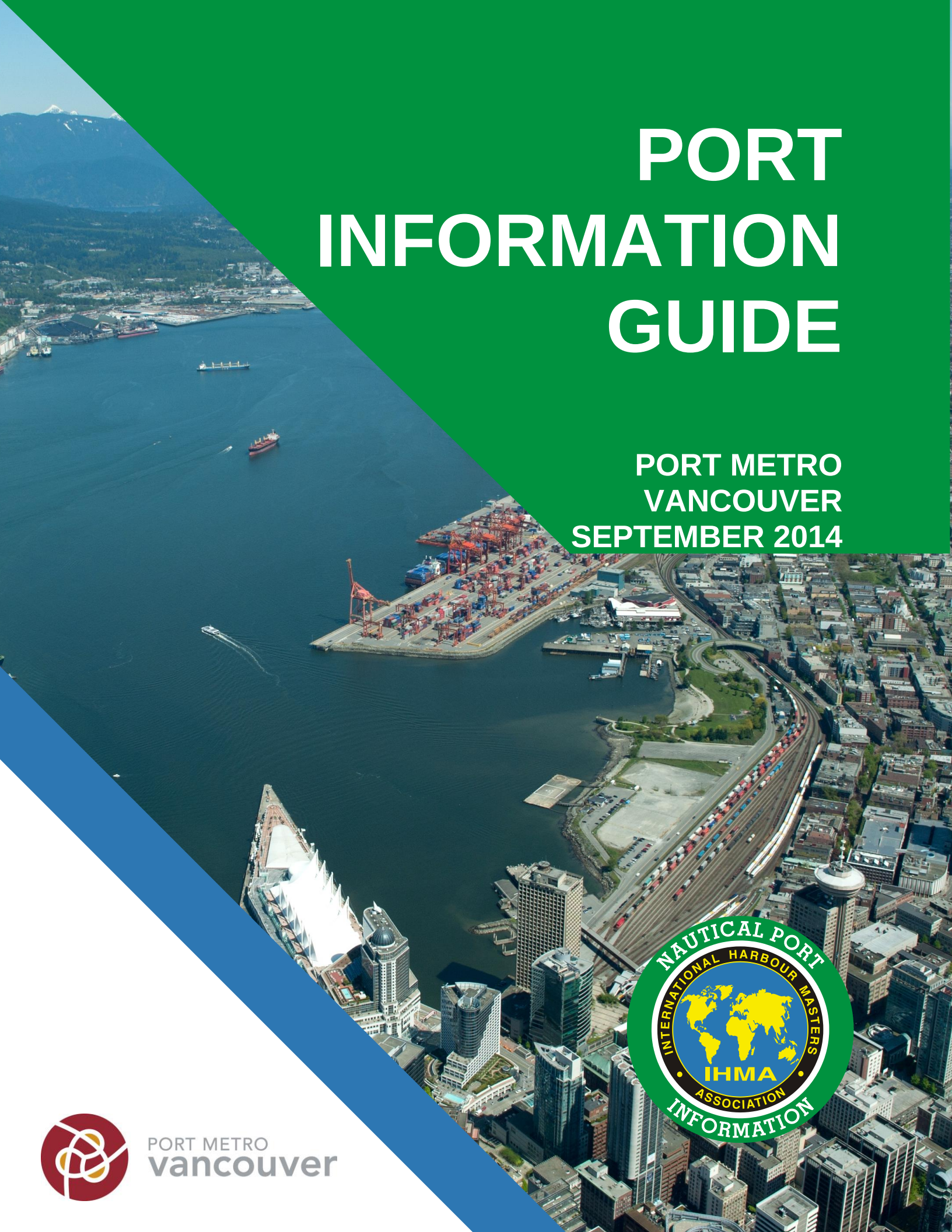
PORT INFORMATION GUIDE

PORT METRO VANCOUVER
SEPTEMBER 2014



PORT METRO vancouver

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GENERAL INTRODUCTION

This book has been written for Masters of seagoing vessels, shipping lines, publishers of nautical information and any other party that needs nautical information.

LEGAL DISCLAIMER

The Vancouver Fraser Port Authority (VFPA) makes every effort to make and maintain the contents of this document as up-to-date, accessible, error-free and complete as possible; however, the correctness and completeness of these contents cannot be guaranteed. VFPA accepts no liability whatsoever for the occurrences and or consequences of errors, faults or incompleteness or any other omission in connection with the information provided by this document. In case of any discrepancies or inconsistencies between this document and the applicable legislation, including port regulations, the latter will prevail. Any substantive change to port regulations, practices or procedures would be reflected in amendments to this manual as soon as practicable.

CONTACT PORT

The Vancouver Fraser Port Authority, doing business as Port Metro Vancouver, is a port authority established pursuant to the Canada Marine Act, S.C. 1998 C. 10 as amended.

CONTACT PERSON FOR PORT INFORMATION

24/7 Port Operations Centre +1 604 665 9086

WEBSITE OF THE PORT

www.portmetrovancouver.com

WEBSITE OF THIS DOCUMENT

http://portmetrovancouver.com/en/portusers/marineoperations/manualsandregulations.aspx

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PORT SERVICES

Record of corrections

Date	Page	Correction subject	Source

Port Information Guide Definitions	
Act	means the *Canada Marine Act,* as amended from time to time;
Authority	means the *Vancouver Fraser Port Authority,*established under the Act;
Barge	means a non-self-propelled barge, scow, dredge, pile-driver, hopper, pontoon or houseboat;
Barge *	means a vessel designed with no means of self-propulsion;
Bollard Pull *	means the sustained useful pulling capability of the towing vessel;
Boom Section	means a boom measuring 20 metres in length by 20 metres in width enclosed by boom sticks;
Bunkering	the planning and actual safe transfer of bunker oil from a bunker vessel to another vessel;
Bunkering Checklist	the bunkering checklist as referred to in the latest edition of *International Safety Guide for Oil Tankers and Terminals* (ISGOTT);
Cargo	in respect of a ship, means any goods towed by or loaded aboard a ship or aboard a ship under tow;
Clear Narrows *	means the transit of a vessel through the MRA, unimpeded and not met, overtaken, or crossed ahead by any other vessel;
Clearance *	means an authorization from MCTS for a vessel to enter, move within or depart from the MRA subject to any conitions specified in these Orders;
Dangerous Goods	means any commodity that is identified in the *International Maritime Dangerous Goods (IMDG) Code* or the *Transportation of Dangerous Goods Act and Regulations (TDG Regulations) ;*
Dangerous Goods *	means polluting and dangerous cargoes in liquid bulk, explosives and highly toxic cargoes, as identified by applicable Canadian and International standards;
Daytime *	means the hours between dan and dusk as defined by the morning and evening civil twilight, respectively;
Deep Sea Vessel	means, any vessel requiring a pilot or, barges with a diplacement of 6,500 tonnes and greater, whether or not self-propelled;
Floating Property	means any shed, shanty, boathouse or other structure that is located on the waters managed by the Authority and which is designed, used or capable of being used solely or partly for marine navigation;
Foreshore	means the area managed by the Authority between the low water makr at low tide and the upper limit of wave wash at high tide otherwise known as the high water mark;
Harbour Master's Office *	means the VFPA department that governs port practices and procedures and has responsibilities related to the safety of navigation and marine operations in the port jurisdiction;

Harbour Patrol Officer / Tranport Canada Enforcement Officer	means an individual who represents the Authority;
Holding Area *	means a designated area in which vessels can hold themselves in readiness until conditions are such that a transit of the Second Narrows Bridges can be made;
Inner (Easterly) Light	means Light No. 385 as set forth in the *Pacific Coast - List of Lights, Buoys and Fog Signals,* as published by the Canadian Coast Guard;
ISGOTT	means the *International Safety Guide for Oil Tankers and Terminals*, latest edition;
Jet Skis	see *Personal Watercraft;*
Ledcor Tug Boat Dock	means 1,250 metres (1.25 kilometres) upstream from the bottom of Mitchell Island;
Log	means any bolt, pole, pile, boom stck, swifter, rider, tree or other unmanufactured wood product;
Marine Communications and Traffic Services (MCTS)	provides marine safety communications co-ordintation with rescue resources and Joint Rescue Co-ordination Centre Victoria (JRCC); vessel traffic services and waterway management, broadcast weather and safety information; sail plan services in addition to support for other government and marine agencies;
Master	means the person in command and charge of a vessel. It does not include a licensed pilot, within the meaning of section 1.1 of the *Pilotage Act,* while the pilot is performing pilotage duties under that Act.
Master *	means person in charge of a ship;
MRA	means the Second Narrows Movement Restriction Area and comprises the area enclosed within lines drawn 000° from the fixed light on the north-eastern end of Terminal Dock to the North Vancouver Shoreline at Neptune Terminals and a line drawn 000° from Berry Point Light (approximately 1.5 miles east of the CN Bridge on the South Shore of Vancouver Harbour) to the North Shore on the opposite side of the channel;
MRA Vessel *	means a vessel restricted by these regulations during its tranit of the Second Narrows Bridges;
Non MRA Vessel *	means a vessel that at the time of its transit through the Seond Narrows is not restricted by these regulations;
Non-Deep Sea Vessel	means any vessel that is not a deep sea vessel;
Outer (Westerly) Light	means Light No. 381 as set forth in the Pacific Coast - List of Lights, Buoys and Fog Signals, as published by the Canadian Coast Guard;
Operations Centre	primary contact for all operations taking place within the areas managed by the Authority, also primary contact for the Harbour Master;
Personal Watercraft	means a water-jet driven vessel with an enclosed hull and no cockpit and a maximum length of 4 metres, that is designed to be used by

	one or more persons;
Pilotted Vessel *	means a vessel that is under the conduct of a pilot in accordance with the Pacific Pilotage Regulations;
Pleasure Craft	means any boat that you use only for pleasure activities like fishing, water sports and entertaining firends. It also inlcudes a boat you use for subsistence hunting and fishing or for daily living (for example, in remote areas, going from one village to another);
Port	means the navigable waters under the jurisdiction of a port authority and the real property and immovables that the port authority manages, hold or occupies as set out in the letters patent;
Port Authority Vessel	means a vessel which represents the Authority;
Port Facility	per the *Act,* means a wharf, pier, breakwater, terminal, warehouse or other building or work thta is located in, on or adjacent to navigable waters that is used in connection with navigation or shipping, land incidental to its use and an any land adjacent to navigable waters that is used in connection with navigation or shipping;
Recreational Vessel *	means a non-MRA vessel that has the primary role of recreation (i.e. not inteneded for commercial use or hire);
Second Narrows Bridges *	means the Canadian National Railway Bridge and the Ironworkers Memorial Bridge;
Second Narrows Movement Restriction Area (MRA)	means the area enclosed within lines drawn 000° from the fixed light on the north-eastern end of Terminal Dock to the North Vancouver Shoreline at Neptune Terminals and a line drawn 000° from Berry Point Light to the North Shore on the opposite side of the channel;
Ship	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 sea-plane and a raft or boom of logs or lumber;
Slack Water *	means tidal currents generally not great than 1/2 knot;
Tanker	means a ship designed to carry liquid cargo in bulk, including a combination carrier when being used for this purpose;
Terminal	means a place where deep sea vessels are berthed or moored for the purpose of loading or dischargin cargo;
Terminal Representative	means a person designated by the terminal to take responsibility for an operation or duty;
Tractor Tug *	means a tug capable of creating forces in multiple directions (generally equipped with cycloid or 360° azimuth drive propulsion);
Under Keel Clearance (UKC) *	means the depth of water between a vessel's keel and the waterway bottom;

Vancouver MCTS *	means the Canadian Coast Guard's Marine Communications and Traffic Services Centre in Vancouver;
Vessel	see *Ship*;


PORT AUTHORITY
VFPA 5
VANCOUVER

1 Foreword Harbour Master

PART I | 1. FOREWORD HARBOUR MASTER

1.1 GENERAL

Welcome to Vancouver Fraser Port Authority (the "Authority"), Canada's largest port. The Authority is committed to facilitating and expanding the movement of cargo and passengers through the Port by providing facilities, services and technologies that are competitive, safe, commercially viable, dependable and customer oriented.

This document titled, Port Information Guide, was created pursuant to Section 56 of the *Canada Marine Act* and aligned with the standards of the International Harbour Masters Association. It contains a set of localized practices and procedures designed to promote safe and efficient navigation within the waters of the Port and support efforts to protect the marine environment. The practices and procedures contained in the Manual apply to all vessels in the Port, including pleasure craft and recreational vessels, as well as other users of the Port, including tenants and may be amended from time to time by the Authority upon thirty days' notice.

Further information pertaining to their application may be obtained by contacting the Operations Centre at +1 604 665 9086 or via E-mail at Harbour_Master@portmetrovancouver.com

1.2 PORT REPORT

The Authority, doing business as, Port Metro Vancouver is Canada's largest and most diversified port, a dynamic gateway for domestic and international trade and tourism, and a major economic force that strengthens the Canadian economy.

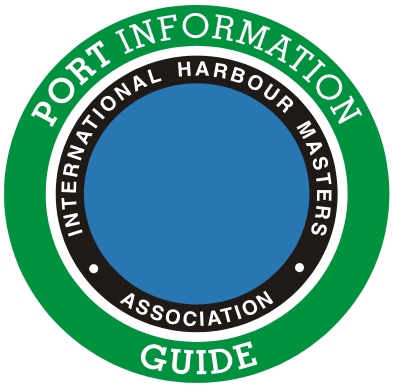
It is also a port with a history of commitment to the environment, to our operating communities, and to innovation.

We invite you to explore our website to learn more about who we are and what we do. www.portmetrovancouver.com

1.3 PORT PERFORMANCE

Find performance statistics for Port Metro Vancouver here.

2 Contact information and regulations



PART I | 2. CONTACT INFORMATION AND REGULATIONS

2.1 GENERAL

The Operations Centre is the primary point of contact for the Authority.

In case of fire, accident, dangerous situation or disturbance affecting safe and efficient navigation in the Port or environmental protection of the waters of the Port, the Operations Centre is available and equipped to take action. For further reporting requirements, see Part IV.

No vessel shall moor or anchor without approval of the Authority and then only at such places and in such a manner as directed by the Authority.

Where the owner or person in charge of a vessel in the Port is not available or refuses or neglects to obey any order to move the vessel, the Port Authority may, at the expense of the owner of the vessel:

- Take possession of and remove the vessel;
- Use any means of force reasonably necessary to move the vessel;
- Order tugs to move the vessel, and;
- Moor or anchor the vessel at any place satisfactory to the Authority.

2.2 CONTACT INFORMATION

Operations Centre

The Operations Centre is open 24 hours per day and 7 days a week, 365 days per year. The office can be contacted by calling +1 604 665 9086 or by email at harbour_master@portmetrovancouver.com.

Port Authority Vessels

Port Authority Vessels are in operation 7 days a week. Harbour Patrol Officers on board these vessels represent the Authority. The vessels may be contacted through the Operations Centre.

Marine Communication and Traffic Services (MCTS)

Marine Communications and Traffic Services (MCTS) can communicate with, and monitor the movement of vessels in the Port.

All vessels transiting the Port with VHF radio capability, and not just those required to by the *Marine Communications and Vessel Traffic Services Zone Regulations*, should monitor the VHF channel used for MCTS communications in the respective area.

In the Vancouver Harbour restrictions MCTS uses VHF channel 12 for communications.

PART I | 2. CONTACT INFORMATION AND REGULATIONS

In the southern Vancouver Harbour limits (Iona to the international boundary not including the Fraser River) MCTS uses VHF channel 11 for communications.

In the Fraser River restrictions MCTS uses VHF channel 74 for communications.
Be aware that log loading operations at Timberland Basin must be on stand-by and monitor VHF channel 08.

Periodic notices of actions required of vessels in Port Metro Vancouver will be distributed by MCTS as Notices to Shipping or on the continuous marine broadcast.

Pacific Gateway Portal

The Pacific Gateway Portal is the Authority's Customer and Stakeholder portal. It is where port users can request services and access information. The services offered include:

- Marine event applications;
- Dangerous goods permits;
- Harbour dues applications, and;
- Vessel service requests such as anchorage requests, engine immobilization or hold inspections.

For more information about vessel service requests, see Part II – Section 5.3.

To create an account visit www.pacificgatewayportal.com

2.3 RULES AND REGULATIONS

The rules and regulations in the Port contribute to the safe, efficient, and environmentally responsible handling of shipping traffic. The Canadian rules and regulations that are in force in the Port such as the Canada Marine Act,[1] and the Marine Transportation Security Regulations (MTSR)[2], as well as Practices and Procedures pursuant to Section 56[3] of the *Canada Marine Act* are aligned with international rules and standards as established by the International Maritime Organization (IMO). These include such rules and standards as the SOLAS convention[4] as amended and its supporting codes (e.g. the IMDG code[5] and IBC code[6]). These Practices and Procedures apply to all vessels within the Port, and to all persons responsible for the planning, operation, conduct and safe navigation of such vessels.

[1] http://laws-lois.justice.gc.ca/eng/acts/C-6.7/
[2] http://laws-lois.justice.gc.ca/eng/regulations/SOR-2004-144/
[3] http://laws-lois.justice.gc.ca/eng/acts/C-6.7/page-20.html
[4] http://www.imo.org/About/Conventions/listofconventions/pages/international-convention-for-the-safety-of-life-at-sea-(solas),-1974.aspx
[5] http://www.imo.org/blast/mainframe.asp?topic_id=158
[6] http://www.imo.org/blast/mainframe.asp?topic_id=1174

PART I | 2. CONTACT INFORMATION AND REGULATIONS

The Canadian Coast Guard (CCG) Notices to Mariners (NOTMAR)[7] provides necessary information to update all charts and nautical publications. It will advise you of new initiatives, services and also some important announcements concerning the maritime community.

In accordance with the Canada Marine Act and the Port Authorities Operations Regulations[8] the Authority will direct any entry, departures, anchorages, berthing, and movements.

APPLICABLE REGULATIONS

Canada Marine Act (S.C. 1998, c. 10)[9]
Canada Shipping Act, 2001 (2001, c. 26)[10]
Canada Transportation Act (S.C. 1996, c. 10)[11]
Coasting Trade Act (S.C. 1992, c. 31)[12]
Marine Transportation Security Act (S.C. 1994, c. 40)[13]
Canada Customs Act [R.S.C., 1985, c. 1 (2nd Supp.)][14]
Navigation Protection Act (R.S.C., 1985, c. N-22)[15]
Pilotage Act (R.SC., 1985, c. P-14)[16]
Transportation of Dangerous Goods Act, 1992 (c. 34)[17]
Marine Transportation Security Regulations (MTSR)[18]
Cargo, Fumigation and Tackle Regulations (SOR/2007-128)[19]
Port Authorities Management Regulations (SOR/99-101)[20]
Port Authorities Operations Regulations (SOR/2000-55)[21]
Collision Regulations (C.R.C., c. 1416)[22]
Transportation Safety Board Regulations[23]
Plant Protection Policy for Asian Gypsy Moth[24]

PORT TARIFF

[7] http://www.notmar.gc.ca/go.php?doc=eng/index
[8] http://laws-lois.justice.gc.ca/eng/regulations/SOR-2000-55/page-1.html
[9] http://laws-lois.justice.gc.ca/eng/acts/C-6.7/
[10] http://www.tc.gc.ca/eng/acts-regulations/acts-2001c26.htm
[11] http://lois-laws.justice.gc.ca/eng/acts/C-10.4/
[12] http://lois-laws.justice.gc.ca/eng/acts/C-33.3/
[13] http://lois-laws.justice.gc.ca/eng/acts/M-0.8/
[14] http://laws-lois.justice.gc.ca/eng/acts/C-52.6/
[15] http://laws-lois.justice.gc.ca/eng/acts/N-22/
[16] http://laws-lois.justice.gc.ca/eng/acts/P-14/
[17] http://www.tc.gc.ca/eng/acts-regulations/acts-1992c34.htm
[18] http://laws-lois.justice.gc.ca/eng/regulations/SOR-2004-144/
[19] http://laws-lois.justice.gc.ca/eng/regulations/SOR-2007-128/
[20] http://lois-laws.justice.gc.ca/eng/regulations/SOR-99-101/index.html
[21] http://laws-lois.justice.gc.ca/eng/regulations/SOR-2000-55/page-1.html
[22] http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html
[23] http://laws-lois.justice.gc.ca/eng/regulations/SOR-92-446/index.html
[24] http://www.inspection.gc.ca/plants/plant-protection/directives/date/d-95-03/eng/1321945111492/1321945344965

PART I | 2. CONTACT INFORMATION AND REGULATIONS

Information regarding the Port Tariff can be found in the Authority's fee document here.

NORTH AMERICAN EMISSION CONTROL AREA (NA-ECA)

The North American Emission Control Area (NA-ECA) is a program to help limit emissions from ships by requiring vessels to burn fuel with a lower content of sulphur in waters up to 200 nautical miles from the coast of Canada. More information can be found here.[25]

For information on the Authority's EcoAction incentive program, see section 14.5

2.4 EXEMPTIONS AND PERMITS

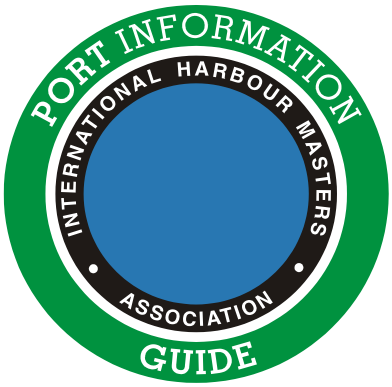
The Authority may grant exemptions to the practices and procedures on a case by case basis or in emergencies. Any request for exemptions must be made in writing to harbour_master@portmetrovancouver.com

2.5 RECENT IMPORTANT AMENDMENTS TO LAW

No records at this time

[25] http://www.imo.org/blast/blastDataHelper.asp?data_id=28815&filename=190%2860%29.pdf

3 Arrival and Departure Checklists



PART II | 3. ARRIVAL AND DEPARTURE CHECKLISTS

3.1 GENERAL

Every vessel either in or seeking to enter the Port is subject to the orders of the Authority in respect of its entry, departure, draught, berth, anchorage, location, speed, direction and means and method of movement, whether or not such orders are issued through or by MCTS.

For a quick reference of when and what to report please consult the checklists mentioned below.

