



# Notice of amendment: Port Information Guide

Notification date: September 1, 2023

## Preamble

As the federal agency responsible for the shared stewardship of the Port of Vancouver, 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 the following amendments to the *Port Information Guide* to further promote safety at the Port of Vancouver:

- The addition of new and refreshed definitions
- Updating practices and procedures with regards to vessels moving alongside a berth
- The addition of Neptune bank to UKC requirements
- Amendment of overhang requirements for vessels
- Update of First Narrows TCZ Procedures (TCZ-1) Table 1 bulk carriers
- Updated cargo operations at anchor
- Introduction of Active Vessel Traffic Management language and procedures for TCZ-2
- Introduction of vessel safety escort procedures
- Additional information for underwater inspection and cleaning
- 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 amendment**

Section	Current language	Proposed language																																																																				
Definition	N/A	<b>Tidal assist/tidal aid:</b> a vessel’s use of tide to ensure appropriate safe under-keel clearance at time of transit.																																																																				
Definition	N/A	<b>Warping:</b> The process of using ropes, cables, or lines to control the movement or position of a vessel within a confined space such as a dock.																																																																				
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Definition	N/A	<b>Centralized Scheduling System:</b> A digital decision-support platform to coordinate and sequence vessel movements in the port.																																																																				
Section 3.2 Arrival Checklist	<p>All commercial vessels over 350 gross tonnes, and all pleasure craft over 500 gross tonnes (subject to compulsory pilotage) that are proceeding to an anchorage within the port, should give as much notice as possible of arrival and ETA by submitting an anchorage request <a href="#">here</a>..</p> <p>Ships calling at terminals within the port should refer to the Port Sections Guide for specific terminal information and arrival maneuvering instructions.</p> <p>Other arrival requirements are outlined in the checklist below.</p> <table border="1"> <thead> <tr> <th></th> <th>Time</th> <th>Report</th> <th>How</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>ETA – 96 hours to Canadian waters</td> <td>Pre-Arrival Information Report (PAIR), see 4.4 and 4.5</td> <td>Master to TC</td> </tr> <tr> <td>2</td> <td>ETA – 48 hours Victoria Pilot Station</td> <td>Dangerous Goods, see 4.8</td> <td>Agent to VFPA</td> </tr> <tr> <td>4</td> <td>ETA – 48 hours Victoria Pilot Station</td> <td>ETA to PPA, see 11.3</td> <td>Agent to PPA</td> </tr> <tr> <td>5</td> <td>ETA – 24 hours to Victoria Pilot Station</td> <td>Marine Cargo Report to CBSA, see 4.4</td> <td>Agent to CBSA</td> </tr> <tr> <td>6</td> <td>When crossing mandatory Call-in-Points (CIP)</td> <td>Name, CIP, ETA to next CIP</td> <td>Master to MCTS</td> </tr> <tr> <td>7</td> <td>ETA – 1 hour Victoria Pilot Station</td> <td>Initial call to Pilot on VHF 17</td> <td>Master to Pilot</td> </tr> <tr> <td>8</td> <td>On arrival at Victoria Pilot Station</td> <td>Call to VTS on VHF 11 see 11.2</td> <td>Master to MCTS</td> </tr> </tbody> </table>		Time	Report	How	1	ETA – 96 hours to Canadian waters	Pre-Arrival Information Report (PAIR), see 4.4 and 4.5	Master to TC	2	ETA – 48 hours Victoria Pilot Station	Dangerous Goods, see 4.8	Agent to VFPA	4	ETA – 48 hours Victoria Pilot Station	ETA to PPA, see 11.3	Agent to PPA	5	ETA – 24 hours to Victoria Pilot Station	Marine Cargo Report to CBSA, see 4.4	Agent to CBSA	6	When crossing mandatory Call-in-Points (CIP)	Name, CIP, ETA to next CIP	Master to MCTS	7	ETA – 1 hour Victoria Pilot Station	Initial call to Pilot on VHF 17	Master to Pilot	8	On arrival at Victoria Pilot Station	Call to VTS on VHF 11 see 11.2	Master to MCTS	<p>All commercial vessels over 350 gross tonnes, and all pleasure craft over 500 gross tonnes (subject to compulsory pilotage) that are proceeding to an anchorage within the port, should give as much notice as possible of arrival and ETA by submitting an anchorage request <a href="#">here</a>.