



Notice to Industry 05/2024

Date issued: May 31, 2024

Effective date: May 31, 2024

From: Harbour Master's office

Subject: Tethered tug escort requirements for Tier 1 vessels seeking engine immobilization or with mechanical deficiencies

To ensure the safety and efficiency of navigation within the Port of Vancouver, any Tier 1 vessel experiencing mechanical deficiencies is subject to mandatory tethered tug escort requirements within designated Traffic Control Zones.

Purpose

The Vancouver Fraser Port Authority is introducing new requirements to proactively manage navigation risk associated with ships experiencing mechanical issues in port and having completed repairs and/or maintenance. These new requirements enhance the robust safety management framework in place at the Port of Vancouver to prevent marine accidents and protect infrastructure.

These new requirements apply to each of the four established [Traffic Control Zones \(TCZ\)](#) in the Port of Vancouver, in addition to existing practices and procedures promoting safe and efficient navigation.

Considerations

The Port of Vancouver offers a full range of facilities and services to port users. The port authority has considered the associated risk, the availability, and cost of marine services in developing these new requirements, including but not limited to:

- *Risk* - vessels experiencing mechanical issues and having completed repairs and/or maintenance introduce a navigation safety risk when moving through the port's busy and confined waters. This risk can cause navigation or environmental impacts, loss or damage to critical infrastructure, and possible supply chain disruptions impacting a wide range of port users.
- *Cost to industry* – as the port authority establishes practices and procedures that require tethered tug escorts, we consider the services in place and available at the Port of Vancouver to satisfy the needs of users at a reasonable cost. These services are currently provided by multiple providers in a competitive market. We recognize that port users will incur additional costs due to these new requirements. For vessels calling terminals within the Port of Vancouver, this cost is incremental to established docking or undocking tug service fees.

Application

Tier 1 vessels, unless otherwise required by the applicable TCZ tug requirements stipulated in the practices and procedures, shall require a mandatory tethered tug escort of at least 50t bollard pull rating, or an adequate tractor/ASD tug at Master/Pilot discretion when:

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- Experiencing a defect or deficiency related to main propulsion systems or steering systems, main switchboard electrical, or any other mechanical equipment supporting safe navigation
- Following any repairs and/or maintenance to main propulsion systems or steering systems, or main switchboard electrical which requires engine immobilization authorization from the port authority

The tethered tug requirement applies for the duration of the port call following classification society and Port State Control dispensation. In addition to port authority requirements, other navigational criteria required by Transport Canada or other agencies must be adhered to.

All vessels requiring tethered tug escorts per this notice must have them tethered prior to entering each applicable TCZ and must remain tethered until clear of TCZ unless they are required to remain tethered beyond TCZ, for operational reasons.

The port authority may require additional safety mitigations for ships experiencing mechanical deficiencies in port.

Under the Vessel Traffic Services Zones Regulations, vessels are required to report any defects and deficiencies to the Canadian Coast Guard's Marine Communications and Traffic Services (MTCS).

Notifications to the port authority and requests for repairs and/or maintenance to main propulsion systems must be made electronically through the [Pacific Gateway Portal](#).

All ships assigned to anchor by the port authority are required, per the anchorage code of conduct, to ensure the ship's main engines are readily available for use when anchored. In cases when a ship's main engines are not readily available for use due to defects or deficiencies, repairs, or maintenance, the port authority will require a standby tug of appropriate power.

If you have any questions on the content of this notice or require clarifications, please reach out to our 24/7 Operations Centre at 604-665- 9086 or harbour_master@portvancouver.com