3.2 ARRIVAL CHECKLISTS

All vessels over 350 gross tonnes that are not a pleasure craft and every pleasure craft over 500 gross tonnes (subject to compulsory pilotage) and are proceeding to an anchorage within the Port, should give as much notice as possible of arrival and ETA by submitting an anchorage request at www.pacificgatewayportal.com .

Ships calling at terminals within the Port should refer to the Port Sections Guide for specific terminal information and arrival maneuvering instructions.

Other arrival requirements are outlined in the checklist below.

	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

*Abbreviations may be referenced on pages 9-10

PART II | 3. ARRIVAL AND DEPARTURE CHECKLISTS

3.3 DEPARTURE CHECKLISTS

Ships departing from any terminal in the Port should refer to the Port Sections Guide for specific terminal information and departure maneuvering instructions.

	Time	Report	How
1	ETD – 12 hours	ETD for PPA, see 4.6	Master/Agent to PPA
2	ETD – 6 hours	ETD revisions to PPA, see 4.6	Master/Agent to PPA
3	15 minutes prior to departure	VTS VHF 74/12	Master to MCTS
4	On departure	VTS VHF 74/12, see 11.2	Master to MCTS

4 Notification

PART II | 4. NOTIFICATION

4.1 GENERAL

Masters of deep sea vessels arriving at, staying in, or departing from the Port are obliged to make previous notification on a variety of subjects as outlined in this section.

4.2 HEALTH

Advanced radio notification to a quarantine station applies only if a condition of health irregularity occurs onboard. Masters should acquaint themselves with Section 12 of the Quarantine Regulations.[26] Vancouver and the surrounding cities and municipalities have full service hospitals and medical services.

Vessels with individuals suffering from a communicable disease, or have been in close contact with someone with a communicable disease are obligated to inform the Vessel Agent prior to arrival in Canada, who in turn is obligated to inform a Canada Border Services Agency (CBSA) officer or a quarantine officer; the officer will then determine if there is a requirement for further assessment.

4.3 IMMIGRATION

Starting in December 2013, citizens from certain countries/territories[27] will need to give biometrics (fingerprints and photograph) when they apply for a visa. Depending on citizenship, individuals that plan to travel through Canada without stopping or those who are visiting for 48 hours or less may require a transit visa. A transit visa may not be required if travel is from the United States. See Transit Without Visa Program[28] or the China Transit Program[29] for details.

CREW MEMBERS WHO WISH TO GO ASHORE

All crew members that have cleared Customs through the Canada Border Services Agency (CBSA) are permitted to proceed ashore subject to Section 16.13

PASSENGERS

Any passengers onboard will be required to clear Customs through CBSA at the same time as the rest of the crew.

Passengers may proceed ashore subject to the same restrictions as crew.

4.4 CUSTOMS

[26] http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1368/page-1.html
[27] http://www.cic.gc.ca/english/visit/biometrics.asp
[28] http://www.cic.gc.ca/english/department/twov/index.asp
[29] http://www.cic.gc.ca/english/department/ctp/eligibility.asp

PART II | 4. NOTIFICATION

Vancouver is a port of entry and as such has customs facilities operated by Canada Border Services Agency (CBSA).[30] The Advance Commercial Information (ACI)[31] program requires marine carriers to electronically transmit the Marine Cargo Report and Supplementary Cargo Report (if applicable) to CBSA 24 hours before arrival at the first port in Canada. Recreational boaters can call 1-888-CAN-PASS (1-888-226-7277).

PRE-ARRIVAL INFORMATION REPORT (PAIR)

Note: Pursuant to Marine Transportation Security Regulations, the following pre-arrival information requirement does not apply to fishing vessels, pleasure craft and government vessels.

The Master of the vessels listed below, engaged on a voyage from a port in one country to a port in another country, shall ensure their vessel does not enter Canadian waters unless the Master submits their Pre-Arrival Information Report (PAIR) to Transport Canada MARSEC West[32] before entering Canadian waters

Vessels required to submit a PAIR to Transport Canada:

- SOLAS (International Convention for the Safety of Life at Sea) vessel of 500 tonnes gross tonnage or more or is carrying more than 12 passengers;
- NON-SOLAS vessel that is more than 100 tonnes gross tonnage, other than a towing vessel;
- NON-SOLAS vessel that carries more than 12 passengers; or
- NON-SOLAS vessel that is a towing vessel engaged in towing a barge astern or alongside or pushing ahead, if the barge is carrying certain dangerous cargoes.

CANADA'S MARITIME ZONES

Canada measures its territorial waters from baseline (low water line).

Canadian Territorial Sea[33] consists of a belt of sea 12 nautical miles from the low-water line (baseline) along Canada's coast.

The contiguous zone of Canada[34] consists of an area of sea from 12 nautical miles to an outer limit of 24 nautical miles from the low-water line (baseline). Federal law enforcement officials

[30] http://www.cbsa-asfc.gc.ca/do-rb/offices-bureaux/437-eng.html
[31] http://www.cbsa-asfc.gc.ca/prog/aci-ipec/marmode_menu-eng.html
[32] marsecw@tc.gc.ca
[33] http://laws-lois.justice.gc.ca/eng/acts/O-2.4/page-2.html
[34] http://laws-lois.justice.gc.ca/eng/acts/O-2.4/page-2.html

may prevent the entry of person(s) in the contiguous zone of Canada from entry into Canada if there is reasonable grounds to believe an offence may be committed.

The exclusive economic zone of Canada[35] consists of an area of the sea beyond and adjacent to the territorial sea of Canada extending to 200 nautical miles from low-water line along Canada's coast.

4.5 ETA

Who	What	To	How	When	Remarks
Master of vessels listed in 4.4	Pre-Arrival Information Report (PAIR)	Transport Canada	Email[36] report	96 hours prior to entering Canadian waters	
Agent of vessels listed in 4.4	Dangerous Goods	PMV/Transport Canada	Online Application	Prior to 48 hours from Victoria Pilot Station	Nil

4.6 ETD

Vessel agent and/or Master must give the Authority as much notice as possible with the intended sailing time and any revisions to the estimated time of departure.

Tankers must give a minimum of 24 hours' notice of the intended time of departure via a tanker transit request in Pacific Gateway Portal. www.pacificgatewayportal.com

4.7 SECURITY

All vessels over 350 gross tonnes that are not a pleasure craft and every pleasure craft over 500 gross tonnes (subject to compulsory pilotage) that are proceeding to any terminal or anchorage within the Port must be prepared to provide a copy of each of the following documents:

- International Ship Security Certificate (ISSC);
- Crew list;

[35] http://laws-lois.justice.gc.ca/eng/acts/O-2.4/page-4.html
[36] marsecw@tc.gc.ca

PART II | 4. NOTIFICATION

- Passenger list, and;
- Attendance list.

For further information see Section 10

4.8 DANGEROUS GOODS

Dangerous goods are products or substances regulated under the *Canada Shipping Act*, and the *Transport of Dangerous Goods Act* (TDG). Dangerous goods that are to be loaded, unloaded or remain on board a vessel (FROB) including barges, are to be handled in compliance with the above two acts.

Movement of Dangerous Goods

Prior to the movement of dangerous goods within the Port, the Authority, along with other regulatory agencies, requires pre-notification of the movement of dangerous goods cargo. For an updated distribution list please contact the Operations Centre at +1 604 665 9086. The list can also be found at www.pacificgatewayportal.com .

Applications for dangerous goods acceptance, are submitted and processed online at

www.pacificgatewayportal.com

For further information, please contact the Operations Centre at +1 604 665 9086

PART II | 4. NOTIFICATION

Cargo Fumigation and Tackle Regulation (CFTR) Sections 114 & 115

Ammonium Nitrate and Ammonium Nitrate Based Fertilizer

114.

(1) No person shall load or unload

- *(a) ammonium nitrate; or*
- *(b) more than 10 000 tonnes of ammonium nitrate based fertilizer.*

(2) At least 24 hours before 150 tonnes or more of ammonium nitrate based fertilizer are to be loaded onto or unloaded from a vessel, its master shall notify the following of the intention to load or unload and the location where it will take place:

- *(a) the Department of Transport Marine Safety Office nearest to that location; and*
- *(b) the harbour master at the port or, if there is no harbour master, the person responsible for the port.*

(3) The notification shall confirm that the fertilizer is considered to be free from the hazard of self-sustaining decomposition when tested in accordance with section 4 of Appendix 2 to the BC Code.

(4) The harbour master at the port or, if there is no harbour master, the person responsible for the port at the location where loading or unloading ammonium nitrate based fertilizer will take place shall ensure that information in respect of fire prevention, emergency procedures, storage, cleanliness and separation from contaminants and other dangerous goods is available at the location.

PART II | 4. NOTIFICATION

Documentation

115.

(1) Every shipper of solid bulk cargo to be loaded onto a vessel in Canadian waters shall comply with

- *(a) regulation 2 of Chapter VI and regulation 10 of Chapter XII of SOLAS;*
- *(b) section 4 of the BC Code; and*
- *(c) the provisions, if any, with respect to that cargo that are set out in a schedule to Appendix 1 to the BC Code and that apply to the shipper.*

(2) If the shipper does not provide a vessel's master with the documents required to comply with subsection (1), the vessel's authorized representative and its master shall refuse to carry the cargo.

(3) While solid bulk cargo is carried on a vessel, the vessel's master shall keep on board

- *(a) the documents required to comply with the provisions referred to in paragraphs (1)(a) to (c);*
- *(b) the BC Code; and*
- *(c) if the cargo is dangerous goods, the most recent version of the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), published by the IMO.*

(4) Despite subsection (3), if the cargo is carried on an unoccupied vessel that is under tow, the master of the towing vessel shall keep the documents on board the towing vessel.

(5) If the cargo is carried on an unoccupied vessel that is not under tow, the person in charge of the unoccupied vessel shall ensure that the documents are kept on it in a manner that will keep them clean and dry and readily accessible for inspection.

(6) The master of a vessel carrying solid bulk cargo other than dangerous goods shall keep on board a document, such as a detailed stowage plan, that lists the cargo by its bulk cargo shipping name and sets out its location.

In The Event of an Emergency

Transport Canada operates the Canadian Transport Centre (CANUTEC) to assist emergency response personnel in handling dangerous goods emergencies. CANUTEC is staffed by professional scientists specialized in emergency response, experienced in interpreting technical information and providing advice.

PART II | 4. NOTIFICATION

In the event of an emergency involving dangerous goods, call CANUTEC at +1 613 996 6666 or *666 on a cellular phone (no charge). http://www.tc.gc.ca/tdg

Pacific Region:

- Transportation of Dangerous Goods Offices (TDG) - New Westminster, Transport Canada Centre, 225 – 625 Agnes Street, New Westminster, BC, V3M 5X4; +1 604 666 2955

- Transport Canada Marine Safety and Security - Compliance, Enforcement and Cargo Services, #400 – 800 Burrard Street, Vancouver, BC, V6Z 2J8; +1 604 666 4200.

4.9 WASTE

All waste removal must be coordinated through the Vessel Agent including garbage, oily water/bilge fluids, grey water, black water, and hazardous material.

For further details please see Section 14.5 of this document.

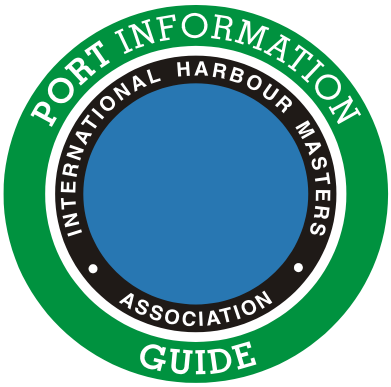
4.10 IOPP

All vessels requiring an IOPP Certificate must ensure that a valid, in date copy is available upon the request of a Harbour Patrol Officer, or representative of the Authority.

4.11 EXPLANATION OF REPORTING CODES

N/A

5 Documentation



PART II | 5. DOCUMENTATION

5.1 GENERAL

The Authority places importance on complying with rules and regulations. Therefore the vessel could be subject to inspection by Transport Canada, Port State Control, Canadian Food Inspection Agency (CFIA), and the Authority. To ensure smooth operations, we advise vessels to keep the following documentation and certificates (or certified copies of certificates) available at all times.

5.2 REQUIRED DOCUMENTATION, TO BE AVAILABLE AT ALL TIMES

FOR GENERAL CARGO VESSEL/BULK CARRIER

IOPP (International Oil Pollution Prevention Certificate)
SOPEP (Ship Oil Pollution Emergency Plan)
Garbage record book
Oil record book Part I
Document of Compliance (in respect to dangerous goods)
Dangerous Goods Permit
Documentation regarding fumigant used to fumigate bulk cargoes
International Air Pollution Certificate
Bunkering Receipt
Ballast Water Management Transport Canada
Updated Charts for the intended routes
Notice to Shipmaster document
Vessel Arrival Package (supplied by Agent)
Ship Energy Efficiency Management Plan (SEEMP)
Hull and prop maintenance logs
International Sewage Pollution Prevention Certificate[37]
Ship Membership Agreement with Western Canada Marine Response Corporation
Phytosanitary Certificate for Asian Gypsy Moth

FOR OIL/CHEMICAL/GAS CARRIER

IOPP (International Oil Pollution Prevention Certificate)
SOPEP (Ship Oil Pollution Emergency Plan)
Garbage record book
Oil record book Part I and II
Certificate of Fitness chemical/gas, including product list
Procedures and arrangements manual
Cargo record book
Material safety datasheet(s)
Bill of lading
Shipping document for bulk liquid cargoes

[37] http://laws-lois.justice.gc.ca/PDF/SOR-2012-69.pdf

PART II | 5. DOCUMENTATION

Ship Membership Agreement with Western Canada Marine Response Corporation

Documentation Originals Required	Grain	Timber	Coal	Containers	Passenger	Tankers
Valid ISSC certificate	X	X	X	X	X	X
Record of the last 10 ports of call	X	X	X	X	X	X
Record of safety drills	X	X	X	X	X	X
Ship Security Officer's (SSO) certificate of Proficiency as SSO	X	X	X	X	X	X
Certificate of class	X	X	X	X	X	X
Safety Management certificate	X	X	X	X	X	X
International load line certificate	X	X	X	X	X	X
Approved Grain loading manual – Healing Moments, Hydrostatic Particulars, Capacity	X					
Approved Stability manual	X	X	X	X		
Document of Authorization to load grain – Approved by class	X					
Certificate by competent person issued within last four years certifying testing and marks on lashing and components		X		X		
Cargo securing manual (if not contained in Grain Loading manual)	X			X		
Code of Safe Practices for ships carrying Timber deck cargos		X				
Cargo, stability, and healing moments calculations on Canadian Forms	X					
Cargo securing manual		X		X		
Approved deck cargo Stowage and Lashing plan or Approved Drawings		X		X		
Ship's particulars	X	X	X	X	X	X
Crew List	X	X	X	X	X	X
Cargo, stability, draft, SF and BM, and Trim calculations	X	X	X			
Bunker receipts	X	X	X	X	X	X

PART II | 5. DOCUMENTATION

Documentation Originals Required	Grain	Timber	Coal	Containers	Passenger	Tankers
Last PSC inspection report	X	X	X	X	X	X
Draft, Shearing forces and Bending Moments, Trim and local strength calculations	X	X	X			
Register of Cargo Gear for geared vessels	X	X	X	X		
International code for safe carriage of grain in bulk	X					

See also Chapter 15 – Port Inspections.

5.3 PACIFIC GATEWAY PORTAL

Some vessel operations require notification, and in some cases additional requirements, before the work can proceed. To notify the Authority and request permission for certain work, application must be made electronically through the Pacific Gateway Portal. To be able to access the service you must register at: www.pacificgatewayportal.com
The following operations require a “vessel service request”:

- Anchoring;
- Taking bunkers or fueling;
- Cargo Hold Inspection;
- Engine Immobilization;
- Hot Work;
- Lifeboat Servicing;
- Shifting along a berth without a Pilot;
- Tanker Transits, and;
- Other Service Requests (Including Commercial Diving Operations).

For more information contact the Operations Centre at +1 604 665 9086

5.4 MARINE EVENTS

Requirements for Marine Events

In all cases, the Authority will require that the organizers obtain Comprehensive General Liability insurance in an amount and coverage acceptable to the Authority. The Authority is to be named as co-insured.

PART II | 5. DOCUMENTATION

Floating advertisements or marketing strategies will generally not be permitted within the navigable waters of the Port.

Holding a Marine Event in the Port

This Standing Order governs events held within the Port and is designed to facilitate the safe and orderly conduct of events.

For the purpose of this Standing Order a marine event includes, but is not limited to the following:

Yacht or boat race	Hang gliding or parascending
Fireworks or performances	Personal water craft
Water ski or wakeboard	Demonstration
Swimming event	Any sporting event
Sail past	Recreational event
Sub-aqua meet	Spiritual fish releases

Procedures for Marine Events

The following procedures will be used for all marine events held within the Port including events held on property owned or administered by the Authority.

No person or vessel shall conduct or participate in a marine event, or in any other activity that is liable to interfere with navigation or operations within the Port, except with the written permission of the Authority, which permission may be either general or specific as to place and time.

The Authority shall incur no liability in respect of any injury or loss of life or loss of or damage to property resulting from any activity conducted on land or water managed, owned or administered by the Authority regardless whether or not the Authority has given permission for such activity.

Persons wishing to hold a marine event in the Port shall apply for and complete an “Application to hold a Marine Event in the Port” form. The form must be completed electronically on the Pacific Gateway Portal. To access this service, applicants must register at www.pacificgatewayportal.com. For more information contact the Operations Centre at +1 604 665 9086.

The completed application form will be submitted for Harbour Master approval. Allow 5 working days for the application to be processed, any applications submitted less than 5 working days prior to the event must be followed up with a telephone call to the Operations Centre at +1 604 665 9086.

Organizers shall obtain the approval in writing prior to the event. If approval is given, the organizers shall abide by any requirements listed on the approved application form.

PART II | 5. DOCUMENTATION

5.5 DREDGING

Construction and dredging operations are prohibited within the Port and in waterfront and upland areas managed by the Authority, unless prior written approval has been obtained.

Applications for construction and dredging operations must be submitted to the Authority and approval received prior to commencement of such operations. Application forms may be obtained by contacting the Authority or may be downloaded through the website.

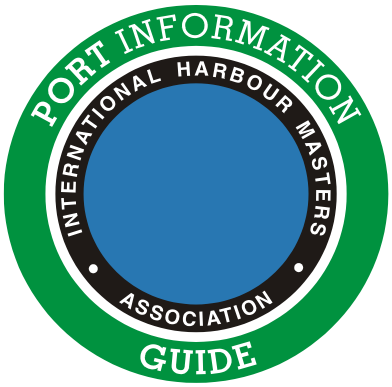
Tenants are to apply for written authorization to carry out any maintenance dredging prior to commencement of the activity.

The forms can be obtained by contacting the Authority, or online here.

5.6 CONSTRUCTION, WORKS OR DEVELOPMENT

Any proposals for construction, works, demolition or development may require a project review. Authority staff are available to answer questions and provide application guidelines. For more information visit http://www.portmetrovancouver.com/en/projects/ProjectReviewAndPermits.aspx

6 Reporting


PORT INFORMATION
INTERNATIONAL HARBOUR MASTERS
ASSOCIATION
GUIDE

PART II | 6. REPORTING

6.1 GENERAL

Masters of vessels in the Port are obliged to report and/or request permission for a number of issues/events. This section outlines those requirements.

6.2 ISSUES TO BE REPORTED

Issues / Events To Be Reported	Section	To	Via	How
Navigational hazards, logs, deadheads, oil or similar pollution	9	MCTS VFPA	VHF 12/74 (MCTS) Telephone	Verbal
Bunkering	14.7	VFPA	PGP / Telephone	Service Request
Repairs / Immobilizing Engine	5.3	VFPA	PGP	Service Request
Hot Work	5.3	VFPA	PGP	Service Request
Lowering boats and rafts	14.2	MCTS VFPA	VHF 12/74, PGP	Verbal / Service Request
Under water inspections / Diving	5.3	VFPA	PGP	Service Request
Seagoing vessels with the intention to clean or wash cargo tanks	13.5	VFPA	E-mail	Vessel Agent
Spills	9	MCTS VFPA	VHF 12 / 74 Telephone	Verbal
Collisions / grounding	9	MCTS VFPA	VHF 12 / 74 Telephone	Verbal
Losing anchors or chain	9	MCTS VFPA	VHF 12 / 74 Telephone E-mail	Verbal or written
Anchoring in port	14.6	VFPA	PGP	Service Request

PART II | 6. REPORTING

Tanker Transit	5.3	VFPA MCTS	PGP	Service Request
Any situation that may endanger the safety of shipping	9	MCTS VFPA	VHF 12 / 74 / 16 Telephone E-mail	Verbal or Written

VFPA Operations Centre

+1 604 665 9086

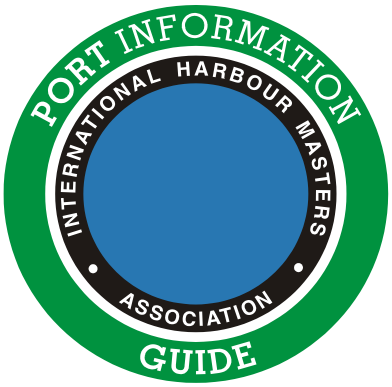
Harbour_master@portmetrovancouver.com

MCTS Marine Communications & Traffic Services

VHF 12 Call “Vancouver Traffic”

+1 604 666 6011

7 Port Description



PART III | 8. PORT DESCRIPTION

7.1 GENERAL

Port Metro Vancouver is the Pacific Gateway for North American trade with Asia and other parts of the world. The Port is comprised of different areas, including Burrard Inlet, English Bay, the Fraser River and Roberts Bank.

As the fourth largest tonnage port in North America, we offer 28 major marine cargo terminals and three Class 1 railroads, providing a full range of facilities and services to the international shipping community.

Port Metro Vancouver's deep-sea terminals offer extensive on-dock rail facilities. The Port's freshwater facilities offer integrated services for the automobile and coastal forest industries, and for short-sea shipping. Port Metro Vancouver serves as homeport for the Vancouver-Alaska cruise industry.

