



Notice of amendment: Port Information Guide

Notification date: December 3, 2024

Preamble

As the federal agency responsible for the shared stewardship of the lands and waters that make up the Port of Vancouver, the Vancouver Fraser Port Authority develops practices and procedures to support safe and efficient movements of trade within the limits of the port. These practices and procedures are available in the Port Information Guide, in accordance with Section 56 of the *Canada Marine Act*.

Under Section 56 (1) of the *Canada Marine Act*, a Canada Port Authority may, for the purpose of promoting safe and efficient navigation or environmental protection of the waters of the port, with respect to ships or classes of ships:

- a) Monitor ships about to enter the port or within the waters of the port
- b) Establish the practices and procedures to be followed by ships
- c) Require ships to have the capacity to use specified radio frequencies
- d) Establish traffic control zones for the purposes of (a) to (c)

Considering the above section of the *Canada Marine Act*, the port authority is proposing amendments to some of the practices and procedures outlined in the Port Information Guide. These practices and procedures apply to all ships operating within the port authority's jurisdiction.

As defined by the *Canada Marine Act* and Port Information Guide, a 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 seaplane and a raft or boom of logs or lumber.

Summary of proposed amendments

The port authority proposes the following amendments to the Port Information Guide to keep it up to date, improve its accuracy and readability, and further promote safety and efficiency at the Port of Vancouver:

- Adding new definitions and updating existing one without changing intent or meaning
- Updating the wording around pilot ladders to ensure safe pilot boarding
- Making the interim arrival and departure window for ships anchoring around the Southern Gulf Islands (i.e., night-time planning standard) a permanent procedure
- Updating anchorage assignment procedures to better support port fluidity and minimize social impacts, using Southern Gulf Islands anchorages as overflow, based on vessel arrival times and suitability
- Including the new requirements for clear transit areas for tugs and barges carrying liquid cargo in bulk in traffic control zone 4 (TCZ-4).
- Introducing a vertical clearance requirement for Tier 2 vessels moving through traffic control zone 2 (TCZ-2) when the CN's Second Narrows Rail Bridge is in the closed position to ensure safe navigation
- Including the escort tug requirements for specific vessels to ensure enhanced safety of transits in TCZ-4, in line with the Pacific Pilotage Authority's Notice to Industry (02/2024)

- Introducing the use of the centralized scheduling system for all Tier 1 vessels moving through traffic control zone 1 (TCZ-1)
- To improve consistency throughout the document, replace "Passage" with "Transit" in specific instances where it enhances clarity and aligns with the intended context
- Refreshing the *Port Information Guide* with general updates that will not affect intent or application

Detailed overview of proposed amendments

The table below highlights the Port Information Guide’s relevant sections, the current language (if applicable) and the proposed new or revised language (highlighted in red).

Section	New or revised language proposed
Definition: Berth pocket	A body of water of adequate dimensions at a berth allowing a vessel to make fast to the dock, mooring buoys, or berthing dolphins.
Definition: Escort tug	A tug certified for escort operations, equipped with an operational tension meter and capable of indirect, powered indirect, and direct escort modes. It must have render/recover winches for rescue towing, remain with the ship until released by the pilot or Master, and operate safely at recommended escort speeds.
Definition: Deadweight	The total weight a ship can safely carry, including cargo, fuel, crew, and provisions.
Definition: Bunker vessel	Means a vessel, normally navigating within the Port of Vancouver, used for the storage, transportation or delivery of marine fuels, including liquefied natural gas (LNG), to vessels within the Port of Vancouver.
Definition: LNG carrier	Means a ship designed to carry liquefied natural gas (LNG)—barges and articulated tugs and barges (ATB—when being used for this purpose. LNG bunker vessels are excluded from this definition.
Definition: Civil twilight	Civil twilight is the time just before sunrise and after sunset when the sun is below the horizon, but there is still sufficient light to conduct outdoor activities without artificial lighting.
4.5 Notice of Arrival	In line with the port authority’s commitment to efficient maritime operations and safety, all Tier 1 vessels intending on entering the Port of Vancouver are required to submit a Notice of Arrival (NOA) 96 hours before their anticipated arrival through the Pacific Gateway Portal. This timeline ensures adequate preparation and allocation of resources to enable optimized traffic flow. ETA update requirement: Further, to ensure accurate scheduling and traffic management, any changes to the estimated time of arrival (ETA) exceeding 30 minutes 4 hours from the originally reported time must be promptly communicated via the Operations Centre at +1 604 665 9086.
8.0 Port Navigation	Lookout: Given the increased traffic within the port authority's jurisdiction, all vessels must maintain a proper lookout at all times, in accordance with Rule 5 of the <i>Collision Regulations</i> , including Canadian modifications. This requires maintaining a lookout by sight, hearing, and all available means appropriate to the prevailing circumstances and conditions, such as visual observation, sound signals, radar, and AIS. Adherence to this requirement is essential to ensure a full assessment of the situation and identify any risk of collision.
8.15 First Narrows TCZ	TABLE 1: FIRST NARROWS TCZ (TCZ-1) TRANSIT PROCEDURES DEEP SEA VESSELS – SUMMARY MATRIX

