



Notice of amendment: Port Information Guide

Notification date: November 1, 2022

Preamble

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)

In accordance with the above section of the *Canada Marine Act*, the port authority is proposing amendments to the practices and procedures in the *Port Information Guide*. These practices and procedures are applicable to all ships 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.

Summary of proposed amendment

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

- The addition of new and refreshed definitions
- Change to size and location for anchorages November and Echo
- Additions to the T. and B. moorings buoys
- Updated Fraser River bridge transit procedures
- The addition of an anchorage code of conduct
- Refresh the *Port Information Guide* with general updates that will not affect intent or application

The proposed amendments are detailed 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																																								
Definition: LNG Carrier	None	Means a ship designed to carry liquefied natural gas, (barges and articulated tugs and barges—ATB) when being used for this purpose.																																								
Definition: Tanker	Means a ship designed to carry liquid cargo in bulk, (including barges and articulated tugs and barges—ATB) when being used for this purpose.	Means a ship designed to carry liquid cargo in bulk, (including barges and articulated tugs and barges—ATB) excluding LNG carriers when being used for this purpose. (See LNG Carrier definition)																																								
Definition: Bunker Vessel	None	Means a vessel, normally navigating within the Port of Vancouver, used for the storage, transportation or delivery of marine fuels to vessels in the Port of Vancouver.																																								
8.14 First Narrows TCZ Procedures: Vertical Clearances	None	The port authority may waive air draft survey requirements for certain vessels making regular port calls prior to transit if the previous air draft survey was completed within the last year within the Port of Vancouver. Masters will need to provide the most recent air draft survey and confirm in writing a minimum 24 hours before transit to the port authority and Pacific Pilotage Authority that there have been no structural changes.																																								
8.14 TCZ-1 – Tanker in product	Tankers in product <table border="1"> <thead> <tr> <th colspan="5">LOA less than 185m and/or less than 40,000 SDWT</th> </tr> <tr> <th>Vessel draft</th> <th>No. of tugs</th> <th>Bollard pull tonnes (total)</th> <th>No. of tugs</th> <th>Bollard pull tonnes (total)</th> </tr> </thead> <tbody> <tr> <td></td> <td colspan="2">Bow</td> <td colspan="2">Stern</td> </tr> <tr> <td colspan="5" style="text-align: center;">No tug requirements</td> </tr> </tbody> </table>	LOA less than 185m and/or less than 40,000 SDWT					Vessel draft	No. of tugs	Bollard pull tonnes (total)	No. of tugs	Bollard pull tonnes (total)		Bow		Stern		No tug requirements					Tankers in product <table border="1"> <thead> <tr> <th colspan="5">LOA less than 185m and less than 40,000 SDWT</th> </tr> <tr> <th>Vessel draft</th> <th>No. of tugs</th> <th>Bollard pull tonnes (total)</th> <th>No. of tugs</th> <th>Bollard pull tonnes (total)</th> </tr> </thead> <tbody> <tr> <td></td> <td colspan="2">Bow</td> <td colspan="2">Stern</td> </tr> <tr> <td colspan="5" style="text-align: center;">No tug requirements</td> </tr> </tbody> </table>	LOA less than 185m and less than 40,000 SDWT					Vessel draft	No. of tugs	Bollard pull tonnes (total)	No. of tugs	Bollard pull tonnes (total)		Bow		Stern		No tug requirements				
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8.20 Fraser River Bridge Transit Procedures Restricted Visibility	During periods of restricted visibility, a minimum visibility of 300 metres is required to transit the bridges referred to in Section 12 of these procedures. A requirement for operation in restricted visibility shall also include a type approved and fully operational electronic chart display and radar. Nothing in this section should be construed to require the master of a vessel to execute a bridge transit in reduced visibility.	During periods of restricted visibility, a minimum visibility of 300 metres is required to transit the bridges referred to in Section 12 of these procedures. All navigation and communication equipment must be in good working order and operational. Nothing in this section shall prohibit the Master from maintaining safe navigation of the vessel.																																								