7.2 DEVELOPMENTS

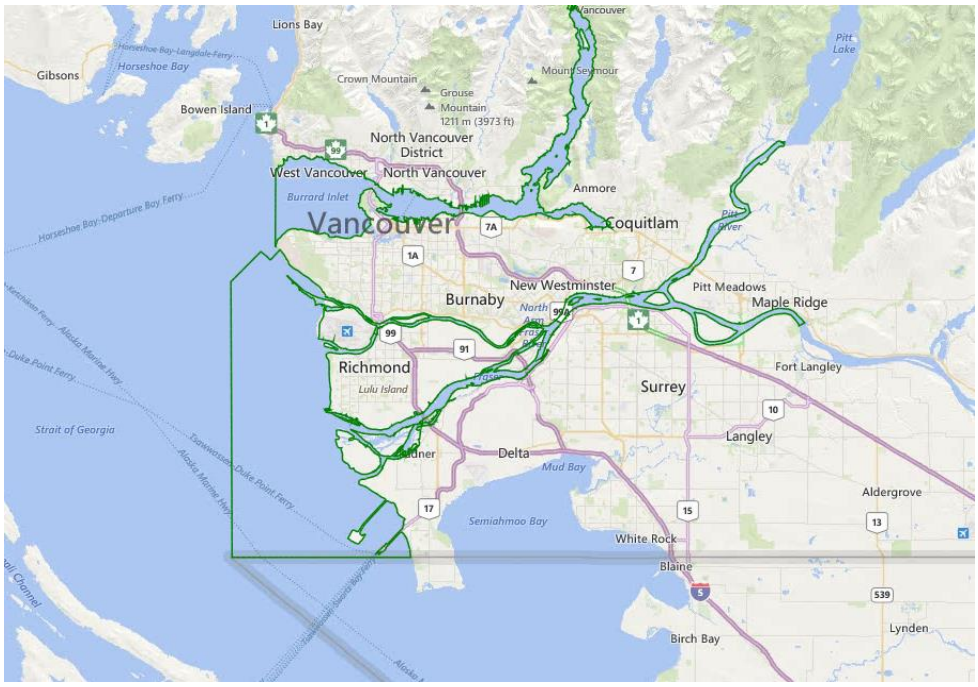
For information on current projects and plans visit our website at http://www.portmetrovancouver.com/en/projects.aspx.

7.3 PORT LOCATION

Port Metro Vancouver is located on Canada's West Coast in the Province of British Columbia. The Port jurisdiction covers more than 600 kilometres of shoreline and extends from Point Roberts at the Canada/U.S. border through Burrard Inlet to Port Moody and Indian Arm, and from the mouth of the Fraser River, eastward to the Fraser Valley, north along the Pitt River to Pitt Lake, and includes the north and middle arms of the Fraser River.

PART III | 8. PORT DESCRIPTION

7.4 PORT LIMITS



7.5 LOAD LINES

Load Line Regulations (SOR/2007-99)[38] fall under the Canada Shipping Act, 2001.

7.6 MAXIMUM SIZE VESSELS

The Port has many areas with no restriction to vessel size. Some areas do have limitations to either beam, draught, length or air draft. For more information about specific vessels please contact the Operations Centre at +1 604 665 9086

7.7 TIME ZONE

The Port is located within the Pacific Time Zone and observes Daylight Savings Time from March until November. Specific dates and times of the Daylight Savings change can be found online here.

Pacific Standard Time (PST) is GMT/UTC -8h and Pacific Daylight Time (PDT) is GMT/UTC- 7h during Daylight Savings.

[38] http://laws-lois.justice.gc.ca/eng/regulations/SOR-2007-99/page-1.html

PART III | 8. PORT DESCRIPTION

7.8 LOCAL HOLIDAYS

There are five nationwide and five provincial holidays in British Columbia plus Easter Monday and Boxing Day, both of which are bank holidays and commemorated by federal employees. The five nationwide holidays are New Year's Day (January 1), Good Friday (Friday before Easter Sunday), Canada Day (July 1), Labour Day (First Monday in September), and Christmas Day (December 25). The five provincial holidays are Family day (2nd Monday in February), Victoria Day (Monday before May 25), British Columbia Day (Monday after the 1st Sunday of August), Thanksgiving (second Monday in October) and Remembrance Day (November 11).

7.9 WORKING HOURS

The Operations Centre, MCTS and many other Port Services are in operation 24 hours a day and 7 days a week. The office hours of the Authority are 08:00 – 17:00

7.10 TRAFFIC

Vessel Traffic within the Port is varied and the vessel types that can expectedly be encountered range from deep sea cargo ships and large cruise ships down to pleasure craft including vessels under oars. Other common traffic within the Port includes tugs, fishing vessels, water taxis, barges, coastal vessels and ferries, evening cruise and tour vessels and sailboats.

7.11 CARGO

As the most diversified port in North America, Port Metro Vancouver operates across five business sectors: automobiles, breakbulk, bulk, container and cruise. The Port facilitates trade with more than 160 world economies.

7.12 CHARTS AND BOOKS

CHARTS

All vessels in Canadian waters must carry and use nautical charts and related publications pursuant to the *Canada Shipping Act*, *2001*, Charts and Nautical Publications Regulations,[39] that are issued by, or on the authority of, the Canadian Hydrographic Service (CHS).[40] CHS paper charts meet the requirements of the chart carriage regulations; however digital charts only meet the requirements of the regulations under certain circumstances. CHS Electronic Navigational Charts (ENCs) meet the requirements provided they are used with an Electronic Chart Display

[39] http://laws-lois.justice.gc.ca/eng/regulations/SOR-95-149/
[40] http://www.charts.gc.ca/charts-cartes/index-eng.asp

and Information System (ECDIS). CHS raster charts meet the requirements only if paper charts are carried and used as a backup.

Most paper charts can be purchased locally in Vancouver and some are available to download online.

CHS Charts[41]

BOOKS
Canadian Tide and Current Tables[42]
Chart 1, 2012: Symbols, Abbreviations and Terms[43]
Sailing Directions[44]
Canadian Aids to Navigation System[45]
List of Lights, Buoys and Fog Signals[46]
Notices to Mariners – Current Monthly Editions[47]
Notices to Mariners – Annual Edition[48]
Radio Aids Marine Navigation (RAMN) 2013[49]

7.13 SHIPPING ANNOUNCEMENTS FOR THE PORT AREA

NOTICES TO SHIPPING

The Canadian Coast Guard (CCG) issues Notices to Shipping (NOTSHIP) to inform mariners about hazards to navigation and to share other important information. Verbal NOTSHIP alerts are broadcast by radio by MCTS and written NOTSHIP alerts[50] are issued when the hazard location is beyond broadcast range or when the information remains in effect for an extended period of time. A summary of written NOTSHIP still in effect are available online here.[51]

NOTICES TO MARINERS

The Notices to Mariners (NOTMAR),[52] published jointly by CCG and CHS, provides necessary information to update all charts and nautical publications (such as Sailing Directions, Light of Lights, Annual Edition of Notices to Mariners, and Radio Aids to Marine Navigation). Also issued

[41] http://www.charts.gc.ca/index-eng.asp
[42] http://www.charts.gc.ca/publications/ctct-tmcc-eng.asp
[43] http://www.charts.gc.ca/publications/chart1-carte1/index-eng.asp
[44] http://www.charts.gc.ca/publications/sd-in/sd-in-eng.asp
[45] http://www.ccg-gcc.gc.ca/eng/Ccg/atn_Publications
[46] http://www.notmar.gc.ca/go.php?doc=eng/services/list/index
[47] http://www.notmar.gc.ca/go.php?doc=eng/services/notmar/index
[48] http://www.notmar.gc.ca/go.php?doc=eng/services/annual/default-eng
[49] http://www.ccg-gcc.gc.ca/Marine-Communications/Radio-Aids
[50] http://www.ccg-gcc.gc.ca/e0003907
[51] http://www.vtos.pac.dfo-mpo.gc.ca/notship/ntssumm.htm
[52] http://www.notmar.gc.ca/go.php?doc=eng/index

is information pertaining to regulations and procedures governing vessels entry to and transit of Canadian waters.

7.14 PILOT STATIONS

The Pilot Boarding Station located near Victoria is also called Brotchie Ledge and is located at 48° - 22'- 30" NORTH 123 - 23'- 30" WEST.

At the entrance to the Fraser River South Arm (Sandheads) is another boarding station where the Fraser River Pilots will board before guiding a vessel up the river.

7.15 PORT INFRASTRUCTURE

See the Port Sections Guide

7.16 PORT ACCOMMODATION AND BERTHS

See the Port Sections Guide

7.17 WEATHER AND TIDAL INFORMATION

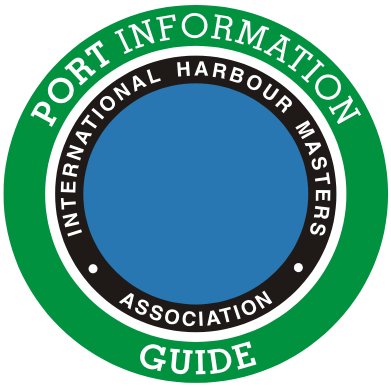
Weather and Tidal information and forecasts can be found online at Environment Canada and Department of Fisheries and Oceans.

https://weather.gc.ca/marine/region_e.html?mapID=02
http://www.waterlevels.gc.ca/eng/station?sid=7735

7.18 WEBCAMS

The Authority has cameras in several areas around the Port's Jurisdiction to help monitor operations and security. Some of these cameras are web based and available to the public via our website at www.portmetrovancouver.com.

8 Port Navigation



PART III | 8. PORT NAVIGATION

8.1 GENERAL

This section deals with navigation within the Port. The Practices and Procedures in this section aim to ensure the safe and effective movement of cargo and vessels through the Gateway.

8.2 SPEED

No vessel, while in the Port, shall move at such a rate of speed as to interfere with safe and efficient navigation in the waters of the Port including, without limitation, interference with other vessels, or to wharves, structures or works. Vessels, when passing dredges, pile drivers, works, tugs, fishing vessels and pleasure craft within the limits of the Port, shall reduce speed sufficiently to prevent danger or injury by bow wave or wash to such craft or works and persons employed on or in connection with such craft or works.

Where necessary, a velocity relating to safe speed may be defined by the Authority and posted.

Every vessel or ship in the Port shall at all times:

- Move at a 'Safe Speed' - so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions;
- Have due regard for towing, log loading, bunkering, diving operations and all other vessels. Notices to Shipping and Notices to Mariners will identify works in progress and vessels are to proceed past these works at the minimum speed at which the vessel can be kept on course;
- Obey five-knot speed limit within Bedwell Bay, Belcarra Bay, Deep Cove, Strathcona Park and Coal Harbour. Additionally there is a speed limit of 10 km/h in Grant Narrows, and;
- The wake and wash from a vessel or ship are not to cause a risk to the safety of life or damage to property.

8.3 UKC

Within the Port a vessel's Under Keel Clearance (UKC) should not be less than 10% of its maximum draft unless prior permission has been obtained from the Authority.

8.4 RIGHT OF WAY

The Collision Regulations[53] apply in the Port.

[53] http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

Vessels less than 20 metres and fishing vessels shall not impede the passage of larger vessels within a narrow channel, as stated in Rule 9 of the Collision Regulations,[54] or hamper the movements of deep sea vessels attempting to manoeuvre on or off a berth.

8.5 SPACING OF VESSELS

Tankers

The Port Authority Vessels will be available to clear traffic and provide escort services through First and Second Narrows during operational periods whenever possible.

Cruise Ships

During high traffic times escorts through First Narrows will be provided by the coordinated effort of the Authority, Vancouver Police Department, and the Canadian Coast Guard.

Other Vessels

During high traffic times the Port Authority Vessels will be available to provide escorts through First Narrows whenever possible.

8.6 PASSING ARRANGEMENTS

Passing arrangements will normally be made by radio and in accordance with the Collision Regulations.[55]

8.7 RESTRICTIONS

Restrictions on navigation do apply in certain areas of the Port and the subsequent portions of section 8 address those restrictions by area.

8.8 INWARD BOUND VESSELS

See the applicable portion of section 8 for the area of the Port the vessel is calling or transiting.

8.9 OUTWARD BOUND VESSELS

See the applicable portion of section 8 for the area of the Port the vessel is calling or transiting.

[54] http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html
[55] http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

PART III | 8. PORT NAVIGATION

8.10 SHIFTING VESSELS

Except to prevent imminent hazard to the vessel or its crew, no vessel which is subject to the *Pilotage Act* will reposition itself within the Port without having a Pilot onboard.

Shifting along the Berth

Any vessel requiring to shift along a berth must submit a "vessel service request" as per section 5.3. Vessels may shift without a Pilot providing:

- Approval is received from the Operations Centre;
- No tugs are employed;
- The berth is free from encumbrances (i.e. cranes, gangways, etc. are moved clear);
- The Master is on the bridge in overall charge;
- Main engines are on standby and ready for immediate use;
- Linesmen are employed;
- There are two headlines and two stern lines and one spring each end under tension at all times;
- Marine Communications and Traffic Services Centre (MCTS) is notified at the commencement of any shift and also at its completion by VHF, and;
- CH 12 or 74 VHF is monitored throughout the shift.

For vessels berthed at Vancouver Wharves, Cascadia, Lynnterm or Univar, the maximum distance a vessel may shift without a pilot is 30 metres.

In certain circumstances due to weather conditions, tide, current, distance of shift, characteristics of vessel or where main engines are to be utilized, the Authority may require tugs and/or a Pilot to be used. However, nothing in these procedures relieves the Master of the vessel from his obligations for safety, following additional precautions as would be required by the normal practice of seamen or from employing a Pilot and tug(s) if he so requires. These procedures are to be considered the minimum requirements for shifting.

8.11 DOCKING

The Authority manages the conduct of vessels berthing in the Port.

Overhang

PART III | 8. PORT NAVIGATION

Any vessel requiring an overhang of a berth should contact the Operations Centre prior to berthing or shifting. The requirements will include that the vessel:

- 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, and;
- Does not impact adjacent berths or facilities.

When assessing a request for a vessel to overhang, the interests of the terminal operator must be considered. However, for overhangs in excess of 20% of the vessels length additional requirements may be imposed on the vessel, including the use of tugs, and additional mooring lines.

Berthing of Non-Cruise Vessels at Canada Place

The following marine conditions apply to this berth arrangement:

- The opening and closing of hatch covers should be kept to a minimum and can only take place between the hours of 0800 – 1800;
- Any activity that creates excessive noise for building tenants may be prohibited, particularly after 1800 hours;
- Every effort is to be made to minimize funnel emissions in order to avoid intakes into the building air conditioning system;
- No maintenance or repair activities are to take place without specific approval from the Authority, and;
- Radar units should remain in standby mode and not transmit while alongside at Canada Place.

Additional security measures will be required to berth at Canada Place. The Operations Centre will provide detailed requirements following the assessment of your request.

8.12 FIRST NARROWS

General

First Narrows is defined as those waters in Vancouver Harbour bounded to the east by a line drawn from Brockton Point to Burnaby Shoal, then 000° True north; bounded to the west by a line drawn from Navvy Jack Point to Ferguson Point.

Passing and Overtaking

PART III | 8. PORT NAVIGATION

Deep sea and large coastal vessels are not permitted to meet or overtake each other between Calamity Shoal Buoy and Capilano Light Beacon (First Narrows Light).

Deep sea and large coastal vessels are not permitted to overtake other vessels transporting dangerous goods between Brockton Point and Capilano Light Beacon.

Fishing vessels, pleasure craft, personal Watercraft and deep draft vessels:

Fishing or the use of fishing related equipment is prohibited between Capilano Light Beacon and Brockton Point as marked on appropriate CHS Charts.

Sailing or proceeding without mechanical power (rowing and paddling) is prohibited in First Narrows. One sail sheeted home is allowed for stability purposes when under power in the Narrows – otherwise sails are to be lowered.

The use of personal watercraft in the First Narrows is prohibited.

All vessels with a draft greater than 15 metres require a “Clear Narrows” authorization as set out in ‘Communications’ below.

Communications

The term “Clear Narrows” is defined as the transit of a vessel through either First or Second Narrows, unimpeded and not met, overtaken or crossed ahead of by any other vessel.

MCTS will issue a “Clear Narrows” clearance upon request by the master of a vessel that requires a clear passage through either First or Second Narrows, provided that traffic conditions allow.

MCTS will issue a “Clear Narrows” clearance on VHF Channel 16 followed by a broadcast on VHF Channel 12.

Light tugs and other highly maneuverable small vessels may be granted a compliance exemption from MCTS.

Vessel Traffic

The following applies to vessels manoeuvring in First Narrows:

- All vessels are to keep to Starboard of mid channel unless otherwise authorized by the MCTS Centre, and;

- Vessels entering First Narrows are to be in receipt of a traffic advisory issued by MCTS not later than Burnaby shoal westbound or Dundarave eastbound.

Towing and Barge Traffic

The maximum allowable dimensions of log rafts are as follows:

- Forty boom sections total content;
- Twenty boom sections overall length, and;
- Two boom sections overall width.

Unless cleared by MCTS, eastbound tugs with tows bound for Seaspan and the Navy Buoy area shall cross the channel east of Burnaby Shoal.

The maximum length of tow line to be used between Capilano light and the Second Narrows MRA is 55 metres (180 ft).

Vessel Tug Requirements

Log rafts over 10 boom sections in length require an assist tug.

8.13 SECOND NARROWS – MRA PROCEDURES

General

The Second Narrows Movement Restriction Area (MRA) comprises the area enclosed within line drawn 000° from the fixed light on the north-eastern end of Terminal dock to the North Vancouver Shoreline at Neptune Terminals and a line drawn 000° from Berry Point Light (approximately 1.5 miles east of the CN Bridge on the South Shore of Vancouver Harbour) to the North Shore on the opposite side of the channel.

The Authority has established the Second Narrows Movement Restriction Area (MRA) and has developed the Second Narrows MRA Procedures, hereinafter the “MRA Procedures”, in consultation with pilots and marine industry. The purpose of the MRA Procedures is to facilitate the safe navigation and efficient operation of vessels in this area of Vancouver Harbour and they are part of the Authority’s Practices and Procedures outlined in this port information guide.

Application

The MRA Procedures apply to all marine traffic in the MRA, except vessels that are engaged in law enforcement, security, or search and rescue.

Non-MRA vessels shall transit or move within the MRA only when safe to do so and must take into account all factors influencing safety of navigation including tidal current, weather conditions and their knowledge of the MRA.

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The MRA Procedures do not relieve the Master from compliance with the Canada Shipping Act *Collision Regulations* or other regulations, requirements or standards in respect of vessels operating in Canadian ports.

Further, these Procedures do not lessen in any way, the responsibility of the Master for the safe navigation, prudent maneuvering of the vessel and preparation for unforeseen circumstances affecting the normal operation of the CN Bridge.

These MRA procedures may be further operationalised with Standard Operating Procedures developed by the pilotage company in conjunction with the Pacific Pilotage Authority.

These procedures may be varied by the Authority in the event of an emergency, which causes (or is likely to cause) loss of life, personal injury, serious environmental pollution or contributes to unsafe navigation in the Port.

Second Narrows Vertical and Navigation Clearances

Vertical clearances are given as distances measured from the Higher High Water, Large Tide datum to the lowest member of the bridge structure, in way of the navigation channel.

The limiting height factor for a complete transit of the Second Narrows Bridges is 44 metres which is the vertical clearance at the central fixed span of the Ironworkers Memorial Bridge.

The vertical span clearances of the CN Bridge are:

- Main lift span fully raised (open position) 46 metres;
- Main lift span at lowest level (closed position) 10.8 metres, and
- First fixed span immediately south of the south tower, 10.8 metres.

The central portion of the Ironworkers Memorial Bridge navigation channel where the maximum vertical clearance is available is 110 metres wide.

The vertical lift section of the Second Narrows Railway Bridge provides 137 meters clear navigation width between rubbing fenders.

Transit Restrictions

Operational Periods

Operational Periods are established on either side of high and low water slack tides and are based on slack water or stemming 1 and 2 knot limiting current.

When available, real time tide and current information should be used in conjunction with predicted Operational Periods to improve the safety and efficiency of operations in the MRA.

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Vessel Restrictions

The following vessels are subject to observing the Operational Periods during their transit of the Second Narrows Bridges:

- Vessels carrying over 6,000 tonnes of cargo, and;
- All piloted vessels, regardless of tonnage

Tug and barge combinations specifically designed for pushing and tractor tugs towing alongside, may transit with a barge carrying 6,000 to 10,000 tonnes of cargo, regardless of current direction, when not employing a Pilot.

Vessels with Length Overall plus Breadth (LOA + B) greater than 265 metres require two pilots and are subject to daylight passage of the MRA.

Tanker vessels greater than 185 metres are restricted to daylight transit through the MRA when in product.

Vessels with LOA+B greater than 295 metres are restricted from transiting 2nd Narrows without prior approval of the Authority.

Tankers loaded to 12.5 metres or greater shall be trimmed 15 centimetres by the stern.

Vessels found by the pilots to have unacceptable maneuvering characteristics may be refused permission to transit or subjected to special restrictions.

Navigation Channel Clearances

The following guidelines apply to the transit of vessels through the Second Narrows:

- The minimum channel width required for transiting the MRA is 2.85 times the vessel beam;
- A minimum 10% UKC clearance calculated using the static draught, i.e. the draught of the vessel when it is not moving through the water, is required, and;
- The Pilot in conjunction with the Master should evaluate these conditions prior to the transit.

Vessels with an air draught in excess of 42 metres must report the maximum air draught of the ship or floating equipment at least 24 hours in advance to the Operations Centre. The Authority may approve the transit based on calculation of the air draught clearance or require verification of the air draught by a competent surveyor prior to transit.

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Transit Speed

MRA vessels subject to operational periods shall transit within the MRA at a speed through water no greater than 6 knots, except when safety of navigation requires otherwise.

All other vessels within the MRA shall proceed at a safe speed that will allow them to properly react according to the prevailing circumstances and condition.

Clear Narrows

A Clear Narrows order is required for:

- MRA tanker vessels carrying dangerous goods or pollutant cargoes in bulk, and;
- Other vessels with special transit requirements that require the approval of the Authority.

Light tugs are permitted to transit through the Second Narrows bridges during a Clear Narrows condition providing a ship to ship agreement has been reached with the vessel(s) for which a "clear narrows" has been announced.

All other vessels shall observe the Clear Narrows order and not interfere in any way with the passage of a vessel for which a Clear Narrows has been issued. MCTS may direct such vessels to a suitable Holding Area until conditions are such that a transit of the Second Narrows Bridges can be made.