</p> <p>Ships calling at terminals within the port should refer to the <i>Port Sections Guide</i> for specific terminal information and arrival maneuvering instructions.</p> <p>Other arrival requirements are outlined in the checklist below.</p> <table border="1"> <thead> <tr> <th></th> <th>Time</th> <th>Report</th> <th>How</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>ETA – 96 hours to Canadian waters</td> <td>Pre-Arrival Information Report (PAIR), see 4.4 and 4.6</td> <td>Master to TC</td> </tr> <tr> <td>2</td> <td>ETA – 96 hours to Port of Vancouver</td> <td>Notice of Arrival (NOA), see 4.5</td> <td>Master to Harbour Master</td> </tr> <tr> <td>3</td> <td>ETA – 48 hours Victoria Pilot Station</td> <td>Dangerous Goods, see 4.9</td> <td>Agent to VFPA</td> </tr> <tr> <td>4</td> <td>ETA – 48 hours Victoria Pilot Station</td> <td>ETA to PPA, see 11.3</td> <td>Agent to PPA</td> </tr> <tr> <td>5</td> <td>ETA – 24 hours to Victoria Pilot Station</td> <td>Marine Cargo Report to CBSA, see 4.4</td> <td>Agent to CBSA</td> </tr> <tr> <td>6</td> <td>When crossing mandatory Call-in-Points (CIP)</td> <td>Name, CIP, ETA to next CIP</td> <td>Master to MCTS</td> </tr> <tr> <td>7</td> <td>ETA – 1 hour Victoria Pilot Station</td> <td>Initial call to Pilot on VHF 17</td> <td>Master to Pilot</td> </tr> <tr> <td>8</td> <td>On arrival at Victoria Pilot Station</td> <td>Call to VTS on VHF 11 see 11.2</td> <td>Master to MCTS</td> </tr> </tbody> </table>		Time	Report	How	1	ETA – 96 hours to Canadian waters	Pre-Arrival Information Report (PAIR), see 4.4 and 4.6	Master to TC	2	ETA – 96 hours to Port of Vancouver	Notice of Arrival (NOA), see 4.5	Master to Harbour Master	3	ETA – 48 hours Victoria Pilot Station	Dangerous Goods, see 4.9	Agent to VFPA	4	ETA – 48 hours Victoria Pilot Station	ETA to PPA, see 11.3	Agent to PPA	5	ETA – 24 hours to Victoria Pilot Station	Marine Cargo Report to CBSA, see 4.4	Agent to CBSA	6	When crossing mandatory Call-in-Points (CIP)	Name, CIP, ETA to next CIP	Master to MCTS	7	ETA – 1 hour Victoria Pilot Station	Initial call to Pilot on VHF 17	Master to Pilot	8	On arrival at Victoria Pilot Station	Call to VTS on VHF 11 see 11.2	Master to MCTS
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<p>Section 4.5 Notice of Arrival</p>	<p>N/A</p>	<p>In line with the port’s requirement to ensure efficient maritime operations and safety, all Tier 1 vessels intending on entering the port will be required to submit a notice of arrival (NOA) 96 hours before their anticipated arrival, via the pacific gateway portal. This timeline ensures adequate preparation and allocation of resources to enable optimized traffic flow.</p> <p>ETA update requirement:</p> <p>Further, to ensure accurate scheduling and traffic management, ETA changes of 4 hours or more must be updated.</p>																																																																																												
<p>Section 4.12 Explanation of reporting codes.</p>	<p>N/A</p>	<p>To be deleted.</p>																																																																																												
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<p>8.10 Shifting Vessels</p>	<p><b>SHIFTING ALONG A BERTH</b> Vessels may shift along a berth with a pilot and tugs without restriction. If a vessel wants to shift along a berth without a pilot and tugs, approval from the port authority and clearance from MCTS is required. To gain port authority approval, a vessel service request must be submitted and the following conditions must be met:</p> <ul style="list-style-type: none"> <li>• A terminal operator’s representative must call MCTS (250.363.6333) both 60 minutes and 15 minutes prior to each planned shift and be in receipt of vessel traffic information prior to executing the shift</li> </ul>	<p><b>SHIFTING BETWEEN BERTHS, OR BETWEEN A BERTH AND ANCHORAGE</b></p> <p>All vessels that are subject to pilotage requirements shall have a pilot onboard, except in imminent danger.</p>																																																																																												