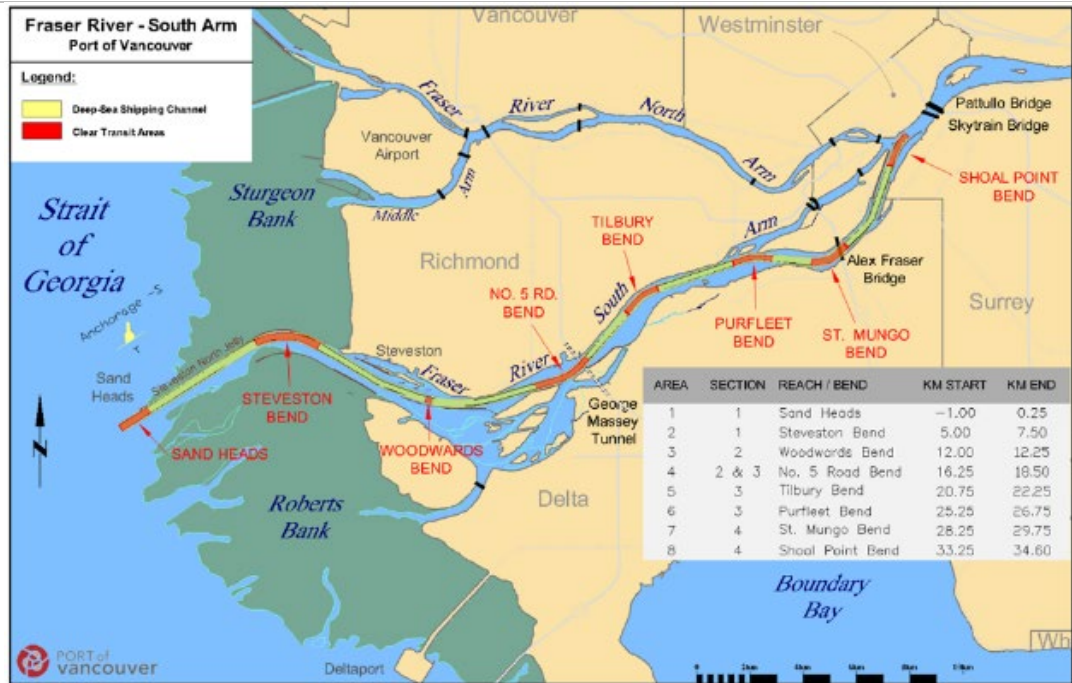
<p>Procedures (TCZ-1)</p>	<p>For all other vessels, in particular high sided vessels, such as cruise ships and car carriers, additional mitigation of risk due to weather and/or tidal conditions may apply, on a case-by-case basis. Tankers may also be subject to additional risk mitigation on a case-by-case basis due to maneuvering characteristics, weather and/or tidal conditions. Vessels over LOA 250 m and/or with a moulded breadth of 45 m require approval for transit from the port authority in consultation with the PPA and BCCP. The tug matrix requirements are based on static bollard pull capacity and assume that vessels have the ability to operate the main engine at full ahead and there are no other mechanical issues involved.</p> <p>The Summer Deadweight Tonnage (SDWT) mentioned in the matrix is the SDWT originally assigned to the vessel at the time of construction.</p>																												
<p>8.16 Second Narrows TCZ Procedures (TCZ-2)</p>	<p>Vertical Clearances:</p> <p>The requirement for a minimum safe overhead clearance for the CN Second Narrows Rail Bridge in the closed position is 2 metres. The vessel's Master is ultimately responsible for verifying the air draft and bridge clearance to maintain minimum clearance requirements.</p>																												
<p>8.16 Second Narrows TCZ Procedures – Transit Restrictions</p>	<p>Non-piloted tug and barge combinations with a barge of 15,000 tonnes or more carrying capacity are restricted from transiting TCZ-2 without the prior approval of the port authority.</p> <p>Tug and barge combinations specifically designed for pushing and tractor tugs towing alongside with a barge of 15,000 tonnes or more carrying capacity are restricted from TCZ-2 without the prior approval of the port authority.</p>																												
<p>8.16 Second Narrows TCZ Procedures – Table 2</p>	<p>TCZ-2 VESSEL ASSIST TUG REQUIREMENTS</p> <p>All vessels which require tethered tugs for a TCZ-2 transit must have them tethered prior to entering TCZ-2 and must remain tethered until clear of TCZ-2.</p>																												
<p>8.16 Second Narrows TCZ Procedures – Table 2</p>	<p>TABLE 1: SECOND NARROWS TCZ (TCZ-2) TRANSIT PROCEDURES DEEP SEA VESSELS - SUMMARY MATRIX</p> <p>Tankers in product</p> <table border="1" data-bbox="381 1339 1349 1816"> <thead> <tr> <th>Vessel type</th> <th>Nighttime allowed</th> <th>Tidal current opposing</th> <th>Tidal current following</th> <th>Tugs</th> <th>Pilots</th> <th>Tugs First Narrows</th> </tr> </thead> <tbody> <tr> <td>Tankers LOA <185 m and/or < 40,000 SDWT</td> <td>Yes</td> <td><1.0k</td> <td><0.5k</td> <td>T</td> <td>1</td> <td>-</td> </tr> <tr> <td>Tankers LOA > 185 m</td> <td>No</td> <td><1.0k</td> <td><0.5</td> <td>T</td> <td>1</td> <td>-</td> </tr> <tr> <td>Tankers > 40,000 SDWT</td> <td>No</td> <td><1.0k</td> <td><0.5k</td> <td>T</td> <td>2</td> <td>±</td> </tr> </tbody> </table>	Vessel type	Nighttime allowed	Tidal current opposing	Tidal current following	Tugs	Pilots	Tugs First Narrows	Tankers LOA <185 m and/or < 40,000 SDWT	Yes	<1.0k	<0.5k	T	1	-	Tankers LOA > 185 m	No	<1.0k	<0.5	T	1	-	Tankers > 40,000 SDWT	No	<1.0k	<0.5k	T	2	±
Vessel type	Nighttime allowed	Tidal current opposing	Tidal current following	Tugs	Pilots	Tugs First Narrows																							
Tankers LOA <185 m and/or < 40,000 SDWT	Yes	<1.0k	<0.5k	T	1	-																							
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Tankers > 40,000 SDWT	No	<1.0k	<0.5k	T	2	±																							