Order of Transit

The following order of priority applies to vessels transiting the MRA:

- MRA vessels have priority over Non-MRA vessels when transiting the MRA, and;
- Vessels carrying dangerous goods have priority over other vessels within their respective group when transiting the MRA

Wind Restrictions

There are no standing wind restrictions for the MRA. However, when wind warnings are in effect, the Master and/or Pilot shall take into consideration such factors as light vessel draught and/or high freeboard, when planning to transit the MRA.

Visibility

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Reduced visibility limits the ability to see aids to navigation and other vessels or landmarks. These procedures outline safety requirements to be followed when transiting under the Second Narrows Bridges during periods of reduced visibility.

Piloted vessels or vessels carrying over 6,000 tonnes of cargo, intending to transit under the Second Narrows Bridges are restricted to a clear range of visibility, through the entire portion of the passage that falls within the MRA, as observed from the CN Bridge.

Pusher tug-barge combinations or tractor tugs towing alongside carrying between 6,000 and 10,000 tonnes, and vessels carrying up to 6,000 tonnes of dangerous goods, may transit during conditions of restricted visibility subject to the following conditions:

- An additional tug to assist with the transit is employed;
- Each tug's shipboard navigation equipment includes an operational Electronic Chart Display and Information System (ECDIS), as approved by IMO or meeting local industry guidelines, and an operational radar;
- The transit is restricted to a reduced MRA Operational Period limited to 1 Knot current, and;
- The vessel operator has provided the Operations Centre in advance with documentation which demonstrates, to satisfaction of the Authority, adequate internal safety systems that have been put in place for a safe transit of the MRA and the degree of local knowledge of the MRA.

Nothing in this section shall be construed to require the Master of a vessel to commence a transit in reduced visibility.

Communications

Harbour Master

The Harbour Master, as designated by the Authority, has overall authority in interpreting and overseeing the implementation of these procedures. In doing so, the Harbour Master consults with other partners in safety including pilots, other statutory agencies and industry experts, as required.

MCTS

Communication with vessels transiting or intending to transit the Second Narrows MRA is provided, on behalf of the Authority, by MCTS.

MCTS provides clearance to enter, move within or depart from the MRA subject to conditions specified in these MRA Procedures. When a "clearance" is given to a vessel to transit the

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Second Narrows MRA, MCTS shall provide information of any other known traffic intending to transit within 20 minutes of the transit time for which the clearance is given.

MCTS shall also, at this time, advise of any specific orders regarding the transit which may be issued by the Authority.

Where certain vessels are required to wait pending the transit of another vessel, they shall be so advised prior to leaving berth, weighing anchor, or entering the MRA.

CN Bridge

The CN Bridge operations, on receipt of an MRA vessel's ETA, shall endeavour to make the CN Bridge available with the lift span elevated 30 minutes prior to the ETA.

All vessels requiring the CN Bridge lift span be raised shall establish communication on VHF Channel 12 with the CN Bridge Operator, immediately prior to approaching the Second Narrows Bridges, indicating their intention to request for the lift span to be raised.

The communication of the MRA Vessels shall include:

- A statement of intentions, prior to departing from a Vancouver Harbour location or upon entering English Bay, when underway;
- ETA at the CN Bridge; and
- Confirmation of such ETA on reaching the MRA.

In the absence of clear verbal communication between vessel and bridge operator, the vessel shall sound three (3) prolonged blasts, repeating this signal until acknowledgement has been received from the bridge operator.

All vessels shall remain at a safe distance from the CN Bridge until the lift span is in a fully raised position.

The CN Bridge operator, when the vessel's request has been received, shall:

- Verbally confirm their understanding on VHF Channel 12;
- Display one (1) flashing red light on that side of the lift span facing the approaching vessel which indicates that the lift span is in the process of being raised to the fully raised position, or to the requested height;
- Display one (1) flashing green light on that side of the lift span facing the approaching vessel which indicates that the lift span has been raised to the fully raised position, or to the requested height, and;

- Display a sector light for westbound MRA vessels that require the lift span in the fully raised position.

No vessel shall approach the CN Bridge when the following signals are displayed:

- Two (2) flashing red lights on that side of the lift span facing the approaching vessel which indicates that the vessel is to stop at once or, if necessary, go astern; or

- A vertical row of four (4) fixed white lights on the centre of the main lift span which indicates that another vessel is approaching from the opposite direction.

Vessel Traffic

A non-MRA vessel may overtake another non-MRA vessel that is proceeding at a speed of less than 6 knots in the MRA, provided the vessels concerned:

- Have satisfactorily exchanged communication and signals between them, and;

- The passage does not occur within two cables of either side of the Second Narrows Bridges.

Under no circumstances shall a vessel attempt to overtake, or otherwise obstruct a vessel that has approached the CN Bridge and has signaled or requested for the lift span to be raised.

An MRA vessel shall not commence its transit until an MRA vessel transiting in the opposite direction has completed its transit.

MRA vessels transiting in the same direction shall maintain a safe separation distance between them.

MRA vessels proceeding to, or departing from, berths within the MRA shall give way to and not interfere with the movement of MRA vessels transiting the MRA.

Non-MRA vessels shall plan their movements to give MRA vessels transiting or moving within the MRA as unobstructed a passage as is practicable and consistent with good seamanship. All vessels, including sailing vessels, transiting the MRA shall be under adequate mechanical power.

A vessel having a defect in the hull, main propulsion machinery, steering system, or other communication or navigation system, that is detrimental to safe navigation, require prior approval of the Authority to transit the MRA.

Personal watercraft (i.e. jet skis), and vessels sailing or proceeding without mechanical power (rowing/paddling) are not permitted to move within or travel through the MRA due to risks associated with commercial marine traffic and the narrow channels.

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Towing and Barge Traffic

General

A vessel towing another vessel through the MRA, shall limit the length of her towline, measured from the stern of the towing vessel to the nearest portion of the vessel being towed, to not more than 60 metres. Such towline may not be lengthened until both vessels are completely clear of the bridge piers.

Tug Requirement for Barges

Barges moving within the Second Narrows MRA, must comply with the standards for tug requirements outlined in “Table 1: Barges– Tug Requirements”, which summarizes the bollard pull requirements and the number of required tugs to transit through the MRA.

A towed vessel carrying dangerous goods requires an assist tug of adequate power in addition to the tug requirements set in “Table 1: Barges– Tug Requirements”.

Capacity (Metric Tonnes)	Number of Assist Tugs	Total BP (tonnes)
<6,000	-	-
>6,000 – <10.000	1	20
10,000 or greater	2	40

Table 1: Barges– Tug Requirements

Log Towing in the MRA

The overall width of log booms within the MRA shall not exceed two boom sections wide.

When transiting the MRA with more than 10 boom sections overall length, the Master or Person-in-Charge of a log boom shall engage, in addition to tugs required in the towing operation, one or more tugs of adequate power, to:

- Remain close inshore off the main channel, and;
- Be able to maintain such boom sections in the designated holding areas located on both sides of the Second Narrows Bridges as shown on chart # 4964.

MRA Vessel Tug Requirements

All tugs employed at the stern of a vessel transiting the Second Narrows MRA must be tethered tractor tugs.

Escort tugs shall be in attendance prior to entering the MRA until clear of the Second Narrows Bridges by 3 cables unless otherwise specified in these rules.

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Tugs capable of generating more than 40 tonnes of bollard pull force shall have an operational tension meter that the tug operator can easily read from the conning position.

Loaded (in product) tanker vessels greater than 40,000 DWT intending to transit the Second Narrows MRA require a minimum of two tugs through the First Narrows when inward or outward bound.

Vessels – Tug Matrix

MRA vessels transiting through the Second Narrows MRA, must comply with the standards for tug requirements outlined in “Table 2: MRA Vessels Tug Matching Matrix” which summarizes the bollard pull requirements and the configuration of the tug package for such vessels.

Transit of vessels with a LOA + B > 265 and draught greater than 13.5 metres, is subject to tug requirements and other aids to navigation system enhancement presently not in place at the MRA.

Vessels with additional levels of redundancy in their propulsion and control systems, which provide such vessels with extra maneuverability and safety features, may be allowed to reduce the number of tugs required in accordance with “Table 2: MRA Vessels Tug Matching Matrix” as applicable.

Vessel Dimensions (meters)		Number of Tugs		Bollard Pull (tonnes)		
Draught	LOA / LOA+B	Bow	Stern	Bow	Stern	Total
> 12	LOA > 200 m	1	2	30	110	140
> 10 <12	LOA > 200 m	1	1 or 2	30	80	110
<10	(LOA+B) > 265 m	1	1 or 2	30	65	95
> 8 <10	LOA > 200m; (LOA+B) < 265m	1	1 or 2	30	65	95
< 8	LOA > 200m; (LOA+B) < 265m	1	1 or 2	30	50	80
> 10	LOA < 200 m	1	1 or 2	30	50	80
> 8 <10	LOA < 200 m	1	1 or 2	30	40	70
< 8	LOA < 200 m	1	1	20	30	50

Table 2: MRA Vessels Tug Matching Matrix

8.14 FRASER RIVER – SOUTH ARM

General

The lower portion of the Fraser River, excluding the North Arm and the Middle Arm, is defined as Fraser River Harbour. Limits extend from a line drawn south across the river at longitude 123°19'22"W to a line drawn across the river in a SW direction from the mouth of Kanaka Creek (49°12'N, 122°35'W) (Chart 3489), and to a line drawn in a SSW direction across the Pitt River at Grant Narrows (Chart 3062).

Transit Restrictions

Navigating in the Vicinity of the Pattullo Bridge

Any vessel navigating the Fraser River between the quick flashing green light located on the downstream end of the Annieville pile wall and the quick flashing green light located on the Sapperton Dyke shall keep to the side of the main channel that lies to the port side of the vessel.

Vessels Constrained by their Draught

At the time of transiting the Fraser River deep sea navigation channel, or portion thereof, all vessels constrained by their draught, as defined under Rule 3(h) of the Collision Regulations under the *Canada Shipping Act,* and whose voyage has been set up for the inner navigation channel by the Fraser River Pilot's Association, may exhibit in addition to the lights prescribed for power-driven vessel of its characteristics, where they can be best seen, three (3) all-round red lights in a vertical line at night or a cylinder during the day.

Communications

Radio Watch

All vessels transiting the Fraser River where required by *Marine Communications and Traffic Services Zones Regulations*, are to monitor Channel 74 & 16 VHF, as should all other vessels as well.

Marine Communications and Traffic Services (MCTS)

Marine Communications and Traffic Services (MCTS) will pass instructions to vessels in the waters of the Fraser River on behalf of the Authority, on VHF Channel 74.

Vessels receiving instructions from MCTS relating to the movement or operation of vessels, works, or services in the waters of the Port are to assume these are measures required by the Authority and relate to safety or environmental protection. Periodic notices requiring action by vessels within Port waters will be broadcast by MCTS as Notices to Shipping, or on the continuous marine broadcast.

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Vessel Traffic

Impeding Commercial Traffic

Pleasure craft and personal water craft shall not impede the passage of large commercial vessels within the waters of the Fraser River.

Fishing

Navigation on the lower Fraser River is generally unencumbered; however, during certain periods, extra caution is required. This is true during the fishing season when many nets may be set across the channels. The *Collision Regulations* apply to marine traffic on the Fraser River and appropriate whistle signals should be used. Currently, fishing occurs on less than 14 days per year, generally between July and September.

On the rare occurrence that visibility on the Fraser River is reduced to less than a cable during a fishery opening, Vessels should take additional precautions before transiting the river. These may include delaying the transit until visibility improves or the fishery is completed, or it may include taking an escort tug to act as additional lookout and help with manoeuvers as appropriate.

Vessel Tug Requirements

The owner or person in charge of a vessel engaged in towing is to ensure the tow is securely fastened and under control while in transit in the Port and is to ensure that the vessel engaged in towing has sufficient power at all times to maintain full control over the movements of the tow.

Berthing

Most deep sea vessels require assistance from berthing tugs when arriving and departing Fraser River Harbour berths. The Pilot will determine the number of tugs required based on the factors affecting each vessel movement.

Towing and Barge Traffic

General

The owner or person in charge of a vessel towing scows, barges, booms, or floating property shall ensure the tow is securely fastened and under control while in transit in the Port.

The owner or person in charge of a vessel engaged in towing is to ensure that the tow vessel is not moored or stopped at a location where part of the tow lies under a bridge.

The owner or person in charge of a vessel towing booms or floating property in the Fraser River shall ensure that a distance of 500 metres (547 yards) is maintained between the vessel and the stern of any preceding tow.

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The owner or person in charge of a vessel shall not overtake or attempt to overtake any part of a tow of another vessel within 500 meters (547 yards) of a swing span.

The booms towed should be of up to a maximum of one boom section in width.
Owners or persons in charge of a vessel intending to enter or depart the main stem with log tows wider than one boom section are to contact MCTS and the Authority prior to departure to arrange any special conditions needed to ensure the safe passage of the tow and of deep sea vessels that may be transiting the Fraser River at the same time.

Deep-Sea Towing Gear

If using deep-sea gear:

- Outbound – Lengthen the tow when the last scow or barge has proceeded outward of the Sandheads light station, unless weather does not permit;

- Inbound – Haul in the tow as close as possible on passing abeam of the Sandheads light station.

Triple Tows

One day prior to the arrival/departure of a tug with three (3) barges, the tow company shall confirm with the Pacific Pilotage Authority dispatch, the scheduled ship movements for the next day.

On the day of the arrival or departure of a tug with three (3) barges, the towing company is to:

- Confirm with Pacific Pilotage Authority's dispatch +1 604 666 6776, the estimated time of arrival/departure of all scheduled deep-sea vessels;

- Schedule the towing company's arrival/departure so that the ships' movements cause the least amount of conflict possible, and;

- Where wind and/or current will not allow the tows to track in a straight line behind the towing vessel, an assist tug is required for the transit.

The towing company shall reiterate to their Captains and Mates the need for good communication with the pilots, in the event of passing situation with a ship, and alter speeds accordingly so as to pass in the safest area of the river.

8.15 FRASER RIVER – NORTH ARM

General

The North Arm is entered SW of Point Grey (49°16'N, 123°16'W) and is used mainly by tugs with log booms or barges.

The Middle Arm, south of Sea Island, is used mainly by pleasure craft.

Transit Restrictions

In order to promote safe and efficient navigation in the waters of the North Arm of the Fraser River, the scow mooring grounds shall only be used for the temporary moorage of scows and barges which are in transit through the Port.

In order to promote the safe and efficient navigation of the North Arm of the Fraser River, the log transit grounds shall only be used for the temporary storage of boom sections that are in transit through the Port.

Communications

Every vessel transiting the navigation channels in the vicinity of the Canadian Pacific Railway Bridge -Marpole shall:

- maintain a listening watch on VHF Channel 06; and
- make two security calls on VHF Channel 06 to determine if there is any opposing traffic. The call-in points for such safety calls are: Ledcor's Tug Boat Dock; and the downriver end of Richmond Island.

Prior to departure from any berth or vessel tie-up at the call in points referred to above, or from Mitchell Slough or the Middle Arm (Morey Channel), the vessel shall make at least two (2) security calls on VHF Channel 06 advising other vessels in the vicinity of its intentions.

Notwithstanding the foregoing and subject to the Collision Regulations, alternative arrangements may be made through bridge-to-bridge communications between passing vessels.

Vessel Traffic

While transiting the navigation channels in the vicinity of the Canadian Pacific Railway Bridge - Marpole:

- Vessels proceeding upstream shall, pass through the north channel (north draw on the Vancouver side) of the navigation channel;

- Vessels proceeding downstream shall, pass through the south channel (south draw on the Richmond side) of the navigation channel.

Where for safety reasons, a vessel is transiting the Canadian Pacific Railway Bridge - Marpole counter to the procedure described above, the vessel shall make at least two security broadcasts on VHF Channel 06, advising other marine users of its intentions.

Towing and Barge Traffic

The owner or person in charge of a vessel towing scows or barges shall ensure that the vessel:

- if outbound, does not pay out its deep sea gear until the last scow or barge has proceeded downstream of the Inner (Easterly) Light; and

- if inbound and using deep sea gear, close couples its towing gear before the last barge or scow has proceeded upstream of the Inner (Easterly) Light.

A boom in tow in the waters between the Outer (Westerly) Light and the Inner (Easterly) Light shall not exceed five (5) boom sections in width. Any incoming tow wider than two (2) boom sections shall have sufficient assist tugs to ensure safe passage.

A boom in tow in the waters of the Middle Arm (Morey Channel) shall not exceed twelve (12) boom sections in length or one (1) boom section in width.

8.16 BRIDGE TRANSIT PROCEDURES

General Practices

Due regard is to be given to all dangers of navigation and potential collision and to any special circumstances, including the limitations of the vessels involved, that may make a departure from the following practices necessary to avoid immediate danger.

Early and clear communications between the vessel and Bridge Operator must be established. The Master and Bridge Operator must establish a point beyond which the vessel will not proceed if prior confirmation that the bridge will open has not been received. The Master must also have a predetermined point at which action must be taken if the bridge is not open.

Communication can be established on either VHF channel 74 or by phone (see specific bridge sections for contact information).

Once radiotelephone contact has been established with the Bridge Operator, a listening watch is to be maintained on VHF channel 74 until the vessel has cleared the bridge.

When visibility is less than 300 meters, a vessel towing loaded or empty barges is to transit the swing span only when stemming the current.

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Where a vessel is towing logs in excess of 20 boom sections (400 metres), it is to have an assist tug. Where unusual conditions, loads, or circumstances exist, the towing company or the Master of the vessel is to advise the Operations Centre, prior to the transit, of the compensatory measures to be taken during the transit.

The Master of a vessel that has in tow any floating property such as, but not limited to, a boom, barge or vessel, is not to overtake or attempt to overtake any part of a tow of another vessel within 500 metres of a swing span. The master of a vessel towing booms or floating property in the Port is to ensure that a distance of 500 meters is maintained between the vessel and the stern of any proceeding tow.

A vessel towing two (2) or more scows or barges shall not pass through the draw of a swing span bridge unless the scows or barges are close-coupled in such a manner as to prevent the scows or barges from sheering.

Vessels are to fit moveable masts (whenever practical) and to transit in a mast-down configuration whenever possible to ensure that openings of bridge swing spans are minimized.

Queensborough Railway Bridge

Communication

VHF channel 74 and 06; Bridge Operator Telephone: +1 604 522 3729

Procedures

Every vessel transiting the Queensborough Railway Bridge is to make a safety call on VHF channel 74 and 06 to determine if there is opposing traffic.

The Bridge is typically left in the open position and attended by a Bridge Operator. The Bridge is unattended at the following times:

- Monday to Friday, 08:00 – 16:00;
- Saturday 08:00 – Sunday 08:00

If work is underway, a Bridge Operator will be present regardless of the schedule and make a safety broadcast.

The Master must attempt to establish contact with the Bridge Operator well in advance of the need for opening. An opening procedure will be established, taking into account weather and river conditions as well as procedures specified by the Bridge Operator.

Under most conditions, both the upriver and downriver vessels are to transit the draw on the Queensborough side of the bridge.

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A vessel towing a loaded barge with a carrying capacity of 4,500 short tons or more, or an empty barge with a carrying capacity of 5,500 short tons or more, is to stem the current or use an assist tug while transiting the span. If over 7,000 short tons, shall use an assist tug.

A vessel towing loaded barges in tandem is to have the barges close-coupled and, where the length of the tow is in excess of 122 metres, is to use an assist tug.

A vessel towing a barge that has a beam or a load in excess of 18 metres in width is to use one (1) assist tug, and two (2) assist tugs if over 22 metres. In both cases, the vessel is to stem the current while transiting the swing span.

New Westminster Railway Bridge

Communication

CONTACTS: VHF channel 74; Bridge Operator Telephone: +1 604 589 6612

Procedures

The north protection pier has a collar around it 3.66 metres (12 feet) below the surface of the water (at 3.42-metre/11.2-foot tide) that projects out 1.53 metres (5 feet). Vessel Masters should assume the south pier of the south draw has the same collar.

The Master is to establish contact with the Bridge Operator well in advance of the need for opening. An opening procedure will be established, taking into account weather and river conditions as well as procedures specified by the Bridge Operator.

VHF channel 74 is to be used to contact the Bridge Operator and the vessel master.
When calling in, the vessel is to provide the Bridge Operator with an estimated time of arrival (ETA). If the ETA changes, the vessel is to notify the Operator of the change.

In most conditions, upriver traffic is to transit the draw on the New Westminster side of the bridge. Downriver traffic is to transit the draw on the Surrey side of the bridge.

Where, for safety reasons, vessels are transiting the bridge counter to the procedure described above, the vessel is to make at least two security broadcasts on VHF channel 74, advising other marine users of their intentions.

A vessel towing a loaded barge with a carrying capacity of 5,000 short tons or more, or an empty barge with a carrying capacity of 6,000 short tons or more, is to stem the current or use an assist tug while transiting the span. If over 7,000 short tons, shall use an assist tug.

A vessel towing loaded barges in tandem is to have the barges close-coupled and, where the length of the tow is in excess of 122 metres, is to use an assist tug when transiting on a fair current.

A vessel towing a barge that has a beam or a load in excess of 18 metres in width is to use one (1) assist tug, and two (2) assist tugs if over 22 metres.

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Pitt River Railway Bridge

Communication

VHF channel 74; Bridge Operator Telephone: +1 604 941 0079
24-hour Emergency Line Telephone: 1 800 795 7851

Procedures

The Master is to establish contact with the Bridge Operator well in advance of the need for opening. An opening procedure will be established, taking into account weather and river conditions as well as procedures specified by the Bridge Operator.

Marine traffic closures take place Monday to Friday (except statutory holidays) at the following times:

05:30 – 08:00
16:15 – 19:30

The bridge will be in the closed position by 05:30 and 16:15 each day. However, the bridge may open for a vessel on request, immediately after the passing of a commuter train, under the following conditions only:

- The vessel is ready to go;
- No commuter train is waiting to pass over the bridge; and
- Bridge closure can be done in time for the next commuter train.

Once an opening procedure is established, the Bridge Operator contacts the Port Coquitlam Yard Supervisor and/or Rail Traffic Controller (may take up to 20 minutes), and then prepares the bridge to swing (may take up to 10 minutes).

Approximately 3-4 minutes are required to complete a swing once the bridge starts to open.

Air draught gauges have been placed on the nose of the bridge pier to assist mariners. These gauges indicate the distance from the bottom of the bridge to the waterline and are intended only to provide estimated clearances. Actual clearances will assist a vessel operator in judging if their vessel can clear the bridge without the need for a bridge opening.