8.23 Recreational Vessels: Pleasure Craft	N/A	Pleasure craft with only a trolling motor as primary means of propulsion shall not operate within the boundaries of First Narrows TCZ (TCZ-1), Second Narrows TCZ (TCZ-2) and all areas of Vancouver Harbour in between.
8.23 Recreational Vessels	<p>ANCHORING</p> <p>The port authority has management and control of the port, which may include the establishment of places of moorage within the port. No vessel shall, except in an emergency, moor or anchor outside of designated anchorage areas without approval of the authority, and then only as directed. For information on the designated anchorage areas for recreational boats, refer to our website.</p>	<p>ANCHORING</p> <p>The port authority has management and control of the port, which may include the establishment of places of moorage within the port. No vessel shall, except in an emergency, moor or anchor outside of designated anchorage areas without approval of the authority, and then only as directed. For information on the designated anchorage areas for recreational boats, refer to our website.</p>
Section 8.17 TCZ-4 RESTRICTIONS	<p>TCZ-4 VESSEL ASSIST TUG REQUIREMENTS</p> <p>Purpose built LNG barges and LNG bunkering vessels must be assessed by the port authority, the PPA and FRP for tug requirements on a case-by-case basis</p>	<p>TCZ-4 VESSEL ASSIST TUG REQUIREMENTS</p> <p>Purpose built barges and bunker vessels carrying LNG must be assessed by the port authority, the Pacific Pilotage Authority and Fraser River Pilots for tug requirements on a case-by-case basis.</p>
11.5 Mooring Mooring Buoys	<p>Mooring Buoys</p> <p>There are mooring buoys located in North Vancouver, called the navy buoys, which are managed by T&B Moorings. Users may secure appropriately insured barges to the navy buoys for short periods of time whenever space is available.</p> <p>T&B Moorings will invoice users of the buoys directly. There is another mooring buoy located in English Bay near the entrance to False Creek. Users may secure barges to this buoy as well, but are expected to self-report the length of barge and duration of mooring directly to T&B moorings at 604.687.9677 or cmc@comc.cc.</p>	<p>Mooring Buoys</p> <p>There are four mooring buoys located in North Vancouver, referred to as the navy buoys, which are managed by T. and B. Moorings. Users may secure appropriately insured barges to the navy buoys for short periods of time whenever space is available.</p> <ul style="list-style-type: none"> In emergencies and for short term operational requirements, if a fifth barge must be secured to any buoy when there is no space available at other buoys, a tug or security vessel must remain in attendance alongside the barge <p>Kits Buoy is another mooring buoy located in English Bay near the entrance to False Creek operated by T. and B. moorings. Users may secure barges up to 90 m in length to this buoy following the procedures previously listed.</p>

		<p>Operators using any of the T. and B. moorings buoys must report all barge arrivals and departures immediately through the CMC electronic reporting form: https://www.comc.cc/moorings-form</p> <p>T. and B. moorings will invoice users of the buoys directly. Mooring rates can be found on the CMC Website: https://www.comc.cc/tbmoorings</p> <p>For any other information, please contact the CMC at 604.687.9677 or via email at cmc@comc.cc.</p>											
14.6 Anchorage Procedures: Anchorage (Table)	<table border="1"> <tr> <td>Inner Harbour Anchorage Echo (E)</td> <td>49 17 44 N 123 03 55 W</td> <td>230</td> <td>16</td> <td>15.7</td> </tr> </table>	Inner Harbour Anchorage Echo (E)	49 17 44 N 123 03 55 W	230	16	15.7	<table border="1"> <tr> <td>Inner Harbour Anchorage Echo (E)</td> <td>49 17 41.8 N 123 03 55.1 W</td> <td>200</td> <td>16</td> <td>15.7</td> </tr> </table>	Inner Harbour Anchorage Echo (E)	49 17 41.8 N 123 03 55.1 W	200	16	15.7	
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14. Bridges Pitt River Railway Bridge	<p>In order to maintain the flow of West Coast Express commuter trains, marine traffic closures take place as follows, excluding statutory holidays: Monday to Friday 0530 – 0800 and 1615 - 1930</p>	<p>In order to maintain the flow of West Coast Express commuter trains, marine traffic closures take place as follows, excluding statutory holidays: Monday to Friday 0530 – 0800 and 1615 - 1900</p>											
Non-Availability of Anchorages	<p>If there is no suitable anchorage available in the port, a vessel will need to find another suitable anchorage. There are anchorages available in Nanaimo and throughout the Gulf Islands. These anchorages are assigned by the Nanaimo Port Authority and MCTS/BC Coast Pilots respectively.</p>	<p>If there is no suitable anchorage available in the Port of Vancouver, a vessel will need to find another suitable anchorage. There are anchorages available in Nanaimo, Royal Roads, Constance Banks and throughout the Gulf Islands. These anchorages are assigned by the Nanaimo Port Authority, Queens Harbour Master (Esquimalt Harbour), Pacific Pilotage Authority and the Vancouver Fraser Port Authority, respectively.</p>											
14.6 Anchorage Procedures Code of Conduct		<p>Addition of Anchorage Code of Conduct</p>											

Comments and questions

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

Anyone affected by these amendments may comment in writing by **December 1, 2022** to the attention of the marine operations specialist at portinfoguide@portvancouver.com.

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