	<ul style="list-style-type: none"> <li>• The ship’s master must notify and receive clearance from MCTS via very high frequency (VHF) at the commencement of any shift. The master must also notify MCTS again once the shift is complete</li> <li>• The berth is free from encumbrances (e.g., cranes, gangways)</li> <li>• The master is on the bridge and in charge</li> <li>• Main engines are on standby and ready for immediate use</li> <li>• Sufficient number of trained dockside personnel are available during the shift for safe and effective response</li> <li>• There are two headlines, two stern lines and one spring on each end under tension at all times</li> <li>• The appropriate VHF channel is monitored throughout the shift (channel 12 – Vancouver Harbour, channel 11 – Roberts Bank, channel 74 – Fraser River).</li> </ul> <p>At the following terminals, the maximum distance a vessel may shift without a pilot and tugs is 30 metres: Vancouver Wharves, Cascadia, Lynnterm, and Univar. In situations where a vessel expects to carry out multiple shifts along a berth without a pilot and tugs and all conditions above are met for each shift, the port authority may grant approval for multiple shifts with one service request for a period of up to one day. A new service request must be submitted for each shift(s) occurring the next day starting at 0700.</p>	
<p>8.11 Warping Vessels</p>		<p><b>Warping along a berth</b></p> <p>Vessels may warp along a berth with a pilot and tugs without restriction.</p> <p>If a vessel wants to warp along a berth without a pilot and tugs, a service request must be submitted. The following conditions must be met:</p> <ul style="list-style-type: none"> <li>• The master is on the bridge and in charge</li> <li>• Master must observe traffic in the vicinity and have full situational awareness of other passing vessels that may impact the warping operation.</li> <li>• Main engines are on standby and ready for immediate use</li> <li>• Tugs are not required for safe warping. If tugs are required a pilot must be ordered.</li> </ul>

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<p>8.12 Docking</p>	<p><b>OVERHANG</b>        Vessels may overhang a berth by a distance of up to 20 percent of the length overall (LOA) of the vessel for vessels up to 200 metres LOA, and up to 40 metres for vessels over 200 metres LOA. This applies if the mooring arrangement on the vessel and the mooring arrangement on the berth allow for an overhang, in the opinion of the master and pilot.        Exceptions to this rule, for specific terminals, may be found in the <a href="#">Port Sections Guide</a>.        Any vessel requiring an overhang in excess of these must contact the Operations Centre at least 48 hours in advance of berthing or shifting to the proposed overhang for Harbour Master approval.        When assessing a request for a vessel to overhang in excess of the limits above, the interests of the terminal operator must be considered. However, additional requirements may be imposed on the vessel, including the use of tugs, and additional mooring lines. The requirements will include that the vessel:</p> <ul style="list-style-type: none"> <li>• Not obstruct the passage of any other vessel</li> <li>• Properly illuminates the overhang from sunset to sunrise</li> <li>• Does not pose a potential danger to the port, with regard to the prevailing weather conditions, tide or current</li> <li>• Does not impact adjacent berths or facilities.</li> </ul> <p>If a berth or terminal is specifically designed to allow for an overhang in excess of the limits above, a request may be submitted for a review of the mooring arrangement with respect to the design of the berth. The port authority may authorize an exemption from the limits above or require different conditions for overhang specific to that design.</p>	<p><b>OVERHANG</b>        Vessels may overhang a berth by a distance of up to 20% of the length overall (LOA) of the vessel for vessels up to 200 metres LOA, and up to 40 metres for vessels over 200 metres LOA. This applies if the mooring arrangement on the vessel and the mooring arrangement on the berth allow for an overhang, in the opinion of the master and pilot.        Exceptions to this rule, for specific terminals, may be found in the <a href="#">Port Sections Guide</a>.        Terminals wanting a vessel to have an excess overhang must provide the port authority with a mooring analysis indicating that the overhang can be safely executed. Any vessel requiring an overhang in excess of the above limits must contact the Operations Centre at least one week in advance of berthing or warping and receive approval from the harbour master. The following information must be provided for approval:</p> <ul style="list-style-type: none"> <li>• A detailed mooring plan must be distributed one week prior to vessels arrival to VFPA, PPA, BCCP and vessels master. These mooring plans need to include vessel details, mooring location, mooring line configuration, maximum overhang in both meters and percentage and allowable environmental conditions such as wind, tide, etc.)</li> <li>• The Masters written approval with the proposed mooring plan and vessel overhang arrangements</li> <li>• The terminal's written approval of the proposed mooring plan and vessel overhang arrangement</li> </ul> <p>While at berth, the Vessel's master must ensure:</p> <ul style="list-style-type: none"> <li>• The vessel's Master must ensure the vessel is safely moored and a vigilant watch is maintained on all mooring lines.</li> </ul>

- Monitoring of weather forecast by the ship master,
- Master needs to order standby tugs in case of any concerns or doubt.
- Not obstruct the passage of any other vessel
- Properly illuminates the overhang from sunset to sunrise
- Does not pose a potential danger to the port, with regard to the prevailing weather conditions, tide or current
- Does not impact adjacent berths or facilities

All approvals are terminal specific and will be reviewed on case-by-case basis. Previous approvals do not mean future approvals.

Overhang approvals do not relieve the master of the vessel from his obligations for safety, following additional precautions as would be required by the normal practice of seamen.

