



## Notice to Industry 09/2024 (3)

Date issued: September 27, 2024

Effective date: October 1, 2024

From: Harbour Master's office

### **Subject: Launch of centralized scheduling system begins in First Narrows**

The centralized scheduling system (CSS) is now in effect in the First Narrows' traffic control zone (TCZ-1), following a three-week soft launch period.

As of 15h00 onwards on October 1, the port authority will require all tier 1 vessels moving in TCZ-1 to request their transit via the centralized scheduling system and receive traffic clearance through the system before transit.

Extending the centralized scheduling system to TCZ-1 is an important milestone towards optimizing ship movements across Burrard Inlet, and we thank you for your cooperation throughout the development and rollout of the system in First and Second Narrows.

#### **Application**

For the purposes of the use of the CSS and the TCZ-1 procedures, referenced from the port authority's [Port Information Guide](#), tier 1 vessels refer to and include:

- All piloted vessels and tug and barge combinations when piloted, regardless of tonnage
- All non-piloted tug and barge combinations with a barge of 10,000 tonnes or more carrying capacity
- All non-piloted vessels including barges and articulated tugs and barges (ATBs) when in product

A TCZ-1 transit is defined as a movement within TCZ-1 that includes passing under the First Narrows Lions Gate Bridge.

#### **Data and methodology**

*Port rules:* The CSS applies port rules as published in the port authority's Port Information Guide, section 8.15 First Narrows TCZ procedures (TCZ-1).

*Transit windows:* The CSS utilizes a dynamic 7-day forecast model, known as the NCOS forecast. The NCOS forecast predicts metocean and environmental conditions for the First Narrows including water levels, tides and currents. The NCOS forecast is the primary source of water level, tide and current predictions for vessel traffic movement-related decision-making for the operational planning and scheduling of tier 1 vessel TCZ-1 transits.

#### **Daily workflow**

The following workflow outlines the operational procedure for requesting tier 1 vessel transits:

- 13h00 (daily) – cutoff for adding transits for the following 24-hour period (15h00-15h00)

- 15h00 (daily) – preliminary schedule is available in the CSS platform's traffic dashboard for the following 24-hour period (15h00-15h00)
- 19h00 (daily) – following the pilot order deadline, a revised schedule is available in the CSS platform's traffic dashboard
- 15h00-15h00 (daily) – following the release of the preliminary and revised schedules, any available transit opportunities can be requested via the centralized scheduling system on a 'short call' basis. Users are requested to contact the 24/7 Operations Centre to confirm transit after submitting via the CSS. **Tier 1 vessels making a TCZ-1 transit without any operational restrictions (e.g. those for whom clear narrows restrictions or order of transit criteria do not apply and a draft of <14 metres, or air draft <55 metres) may contact the 24/7 Operations Centre by phone following pilot order or change order process to confirm vessel transit details and obtain traffic clearance for a tier 1 vessel.**

The port authority encourages advance vessel planning and coordination by accepting advance transit requests. Upon receipt of all tier 1 transit requests (up to 7 days in advance of movement), the port authority will begin early planning of transit windows. The port authority will apply 'locked' status to transit requests, meaning the start time has been scheduled by the port authority, and is subject to change up until the preliminary schedule and revised schedules are released at 15h00 (daily) and 19h00 (daily) respectively.

In case of scheduling conflicts during the planning phases, the port authority may adjust vessel transit timing to allow for the most optimal use of tidal windows, by applying the TCZ-1 vessel traffic procedures (i.e., Order of Transit) to resolve conflicts. The port authority will only make these changes when they are essential and aim to provide sufficient advance notice.

If a vessel requests a transit after the daily preliminary and revised schedules are released, and this request conflicts with the existing schedule, the port authority will try to fit in all movements by applying the TCZ-1 vessel traffic procedures (i.e., Order of Transit). However, if the port authority can't accommodate all movements safely, we will provide a list of available slots and the vessel can choose one that suits its needs.

### **User support**

To ensure the CSS maintains a high degree of security, multi-factor authentication is required to access the system. The port authority is currently registering users to the CSS and asks that you contact [avtm@portvancouver.com](mailto:avtm@portvancouver.com) to request access to the system.

Once the port authority has created your unique user account, you will receive emails requesting user registration instructions from OKTA and Microsoft. Upon receipt of these emails, please follow the instructions and ensure that the same email address is used to register for both OKTA and Microsoft accounts. Users should allow up to three (3) business days to receive access to the CSS user dashboard.

The port authority has staff available seven days a week to support with any login issues and with submitting vessel transit requests. Our technology partner, DHI Seaport OPX, is also standing by to support supervised vessel scheduling.

If you have any questions or require assistance to create your user account or to request your TCZ-1 transit through the centralized scheduling system, please contact our 24/7 Operations Centre at 604-665-9086 or email [harbour\\_master@portvancouver.com](mailto:harbour_master@portvancouver.com)