, the extent of which was determined based on technical guidance by Harbour patrol officers.

	<p>There are many variations of vessels all with unique design and maneuvering characteristics. It has been determined that a 5 knot speed limit will work best for this area to help public safety and wake control in the area.</p> <p>The extent of the area and speed requirements will be reviewed periodically after implementation and adjusted as required.</p>
The Vancouver Fraser Port Authority received a comment stating that non-motorized craft be restricted to stay within 100' off the shoreline.	The Indian Arm South area is used year-round by recreational, human-powered pleasure craft vessels. It is a shared water way and all individuals have the right to navigate its water in a safe manner.
The Vancouver Fraser Port Authority received a comment stating that the new speed limit of "5 knots" be in place only during summer months.	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.
The Vancouver Fraser Port Authority received a comment stating that the Indian Arm North speed limit be changed to a No Wake zone.	The Indian Arm North speed limit was determined based on technical guidance by Harbour patrol officers.
The Vancouver Fraser Port Authority received comments and potential changes regarding the Fraser River Bridge Transit procedures.	The Fraser River Bridge Transit procedures will be updated with minor changes to reflect the comments received.
The Vancouver Fraser Port Authority received a comment regarding the implementation of horizontal clearances without consideration of the ways in which to mitigate risk, and which contradict the approach to TCZ-2	The port authority designs navigation channels based on World Association for Waterborne Transport Infrastructure (PIANC) standards. The <i>Canada Marine Act</i> requires port authorities to base marine infrastructure and services on international practices and provide for a high level of safety and environmental protection. The horizontal clearances are different in TCZ-2, as this zone requires an assist tug as a mitigating measure for transit.
The Vancouver Fraser Port Authority received a concern regarding the implementation of new tug escort requirements without a formal risk assessment.	The development of TCZ-3 did not result in any change to the tug requirements from what currently exists, but the language will be amended to clarify ambiguity around this issue.
The Vancouver Fraser Port Authority received a concern regarding the implementation of new pilotage requirements without a formal risk assessment.	The development of TCZ-3 did not result in any change to the pilotage requirements from what currently exists, but the language will be amended to clarify ambiguity around this issues.
The Vancouver Fraser Port Authority received a comment regarding a perceived lack of a cost benefit analysis recognizing the impact to the competitiveness on importers and exporters.	The primary objective of developing TCZ-3 was to formalize existing practices and procedures and not to introduce new risk assessments and fluidity modeling, which could result in increased restrictions and potentially additional costs (e.g. operational and cost recovery). Implementing TCZ-3 as planned will lay the foundation for further operational flexibility and efficiency similar to the many years

	of work on TCZ-2. The Port Information Guide and Traffic Control Zones are living documents that are continuously reviewed and updated.
The Vancouver Fraser Port Authority received a comment regarding no formal plan for the Indian Arm Anchorages.	Procedures for Indian Arm anchorages and anchorage assignment and management protocols are a separate consideration from the Traffic Control Zones and will be addressed accordingly. While some anchorages do fall within various Traffic Control Zones, their assignment and management protocols need to be standard across the jurisdiction for effective use. The port authority is planning to undertake a comprehensive review on anchorage management in the near future
The Vancouver Fraser Port Authority received a number of comments with requesting clarity on the current requirement for one pilot and two tugs when moving between an anchorage and a berth within TCZ-3.	TCZ-3 falls under Compulsory Pilotage area as regulated by the Pilotage Act and its associated regulations. All vessels shall refer and follow Pacific Pilotage Authority's pilot ordering requirements.