Emergency openings of the span are possible any time. An emergency situation is defined as one that threatens life, property, and/or the environment. The procedure to follow in an emergency situation is as follows:

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- Mariners are to contact the Bridge Operator on VHF channel 74 or by phone +1 604 941 0079;
- Identify the emergency;
- Bridge Operator will proceed to stop rail traffic and open the bridge for emergency passage.

If a mechanical failure of the bridge is immediately apparent during the opening sequence, a low level alarm sounds. In the event of an extended failure, MCTS will be contacted.

Extreme weather conditions (extreme fog, cold or heat, high winds, snow and ice) may affect operations.

If the vessel requires a cancellation of the swing, the Bridge Operator is to be contacted by telephone +1 604 941 0079 or VHF channel 74 as soon as possible.

Pitt River Highway Bridge

Communication

CONTACTS: VHF channel 74; Bridge Operator Telephone: +1 604 552 5830

Procedures

The Master is to establish contact with the Bridge Operator well in advance of the need for opening. An opening procedure will be established, taking into account weather and river conditions as well as procedures specified by the Bridge Operator.

Marine traffic closures take place Monday to Friday (except statutory holidays) at the following times:

05:00 – 09:00
14:30 – 18:45

Time is needed for the Bridge Operator to contact the ambulance dispatch and Massey Tunnel (informs Ministry of Transportation) and to clear vehicle traffic.

Approximately 7-10 minutes are required to complete a swing once the bridge starts to open. A mechanical failure of the bridge is immediately apparent, as alarms will sound. If a failure occurs, the vessel will be immediately notified.

High winds may affect operations.

PART III | 8. PORT NAVIGATION

If the Bridge Operator has to cancel a swing, the vessel will be notified, followed by notification of MCTS if closure is required.

Westham Island / Canoe Pass Bridge

Communication

CONTACTS: VHF channel 74; Bridge Operator Telephone: +1 604 946 0139

Procedures

The Master is to establish contact with the Bridge Operator well in advance of the need for opening. An opening procedure will be established, taking into account weather and river conditions as well as procedures specified by the Bridge Operator.

Between December 01 and March 31, the bridge is unmanned at night (between 22:00 and 06:00), if the master is unable to make contact with the Bridge Operator during this time; the Master is to contact the Annacis Swing Bridge Operator to assist with an opening procedure +1 604 521 0964.

Approximately three (3) minutes are required to complete a swing once the bridge starts to open. A mechanical failure of the bridge is immediately apparent during the opening sequence, as indicator lights alert the Bridge Operator. In the event of a failure, the vessel will be contacted and MCTS will be alerted if the problem persists.

The Bridge Operator will not operate the bridge, at their discretion, if unsafe to do so.

Annacis Swing Bridge

Communication

CONTACTS: VHF channel 74; Bridge Operator Telephone: +1 604 521 0964

Procedures

The Master is to establish contact with the Bridge Operator well in advance of the need for opening. An opening procedure will be established, taking into account weather and river conditions as well as procedures specified by the Bridge Operator.

Time is needed for the Bridge Operator to contact the Southern Railway (may take five (5) minutes) and to prepare the bridge for swinging (takes three (3) minutes).

Approximately six (6) minutes are required to complete a swing once the bridge starts to open. Masters are to transit the bridge through the North opening.

A mechanical failure of the bridge is immediately apparent during the opening or closing sequence, but there are no alarms. In the event of a failure, the vessel, Mainroad, and MCTS, if necessary, will be contacted.

PART III | 8. PORT NAVIGATION

Heavy winds exceeding 40 kilometres per hour (25 mph) may affect operations.
Thirty minutes (30) is required between openings to allow for cooling of equipment.

Canadian Pacific Railway Bridge – Marpole

Communication

N/A

Procedures

Vessels proceeding upstream shall pass through the north channel (north draw on the Vancouver side) of the navigation channel.

Vessels proceeding downstream shall pass through the south channel (south draw on the Richmond side) of the navigation channel.

Every vessel transiting the navigation channels in the vicinity of the Canadian Pacific Railway Bridge – Marpole shall maintain a listening watch on VHF channel 06.

Every vessel transiting the navigation channels in the vicinity of the Canadian Pacific Railway Bridge – Marpole shall make two (2) security calls on VHF channel 06 to determine if there are is opposing traffic. The call in points for such safety calls are:

- 1,250 metres upstream from the bottom of Mitchell Island (locally known as Hodder's Tug Boat Dock), and;
- The downriver end of Richmond Island.

Prior to departure from any berth or vessel tie-up at the call in points or from Mitchell Slough or Morey Channel (the Middle Arm), the vessel shall make at least two (2) security calls on VHF channel 06 advising other vessels in the vicinity of its intentions.

Where for safety reasons, a vessel is transiting the Canadian Pacific Railway Bridge – Marpole counter to the above procedures, the vessel shall make at least two (2) security broadcasts on VHF channel 06, advising other marine users of its intentions.

Notwithstanding the foregoing and subject to the Collision Regulations, alternative arrangements may be made through bridge-to-bridge communications between passing vessels.

PART III | 8. PORT NAVIGATION

8.17 TOWING

General

The practices and procedures described in this section are applicable to all areas under navigational jurisdiction of the Authority.

Movement & Control of Floating Property and Booms

The owner or person in charge of a vessel that has in tow any boom, cargo or other vessel shall ensure that the towing vessel has sufficient power at all times to maintain full control over the movements of the tow.

No person shall move a boom or floating property in the Port unless the boom or floating property is in tow of a vessel.

No person shall leave unmoored floating property unattended in the Port.

No person shall obstruct, with a boom or floating property, any channel in the Port.

Where a boom or floating property is located in an unauthorized area of the Port, the Authority may move the boom or floating property to any other location in the Port and the owner, or representative, shall pay to the Authority the cost upon demand.

All owners or persons in charge of any boom or floating property entering the Port must provide the Authority with all such information regarding the boom or floating property prior to arrival or as soon thereafter as is practical.

Log Booms

Unless authorized by the Authority pursuant to a water lot or foreshore lease, no vessel shall deposit logs in the waters or on the foreshore.

In the event of a spill of logs or an escape of boom sections, the Authority may, by order in writing suspend log salvage activities by any vessel in the Port for a period of up to ten days during which period the owner or his authorized agent shall recover the spilled logs or escaped boom sections. During such period and within such areas of the Port as are specified in the order no person in charge of any vessel, other than the owner of the logs or booms or his authorized agent, shall attempt to recover the logs or booms referred to in the order.

Bridge Transits with a tow

The owner or person in charge of a vessel that has in tow any boom, cargo or other vessel shall not, within 500 metres of a swing or lift span bridge, overtake or attempt to overtake any part of the tow of any other vessel.

The owner or person in charge of a vessel with two or more scows or barges in tow shall not pass through the draw of a swing span bridge unless the scows or barges are close coupled in such a manner as to prevent the scows or barges from sheering.

Except where otherwise specified, the owner or person in charge of a vessel shall not tow, within the limits of the Port, any boom exceeding thirty-six (36) boom sections in length or one boom section in width.

Other

The owner or person in charge of a vessel towing scows, barges, booms, or floating property shall ensure the tow is securely fastened and under control while in transit in the Port.

The owner or person in charge of a vessel engaged in towing is to ensure that the tow vessel is not moored or stopped at a location where part of the tow lies under a bridge.

The owner or person in charge of a vessel towing booms or floating property in the harbour shall ensure that a distance of 500 metres (547 yards) is maintained between the vessel and the stern of any preceding tow.

The owner or person in charge of a vessel shall not overtake or attempt to overtake any part of a tow of another vessel within 500 meters (547 yards) of a swing span.

8.18 DISPLAY OF SIGNALS AND LIGHTS

Every vessel equipped with an Automatic Identification System (AIS) shall keep their AIS in operation and transmitting data at all times within the Port's jurisdiction except where International or National agreements, rules or standards provide for the AIS to be switched off; in that case, the Master or representative shall report this action and the reason for doing so to the Operations Centre at +1 604 665 9086 or by E-mail at harbour_master@portmetrovancouver.com

Vessels in the Port are to display lights and shapes in accordance with the *Collision Regulations*

8.19 RECREATIONAL VESSELS

Anchoring

The 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 without approval of The Authority and then only at such place and in such a manner as directed.

PART III | 8. PORT NAVIGATION

There are no permanent designated anchorages within the Fraser River. Anchoring is only at the discretion and authorization of The Authority. Anchoring within Steveston Harbour is strictly prohibited

Should a vessel need to anchor within the Port, the operator must contact the Operations Centre at +1 604 665 9086 and provide the mitigating circumstances, as well as the location and the duration of the anchorage, to ensure the safety of the vessel and other Port users.

The Authority may not agree to the proposed anchorage and may direct the vessel to another location.

The owner or representative of any vessel anchored within the Port must contact the Operations Centre and provide contact information.

Vessels moored or anchored at authorized locations are not to raft more than three vessels wide for either the purpose of moorage or the transferring of fish or other cargo.

When mooring or anchoring, vessels must be as far away from the navigable channel as is safe and practical. Vessel Masters are responsible for ensuring their vessels are anchored in sufficient water to ensure safety at all stages of the tide and in all weather conditions.

Anchored vessels must display the appropriate day and night signals.

Derelict, Abandoned, Illegally Moored or Anchored Vessels

Where the owner or person in charge of a vessel in the Port is not available or refuses or neglects to obey any order to move the vessel, the Authority may, at the risk and expense of the owner of the vessel:

- Take possession of and move the vessel;
- Use any means and force reasonably necessary to move the vessel;
- Order tugs to move the vessel;
- Berth, anchor, moor the vessel at any place satisfactory to the Authority, and;
- Remove the vessel out the water and store it at any place satisfactory to the Authority.

Fueling

Refueling of gasoline-powered vessels shall only be done at recognized fuelling stations with adherence to all posted safety procedures.

Safe Boating Practices

PART III | 8. PORT NAVIGATION

Within Bedwell Bay, Belcarra Bay, Deep Cove, Strathcona Park and Coal Harbour – a maximum speed of 5 knots is enforced. Within Grant Narrows there is a maximum speed of 10 Km per hour (Approximately 5 knots)

Safe Speed - Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

Pleasure Craft

Pleasure craft, including those under oars should keep well clear of all commercial vessels underway and not impede their passage. In addition, a vessel at anchor or berthed at a terminal may move without warning and a safe distance should be maintained. Particular attention must be paid to navigation in the high activity areas, i.e. Approaches to Coal Harbour, First Narrows, Second Narrows, In the Fraser River and Aircraft Operations Zones.

Tide and wind conditions may cause turbulent seas in both 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 in the non-sailing areas indicated on the chart.

No person shall operate any pleasure craft under the power of oars or paddles:

- In the area between a line drawn from Ferguson Point 000 degrees True North to the North Shore as the Western limit and a line drawn from Berry Point, 000 degrees True North to the North Shore as the Eastern limit.
- In a Traffic Separation Zone.
- Within 300 metres of a vessel at anchor.

Personal Watercraft

No person shall operate a personal watercraft at night. Sunrise and Sunset are defined as the times published daily in most newspapers such as The Province and The Vancouver Sun.

Any person operating a Jet-ski or similar vehicle shall have attached to his person, clothing, or personal flotation device, a lanyard-type engine cut-off switch.

No person shall operate a Jet-ski or similar personal watercraft:

- In the area between a line drawn from Ferguson Point 000 degrees True North to the North Shore as the Western limit and a line drawn from Berry Point, 000 degrees True North to the North Shore as the Eastern limit;
- In a Traffic Separation Zone.

- Within 300 metres of a vessel at anchor.
- At a speed of more than 5 knots within 300 metres of a swimming area.
- At a speed of more than 5 knots within 300 metres of a launch ramp.

Notwithstanding the above, use of personal watercraft in exhibitions, parades and other similar marine events may be permitted if the organizers of such an event have the written permission of the Authority for the use of personal watercraft. Such permission may only be granted after the Authority receives an application for a marine event. For more information on Marine Events, see Section 5.4.

Any person operating a personal watercraft must operate the vessel in a safe and prudent manner, having regard for other traffic, speed and wake restrictions, and all other circumstances so as not to endanger the life, injury or property of any person.

8.20 FISHING VESSELS

General

Commercial vessel traffic and Fishers must be aware of the dangers posed by each other's activities during fishery openings on the Fraser River, as unsafe and dangerous situations can occur when commercial traffic attempts to maneuver around nets.

Communications

Fishers must monitor VHF channel 74. During Area 29 (Fraser River) gillnet openings; all commercial traffic movements are broadcast on this channel, providing warning to Fishers of ship movements along the Fraser River.

Commercial Navigation Considerations

Vessels are to stay in the proper upriver or downriver designated channel. Operators of all vessels are to take early and substantial action to keep well clear of all other vessels and gear.

Vessels should not to alter course, as generally Fishers will judge by the speed of the vessels and through broadcasts when to lift the net. Altering course may cause additional hazards.

Fully extended gillnets are up to 200 fathoms (375 metres) long and supported on the surface by small floats that may not be readily visible. During the day a plastic float (Scotchman) is at the end of the net and at night the end of the net is marked by a white light. When approaching, vessels are to reduce speed until the floats are observed, or the Operator signals by hand or with a spotlight at night, indicating the direction in which the net is set.

The correct navigation lights or shapes are to be displayed at all times.

PART III | 8. PORT NAVIGATION

Fishing Vessel Considerations

Any person using a net to fish in the Port shall, upon hearing 4 long whistle blasts from an approaching ship, haul in their net to allow passage of the approaching vessel.

When setting near swing or lift bridges, Operators are to monitor VHF channel 74 for valuable information on traffic intending to transit the bridge and be watchful for a bridge opening as this indicates the approach of a larger vessel. Do not make a set that interferes with the vessel's transit of the bridge.

Fishing vessels should work with a partner vessel that can render assistance if needed. Fishers on a drift should set their nets in the same direction, whenever possible, to permit safe passage of other traffic.

In order to avoid impacting another vessel, and to reduce the possibility of serious injury, loss of life, or damage to the vessel, vessels unable to manoeuvre quickly are to provide whistle signals in accordance with the Collision Regulations and remain on course.

If collision with another vessel is imminent, Fishers should either run the net out, so the net sustains the damage, or "dog" the drum and attempt to tow the net out of danger, thus reducing the possibility of loss of life or damage to the vessel.

At night, when approached by other vessels, Fishers are to use a searchlight to show the direction of the net in the water, ensuring the searchlight does not blind the Operator of the approaching vessel. Towboats are also to use searchlights, whenever possible, to show their preferred direction of travel in order to help Fishers decide when and how far to move

8.21 LOG OPERATIONS

General

Unless authorized by the Authority pursuant to a water lot or foreshore lease, no vessel shall deposit logs in the waters or on the foreshore.

North Arm Log Transit and Scow Mooring grounds

The Authority may determine the applicable period of temporary mooring for booms, scows and barges, from time to time.

No vessel shall, for the purposes of salvaging logs, enter the log transit grounds, the Point Grey Log Storage Grounds or the scow mooring grounds.

PART III | 8. PORT NAVIGATION

The Authority may move any vessel located in the log transit grounds or the scow mooring grounds for more than seventy two (72) hours to any other place in the Port at the risk and expense of the owner or person in charge of the vessel.

All owners or persons in charge of any boom or floating property entering the North Arm of the Fraser River must provide the Authority with all such information regarding the boom or floating property prior to arrival or as soon thereafter as is practical.

No boom moored in the log transit grounds shall exceed:

- When fronting mooring dolphins 1A to 71, inclusive, in the North Arm Jetty log transit grounds, three (3) boom sections in width;
- When fronting mooring dolphins 72 to 88, inclusive, in the North Arm Jetty log transit grounds, four (4) boom sections in width;
- When fronting mooring dolphins 1 to 9, inclusive, in the Sea Island (Sheeting) log transit grounds, two (2) boom sections in width, and;
- Boom sections moored at dolphins 1 thru 88, inclusive, in the North Arm Jetty log transit grounds longer than 72 hours will be charged a fee as detailed in the Fee Document for each 24 hour period.

In order to promote the safe and efficient navigation of the North Arm of the Fraser River, all vessels using the log transit grounds must adhere to the following procedures:

- All available dolphin wires must be utilized when securing boom sections;
- Tween ties (belly ties) must be made every four to six boom sections;
- In the event a boom does not fit between dolphins, it must be moved into a position which will enable tow ties and prevent the boom swinging onto the beach area, and;
- When unusual circumstances make it necessary to temporarily moor a boom that will exceed the limit of width for the area concerned, the vessel in charge shall stand by its tow while so moored and immediately notify the Operations Centre.

Log Procedures in Burrard Inlet

The following procedures are to be followed for the storage, handling and movement of logs within Burrard Inlet:

Up to 80 sections of logs may be stored at the Navy Buoys. Logs in excess of that quantity must be stored at other log storage locations, including Chief George's Buoy. Tugs delivering logs to Burrard Inlet must notify MCTS of the number of boom sections being delivered and the intended

storage site. MCTS will provide the tug with the current number of sections stored at the Navy Buoys. If the number of boom sections at the buoy, plus the intended delivery, exceeds 80 boom sections then the delivering tug must make alternate arrangements and shall notify MCTS of their intentions.

Harbour tugs shall inform MCTS of the number of sections being moved to/from the Navy Buoys. When sections are removed from the Navy Buoys it is the responsibility of the harbour tug removing those sections to ensure that the remaining sections are properly re-secured.

MCTS shall maintain a running inventory tally of the number of boom sections at the Navy Buoys. Seaspan and the Harbour Patrol Officers shall visually inventory the number of sections on a regular basis and shall report that number to MCTS.

Vessels requesting a minimum wash for log handling shall pass that request to MCTS. Boomsticks stored at the Navy Buoys must be properly secured at all times.

Suspension of Log Salvage Operations

In the event of a spill of logs or an escape of booms, the Authority may, by order in writing suspend log salvage activities by any ship in any area of the Port for a period of up to ten (10) days during which time the owner or his authorized agent shall recover the spilled logs or escaped booms.

During such period and within such areas as determined by the Authority, no person in charge of any vessel, other than the owner of the logs or booms or his authorized agent, shall attempt to recover the spilled logs or escaped booms.

8.22 TUGS

No vessel shall attempt to pass between a tug and its tow, nor close astern of the tow since many have a trailing floating line.

8.23 AIRCRAFT

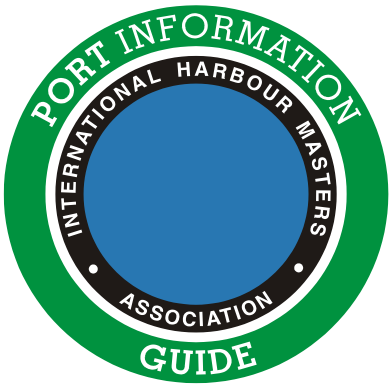
Aircraft on the water must comply with the Rules for Preventing Collisions at Sea. An aircraft traffic control tower is in operation at Granville Square to provide service to aircraft using Burrard Inlet and the Fraser River. The Aircraft Operations Zones marked on the chart are areas of high activity and operators of recreational vessels or pleasure craft are required to keep clear.

8.24 MILITARY VESSELS

PART III | 8. PORT NAVIGATION

Where possible no vessel, including any pleasure craft or personal watercraft shall come within 100 metres of any military vessel, whether Canadian or foreign, while in the Port.

9 Port Safety



PART IV | 9. PORT SAFETY

9.1 GENERAL

Port Metro Vancouver has a dual role in emergencies: it is responsible for the safety and welfare of officers and employees of the Authority and it must also ensure that the Port continues to operate during emergency situations.

In order to achieve this objective, Authority departments and external organizations must work together. Areas of authority or responsibility should be flexible enough to adjust to any situation. At times the magnitude of an emergency may mean that many Authority departments, outside agencies and organizations are engaged in a coordinated effort.

Federal, Provincial, Municipal and private agencies and organizations that may be engaged in the coordinated effort of response to port incidents include, but are not limited to: *Department of Fisheries and Oceans, Canadian Coast Guard, Transport Canada, Environment Canada, Public Safety Canada, Royal Canadian Mounted Police, Vancouver Police Department, Vancouver Fire and Rescue Services and the Western Canada Marine Response Corporation.*

The Authority follows the BC Emergency Response Management System which uses the Incident Command System adopted by other emergency response agencies within BC and around North America. This enables the Authority to have a collaborative, effective and unified response to any emergency within the Port.

9.2 EMERGENCY CONTACTS

Persons involved in, or witness to, any activities within the Port which result in an incident involving material loss or damage or an explosion, fire, accident, grounding, stranding or incident of pollution shall as soon as possible report the incident to the Operations Center at +1 604 665 9086 or via e-mail at harbour_master@portmetrovancouver.com

Marine Distress emergencies shall be indicated on Marine VHF 16, Cellular *16 and/or 911

EMERGENCY NUMBERS

Fire Emergency	911
Fire Non-emergency	311
HAZMAT (Fire Department)	911
Police Emergency	911
VPD Non-emergency	+1 604-717-3321
Ambulance Emergency	911

HARBOUR MASTER & OPERATIONS CENTRE

Telephone: 604 665 9086 Harbour_master@portmetrovancouver.com

MARINE COMMUNICATIONS & TRAFFIC SERVICES

Telephone: 604 666 6011 VHF 12 / 74

PART IV | 9. PORT SAFETY

WESTERN CANADA MARINE RESPONSE CORPORATION
Telephone: 1 250 294 6001 24 Hour Emergency Telephone: 604 294 9116

TUG SERVICES
SMIT Harbour Towage Telephone: 604 253 8881
Seaspan Marine Telephone: 604 988 3111

All other emergencies in the Port will be indicated to Emergency Responders by calling 911.

Subsequent communications between the scene and the Incident Commander may be assigned to separate approved specific emergency response frequency(s) or telephone numbers. Fire departments will be notified through telephone 911. Municipal boundaries will determine the initial response.

9.3 EMERGENCY RESPONSE EQUIPMENT

Every person in the Port shall follow the fire protection and prevention measures necessary for the safety of persons and property in the Port.

Multiple response agencies have equipment available to respond to emergencies. The Authority has the ability to coordinate and escalate response to emergencies on Port waters or lands.

9.4 EMERGENCY COORDINATION CENTRE

The Operations Center is a 24/7/365 hub to manage Port activities related to:

Marine Safety & Environmental Protection.

Port Security & Incident Reporting.

Supply Chain Fluidity & Reliability.