Tankers not in product and all other deep-sea vessels						
Vessel type	Nighttime allowed	Tidal current opposing	Tidal current following	Tugs	Pilots	Tugs First Narrows
LOA <230 m and moulded breadth < 35m	Yes	<2.0k	<0.5k	T	1	-
LOA >230 m or moulded breadth >35m	No	<1.0k	<0.5k	T	2	-

LOA 230 m – 250 m and moulded breadth less than 45 m				
Vessel draft	No. of tugs	Bollard pull tonnes	No. of tugs	Bollard pull tonnes (total)
	Bow		Stern	
<10 m	1 or 2	60	1 or 2	65
≥ 10 m - < 12 m	1 or 2	60	1 or 2	80
≥ 12 m	1 or 2	60	2	110

LOA 200m – 229.9 m and moulded breadth less than 35 m				
Vessel draft	No. of tugs	Bollard pull tonnes	No. of tugs	Bollard pull tonnes (total)
	Bow		Stern	
≤ 8 m	1	30	1	50
> 8 m ≤ 10 m	1	60	1 or 2	65
>10 m ≤ 12 m	1 or 2	60	1 or 2	80
>12 m	1 or 2	60	2	110

8.18 Fraser River – TCZ-4 Procedures	TCZ-4 RESTRICTIONS
	<p>Clear Transit Areas:</p> <p>Clear Transit Areas apply to tankers in product, LNG carriers, tug and barge combinations carrying any liquid cargo, and hampered vessels as designated by the port authority. These vessels must be unimpeded by any other vessel in the designated Clear Transit Areas, as illustrated in the image below.</p>