8.14 First Narrows TCZ Procedures (TCZ-1)

TABLE 1: FIRST NARROWS TCZ (TCZ-1) TRANSIT PROCEDURES DEEP SEA VESSELS – SUMMARY MATRIX

Bulk Carriers				
LOA 220 – 250m				
Draft (m)	Transit Direction	Tide	Current (kts)	Minimum Tug(s) Required
≤12.50	Any	Flood or Ebb	Any	0
12.51 – 13.99	Any	Flood or Ebb	>2.0	1
			≤2.0	0
≥14.00	Any	Flood or Ebb	Max 2.0	0
LOA 250 – 310m				
Draft (m)	Transit Direction	Tide	Current (knots)	Minimum Tug Line Force Required
≤12.5m	Inbound	Flood	>2.0	50T
			≤2.0	0
		Ebb	Any	0
	Outbound	Flood	For first 2 hours after flood or >2	50T
			≤2.0	0
		Ebb	Any	0
>12.5m	Inbound	Flood	>2.0	100T
		Ebb	≤2.0	0
	Outbound	Flood + Ebb	>2.0	50T
			≤2.0	0
		Flood + Ebb	>2.0	50T
≥14.00	Any	Flood + Ebb	≤0.5	50T

Outbound bulk carriers having LOA 225 – 250m and draft of >12.5m, when sailing on a flood tide, may also retain an adequate tractor/ASD tug at Master/Pilot discretion.

TABLE 1: FIRST NARROWS TCZ (TCZ-1) TRANSIT PROCEDURES DEEP SEA VESSELS – SUMMARY MATRIX

Bulk Carriers				
LOA 220 – 249.99m				
Draft (m)	Transit Direction	Tide	Current (kts)	Minimum Tug line Force (t) Required
≤12.50	Any	Flood or Ebb	Any	0
12.51 – 13.99	Any	Flood or Ebb	>2.0	1 x 50T
			≤2.0	0
≥14.00	Any	Flood or Ebb	Max 2.0	0
LOA 250 – 310m				
Draft (m)	Transit Direction	Tide	Current (knots)	Minimum Tug Line Force (t) Required
≤12.5m	Inbound	Flood	>2.0	1 x 50T
			≤2.0	0
		Ebb	Any	0
	Outbound	Flood	For first 2 hours after turn to flood or >2	1 x 50T
			≤2.0	0
		Ebb	Any	0
12.51m – 13.99m	Inbound	Flood	>2.0	2 x 50T
		Ebb	≤2.0	0
	Outbound	Flood + Ebb	>2.0	1 x 50T
			≤2.0	0
		Flood + Ebb	>2.0	1 x 50T
≥14.00	Any	Flood + Ebb	≤0.5	1 x 50T

Outbound bulk carriers having LOA 225 – 250m and draft of >12.5m, when sailing on a flood tide, may also retain an adequate tractor/ASD tug at Master/Pilot discretion.

<p>8.14 First Narrows TCZ Procedures (TCZ-1) - Vessel Safety Escort Requirements</p>	<p>N/A</p>	<p>This procedure applies to vessels requiring safety escort in the Traffic control zones. The vessel that satisfies the below criteria must secure an escort service through the port authority or alternative service providers authorized by the port authority. A tug that is tied to a vessel and helps it dock or move is not a safety escort vessel by definition because it has to assist the vessel and cannot resolve other conflicts.</p> <p><b>Traffic Control Zone 1</b></p> <ul style="list-style-type: none"> <li>• A vessel with an air draft greater than specified for the vessel moulded breadth in Appendix A of the port information guide and which has received port authority approval to transit TCZ-1</li> <li>• A tier 1 tankers in product</li> <li>• Vessels with special transit requirements that require the approval of the port authority.</li> <li>• A vessel which, for safety considerations, requires a clear passage through TCZ-1 upon request of the Master or pilot.</li> <li>• All deep draft (define and be more specific) vessels transiting from April 1 – September 30</li> <li>• During VFPA-permitted events with an escort requirement</li> <li>• Foreign Military vessels</li> </ul>
<p>8.15 Second Narrows TCZ Procedures (TCZ-2) - Vessel Safety Escort Requirements</p>		<p>This procedure applies to vessels requiring safety escort in the Traffic control zones. The vessel that satisfies the below criteria must secure an escort service through the port authority or alternative service providers authorized by the port authority. A tug that is tied to a vessel and helps it dock or move is not a safety escort vessel by definition because it has to assist the vessel and cannot resolve other conflicts.</p> <p><b>Traffic Control Zone 2</b></p> <ul style="list-style-type: none"> <li>• A vessel with an air draft greater than specified for the vessel moulded breadth in Appendix B of the port information guide and which has received port authority approval to transit TCZ-2</li> </ul>