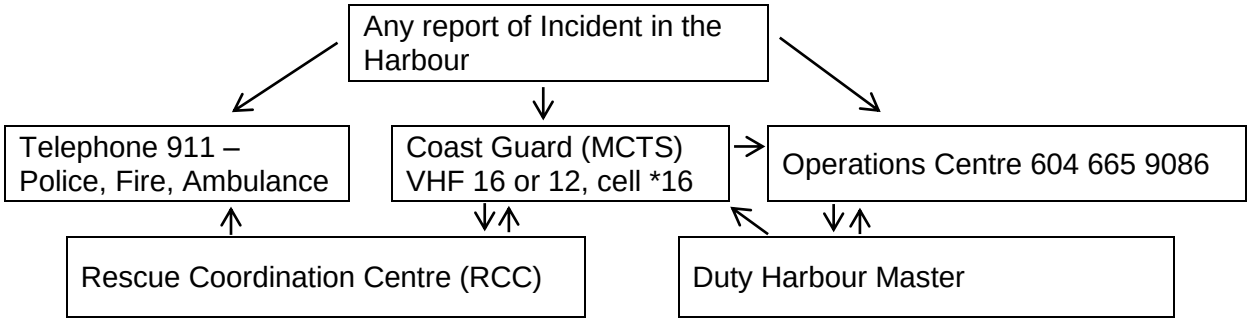
Emergency Response Coordination.

Water Watch – Reporting Unusual Activity.

PART IV | 9. PORT SAFETY

9.5 EMERGENCY SCENARIOS

PROCEDURE IN CASE OF EMERGENCY / ALARM



SPILLS

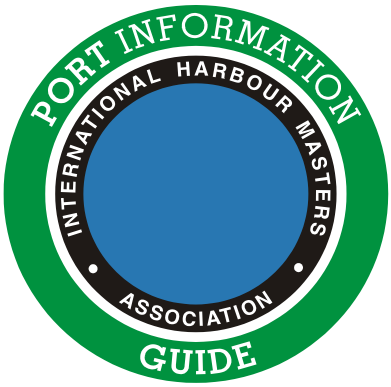
For marine pollutant or spills call Vancouver Traffic VHF 12 / 74 / 16

In the event of a spill during transfer operations, the receiver and supplier must both immediately notify the Canadian Coast Guard (Telephone: 800 889 8892 or 604 666 6011) and the Authority (Telephone: 604 665 9086). The Canada Shipping Act requires both the oil supplier and oil receiver to immediately implement their oil pollution emergency plan and respond to the spill. Western Canada Marine Response Corporation (WCMRC) is a certified Response Organization with resources in Vancouver and the Lower Mainland to mitigate the impact when an oil spill occurs.

ACCIDENTAL DISCHARGES

All accidental over side discharges should be reported immediately to the Operations Centre. If the discharges contain oil or other deleterious substances, the vessel must immediately notify MCTS and activate its pollution response plan.

10 Port Security



PART IV | 10. PORT SECURITY

10.1 GENERAL

The International Maritime Organization (IMO) adopted the *International Ship and Port Facility Security Code* (ISPS Code) in December 2002, which meant that all IMO contracting governments, including Canada, were required to have adopted this Code and have necessary regulations in place by July 1, 2004. This was done successfully in Canada through the *Marine Transportation Security Regulations*, which brought into effect both the mandatory ISPS Code Part A requirements as well as a majority of the voluntary Part B requirements.

The "Vancouver Fraser Port Authority Master Security Plan" outlines the security polices for compliance within the Authority's jurisdiction. Each facility has a terminal specific approved security plan outlining their requirements for compliance with regulation.

Nationally, threat levels are assigned by Transport Canada Marine Security (TCMS).[56]

MARSEC

MARSEC stands for Marine Security. MARSEC levels are designed to easily communicate pre-planned responses to increased threat levels.

MARSEC LEVEL 1

Appropriate security measures under normal operating conditions.

MARSEC LEVEL 2

Increased security measures maintained for a heightened security threat or incident for a limited period of time.

MARSEC LEVEL 3

Additional security measures when a security threat or security incident is probable or imminent.

10.2 PRESENT ISPS SECURITY LEVEL INFORMATION

The purpose of a Declaration of Security (DoS) is to ensure agreement is reached between the vessel and the port facility, or with other vessels with which it interfaces, in relation to security measures each must adopt according to the provisions of their security plans.
The Marine Facility Security Officer is responsible for ensuring a Declaration of Security is completed when a vessel is in port and interfaces with their facility.

A Declaration of Security must be completed before an interface starts between a marine facility and a vessel if:

- The marine facility and vessel are operating at different security levels;

[56] http://lois-laws.justice.gc.ca/eng/regulations/sor-2004-144/page-10.html

- The marine facility or the vessel do not have a security plan approved by a contracting government.
- The interface involves a cruise ship or involves a vessel carrying, loading or discharging dangerous cargoes which pose a higher than normal risk to persons, property or the environment.
- The Ship Security Officer or the Marine Facility Security Officer deems it necessary for specific security reasons.

A new or revised Declaration of Security is required when:

- There is a change to the security level, for the vessel or the marine facility, while the vessel is in port.
- There has been a definite security threat or a security incident involving the vessel or involving the marine facility.
- Transport Canada declares it must be so.

The DOS must be signed and dated by the Marine Facility Security Officer and the Ship Security Officer or the Master, and must include the duration, relevant security level and the contact details once completed.

The Marine Facility Security Officer must implement a continuing Declaration of Security for a vessel, or offshore facility, with which the marine facility frequently interfaces for the period of:

90 days for MARSEC Level 1; and 30 days for MARSEC Level 2. ISPS part A s. 5.6. (contracting government)

If you have any questions regarding this requirement please contact the Operations Centre at +1 604 665 9086.

10.3 REPORTING TO PORT FACILITES

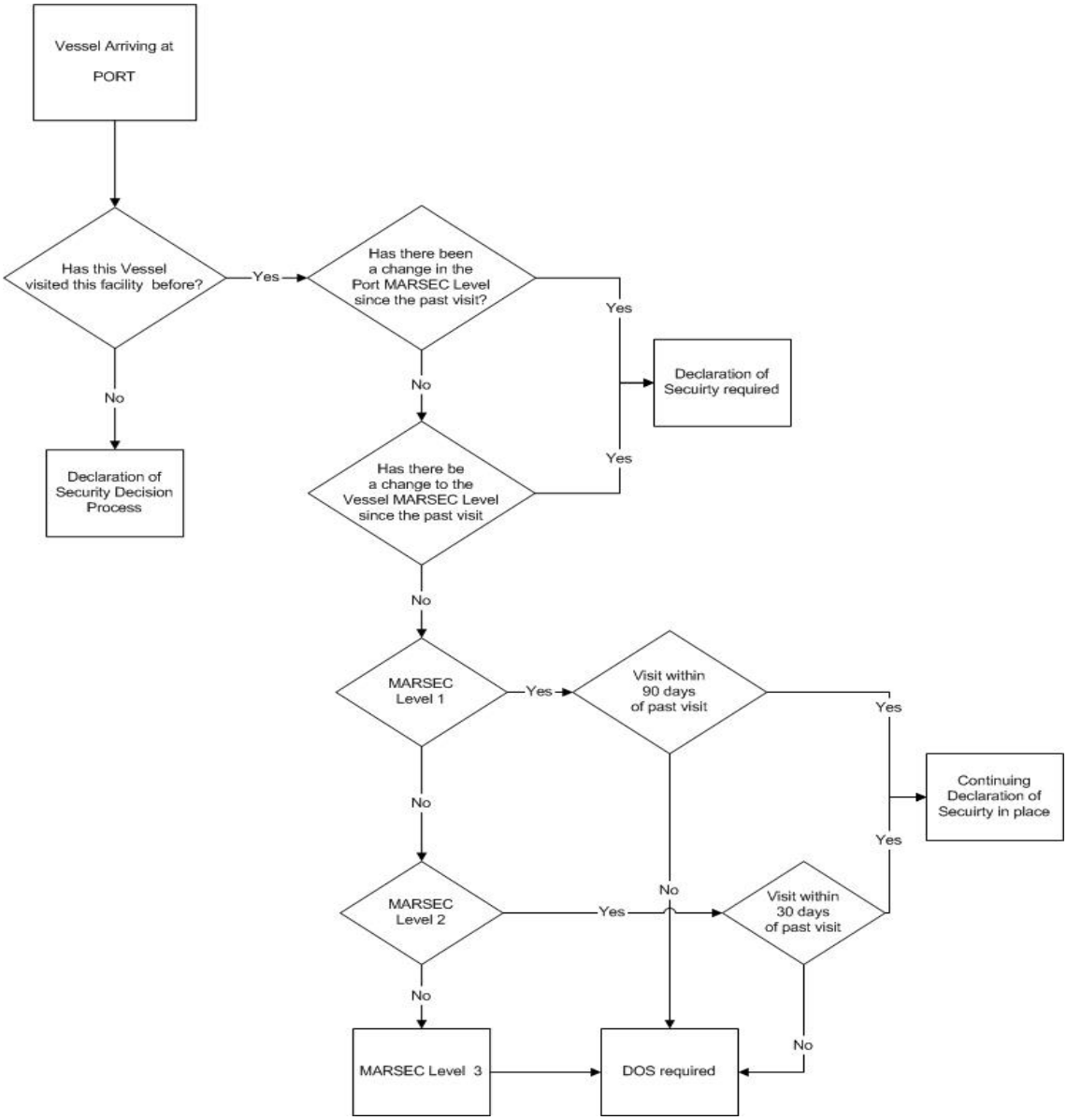
Vessels entering the Port must declare their MARSEC level to MCTS 96 hours prior to arrival.

Security incidents must be immediately reported to the Port Security Officer and the Terminal Operator.

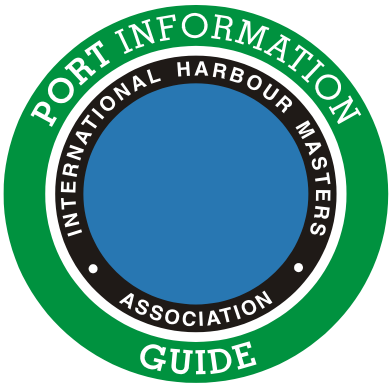
Port Security Officer

Brian Pitman, Manager of Security and Emergency Management, is the Port Security Officer. The Port Security Officer can be contacted through the Operations Centre at +1 604 665 9086.

PART IV | 10. PORT SECURITY



11 Nautical Services



PART V | 11. NAUTICAL SERVICES

11.1 GENERAL

Where the Authority requires that a vessel or operation obtain the services of tugs, pilots, agencies, or other services, those services will be procured at the expense and risk of the vessel or operation.

11.2 VTS

VESSEL TRAFFIC SERVICES (VTS) AND TRAFFIC CONTROL

Vessels approaching the Port from sea will enter into a VTS zone at the entrance to Juan de Fuca Strait. A cooperative Vessel Traffic Services Agreement (CVTS) exists between Canada and the US. As part of the Agreement, Tofino Traffic provides VTS for the offshore approaches to the Juan de Fuca Strait and along the Washington State coastline from 48 degrees north. Seattle Traffic provides VTS for both the Canadian and US waters of Juan de Fuca Strait and Victoria Traffic provides VTS for both Canadian and US waters of Haro Strat, Boundary Passage, and the lower Georgia Straits.

In the Strait of Georgia, vessels will enter into the Vancouver VTS zone.

RADAR COVERAGE

The Canadian Coast Guard (MCTS) operates radar stations around Vancouver. Radar and AIS are used to monitor vessel movements.

BASIC RULES OF COMMUNICATION

Radiotelephone procedures are described in the Canadian Coast Guard Radio Aids to Marine Navigation, Part 4.[57] In the interest of safe navigation, Masters should ensure that a continuous listening watch is maintained on both 2182 kHz and on VHF 16 (156.8 MHz) as well as the local VTS channel. 2182 KHz and VHF 16 SHALL ONLY BE USED FOR DISTRESS, URGENCY AND SAFETY COMMUNICATIONS, AND FOR CALLING PURPOSES.

Marine channels with licensed assigned frequencies are regulated by Industry Canada. Unauthorized channel interference may result in charges under the *Radio Communication Act and the Radio Communication Regulations*.

Port Metro Vancouver VTS assigned frequency:
VHF 74 Fraser River, VHF 12 Vancouver and English Bay.

REQUIRED TO PARTICIPATE

- Every vessel 20 metres or more in length

[57] http://www.ccg-gcc.gc.ca/folios/01018/docs/Pacific-2013-Part4-eng.pdf

PART V | 11. NAUTICAL SERVICES

- Every vessel engaged in towing or pushing any vessel or object, other than fishing gear, where:
    - The combined length of the vessel and any vessel or object towed or pushed by the vessel is 45 metres or more in length; or
    - The length of the vessel or object being towed or pushed by the vessel is 20 metres or more in length.

EXCEPTIONS

- A vessel towing or pushing inside a log booming ground.
- A pleasure craft less than 30 metres in length.
- A fishing vessel that is less than 24 metres in length and not more than 150 gross tonnes

VTS SERVICES

Canada's VTS system is operated by Canadian Coast Guard Marine Communication and Traffic Officers (MCTSO's), who monitor the movement of vessels using VHF radio, direction finding equipment, AIS, and in some areas, surveillance radar.

Prior to beginning a voyage within Canadian waters or entering from seaward, ships are required to obtain a VTS clearance. This clearance is issued by a Marine Communication Officer (MCO) after screening information about identity, condition, cargo and intentions of the vessel. As it proceeds on its voyage the ship is required to maintain a listening watch on designated marine VHF radio channels and report at specific positions, Calling-In-Points (CIPs). In turn, the vessel is provided with information, advice, navigational safety and weather information. In many places traffic routing systems have been established to further enhance vessel movement safety.

VESSEL SCHEDULES

The Authority authorizes all vessel movements and assigns anchorages. Agents and Pilots may request changes to the schedule or anchorage assignment by contacting the Operations Centre at +1 604 665 9086 or harbour_master@portmetrovancouver.com. All efforts will be made to accommodate short notice requests due to mechanical failures, weather changes or other unforeseen situations or in an emergency.

11.3 PILOTAGE

Every vessel that is over 350 gross tonnes, and every pleasure craft over 500 gross tonnes, is subject to compulsory pilotage. The Master, Owner or Agent of a vessel that is to arrive in a

compulsory pilotage area shall notify the Pacific Pilotage Authority[58] of the estimated time of arrival, universal time co-coordinated (UTC) and local time, at Brotchie Ledge near Victoria, at least 48 hours prior to arrival, and shall confirm or correct the estimated time of arrival 10 hours prior to arrival.

The Port is designated a compulsory pilotage area under the Pilotage Act.[59] Any vessel required to carry a Pilot under the Pilotage Act will not navigate within the harbour unless a certified BC Coast Pilot or Fraser River Pilot is on board, or in emergencies, as directed by the Authority.

The Pacific Pilotage Authority (PPA) will issue Notices to Industry when there are important updates to pilotage rules and regulations, which can be found here.[60] These notices will also advise of new initiatives, services, and other important announcements concerning pilotage.

ORDERING PILOTS

ARRIVING SHIPS

Normally Pilots will be ordered via the ship's Agent who will contact the Pacific Pilotage Authority or use the online Agent Portal.

DEPARTING SHIPS AND SHIPS IN THE PORT OF PRINCE RUPERT

Normally Pilots will be ordered by the ship's Agent at least 10 hours before the estimated time of departure. If a vessel fails to anchor in its assigned anchorage or if it drags out of its position in the anchorage, the vessel may be ordered by the Authority to be repositioned by a certified BC Coast Pilot. A vessel so ordered will absorb all costs associated with the repositioning.

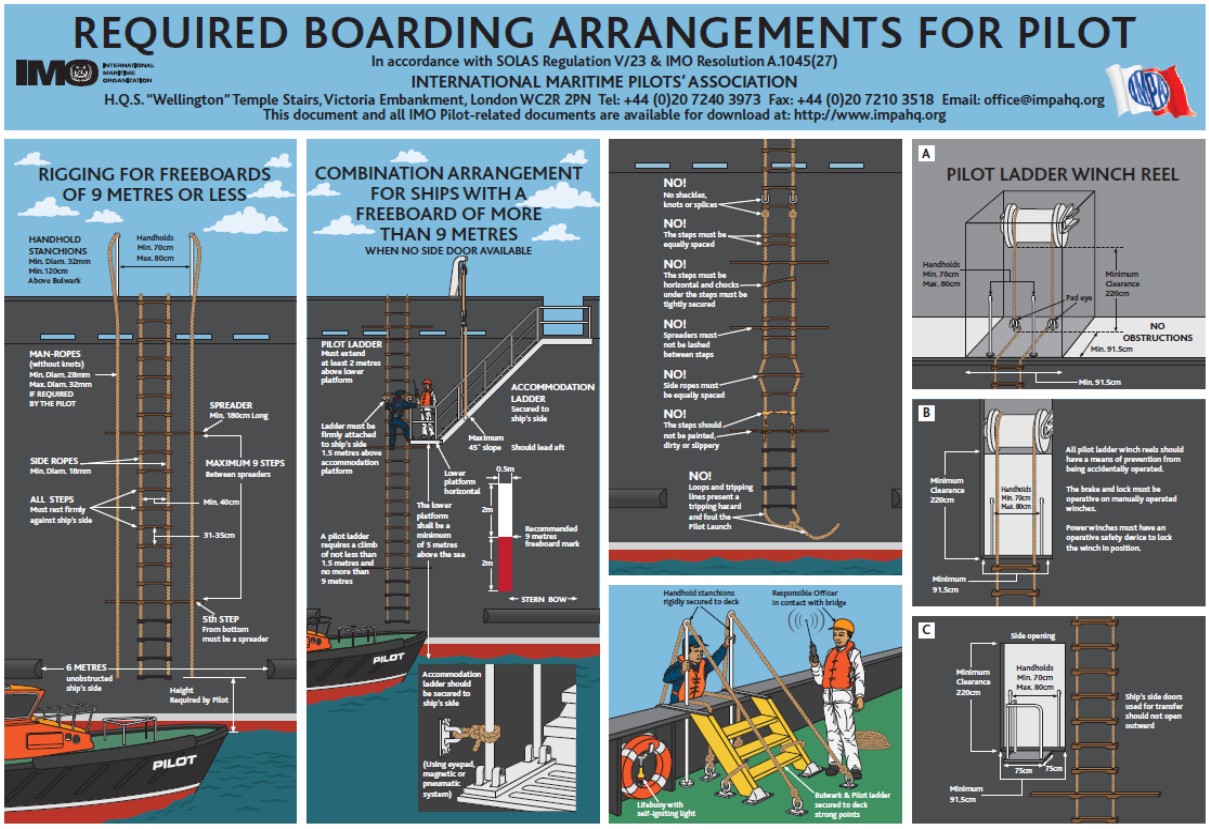
HOW TO PREPARE THE SHIP FOR BOARDING OF THE PILOT

Ships arriving at Brotchie shall prepare a Pilot Ladder on both sides of the vessel (unless otherwise directed) and lower it to one metre above the waterline. Ships are also to have a line available to hoist up the Pilot's bag prior to the Pilot embarking.

In the Port the Pilot may prefer to use the ships gangway. Vessels should confirm boarding arrangements with the Pilot on VHF 17.

[58] http://www.ppa.gc.ca
[59] http://laws-lois.justice.gc.ca/eng/acts/P-14/FullText.html
[60] http://www.ppa.gc.ca/text/notice_to_industry-e.html

PART V | 11. NAUTICAL SERVICES



PILOT BOARDING STATION

The Pilot Boarding Station is located near Victoria at 48 22' 30" N 123 23' 30" W

Within the Port, the pilot will board the ship at the anchorage or berth she is located at.

PILOT BOAT

The Pilot may come to the ship by Pilot Boat or by tug.

11.4 TUGS

There are several tug companies within the Port. Generally the vessels' agent will arrange for tugs as required.

For information about conducting push and pull tests on terminal bollards, contact the Port Operations Centre at +1 604 665 9086 or harbour_master@portmetrovancouver.com

PART V | 11. NAUTICAL SERVICES

11.5 MOORING

Mooring arrangements will be specific to the terminal. In certain situations such as overhanging a berth or immobilizing a main engine, the Port Authority may require additional lines to be used.

Unless the terminal specifically requires otherwise, tankers should rig emergency towing-off wires. One should on the offshore forward end and one on the offshore quarter.

11.6 LASHING OF CARGO

Lashing of cargo is carried out by Stevedores within the Port.

11.7 GANGWAYS

Cruise Terminal Gangway Procedures

Vessels are to remain securely made fast to the dock at all times the gangways are attached. No singling up for departure is to take place unless properly trained personnel are attending the gangway ready to disengage from the vessel.

Prior to the vessel moving off the berth, or making a close approach to the berth, the gangways are to be stowed as follows:

- Canada Place - gangways SAB's and CAB's folded, and gangway stowed against the building.

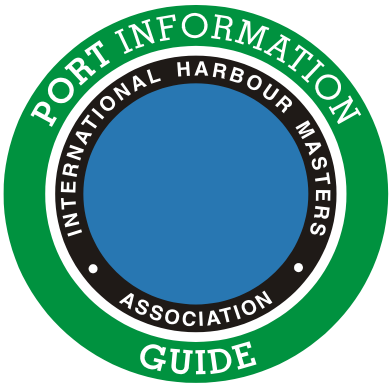
- Ballantyne - no part of the gangways to be closer than 20 feet to the dock face.

Prior to singling up, the vessel must release any safety lines or nets that may have been attached to the SAB.

Other Terminal Gangway Procedures

Vessels are to remain securely made fast to the dock at all times the gangways are attached. The gangways must be fastened safely and securely at all times in order to avoid any incident or damage to person or property.

12 Nautical Communication



PART V | 12. NAUTICAL COMMUNICATION

12.1 GENERAL

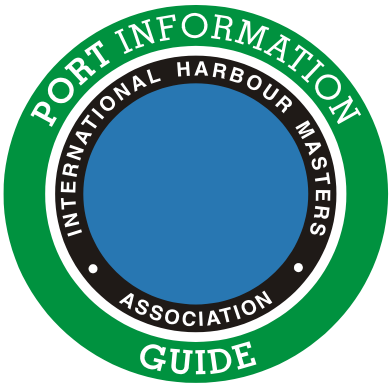
The proper use of radio frequencies and procedures are outlined in the Radio Aids to Marine Navigation.[61] All ships in waters under Canadian jurisdiction are required to carry the most recent applicable edition of this publication.