FRASER RIVER - CLEAR TRANSIT AREAS - UTM MAD 83				
	Northing	Easting	Lat	Long
Sand Heads				
NW	5438654.2048	477066.3288	49° 6' 1.11"	-123° 18' 51.05"
SW	5438643.5592	477200.9708	49° 5' 54.31"	-123° 18' 44.36"
SE	5439111.0145	478256.6205	49° 6' 16.06"	-123° 17' 52.43"
NE	5439322.3189	478123.0189	49° 6' 22.88"	-123° 17' 59.06"
Steveston Bend				
SW	5441639.2355	482260.1111	49° 7' 38.39"	-123° 14' 35.37"
NW	5441862.8227	482148.2693	49° 7' 45.62"	-123° 14' 40.93"
NE	5441723.3784	484630.3591	49° 7' 41.35"	-123° 12' 38.43"
SE	5441513.0850	484501.5644	49° 7' 34.53"	-123° 12' 44.75"
Woodwards Bend				
SW	5439528.2317	488549.5973	49° 6' 30.57"	-123° 9' 24.8"
NW	5439720.7138	488603.9171	49° 6' 36.81"	-123° 9' 22.15"
NE	5439660.4792	488842.0396	49° 6' 34.87"	-123° 9' 10.39"
SE	5439465.8065	488796.1345	49° 6' 28.56"	-123° 9' 12.64"
No 5 Rd. Bend				
SW	5440018.5637	492752.2104	49° 6' 46.68"	-123° 5' 57.54"
NW	5440210.2581	492695.1730	49° 6' 52.88"	-123° 6' 0.36"
NE	5441239.9695	494565.4707	49° 7' 26.3"	-123° 4' 28.15"
SE	5441108.3427	494716.0509	49° 7' 22.04"	-123° 4' 20.71"
Tilbury Bend				
SW	5442802.3694	496196.8526	49° 8' 16.94"	-123° 3' 7.71"
NW	5442933.9963	496046.2723	49° 8' 21.2"	-123° 3' 15.14"
NE	5443867.0384	497247.5897	49° 8' 51.44"	-123° 2' 15.87"
SE	5443677.6079	497311.7474	49° 8' 45.3"	-123° 2' 12.7"
Purfleet Bend				
SW	5444639.9712	500153.2007	49° 9' 16.49"	-122° 59' 52.44"
NW	5444829.4014	500089.0431	49° 9' 22.82"	-122° 59' 55.6"
NE	5445008.8176	501593.3024	49° 9' 28.43"	-122° 58' 41.33"
SE	5444809.6454	501575.1254	49° 9' 21.98"	-122° 58' 42.23"
St. Mungo Bend				
SW	5444645.1609	503066.3478	49° 9' 16.63"	-122° 57' 28.61"
NW	5444900.6466	503089.6641	49° 9' 24.9"	-122° 57' 27.45"
NE	5445476.1363	504299.4155	49° 9' 43.51"	-122° 56' 27.7"
SE	5445321.4453	504445.2151	49° 9' 38.5"	-122° 56' 20.5"
Annieville Channel				
SW	5448361.0951	506119.6874	49° 11' 16.88"	-122° 54' 57.66"
NW	5448426.9011	505930.8235	49° 11' 19.02"	-122° 55' 6.98"
NE	5449625.6622	506603.7237	49° 11' 57.81"	-122° 54' 33.67"
SE	5449478.4988	506739.1597	49° 11' 53.04"	-122° 54' 26.98"

MCTS will provide a Clear Transit Areas notification on VHF Channels 16 and 74 by means of a sécurité call at least 15 minutes in advance of a restricted vessel entering TCZ-4 to ensure unimpeded transit of such vessels, namely:

- All piloted tankers in product, including barges and articulated tugs and barges (ATBs) in product
- All piloted LNG carriers, irrespective of cargo status
- **All tugs and barges combinations including articulated tugs and barges (ATBs) carrying any liquid bulk cargo**
- A vessel which requires Clear Transit Areas through TCZ-4 upon request of the Master or pilot, for safety considerations

	<p>Fraser River Pilots will repeat the notification that a Clear Transit Areas has been declared at standard MCTS call in points.</p> <p>Light tugs, other highly maneuverable small vessels, and active dredgers may, on request, be granted a compliance exemption by MCTS, provided a ship-to-ship agreement has been reached with the vessel for which a Clear Transit Areas declaration has been issued.</p> <p>All other vessels must observe the Clear Transit Areas declaration for TCZ-4 and not interfere in any way with the passage of a vessel for which the Clear Transit Areas have been declared.</p> <p>Vessels delayed in transit due to other traffic must remain clear of the affected areas until conditions are such that a transit can be safely executed.</p>
<p>8.18 Fraser River – TCZ-4 Procedures</p>	<p>TCZ-4 RESTRICTIONS</p> <p>Transit Restrictions</p> <p>Reference is to be made to the section “TCZ-4 Navigation Envelope (Clearances)” with respect to the maximum size of vessel that may transit TCZ-4 without prior notification to the port authority.</p> <p>Tier 2 vessels must transit or move within TCZ-4 only when safe to do so and consider all factors influencing the safety of navigation including other marine traffic, tidal height, tidal current, weather conditions, and their level of knowledge of TCZ-4.</p> <p>Tug and barge combinations, including ATBs, carrying liquid bulk cargo, are prohibited from meeting or overtaking each other within the bends of TCZ-4. Vessels must plan their transits to avoid such encounters.</p> <p>The <i>International Regulations for Prevention of Collisions at Sea</i> apply to all marine traffic on the Fraser River. Navigation in TCZ-4 is normally unencumbered, however during certain periods, generally between July and September, additional caution is required due to fishing boats and nets that could pose an obstruction to the navigation channel.</p> <p>The following transit restrictions and requirements apply:</p> <ul style="list-style-type: none"> • Vessels with a LOA exceeding 270 m or a moulded breadth exceeding 33 m, other than pre-approved vessels, must notify the port authority prior to transiting in TCZ-4. See <i>TCZ-4 Navigation Envelope (Clearances) - Navigation Channel Constraints Summary Table</i>. • The maximum air draft allowed for transit of TCZ-4 River Sections 3 and 4 (see figure 1) without port authority approval is based on a minimum safe overhead clearance of 2 m and an additional 1m for a safe seasonal overhead clearance of 3 m during the freshet season. • Should the predicted air draft at the time of a TCZ-4 transit exceed the maximum allowable, the port authority may approve the transit based on calculation of the minimum overhead clearance of 2 m or require verification of the air draft by a