		<ul style="list-style-type: none"> <li>• A tier 1 tanker in product</li> <li>• Other vessels with special transit requirements that require the approval of the port authority.</li> <li>• A vessel which, for safety considerations, requires a clear passage through TCZ-2 upon request of the Master or pilot.</li> <li>• Any vessel transiting during times of restricted visibility.</li> </ul>
<p>8.17 Fraser River – Traffic control zone procedures (TCZ-4)</p>	<p><b>TCZ-4 VESSEL ASSIST TUG REQUIREMENTS</b>        Tier 1 vessels, when transiting TCZ-4, must comply with the following standards for tug requirements:</p> <ul style="list-style-type: none"> <li>• All vessel assist tugs employed on piloted Tier 1 vessels transiting TCZ-4 must be tethered tractor/ASD tugs.</li> <li>• Vessel assist tugs must attend inbound vessels at least one nautical mile down river from the intended berth.</li> <li>• Vessel assist tugs must also attend inbound vessels having LOA &gt;270m at least one nautical mile downriver from the Alex Fraser Bridge when actual or forecast winds of 25 knots, or greater, are being experienced or are expected.</li> <li>• Tankers in product require a minimum of two tugs that, when inbound must be tethered prior to commencement of transit of TCZ-4 and when outbound must remain tethered until clear of TCZ-4.</li> <li>• LNG Carriers require a minimum of three escort tugs that, when inbound must be tethered prior to commencement of transit of TCZ-4 and when outbound must remain tethered until clear of TCZ-4.</li> <li>• All tug and barge combinations in product with aviation fuel must require an additional tethered escort tug in addition to the pusher or towing tug.</li> <li>• 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</li> </ul>	<p><b>TCZ-4 VESSEL ASSIST TUG REQUIREMENTS</b>        Tier 1 vessels, when transiting TCZ-4, must comply with the following standards for tug requirements:</p> <ul style="list-style-type: none"> <li>• All vessel assist tugs employed on piloted Tier 1 vessels transiting TCZ-4 must be tethered tractor/ASD tugs</li> <li>• Vessel assist tugs must attend inbound vessels at least one nautical mile down river from the intended berth</li> <li>• Vessel assist tugs must also attend inbound vessels having LOA &gt;270m at least one nautical mile downriver from the Alex Fraser Bridge when actual or forecast winds of 25 knots, or greater, are being experienced or are expected</li> <li>• Tankers in product require a minimum of two tugs that, when inbound must be tethered prior to commencement of transit of TCZ-4 and when outbound must remain tethered until clear of TCZ-4</li> <li>• LNG carriers require a minimum of three escort tugs that, when inbound must be tethered prior to commencement of transit of TCZ-4 and when outbound must remain tethered until clear of TCZ-4</li> <li>• LNG bunker vessels are exempt from tethered tug requirements</li> <li>• All tug and barge combinations in product with aviation fuel must require an additional tethered escort tug in addition to the pusher or towing tug</li> <li>• 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</li> </ul>

	<ul style="list-style-type: none"> <li>• Vessel assist tugs capable of generating more than 40 tonnes of bollard pull must have an operational tension meter that the tug operator can easily read from the conning position.</li> </ul>	<ul style="list-style-type: none"> <li>• Vessel assist tugs capable of generating more than 40 tonnes of bollard pull must have an operational tension meter that the tug operator can easily read from the conning position</li> <li>• For berthing and un-berthing manoeuvres, of vessels over 250m, the required tug package should consist of at least one ship-berthing tug of 60 tonnes bollard pull on the stern and one ship berthing tug of 60 tonnes bollard pull on the bow. When the vessel is fitted with a bow thruster that is in good working condition, the 60-tonne bollard pull tug on the vessel's bow may be proportionately reduced to a tug of lesser bollard pull rating solely at the pilots' discretion and direction.</li> </ul>
<p>8.23 Recreational Vessel</p>	<p>Tide and wind conditions may cause turbulent seas in both First and Second narrows. Caution should be exercised. Only adequately powered craft may pass through either narrows. No pleasure craft under sail or oars may transit either narrows. One sail sheeted home is allowed for stability when under power in First or Second Narrows. Otherwise sails should be lowered.</p>	<p>Tide and wind conditions may cause turbulent seas in both First and Second narrows. Caution should be exercised. Only vessels under adequate mechanical power may pass through either narrows. No pleasure craft under sail or oars may transit within either narrows.</p>
<p>11.2 Active Vessel Traffic Management (AVTM)</p>	<p>N/A</p>	<p><u>Active vessel traffic management</u> is a supply chain optimization service that applies prioritization and optimization principles to dictate Tier 1 vessel movement within the port authority's jurisdiction, through the Centralized Scheduling System (CSS), to ensure vessel safety and environmental protection while increasing efficiency and throughput. AVTM complements the safety and navigation services currently provided by the Canadian Coast Guard's (CCG) Marine Communications and Traffic Services (MCTS). The Pacific Pilotage Authority (PPA) is responsible for delivering pilotage services, while the Master and pilot have the command and control of the vessel movement. The goal of the AVTM system is to enable supply chain collaboration and optimization of the overall gateway by managing the prioritization and sequencing of marine</p>