12.2 VHF CHANNELS NAUTICAL COMMUNICATION

MCTS	12 / 74
PPA	17
Calling or Distress	16

[61] http://www.ccg-gcc.gc.ca/folios/01018/docs/Pacific-2013-Introduction-eng.pdf

13 Cargo Operations



PART VI | 13. CARGO OPERATIONS

13.1 GENERAL

This chapter describes the rules and regulations concerning cargo operations in the Port.

13.2 LOADING/DISCHARGING PROCEDURES

For specific cargo loading/discharging information regarding particular terminals please reference the appropriate Port Sections Guide.

INTERNAL TRANSFERS

Care should be taken if it is necessary to transfer oil internally between tanks. Soundings should be taken before and after the transfer to confirm the levels in both tanks.

FUMIGATION

Fumigation is done in accordance with the Cargo, Fumigation and Tackle Regulations[62] of the Canada Shipping Act.

Fumigation in the Port is arranged through the Vessel Agent.

13.3 BULK LIQUID TRANSFERS

Application

The approved ISGOTT *Ship/Shore Safety Check-List* must be used in the transfer of Bulk Liquid cargoes from marine facility to vessel (ship-to-shore), the Practices and Procedures (P&P) outlined herein apply to all Vessels, Terminals and Operators within the Authority's area of jurisdiction;

These procedures are developed to enhance safe transfer operations within the Port. Representatives from the ship (Responsible Officer) and terminal (Terminal Representative) must complete the *Ship/Shore Safety Check-List* prior to the start of transfer operations, the purpose of such will:

- Establish and follow written standard operating practice for routine and non-routine activities;
- Provide for adequate supervision during transfer operations;

[62] http://laws-lois.justice.gc.ca/eng/regulations/SOR-2007-128/

- Provide continuous supervision of the marine transfer operation, monitor and log pertinent data.

All parties involved in the planning, delivering and/or receiving of liquid bulk products, must be fully aware of the requirements of this section as well as of any additional requirements issued and enforced by specific terminal operators;

These requirements are designed to be used as complementary to other existing safety controls and regulations that govern shipping safety and in no way supersede or make such controls and regulations irrelevant.

The Ship/Shore Safety Check-List comprises four parts:

Part 'A' – Bulk Liquids, Physical Checks;

Part 'B' – Bulk Liquids, Verbal Verification;

Part 'C' – Bulk Liquid Chemicals;

Part 'D' – Bulk Liquefied Gases.

Parts 'A' and 'B' shall be applicable to all Vessels and Terminals engaged in the transfer of Bulk Liquids.

Parts 'C' and 'D' shall only be applicable to those Vessels and Terminals engaged in the transfer of Bulk Liquid Chemicals and/or Bulk Liquefied Gases.

General Requirements

All transfer operations must be carried out in accordance with the latest edition of ISGOTT and the additional requirements provided in these Practices and Procedures.

The Master of every vessel engaged in transfer operations shall appoint an officer to be used during all aspects of the transfer operations who is fluent in English. English is the language to be used during all aspects of the transfer operation.

The Ship/Shore Safety Check-List must be kept on file for at least one year.

The Ship/Shore Checklist

For the complete version of ISGOTT's *Ship/Shore Safety Check-List*, see Appendix A of this manual.

PART VI | 13. CARGO OPERATIONS

13.4 DRY CARGO LIGHTERING

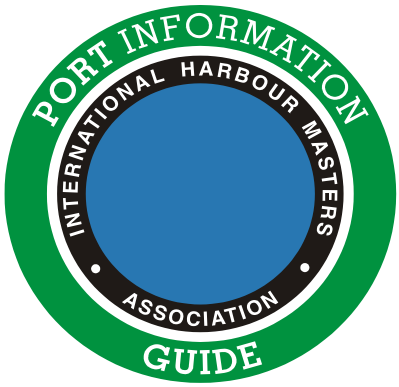
The lightering of dry cargo at anchor introduces an additional risk of pollution incidents by the double handling of the product. This also prolongs the usage of anchorages. Therefore it will only be allowed at the discretion of the Authority.

Permission may be granted when all precautions are made to assure there is no spillage of pollutants into water (i.e. tarps from ship to barge). Contact the Operations Centre for more information at +1 604 665 9086.

13.5 CLEANING PROCEDURES

No hold/tank washings are to be discharged without approval from the Authority. For tank cleaning procedures on board tankers please see section 14.8 of this document.

14 Vessel Operations



PART VI | 14. VESSEL OPERATIONS

14.1 GENERAL

Some vessel operations require notification, and in some cases additional requirements, before the work can proceed. To notify the Authority and request permission for certain work, application must be made electronically through the Pacific Gateway Portal. To be able to access the service you must register at: www.pacificgatewayportal.com

The following operations require a “vessel service request”:

- Anchoring;
- Taking bunkers or fueling;
- Cargo Hold Inspection;
- Engine Immobilization;
- Hot Work;
- Lifeboat Servicing;
- Shifting along a berth without a Pilot;
- Tanker Transits, and;
- Other Service Requests (Including Commercial Diving Operations).

For more information contact the Operations Centre at +1 604 665 9086

14.2 LOWERING BOATS AND RAFTS

The Authority is aware of the various National and International requirements for the exercising of lifeboats at designated intervals and will accommodate all such activities.

Prior to conducting Lifeboat Exercises the vessel must advise the Operations Centre through MCTS of their intentions including start and finish time. Pre-approval must also be granted by submitting a request through the Pacific Gateway Portal.

If Lifeboats are lowered into the water, cast off from the falls and exercised under oars or power, they must remain within 50 metres of the vessel. Vessels at Canada Place are to ensure their lifeboats remain well clear of Seabus lanes and seaplane landing areas.

14.3 MAINTENANCE AND REPAIR

Immobilizing Main Engines & Testing Propulsion

No vessel shall immobilize its main engines while alongside or engage/test its propulsion systems and machinery whilst alongside without the approval of the Authority. The Operations Centre will consider:

- The prevailing weather conditions, tide or current;

- The type of berth and cargo operations;
- The length of time the engines are expected to be immobilized or the machinery to be tested, and;
- The characteristics of the vessel.

If approval is given through a Vessel Service Request, then the vessel will be required to:

- Provide a continuous vigilant deck watch;
- Advise Marine Communications and Traffic Services Centre (MCTS) at the commencement and completion of the immobilization or machinery testing;
- Provide continuous monitoring of VHF channel 12 in Burrard Inlet, VHF channel 74 in the Fraser River or VHF channel 11 in Deltaport/Roberts Bank, and;
- Provide a minimum of 4 head/stern lines and two springs each end, under even tension. A vessel engaging/testing its propulsion systems and machinery requires additional head and stern mooring lines to be deployed.

In some circumstances a tug may be required to stand by the vessel.

A tug must stand by a vessel that requires immobilizing its engines while at anchor.

Nothing in these procedures relieves the Master of the vessel from his obligations for safety or from following additional precautions as would be required by the normal practice of seamen. These procedures are to be considered the minimum requirements.

14.4 UNDERWATER INSPECTION/ CLEANING

All persons wishing to perform recreational or commercial diving in the Port must obtain permission from the 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.

The Port Authority may not grant permission for proposed diving operations where these conflict with the safe operations of the Port.

This section does not apply when the dive is to take place in a designated recreational diving area, such as at Cates Park.

14.5 ENVIRONMENTAL REQUIREMENTS

Eco Action

PART VI | 14. VESSEL OPERATIONS

The Authority is committed to reducing port-related air emissions that contribute to air quality and climate change, including those from ocean going vessels.

The Authority takes a multi-pronged approach to reducing vessel emissions through:

Prohibition of excessive exhaust opacity of any color with the exception of steam (water vapor)

Recognition for vessels that go beyond the requirements to reduce emissions, through the "EcoAction" Program and Blue Circle Award.

The Harbour Patrol Officers respond to reports of excessive exhaust opacity from vessels by contacting and/or boarding the vessel to inform the Master of the problem and to discuss resolutions.

The EcoAction Program includes gold, silver and bronze discounted harbour due rates, with those shipping lines that have the highest level of participation also eligible for a Blue Circle Award. Additional information on the EcoAction Program, harbour due rates and eligibility for discount can be found in the VFPA Fee Detail Document at www.portmetrovancouver.com Rate applications must be submitted online through www.pacificgatewayportal.com.

Questions or comments regarding the EcoAction Program or the Blue Circle Award can be directed to the Operations Centre at +1 604 665 9086 or by E-mail at www.harbour_master@portmetrovancouver.com

Vessel Discharges

Vessel Garbage

Vessels' garbage must be retained on board in suitable containers with properly fitted covers. Garbage removal services are available and must be used to prevent more than a minimum of accumulation of garbage on board prior to sailing.

Garbage, dunnage and scrap materials must not be dumped in Canadian Territorial Waters.

Discharge of Liquids

For the purpose of Section 7.2 – 7.6, the term "vessel discharges" refers to the discharge of any liquids from a vessel other than ballast water.

No person or vessel is allowed to illegally discharge any pollutant into the water within the Port.

Information surrounding the discharge of liquids from vessels, including distances offshore and areas where such activities may be permitted, can be found in the *Vessel Pollution and Dangerous Chemical Regulations* within the *Canada Shipping Act* (CSA 2001).
http://laws-lois.justice.gc.ca/eng/regulations/sor-2012-69/page-1.html

Accidental Discharge

All accidental vessel discharges must be reported immediately to MCTS at +1 604 666 6012. If the discharge contains oil or other deleterious substances, the vessel must immediately activate its pollution response plan.

Black and Grey Water Discharge

For over side discharge of treated black and grey water, contact Transport Canada Marine Safety and Security at +1 604 666 5300 or after hours/emergency contact MCTS at +1 604 666 6012. All other black and grey water discharges must be offloaded through an approved disposal method. This can be carried out by barge or shore-side truck.

Bilge and Sludge Discharge

All bilge and sludge discharge operations must receive prior approval from the Operations Centre and will be handled on a case-by-case basis. If the operation is to be carried out while the vessel is alongside, the Terminal Operator will also have to grant permission. If approved, the vessel must follow the same transfer procedures and safety checks for a bunkering operation as per Section 14.7 of this document.

Hold Washing discharge

All hold washing operations will be approved on a case-by-case basis by the Operations Centre. If a hold washing operation has been approved, all residual washings must be discharged through an approved disposal method to a shore-side facility or retained onboard.

14.6 ANCHORAGE PROCEDURES

General

These Practices and Procedures are made pursuant to the Canada Marine Act section 56 subsection (1) (b) and have been developed for the purpose of promoting safe and efficient use of anchorages utilized by deep-sea ships calling at facilities within the Port.

Deep sea anchorages within Port Metro Vancouver are established to serve vessels calling the Port that require anchorages as part of an international voyage.

All permanent anchorages are indicated in the appropriate nautical charts and publications produced by the Canadian Hydrographic Service. Temporary short term-use anchorages may also be authorised by the Harbour Master in case of emergency or operations for which a suitable berth is not available.

Nothing in these procedures relieves the Master of the vessel from their obligations for safety or from following the requirements under any applicable international or Canadian statutes, regulations and guidelines.

PART VI | 14. VESSEL OPERATIONS

Anchorages

The main anchorages serving ships calling the Port facilities are located in Burrard Inlet and are known as: English Bay Anchorages (North and South), Inner Harbour Anchorages and Indian Arm Anchorages.

Other anchorages include short term anchorages operating more as holding areas for vessels calling Fraser River terminals and Roberts Bank terminals as well as a number of emergency anchorages strategically located in the main anchoring areas. For a full list of anchorages and their particulars see the anchorage tables in this section.

Inner harbour anchorages are assigned as short term anchorages to vessels that require sheltered waters and better accessibility to port services such as bunkering as well to facilitate transit of 2nd Narrows when needed. With the exception of tankers, the period might be extended on request if there are no other ships requiring inner harbour anchorages.

Anchorage Assignments

The Authority assigns anchorages to deep sea ships on a first come first served basis, as available and in accordance with suitability criteria and other restrictions outlined in this document. For the purposes of this section “first come” refers to the time the vessel would arrive at the anchorage

Anchorage requests can be made online through the Pacific Gateway Portal as soon as it is known that a vessel requires the use of an anchorage. The Operations Center will assign a suitable anchorage based on availability and vessel’s estimated time of arrival at anchorage. The Operations Centre can be contacted 24/7 at +1 604 665 9086, harbour_master@portmetovancouver.com.

Non-Availability of Anchorages

There may be times that there is no suitable anchorage available for a vessel. The Authority will endeavor to inform the ship’s agent of a non-availability with as much notice as possible.

If there is no suitable anchorage available in Vancouver, 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.

If a vessel has to anchor in Nanaimo to await a berth in Vancouver or the Fraser River due to non-availability of anchorages in Vancouver, the vessel may be considered to have arrived at Vancouver for commercial purposes.

If a vessel has to anchor outside of Vancouver in between 2 or more berths in Vancouver or the Fraser River due to non-availability of anchorages in Vancouver, it will be considered as one call for the purposes of harbour dues.

PART VI | 14. VESSEL OPERATIONS

Improperly Anchored Vessels

Should a vessel fail to anchor properly in its assigned anchorage or drag out of its position in the anchorage, the vessel may be required to be repositioned by a BC Coast Pilot if:

- The vessel is endangering other vessels at anchor, or;
- The vessel is obstructing the use of other anchorages.

The vessel's Master is responsible for all costs associated with the repositioning of their vessel.

Safety Factors

The master of a ship is ultimately responsible for assessing the suitability of the anchorage assigned to them. In doing so, the master must ensure that the vessel is equipped with sufficient anchor chain length to ensure that the anchor chain meets the required scope for the depth of the assigned anchorage at all times.

Ships at anchor are required to retain an adequate amount of ballast onboard and ensure that a minimum trim by the stern as well as sufficient propeller immersion, in order to not adversely affect ship manoeuvrability.

The master of a vessel at anchor must ensure that:

- The anchor is properly and firmly set, prior to the pilot departing the vessel.
- The latest edition of the largest scale chart is used at all times for taking vessel positions.

Ships proceeding to the North English Bay anchoring area, specifically anchorage 16, 17 or 18, are required to:

- Have a chain scope (i.e. ratio of chain length to depth) of six as the minimum required to develop the full holding power of the anchor;
- Exercise extra caution when exposed to winds over 20 knots from any direction, including:
- Closely monitor distances to shore and to adjacent ship at anchor, to ensure that they are being maintained;
- Have the main engines and propulsion gear immediately available for use, and;
- Have the windlass arrangement and anchoring equipment in good working condition.

PART VI | 14. VESSEL OPERATIONS

Vessels at anchor must not immobilise their main engine or propulsion gear at anchor without permission from the Authority. If emergency repairs are required, permission may be granted, provided a tug or tug(s) of adequate power are kept in attendance.

Watch-Keeping Standards

All ships at anchor must maintain a continuous navigational watch at all times and never leave the navigational bridge unattended.

The officer in charge of the navigational watch must follow the requirements contained in the STCW Code, as amended as well as be guided accordingly by these practices and procedures, complementary to the STCW watchkeeping standards.

In maintaining an anchor watch, the officer in charge must ensure to:

- Correctly place the initial anchor position on the appropriate chart;
- Conduct position fixing by ranges and bearings to monitor anchor dragging and uses radar and GPS alarm rings only as an additional warning tool;
- Monitor weather conditions in case they change appreciably;
- Check the anchor chain regularly;
- Monitor reports of the local Vessel Traffic Services, and;
- Immediately call the Master and take appropriate action if anchor starts dragging or safety margins are otherwise compromised.

Noise and Lights

All vessels, while at anchor, should minimize noise levels and light usage in consideration of local residents.

The following guidelines apply to all vessels anchoring within the Authority's jurisdiction.

Noise:

- Generator usage should be reduced to the minimum required generator(s) to operate essential services and systems;
- External doors and hatches to machinery spaces must be kept closed as much as possible;
- Power tools and chipping hammers usage must be kept to a minimum and is not permitted on deck between sunset and sunrise, and;

- Loud hailer and ship's whistle usage should be limited, except as required by the Collision Regulations or by an emergency.

Lights:

- Deck lights must be kept to a minimum consistent with the safety and security of the vessel, and;

- Lighting used to illuminate a vessel's decks must be aimed downward, and not outward or toward the shore.

Adverse Weather Conditions

A Wind Warning Advisory will be broadcast on CH12 by MCTS to all vessels at anchor in the Port when winds from any direction reach or exceed 25 knots. The Wind Warning Advisory will be cancelled when winds have abated below 25 knots for over one hour.

When a wind warning advisory is in effect for ships at anchor, a continuous navigational and engineering watch *as when under way* must be maintained by all ships at anchor.

Be prepared to take early and effective action including: letting out more chain, use of engines to maintain position and calling for a pilot if repositioning of the vessel is required.

Anchorages (Tables)

South English Bay

Anchorage	Latitude ° ' "	Longitude ° ' "	Max LOA	Depth at centre of anchorage	Minimum depth within anchorage area	Notes
1	49 17 57 N	123 14 19 W	400	60	48	Cape size capable
2	49 17 33 N	123 13 53 W	260	37	14	
3	49 18 04 N	123 13 33 W	400	45	37	
4	49 17 39 N	123 13 11 W	260	37	28	
5	49 17 15 N	123 12 42 W	230	21	12	
6	49 18 12 N	123 12 48 W	400	40	30	Cape size capable
7	49 17 47 N	123 12 25 W	260	27	23	
8	49 17 22 N	123 11 59 W	230	19	16	

PART VI | 14. VESSEL OPERATIONS

Anchorage	Latitude ° ’ ”	Longitude ° ’ ”	Max LOA	Depth at centre of anchorage	Minimum depth within anchorage area	Notes
9	49 16 56 N	123 11 33 W	190	12.3	10	
10	49 18 19 N	123 12 03 W	400	30	24	Cape size capable
11	49 17 54 N	123 11 38 W	260	25	19	
12	49 17 29 N	123 11 14 W	230	18	14	
13	49 17 05 N	123 10 49 W	190	11.8	10	
14	49 18 25 N	123 11 19 W	400	24	21	Cape size capable
15	49 18 01 N	123 10 53 W	260	19	17	
U	49 17 45 N	123 15 13 W	400	47	28	Short term only
Z	49 17 09 N	123 10 00 W	100	10.3	9	

North English Bay

Anchorage	Latitude	Longitude	Max LOA	Depth at centre of anchorage	Minimum depth within anchorage area	Notes
16	49 19 57 N	123 13 08 W	260	40	20	
17	49 19 56 N	123 13 54 W	260	52	32	
18	49 19 55 N	123 14 39 W	260	55	32	

Inner Harbour

Anchorage	Latitude	Longitude	Max LOA	Depth at centre of anchorage	Minimum depth within anchorage area	Notes
A	49 18 11 N	123 05 26 W	300	35	24	
B	49 18 06 N	123 04 46 W	260	23	19.4	
C	49 18 01 N	123 04 11 W	260	21	16.2	
D	49 17 39 N	123 05 03 W	300	35	29.8	
E	49 17 44 N	123 03 55 W	230	16	15.7	

PART VI | 14. VESSEL OPERATIONS

Anchorage	Latitude	Longitude	Max LOA	Depth at centre of anchorage	Minimum depth within anchorage area	Notes
X	49 18 17 N	123 06 05 W	185	20	17	
Y	49 18 01 N	123 03 35 W	260	16	14.8	Short term only; pilot to remain onboard
W	49 17 43 N	123 05 54 W	300	55	30	Short term only; pilot to remain onboard

Indian Arm

Anchorage	Latitude	Longitude	Max LOA	Depth at centre of anchorage	Minimum depth within anchorage area	Notes
K	49 17 51 N	122 56 52 W	260	30	23.5	
L	49 17 55 N	122 56 07 W	260	18	15.7	
M	49 18 23N	122 56 17W	260	26	19.9	Use only if no other suitable anchorages are available
N	49 17 39 N	122 58 04 W	260	15.6	15.3	Outbound vessels waiting for transit window

Roberts Bank

Anchorage	Latitude	Longitude	Max LOA	Depth at centre of anchorage	Minimum depth within anchorage area	Notes
R	49 00 46 N	123 12 14 W	320	70	58	Short term only; pilot to remain onboard

Sandheads

Anchorage	Latitude	Longitude	Max	Depth at	Minimum	Notes

			LOA	centre of anchorage	depth within anchorage area	
S	49 07 45 N	123 18 29 W	320	70	55	Short term only; pilot to remain onboard

14.7 BUNKERING

General

Bunkering may take place at anchor or alongside. It may be pumped from a road tanker, bunker barge or another tanker or ship. Regardless of the method and provider, the Practices and Procedures (P&P) outlined herein apply to all vessels receiving bunkers within the Port.

These procedures are developed to enhance safe bunkering operations within the Port. They cover pre-delivery, actual delivery and post-delivery requirements, checks and documentation related to bunkering operations.

All parties involved in the planning and delivering of bunker services, must be fully aware of the Bunkering P&P as well as of any additional requirements issued and enforced by specific terminal operators.

The Bunkering P&P are designed to be used as complementary to other existing safety controls and regulations that govern shipping safety and in no way supersede or make such controls and regulations irrelevant.

Bunker Suppliers

Companies that supply bunker oil to vessels that call the Port are required to register with the Authority and meet the following requirements:

- Provide to the Operations & Security Department an up-to-date list of bunker vessels and their particulars;
- Provide valid statutory certification documentation issued by Transport Canada or another recognized organization;
- Provide documentation of successful assessment of suitability of vessels and/or barges in accordance with the Oil Companies International Marine Forum (OCIMF)

Ship Inspection Report (SIRE) program (in the case of barges this should include also the tugs that are used in the handling of these barges);

- Comply with Transport Canada's minimum safe manning levels;
- Conduct a comprehensive formal risk assessment of manning levels required to execute bunkering operation safely and to deal with an emergency should one occur;
- Advise the Authority of the risk assessment results as well as of the measures and strategies implemented to manage the identified risks.
- Keep a copy of the latest edition of ISGOTT onboard the bunker vessel at all times, and;
- Maintain independently certified Safety, Environmental and Quality Management Systems and provide regular auditing updates to the Authority.

Port Areas

Bunkering may occur alongside a berth or at anchorage. Procedures and restrictions that affect bunkering vary depending on the area of the Port where the vessel is.

Burrard Inlet: English Bay anchorage areas, North and South; Vancouver Harbour (West portion), which is the area between First and Second Narrows (also known as Inner Harbour).