qualified and independent local survey company within port authority jurisdiction prior to transit.

Reference in all cases is to be made to [Table 1: Fraser River South Arm TCZ-4 Transit Procedures Deep Sea Vessels – Summary Matrix.](#)

- Non-piloted tug and barge combinations with a barge of 15,000 tonnes or more carrying capacity are restricted from transiting TCZ-4 without the prior approval of the port authority.

Loaded tankers must be trimmed to an even keel or by the stern and not by the head.

Vessels found by FRP to have unacceptable maneuvering characteristics may be refused permission to transit TCZ-4 or be subject to special restrictions.

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, requires the prior approval of Transport Canada, the port authority and PPA to transit TCZ-4.

When transiting the Fraser River deep-sea navigation channel, or portion thereof, all vessels constrained by their draft, as defined under Rule 3(h) of the *Collision Regulations* under the *Canada Shipping Act, 2001* and whose transit window has been established for the navigation channel by FRP, may under the port authority’s established regulations exhibit in addition to the lights prescribed for a power-driven vessel of its characteristics, where they can be best seen, three all-round red lights in a vertical line at night or a cylinder during the day.

Rule 3(h): The term “*vessel constrained by her draft*” means a power-driven vessel that, because of the vessel’s draft in relation to the available depth and width of navigable water, is severely restricted in its ability to deviate from the course it is following.

8.18 Fraser River – TCZ-4 Procedures

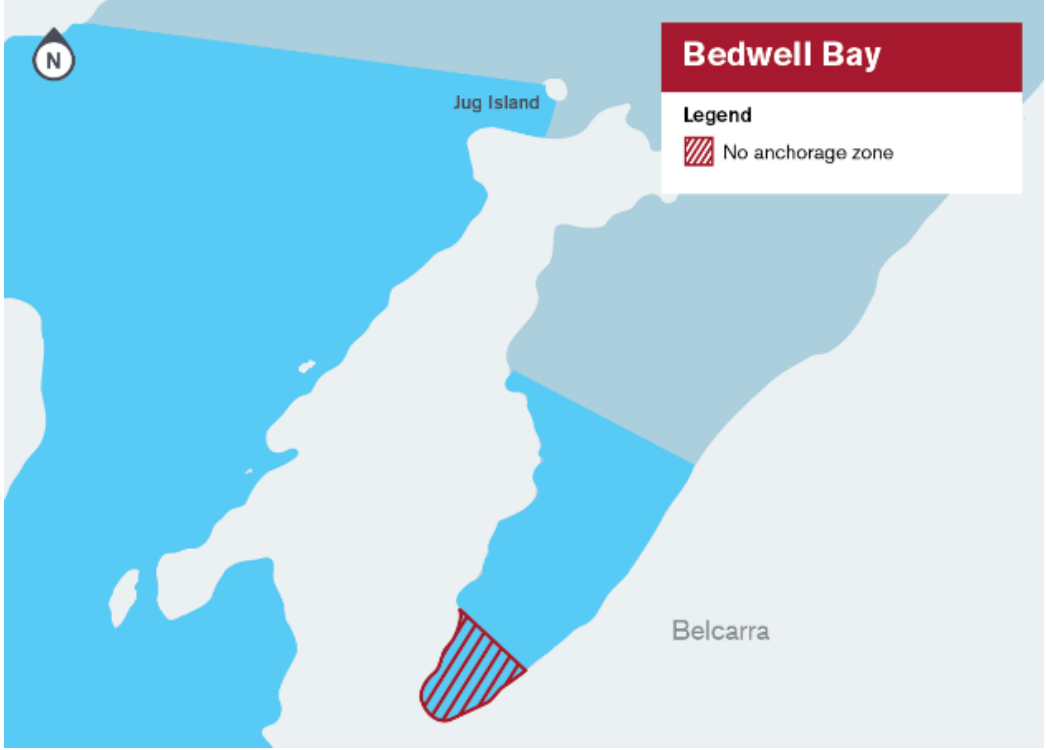
TABLE 2: FRASER RIVER TCZ-4 TANKERS AND LNG CARRIERS – TUG AND BOLLARD PULL REQUIREMENTS – SUMMARY MATRIX