		<p>vessels through the Port of Vancouver. Properly executed, port users will benefit from more transparent, efficient, and reliable information, as well as formalized marine traffic governance guidelines.</p> <p>The initial implementation of the CSS is the Second Narrows Traffic Control Zone (TCZ-2). Subsequent phases will expand the program to other areas within the port authority's jurisdiction.</p> <p>All Tier 1 vessels required to make a 'TCZ-2 transit', meaning a movement within the Second Narrows TCZ that includes passing under the Second Narrows Iron Workers Memorial Bridge and the Second Narrows Railway Bridge, must be registered in the CSS and approved by the port authority. To seek port authority's approval, the port agent is required to submit a "transit request" through the CSS. For more information, please refer to the <i>Notice to Industry</i> section of the <a href="https://www.portvancouver.com/marine-operations/port-information-guide/">https://www.portvancouver.com/marine-operations/port-information-guide/</a></p>
<p>11.5 Vessel Safety Escort Procedures</p>		<p><b>Booking the Safety Escort Service</b></p> <ul style="list-style-type: none"> <li>• The master or agent of the vessel must book the escort service at least 48 hours before the planned transit through the Traffic control zones.</li> <li>• The booking request must be made through Pacific Gateway Portal (PGP) and include the following information:             <ul style="list-style-type: none"> <li>○ Name, call sign, and IMO number of the large vessel</li> <li>○ LOA, beam, draft, and displacement of the large vessel</li> <li>○ Type and quantity of cargo on board</li> <li>○ Estimated time of arrival (ETA) and departure (ETD) at the entrance and exit of the narrow channel</li> <li>○ Preferred speed and course during the transit</li> <li>○ Any special requirements or requests</li> </ul> </li> </ul>