Vancouver Harbour (East portion), which is the area east of Second Narrows.

Fraser River: bunkering can only occur alongside a berth; there are no long term designated anchorages in this area.

Roberts Bank: Transportation of bulk liquid cargoes at Roberts Bank area is not currently permitted due to lack of adequate information on the potential impacts of an oil spill. This restriction also applies to bunkering services in this area until such time as a comprehensive assessment of the environmental impacts is conducted and appropriate control measures are developed.

English Bay

English Bay anchorages are more exposed to weather and sea conditions. The weather conditions in this area may change at short notice. Vessels 275 metres in length or greater may carry out bunkering operations in English Bay to allow better management of vessel traffic in the Inner Harbor. In such cases, the following restriction will apply:

Bunkering operations shall not proceed when winds are blowing or forecast to blow above force 5 (i.e. 17 -21 knots);

PART VI | 14. VESSEL OPERATIONS

An attending tug must remain on site and ready to render assistance during the entire bunkering operation (does not apply to self propelled delivery vessels);

Nothing in this section shall relieve or preclude the master of the delivery vessel from their responsibility to take or execute any decision which, in the master's professional judgment, is necessary for the safe navigation and operation of their vessel.

Fraser River

Bunkering of deep sea vessels calling at Fraser River terminals may occur only alongside a safe berth. Due to changing river conditions, passing traffic and terminal layout, a tug capable of handling the bunkering barge is required to be in attendance while bunkering of deep sea vessels at any of the Fraser River terminals.

Bunkering operations at Fraser Surrey Docks may impede the safe movement of other vessels at this terminal. To address this issue:

Bunkering supplier is required to coordinate with the terminal to avoid conflicts between bunkering operations and vessel berthing schedules at Fraser Surrey Docks;

The master of the attending tug is required to maintain communication with Victoria Traffic on VHF Channel 74 and:

- continuously monitor for deep-sea traffic berthing at Fraser Surrey Docks;
- advise when bunkering operations begin and complete.

In the event a ship must transit past a berth within the same breakwater where a bunkering operation is underway, the oil barge must be removed to allow for the safe and timely transit of arriving, shifting or departing vessels.

Efficient Utilization of Anchorages and Port Areas

To allow for the efficient utilization of anchorages and not generate unnecessary extra traffic in port areas, ships that have an opportunity to bunker alongside should do so.

Vessels in the Inner Harbour that are unable to bunker alongside due to time constraints or other safety reasons may bunker at anchorage.

In order to eliminate unnecessary traffic, tankers that plan to make a stop at an anchorage east of Second Narrows should schedule to bunker in that location.

Vessels 275 metres in length or greater requiring a transit of the First Narrows for bunkering purposes only, should plan to do so prior to loading, when possible.

Bunkering Operations

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All bunkering operations must be carried out in accordance with the latest edition of ISGOTT and the additional information provided in these Practices and Procedures.

The Master of every vessel engaged in bunkering operations shall appoint an officer to be in charge of bunkering operations who is fluent in English. English is the language to be used during all aspects of the bunkering operation.

The bunkering checklist must be kept on file for at least one year and a copy emailed to PMV Operations Center at harbour_master@portmetrovancouver.com after bunkering is completed.

When bunkering alongside a berth, both receiving vessel and the bunker vessel or road tanker must be fully aware of the specific requirements issued by the terminal operator as applicable.

The use of a proper gangway between vessels is required during bunkering operations. The gangway must be safely and securely fastened at all times.

Notifications

The bunkering suppliers must advise their bunkering schedule by email at least 24 hours in advance to:

- The Operations Center at harbour_master@portmetrovancouver.com, and;
- The appropriate terminal operator when bunkering occurs alongside a berth.

The master of bunkering vessels (or the driver of the road tanker in the case of land transfer) shall contact the Operations Center via phone at +1 604 665 9086 or via VHF through MCTS providing:

- the berth / anchorage and the time that bunkering will commence; and
- A verbal report on the completion of requirements below.

Before Bunker Transfer Commences

The master of a bunker barge shall not begin a transfer before:

- The bunker barge is securely moored in accordance with a mooring plan that is pre-arranged between the bunker vessel and the receiving vessel;
- Reliable communication methods that will enable an immediate shutdown have been established and can be maintained throughout the operation;
- The receiving vessel has provided a safe means of access to the bunker vessel crew in accordance with the relevant regulations made pursuant to the Canada Shipping Act and the Marine Occupational Safety and Health Regulations;

- The hoses are in good condition and tested in accordance with the appropriate Canadian standard or as per ISGOTT;
- The hoses are well supported, of sufficient length to allow for movement of vessels and well rigged to not be damaged by the movement of the vessel;
- The bunker safety checklist has been truthfully completed and with all questions answered in the affirmative completed and signed, by the masters of both the bunker vessel and the receiving vessel;
- The Operations Center has been contacted and notified accordingly.

Enforcement

The Port Authority Vessel or any authorized officer of the Port may attend a bunkering operation to verify that these procedures are being followed.

If deviation from these procedures is identified and if safety of the operation requires, bunkering may be stopped until such time as the situation is remedied.

Spill Response

In the event of a spill during the handling and storage of bunker products all operations must be immediately stopped and vessels involved must activate their SOPEP. The spill must be reported to the Regional Marine Information Centre pollution line 1-800-889-8852 or via VHF on channel 12 for Vancouver, channel 11 for Victoria 11 and channel 74 for Fraser River traffic.

The bunker vessel must be equipped to stop the bunkering supply pumps immediately from a place close to the manifold on the bunker vessel.

Each bunker boat must have portable, approved VHF and portable sirens marked “Emergency signal” for attracting attention in the event of an emergency.

Bunkering During Cargo Operations

When bunkering alongside a berth, caution must be exercised to maintain a safe distance between bunkering operations and other concurrent activities (i.e. cargo loading operations, heavy equipment operating and movement of loads on and above dock).
Bunkering alongside must be scheduled so that:

- There is no interference with cargo operations or other activities under way; and
- Personnel involved in the bunkering operation on board remain dedicated to this operation only and have no other tasks.

De-Bunkering

Occasionally, vessels may need to off-load bunkers due to the vessel receiving wrong grade(s) of bunker fuel or the need to enter a local shipyard for repairs, docking, etc. Ships requesting de-bunkering operations will need to obtain permission from the Authority and follow these practices and procedures as applicable.

14.8 TANKER OPERATIONS

General

All oil tankers while in the Port must conduct all of their operations in accordance with the safety standards set out in the latest edition of "The International Safety Guide for Oil Tankers and Terminals" (ISGOTT).

Tankers carrying, loading or discharging bulk liquid cargoes other than Oil or Petroleum products must comply with any applicable sections of ISGOTT as appropriate.

Hot Work

Hot work taking place on board tankers represents an increased risk than hot work on other vessel types. When submitting a service request for hot work, it must be noted that the work is proposed to take place on a tanker.

In addition to the requirements for hot work in the service request, safety precautions for hot work in the latest addition of "The International Safety Guide for Oil Tankers and Terminals" (ISGOTT) will be considered before approving the work.

Reporting

The Master of a tanker in a loaded or non-gas free condition must obtain permission from the Authority to enter the Port limits.

In order to receive permission, the Master shall provide the Operations Centre with the following information at least two working days in advance of the vessel's arrival:

- A complete list of all bulk liquid cargo on board;
- The generic (technical) name of each product;
- I.M.O. Class of each product when applicable;
- Tank stowage and quantities of each product;
- Slops remaining on board;
- Products to be loaded, discharged and intended terminal rotation (if applicable);
- Vessels estimated time of arrival and estimated time of departure, and;
- Small locally owned tankers that regularly trade in and out of the Port might be exempt from these reporting procedures.

Tank Atmosphere

PART VI | 14. VESSEL OPERATIONS

The Master or responsible officer shall ensure that at all times during a Tanker's call to the Port, the tank atmosphere remains within safe parameters of flammability and pressure.

Every Oil Tanker shall at all times maintain a positive inert gas pressure with an oxygen content of less than 8% by volume, with the exception of tanks that are gas-free for inspection or other work.

If an Oil Tanker arrives at the Port in a gas free condition, her tanks must be inerted prior to loading.

While any Oil Tanker is loading or alongside a terminal in the Port that is equipped with an operational reception system for Vapour Recovery, the system shall be utilized. Before disconnecting from any Vapour Emission Control System or departing a berth, the Master or responsible officer shall ensure that any excess tank pressure has been vented into the system taking into account the forecast ambient temperature and the characteristics of the cargo.

As much as possible, venting into the atmosphere through the mast riser within the Port shall be avoided.

Any defect with any component of the inert gas system on board a tanker, including the P/V valves or breaker shall be reported to the Operations Centre at +1 604 665 9086.

In general, with the exception of emergencies, Purging and Gas-Freeing operations are not permitted within the Port.

Tank Cleaning

Crude Oil Washing (COW) is permitted as required by MARPOL, provided that it is carried out as per all requirements in the International Safety Guide for Oil Tankers and Terminals (ISGOTT)

Tank Washing may be permitted by the Authority, provided it does not involve venting to the atmosphere, entering any tanks, and all slops can be retained on board or discharged to a reception facility. Additionally it must be confirmed that the tank atmosphere is inerted and non-flammable. To receive permission a “vessel service request” must be submitted through the Pacific Gateway Portal at www.pacificgatewayportal.com .

Emergency Towing Lines

In the event of a fire or other emergency, it may be necessary to take a vessel off the berth by tug.

Tankers berthed in the Port shall rig a steel tow line at both bow and stern, securely fastened on deck by one end and hanging over the offshore side of the vessel with an eye in the other end positioned 1 metre above the waterline.

Lightering

PART VI | 14. VESSEL OPERATIONS

Conditions for cargo lightering to tankers at anchor:

The lightering of petroleum products to tankers at anchor introduces an additional risk of pollution incidents by the double handling of the product. Therefore it will only be allowed at the discretion of the Authority.

Permission to lighter may be granted after every effort has been made, including the arrangement of loading rotation, to ensure that lightering is the only possible means of loading.

Oil lightering operations to tankers will only take place at anchorages K, L or M.
Prior to pumping product, the form “Oil Safety Check List” must be completed by the receiving vessel and the delivery vessel.

When transferring petroleum products, a boat provided with a minimum crew of two, equipped with cleanup materials and sufficient containment boom to surround the lightering operation, will stand by at the vessels at all times during the transfer operation.

When the product being lightered is diesel fuel oil or heavier, the containment boom must be deployed around the vessels at all times while product is being transferred.

Only product being lightered from the local oil pipeline terminals will be considered for transfer at anchor. Product being barged in for export from other sources, such as the United States, will not be allowed to lighter to tankers at anchor.

Request, in writing, from the ship’s agent will be considered for the approval of a transfer operation only after proof that all other alternatives have been exhausted.

The Authority may alter these conditions at any time without notice.

The Authority may terminate the practice of lightering at its discretion without consultation.

Combination Carriers – Oil, Bulk, Ore

The above requirements shall not apply if either of the following criteria are met:

The vessel’s master or his representative produces, before arrival, a properly completed Certificate of Class satisfying the Authority that the vessel has been re-classified for the Carriage of Dry-Bulk Cargoes only.

PART VI | 14. VESSEL OPERATIONS

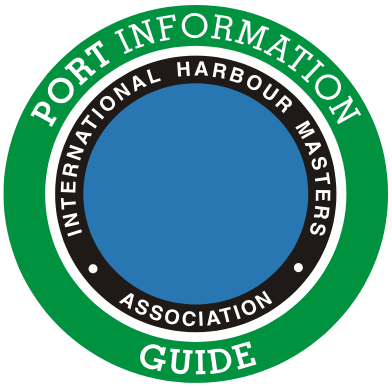
Or

There is produced to the Authority's satisfaction, a letter from the vessel's master or his representative, stating that the vessel has not carried oil cargoes of any description since the last "Quadrennial Survey".

Prior to arriving at the loading berth for dry bulk cargo the vessel must have:

- All cargo compartments designed for dry bulk loading thoroughly cleaned and declared gas free. All other holds to be gas free, inerted or ballasted;
- All wing or side tanks which have previously contained oil, but are not used for dry bulk must be thoroughly cleaned, gas freed or inerted;
- Oil slop tanks unless gas free must be inerted to maintain a maximum of 8 percent oxygen content in the system at constant positive pressure, and;
- A certificate from a qualified marine chemist for the current conditions existing under the items above as of time of arrival at the Port is required. This certificate shall be valid for a period of 48 hours before entering a loading berth. Should entry be delayed beyond that time, than a further check will be required within 48 hours of the vessel proceeding to the loading berth.

15 Port Inspections



PART VI | 15. PORT INSPECTIONS

15.1 GENERAL

This chapter describes relevant inspections that one can expect in the Port.

15.2 INSPECTIONS FROM PORT STATE CONTROL

The Tokyo Memorandum of Understanding (MOU) and Paris MOU on Port State Control both aim at eliminating substandard shipping by ensuring compliance with applicable international conventions. Canada was a driving force in the creation of the Tokyo MOU, which focuses specifically on the Asia-Pacific region, and has been a member since its inception in December 1993. Ship inspections are carried out by Marine Safety Inspectors (MSI) from the Marine Safety Branch of Transport Canada. An inspection database and list of detained ships are maintained by the headquarters group at Transport Canada.

More information on Port State Control can be found on Transport Canada's Port State Control website.[63]

CONTACT DETAILS

Transport Canada
Marine Safety and Security (AMSEA)
Tower C, Place de Ville
330 Sparks Street, 10th Floor
Ottawa, ON K1A 0N5
Email: oep-epe@tc.gc.ca
Telephone: 855-859-3123 (Toll Free) or 613-991-3135 (local)
Teletypewriter / TDD: 888-675-6863
Facsimile: 613-993-8196

15.3 INSPECTIONS FROM OTHER PARTIES

INSPECTIONS FROM THE CANADIAN FOOD INSPECTION AGENCY

The Canadian Food Inspection Agency (CFIA) uses a risk-based approach to verify that domestically produced and imported products meet Canadian standards and regulations. CFIA compliance and enforcement actions occur all along the supply chain and they involve numerous stakeholders and jurisdictions. Vessels arriving in the Port may be subject to inspection by CFIA. More information may be found on the CFIA website.[64]

[63] http://www.tc.gc.ca/eng/marinesafety/oep-inspection-psc-menu-1120.htm
[64] http://www.inspection.gc.ca/about-the-cfia/eng/1299008020759/1299008778654

PART VI | 15. PORT INSPECTIONS

INSPECTIONS FROM THE VANCOUVER FRASER PORT AUTHORITY

Every vessel entering the Port may be subject to a visit from a Harbour Patrol Officer.

During their visit on board, the officer may issue orders to accomplish certain tasks and may ask to see certain documents. These will generally relate to sealing of over-side discharge valves, bunker fuel in use, and overall compliance with the practices and procedures within this document.

The Harbour Patrol Officers will, upon request, provide the Master with information about the Port.

SECURITY AND SEARCH

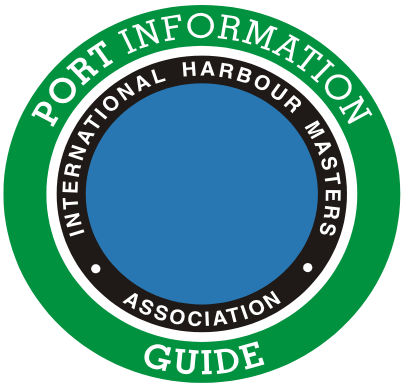
An Enforcement Officer designated pursuant to section 108 of the Canada Marine Act may board any vessel and conduct inspections of the vessel to determine whether the vessel complies with any of the provisions of these practices and procedures. The Enforcement Officer may direct any vessel to provide them with reasonable information concerning the condition of the vessel, its equipment, the nature and quantity of its fuel and the manner and locations in which the cargo and the fuel of the vessel are stored, and any other reasonable information that they consider appropriate for the administration of these practices and procedures. The Enforcement Officer may take any action or issue any orders on board a vessel with respect to that vessel that they consider necessary or reasonable in the circumstance to:

- Prevent the occurrence, commission or continuation of a violation or offence under law, or any other Act or regulation within the Authority's authority, responsibility or jurisdiction; or

- Gather evidence, information, materials or samples of any substance or material that may be required by the Authority with respect to a violation or offence under any other Act or Regulation within the Authority's responsibility or jurisdiction.

The Master of any vessel and every person on board the vessel shall give the Authority all reasonable assistance to enable the Enforcement Officer to carry out their duties and functions under this section. No person shall obstruct or hinder the Enforcement Officer while they are engaged in carrying these duties and functions, or knowingly make a false or misleading statement, either orally or in writing, to the Authority.

16 Port Services



PART VII | 16. PORT SERVICES

16.1 GENERAL

This chapter describes available services that one can expect in the Port.

16.2 FUEL AND LUBRICATION OIL

A variety of bunker fuels including Ultra Low Sulphur fuel oil are available in the Port. Vessels should make arrangements through their agent for delivery.

16.3 FRESH WATER

Fresh Water is available at most facilities. Vessels can arrange delivery through their agent.

16.4 STORES

Stores and Provisions can be arranged through the vessels' agent.

16.5 SHORE BASED ELECTRICITY

In 2009, Port Metro Vancouver became the first port in Canada and third in the world to install shore power for cruise ships, allowing ships to shut down their diesel generators and connect to a land-based electrical grid while docked at Canada Place.

Currently Canada Place is the only facility offering a shore power connection. Options to expand this to other terminals and ship types is being explored.

16.6 WASTE

Garbage collection and other waste discharge to reception facilities can be coordinated through the Vessel Agent.

16.7 REPAIRS

There are numerous companies and service providers in the Vancouver area for repairs. There is also a full service dry dock capable of docking a Panamax sized vessel.

PART VII | 16. PORT SERVICES

16.8 DE-RATTING

In accordance with the International Health Regulations 2005, from the World Health Organization, all international vessels stopping in Canada must have a valid Ship Sanitation Certificate.[65] These certificates, the Ship Sanitation Control Exemption Certificate or a Ship Sanitation Control (SSC) Certificate (formerly known as De-ratting/Deratification Certificates), must be renewed every six months. In Canada these certificates are issued by Health Canada[66] and inspection can be requested via the appropriate form thru the Vessel Agent.

16.9 SURVEYORS

Multiple services are available. Consult with the vessels' agent to arrange a survey.

16.10 SHIPPING AGENTS

ACGI	604.891.7447
APL	604.684.6088
Canwest Marine Company	604.328.3312
Canpotex	604.983.4418
China Ocean Shipping (COSCO)	604.689.8989
China Shipping Canada Agency (CSCL)	604.632.3881
Compass Marine	604.669.0100
Colley West	604.687.3733
Empire Shipping	604.255.1116
Evergreen America	604.639.8072
Gearbulk Shipping	604.689.7194
Genesis Maritime	604.279.9276
Grieg Star Shipping	604.661.2000
Hanjin Shipping	604.682.8384
Holland America Westours	604.641.1288
Hyundai America	604.601.2900
Inchcape Shipping	604.684.3750
International Chartering Service	604.685.6221
Interocean Shipping	604.682.4741
Intercruises	604.630.5131
Island Shipping	250.754.2305
Island Tug and Barge	604.873.4312
K-Line Canada	604.682.7270
Kingsley Navigation	604.891.7299
LBH Shipping	604.599.8103

[65] http://www.who.int/ihr/ports_airports/ssc/en/
[66] http://www.hc-sc.gc.ca/hl-vs/travel-voyage/general/sanitation-sanitaire-eng.php

PART VII | 16. PORT SERVICES

Lions Gate Shipping	604.255.1116
Mason Agency	604.689.8628
Montship	604.640.7400
Navitrans Shipping Agency	604.689.9555
Norton Lilley	604.640.7400
North Pacific Shipping	604.662.2811
Ocean Agencies	778.298.2126
OOCL Canada	604.689.4144
Pacific Northwest Shipping	604.924.1830
Pacnord Agencies	604.739.3263
Powell River Shipping	604.485.6866
Princess Cruises BC Ltd.	604.685.0454
Robert Reford	604.640.7433
Seaboard Shipping Co.	604.980.1113
Sinotrans Canada Inc.	604.685.1500
Sea Link Marine Group	604.524.4440
Trans Oceanic Shipping	604.684.2388
Total Marine	604.601.2469
Triton Marine Group	604.294.4444
Westward Shipping	604.273.6141
Wilhelmsen Ship Service	604.434.7447
Zim Line Canada	604.693.2335
Yang Ming Canada	604.681.9999

16.11 MEDICAL FACILITIES

There are many full service hospitals in the lower mainland and Vancouver area.

In any emergency call 911

16.12 SEAMAN'S MISSIONS

There is a Mission to Seafarers in Vancouver with 2 locations. Services include transportation, access to phone and internet, chaplaincy, recreation and local advice. For more information visit the website at http://www.flyingangel.ca/ or call +1 604 253 4421

16.13 TRANSPORT

Lifeboat Ferrying

The preferred practice is to use locally procured water taxis. If ships' Lifeboats are used to ferry crew to and from ships anchored in English Bay, they must only land and embark persons at 'F' float at the Fisherman's Terminal on the south shore of False Creek, East of Burrard Street Bridge. This is the only Canada Customs (CBSA) approved landing place. Only vessels anchored in English Bay may use their own boats for ferrying.

PART VII | 16. PORT SERVICES

Ship's crews must not land at private marinas.

Lifeboat engines must be fitted with an efficient muffler silencer system. If Lifeboat engines produce considerable noise and/or pollution, they will be asked to return to their vessel and cease operations.

PART VII | 16. PORT SERVICES

	Port Sections Guide
	Numbering of section
	Read user guidelines first. Always check all adjoining sections
Terminal	
Area	
Date	**9/9/2014**

Position (lat / lon)	
Minimum control-led water depth	
Chart datum	
Range of water densities	
Tidal range	
UKC policy alongside	
Bottom type	
Dredging regime	
Distance pilot station to berth	
ISPS	
Loading/unloading requirements	
Free text	

Manoeuvre	**Arrival**
UKC policy	
Size restriction	
Tidal restriction	
Wind restriction	
Visibility restriction	
Speed restriction	
Passing requirements	
Tug use	
Berthing requirements	
Free text option	

Manoeuvre	**Departure**
UKC policy	
Size restriction	
Tidal restriction	
Wind restriction	
Visibility restriction	
Speed restriction	
Passing requirements	
Tug use	
Unberthing requirements	
Free text option	