Tankers					
In product					
Vessel Type	Draft (m)	Transit Direction	Tide	Current (knots)	Tugs / Bollard Pull
Tanker: LOA ≤ 180 m SDWT ≤ 32,000	All conditions	Inbound/Outbound	Flood + Ebb	All conditions	1 tug tethered forward / 60 tonnes 1 escort tugs astern / 60 tonnes
Tanker: 180 m < LOA ≤ 230 m 32,000 < SDWT ≤ 75,000	All conditions	Inbound/Outbound	Flood + Ebb	All conditions	1 tug tethered forward / 60 tonnes 1 escort tugs / 60 tonnes
Tanker: 230 m < LOA ≤ 270 m 75,000 < SDWT ≤ 120,000	All conditions	Inbound/Outbound	Flood + Ebb	All conditions	To be determined

LNG Carriers					
In product					
Vessel Type	Draft (m)	Transit Direction	Tide	Current (knots)	Tugs / Bollard Pull
LNGC: 210 m < LOA ≤ 240 m 60,000 < Cu. M ≤ 80,000	All conditions	Inbound/Outbound	Flood + Ebb	All conditions	1 tug tethered forward / 60 tonnes 2 escort tugs astern / 60 tonnes each

The minimum number of escort tugs and the tug line force requirements are as per the matrix above. The tugs should be able to provide line forces at least 25% higher than the

	<p>line forces required. The Summer Deadweight Tonnage (SDWT) mentioned in the matrix is the SDWT originally assigned to the vessel at the time of construction.</p>
<p>8.18 Fraser River – TCZ-4 Procedures TCZ-4 ASSIST AND ESCORT TUG REQUIREMENTS</p>	<p>TCZ-4 assist and escort tug requirements</p> <p>Tier 1 vessels, when transiting TCZ-4, must comply with the following tug requirements:</p> <ul style="list-style-type: none"> • All assist or escort tugs employed on piloted Tier 1 vessels transiting TCZ-4 must be tractor/ASD tugs. At the pilots’ discretion, suitable alternative tug propulsion can be considered when assisting vessels with berthing and unberthing operations • Escort or assist tugs must attend inbound vessels at least one nautical mile downriver from the intended berth • Escort or assist tugs must attend inbound vessels with a LOA >270m at least one nautical mile downriver from the Alex Fraser Bridge when winds of 25 knots or greater are experienced or expected • Tankers in product require a minimum of two tethered escort tugs that, when inbound must be tethered prior to commencement of transit of TCZ-4 and, when outbound, must remain tethered until clear of TCZ-4 • LNG carriers require a minimum of three tethered escort tugs that, when inbound, must be tethered prior to commencement of transit of TCZ-4 and, when outbound, must remain tethered until clear of TCZ-4 • All tug and barge combinations in product require a tethered escort tug in addition to the pusher or towing tug • Purpose built bunker vessels, and highly maneuverable crafts must be assessed by the port authority, the Pacific Pilotage Authority and Fraser River Pilots for tug requirements • Escort or assist tugs capable of generating more than 40 tonnes of bollard pull must have an operational tension meter that the tug operator can easily read from the conning position <p>Tankers and LNG carriers transiting TCZ-4 must also comply with the standards for tug requirements outlined in Table 2: Fraser River South Arm TCZ-4 Tankers and LNG Carriers – Tug and Bollard Pull Requirements Matrix which summarizes the bollard pull requirements and the configuration of the tug package, reasonably spread between tug hulls, for such vessels.</p> <p>Highly maneuverable craft may be exempted from these requirements at the discretion of the port authority in consultation with PPA and FRP.</p>
<p>8.22 Towing – unattended barges</p>	<p>Unattended barges:</p> <p>All barges operating within Traffic Control Zone 1 and 2 must remain under direct supervision at all times. Unattended barges are strictly prohibited in these zones due to potential navigational hazards. Operators are required to ensure continuous monitoring and immediate availability of personnel to maneuver or relocate barges as necessary.</p>
<p>8.24 Recreational</p>	<p>Anchoring</p>