		<ul style="list-style-type: none"><li>• The escort provider will confirm the availability and suitability of the escort vessel(s).</li><li>• The large vessel must acknowledge the confirmation and agree to follow the escort plan and procedures. Any changes or cancellations to the booking must be notified to the escort provider as soon as possible.</li></ul> <p><b>Roles and Responsibilities</b></p> <ul style="list-style-type: none"><li>• The escort provider is responsible for:<ul style="list-style-type: none"><li>○ Providing qualified and experienced escort masters and pilots to operate the escort vessel(s)</li><li>○ Providing adequate and reliable escort vessel(s) that are capable of performing manoeuvres such as steering, braking, holding, or pushing the large vessel in case of emergency</li><li>○ Communicating and coordinating with the large vessel, MCTS, and other relevant parties during the escort operation</li><li>○ Monitoring and assessing the environmental conditions, traffic situation, and potential hazards in the narrow channel</li><li>○ Advising and assisting the large vessel in navigating safely and efficiently through the narrow channel</li><li>○ Initiating and executing emergency actions if necessary to prevent or mitigate any incident involving the large vessel</li></ul></li><li>• The large vessel is responsible for:<ul style="list-style-type: none"><li>○ Providing accurate and updated information about its characteristics, cargo, and ETA/ETD to the escort provider</li><li>○ Following the instructions and guidance of the pilot(s) during the escort operation</li><li>○ Maintaining a safe speed and course during the transit through the traffic control zones</li></ul></li></ul>
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		<ul style="list-style-type: none"><li>○ Communicating and coordinating with the escort vessel(s), MCTS, and other relevant parties during the escort operation</li><li>○ Cooperating with the emergency actions initiated by the escort vessel(s) if necessary</li></ul> <p><b>Communication and Coordination</b></p> <ul style="list-style-type: none"><li>● The large vessel and the escort vessel(s) must establish and maintain continuous communication on VHF channel 12 or another agreed channel during the escort operation. The communication must include:<ul style="list-style-type: none"><li>○ Confirmation of ETM, rendezvous point, speed, course, and distance</li><li>○ Notification of any changes or deviations from the escort plan or procedures</li><li>○ Acknowledgement of any instructions or guidance from the escort master(s) or pilot(s)</li><li>○ Alerting of any abnormality or difficulty encountered by either party</li><li>○ Declaration of emergency or distress if necessary</li></ul></li><li>● The large vessel and the escort vessel(s) must also coordinate with other parties such as:<ul style="list-style-type: none"><li>○ The port authority for obtaining clearance and permission to enter or exit the narrow channel, reporting the progress and status of the transit, and requesting any assistance or support if needed</li><li>○ Other vessels in the vicinity for informing them of the escort operation, requesting them to keep clear or give way, and avoiding any interference or conflict</li><li>○ Other authorities or agencies for complying with any regulations or requirements related to the escort operation, such as environmental protection, security, or customs</li></ul></li></ul>
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		<p><b>Escort Plan and Procedures</b></p> <ul style="list-style-type: none"><li>• Patrol will contact MTCS and the transiting vessel on VHF channel 12 to advise they will provide a safety escort for the transit.</li><li>• Depending on traffic density and direction the safety escort the pickup and drop point can extend out further from the bridge.</li><li>• The patrol vessel should maintain a safe distance ahead of the transiting ship. It is good practice to communicate with the transiting ship on the VHF when dealing with a traffic de-confliction near its track, when operating in close quarters or if you intend on crossing its track.</li><li>• Patrol vessels will always use blue strobes when conducting safety escorts.</li><li>• Patrol vessels will only exceed local speed limits when engaged in escort.</li><li>• Patrol vessels will utilize a siren as opposed to a horn when approaching a vessel for an interaction.</li><li>• When at all possible, the use of a hailer is preferable to a close quarters' interaction at speed.</li><li>• It is not common for recreational craft to communicate via VHF.</li><li>• When utilizing a hailer, identify the vessel being addressed.</li><li>• Patrol vessels will always utilize blue strobes and siren for visual and audible identification as a special purpose craft.</li><li>• Use caution when approaching a vessel to ensure your actions and direction of approach do not create additional paths to conflict.</li><li>• It is observed that sometimes the preferred approach is to utilize the patrol vessel to block a target vessels potential path, placing the patrol vessel between the target and escorted vessel.</li><li>• Keep directions clear, simple, and firm, use common terms and reinforce with clear hand gestures.</li><li>• Ensure patrol vessel time is focused on the escorted vessel, break away from</li></ul>
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		<p>target vessels as soon as possible. Deconflict and move ahead.</p> <p><b>Alternate Providers</b></p> <ul style="list-style-type: none"><li>• Alternate providers are entities that are authorized by the port authority to provide escort services for large vessels in the Traffic control zones. Alternate providers must meet the following requirements:<ul style="list-style-type: none"><li>○ Have adequate and reliable escort vessel(s) that are capable of performing safety escorts</li><li>○ Have qualified and experienced escort crew to operate the escort vessel(s)</li><li>○ Have a valid certificate of insurance that covers any liability arising from the escort operation</li><li>○ Have a documented quality management system that ensures compliance with applicable standards and regulations</li></ul></li><li>• Alternate providers must apply for certification by the port authority by submitting the following documents:<ul style="list-style-type: none"><li>○ A detailed description of their escort vessel(s), including specifications, equipment, performance, maintenance records, etc.</li><li>○ A detailed description of their escort master(s) and pilot(s), including qualifications, experience, training records, etc.</li><li>○ A detailed description of their escort plan and procedures, including risk assessment, contingency plans, emergency actions, etc.</li><li>○ A copy of their certificate of insurance. A copy of their quality management system</li><li>○ Specify a rate for the tariff and a procedure for modifying the prices</li></ul></li><li>• The port authority will review and evaluate the application and conduct an audit of the alternate provider's facilities,</li></ul>
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		<p>equipment, personnel, and procedures. The port authority will issue a certificate of certification if the alternate provider meets all the requirements. The certificate will be valid for one year and subject to renewal upon satisfactory performance. The port authority will also monitor and inspect the alternate provider’s activities on a regular basis to ensure compliance with the standards, pricing and regulations.</p> <p><b>Cruise season alternate partners</b></p> <p>During cruise season, on weekends and statutory holidays, various marine partners assist VFPA with traffic management in TCZ-1. Participating marine partners are.</p> <ul style="list-style-type: none"> <li>• - Canadian Coastguard Search and Rescue</li> <li>• - Vancouver Police Marine Unit</li> <li>• - Royal Canadian Search and Rescue</li> </ul> <p>It is agreed that TCZ-1 safety escort duties are shared as follows:</p> <ul style="list-style-type: none"> <li>• - Fridays and long weekend Mondays – Port Authority</li> <li>• - Saturdays – Coastguard</li> <li>• - Sundays – Vancouver Police</li> </ul>
<p>13.4 Cargo operations at anchor</p>	<p>N/A</p>	<p>As more vessels use the port and stay longer at anchor, the port authority wants to make the best use of this shared marine facility for vessels that are waiting. Therefore, the port authority will not allow vessels to load or unload cargo while they are anchored. The only exception is for cargo that cannot be moved to or from a berth because of its nature. In rare cases and urgent situations, the port authority may permit vessels to do cargo offloading and transshipment at anchor with some restrictions.</p> <p>Cargo operations at anchor conditions may include:</p> <ul style="list-style-type: none"> <li>• Maximum duration at anchor</li> <li>• Time restrictions on cargo operations</li> <li>• Mitigation measures for noise and dust generated due to the activity</li> <li>• Pollution control / cargo spill measures</li> </ul>