<p>vessels - anchoring</p>	<p>To protect the sensitive eelgrass habitat in the southern portion of Bedwell Bay, a voluntary no-anchor zone has been established. Vessels are requested to avoid anchoring south of the designated line marked by three buoys. All vessels are encouraged to anchor north of this line.</p> 
<p>11.2 Active Vessel Traffic Management</p>	<p>Active vessel traffic management (AVTM) is a supply chain optimization service that applies prioritization and optimization principles to dictate Tier 1 and applicable Tier 2 vessel movements within the port authority’s jurisdiction through the centralized scheduling system (CSS). This service ensures vessel safety and environmental protection while increasing efficiency and throughput. AVTM complements the safety and navigation services currently provided by the Canadian Coast Guard’s Marine Communications and Traffic Services (MCTS). The Pacific Pilotage Authority is responsible for delivering pilotage services, while the Master and pilot have command and control of vessel movements.</p> <p>The goal of the AVTM system is to enable supply chain collaboration and optimize the overall gateway by managing the prioritization and sequencing of marine vessels within the Port of Vancouver. Through AVTM, port users benefit from more transparent, efficient, and reliable information, as well as formalized marine traffic governance guidelines.</p> <p>All Tier 1 vessels required to make a TCZ-1 transit, meaning a movement within the First Narrows TCZ that includes passing under the Lions Gate Bridge, or a TCZ-2 transit, meaning a movement within the Second Narrows TCZ that includes passing under the Second Narrows Iron Workers Memorial Bridge and the Second Narrows Rail Bridge, must be registered in the CSS and approved by the port authority. Applicable Tier 2 vessels must seek the port authority’s approval, and the port agent must submit a transit request through the CSS. For more information, please refer to this Notice to Industry section of the port authority’s website. Subsequent phases will extend the system to other traffic control zones in the port authority’s jurisdiction, including the Fraser River.</p>

<p>11.4 Pilotage Boarding arrangements</p>	<p>In the port, and when the vessel is stationary, the pilot may prefer to use the ship's gangway. Vessels should confirm boarding arrangements with the pilot on VHF 17. Do not raise the gangway until both the pilot boat/launch is clear from the ship and the pilot is onboard the ship.</p>
<p>11.6 Mooring Mooring Buoys</p>	<p>Mooring Buoys: There are three mooring buoys located in North Vancouver, referred to as the navy buoys, which are managed by T. and B. Moorings. Users may secure appropriately insured barges to the navy buoys for short periods of time whenever space is available.</p> <ul style="list-style-type: none"> • In emergencies and for short-term operational requirements, if a fifth barge must be secured to any buoy when there is no space available at other buoys, a tug or security vessel must remain in attendance alongside the barge. • Kits Buoy is another mooring buoy located in English Bay near the entrance to False Creek operated by T. and B. Moorings. Users may secure barges up to 90 m in length to this buoy following the procedures previously listed. • No cargo operations are permitted to take place while moored at any buoy • Loaded or partially loaded oil barge moorage at the buoys is strictly prohibited • All lines used to secure barges at the navy buoys are to be of acceptable quality and condition, sufficient strength, diameter, and appropriate length to ensure mooring is maintained throughout the length of stay at the buoy • All mooring lines need to be appropriately protected from chafing forces or other potential damages • No more than four barges, two per mooring point, are allowed to be moored to a buoy either directly or rafted to another barge moored to the buoy, at any time • Buoy lines are to be secured to the bow or stern of barges • There is to be a minimum of one headline and one stern line between barges secured to the navy buoys • Buoy lines shall not be secured to the side deck mooring fixtures of barges • Rafted barges, i.e., a barge secured with no buoy lines alongside a barge secured directly to a buoy, shall use a minimum of four lines between barges. These lines will consist of a bowline, two spring lines and a stern line • Rafted barges shall be positioned so that their forward ends are aligned with one another • If standing lines are unavailable at a buoy, it is the towing master's responsibility to ensure that the barge to be rafted to is safely moored and that the second barge is adequately secured as described above • All barges secured at the buoys must have adequate liability insurance coverage • Barges secured at the buoys remain in the care and custody of the tug and/or the company securing the barge to the buoys