		<ul style="list-style-type: none"> <li>Restrictions on unattended barges</li> </ul> <p>Vessels are required to make advance arrangements with the terminals prior to arriving in port. The port authority may deny entry into port for vessels without a confirmed destination terminal.</p> <p>For all other situations the port authority requires a minimum of 7-day advance notification along with a detailed discharge and mitigation plan. In certain situations when a vessel is in port a 48-hour notification period applies.</p>
14.3 Maintenance and Repair	<p><b>PAINTING OVER THE WATER</b></p> <p>If a vessel would like to touch up the paint on the hull while alongside or at anchor, a vessel service request must be submitted.</p> <p>Preparation of the area to be touched up is limited to rinsing with non-chlorinated fresh water, or wiping with a clean rag. Pressure washing of the hull is not permitted without written permission from the port authority. Pressure washing of the hull must be reviewed by VFPA- Environmental Programs, and must be requested at least 48 hours prior to the work.</p> <p>All precautions must be taken to ensure that no paint or debris goes into the water, and precautions must be taken to ensure that any crew working over the side or at a height are safe and protected from falls.</p>	<p><b>PAINTING OVER THE WATER</b></p> <p>If a vessel would like to touch up the paint on the hull while alongside or at anchor, a vessel service request must be submitted.</p> <p>Preparation of the area to be touched up is limited to rinsing with non-chlorinated fresh water or wiping with a clean rag. All precautions must be taken to ensure that no paint or debris goes into the water, and precautions must be taken to ensure that any crew working over the side or at a height are safe and protected from falls.</p>
14.4 Underwater Inspection/cleaning	<p><b>UNDER WATER INSPECTIONS AND HULL CLEANING</b></p> <p>All persons wishing to perform recreational or commercial diving in the port must obtain permission from the port authority by completing a service request on Pacific Gateway Portal. Diving may only commence when the diving permit is completed in its entirety and approved by the Operations Centre.</p>	<p><b>UNDER WATER INSPECTIONS AND HULL CLEANING</b></p> <p>All persons wishing to perform underwater inspections that require either recreational or commercial diving in the port must obtain permission from the port authority by completing a service request on Pacific Gateway Portal. Diving may only commence when the diving permit is completed in its entirety and approved by the Operations Centre. The dive site shall be properly identified by appropriate buoys, flags or lights.</p>

		<p>The port authority may not grant permission for proposed diving operations where these conflict with the safe operations of the port.</p> <p>This section does not apply when the dive is to take place in a designated recreational diving area, such as at Cates Park.</p> <p>In-water hull cleaning is not permitted in the port while the vessel is at berth or at anchor.</p>
Mooring Plans	N/A	Section will be changed to berthing plans to better suit industry standards
Anchorage A	49 18 11 N 123 05 26 W	49 18 10 N 123 05 26 W
Anchorage E	49 17 41.8 N 123 03 55 W	49 17 43.0 N 123 03 53 W
Anchorage R	49 00 46 N 123 12 14 W	49 00 45 N 123 12 14 W
Anchorage S	49 07 45 N 123 18 29 W	49 07 44 N 123 18 29 W
Centerm Data Sheet	N/A	Minimum 35m from Notch to bow of vessels
Port Section Guide	Kinder Morgan Vancouver Wharves	Pembina Vancouver Wharves
Port Section Guide – All terminals		<p>Berth Requirement</p> <p>The vessel’s master is responsible for ensuring that the vessel is safely berthed at all times with sufficient mooring lines to withstand all environmental conditions. The vessel must maintain an adequate watch and observe weather conditions at all times to ensure the vessel does not move off the berth. In case of anticipated high winds, that might jeopardize safe berthing, such as Roberts Bank the vessel must order an assist tug to maintain safe berthing.</p>
Hyperlink Updates		<a href="https://portvancouver.com">Navigation and safety   Port of Vancouver (portvancouver.com)</a>

		<a href="#">Port Information Guide   Port of Vancouver (portvancouver.com)</a>
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### 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 October 02, 2023 to the attention of the marine operations specialist at [portinfo@portvancouver.com](mailto:portinfo@portvancouver.com).

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