	<ul style="list-style-type: none"> All loads overhanging the perimeter of the barges must be lit to advertise their presence to mariners in the area <p>Limitations to be observed</p> <ul style="list-style-type: none"> The following limitations apply to the specific buoys: <ul style="list-style-type: none"> North Buoy – limited to barges of 67m (220') or less East Buoy – limited to barges of 106 m (350') or less South Buoy – limited to barges of 106m (350') or less West Buoy – limited to barges of 67 m (220') or less No derelict barges are permitted to be moored at the buoys at any time. All barges must be in a safe and seaworthy condition with proper boarding ladders and handrails. All hatches and manholes are to properly be closed and secured. Barges with raised foredecks exceeding 7.6m (25') shall not be secured to the buoys <p><u>Prior to using any of the Navy Buoys, operators are required to complete the Annual Navy Buoy Users Registratin Form and must include proof T & B Moorings and the Council of Marine Carriers are named as Additional Insured on your insurance policies.</u></p> <p>See Form: https://comc.cc/t-and-b-moorings-annual-registration-form/</p> <p>No uninsured vessels are to be moored at any buoy operated by T. and B. Moorings:</p> <p>Operators using any of the T. and B. moorings buoys must report all barge arrivals and departures immediately through the CMC electronic reporting form: https://www.comc.cc/moorings-form</p> <p>T. and B. moorings will invoice users of the buoys directly. Mooring rates can be found on the CMC Website: https://www.comc.cc/tbmoorings</p> <p>For any other information, please go to our website https://comc.cc/services/navy-buoy-procedure/ or contact the CMC at 604.687.9677 or via email at cmc@comc.cc.</p>
<p>14.3 Maintenance and repair</p>	<p>PAINTING OVER THE WATER</p> <p>If a vessel operator is planning to touch up the paint on the hull while alongside or at anchor, a vessel service request must be submitted through the Pacific Gateway Portal.</p> <p>Preparation of the area to be touched up is limited to rinsing with non-chlorinated fresh water or wiping with a clean rag. All precautions must be taken to ensure that no paint or debris goes into the water, and that crew members working over the side or at a height are safe and protected from falls.</p>
<p>14.4 Underwater inspection/cleani ng</p>	<p>UNDER WATER INSPECTIONS AND HULL CLEANING</p> <p>All individuals wishing to perform underwater inspections that require either recreational or commercial diving in the port must obtain permission from the port authority by completing</p>

	<p>a service request on the Pacific Gateway Portal. Diving may only commence when the diving permit is fully completed and approved by the Operations Centre. The dive site shall be properly identified by appropriate buoys, flags or lights.</p> <p>The port authority may not grant permission for proposed diving operations if they conflict with the safe operations of the port.</p> <p>This section does not apply when the dive is to take place in a designated recreational diving area, such as Gates Park.</p> <p>In-water hull cleaning is not permitted within the Port of Vancouver while the vessel is at berth or at anchor.</p>
<p>14.6 Anchorage procedures – Night-time planning standard</p>	<p>All ships assigned to one of the 33 anchorages around the Southern Gulf Islands (SGI) must refrain from arriving at or departing from these anchorages at night, between 11:00 p.m. and 7:00 a.m (8 hours). Exceptions include:</p> <ol style="list-style-type: none"> 1. Ships required to shift from anchorage to berth for cargo or to another anchorage within port authority jurisdiction 2. Ships required to shift to a SGI anchorage due to operational requirements and/or unavailability of suitable anchorage 3. Safe refuge needed during inclement weather 4. Port congestion, supply chain disruptions, or other emergency situations 5. Non-commercial vessels that belong to His Majesty in right of Canada or a province (e.g., Canadian Coast Guard, Department of National Defense, Royal Canadian Mounted Police) <p>The port authority provides early indication of the anchorage assignment to the vessel, allowing the Master to take appropriate measures, such as slowing down, to adjust the vessel's arrival time.</p>
<p>14.6 Anchorage procedures</p>	<p>General</p> <p>The anchorage procedures for the Port of Vancouver, as outlined here, are designed to support the safe, efficient, and environmentally responsible use of anchorages for deep-sea vessels. These procedures are established under the Canada Marine Act, Section 56(1)(b), and prioritize maintaining port fluidity, minimizing environmental and local impact, and ensuring safe navigation within port jurisdiction. Anchorage areas serve vessels on international voyages that require temporary berthing space and are designated on nautical charts provided by the Canadian Hydrographic Service.</p> <p>General Principles</p> <p>The port authority actively manages anchorage assignments with the objective of maintaining port fluidity and minimizing impacts on the environment and surrounding communities. To achieve these goals, suitable anchorages within the Port of Vancouver are utilized before considering options in the Southern Gulf Islands. Anchorages in the Southern Gulf Islands will be utilized as an overflow when there is limited anchorage availability in the Port of Vancouver.</p>

Anchorage areas are reserved for vessels conducting cargo operations at Port of Vancouver terminals. All other anchorage requests will be assessed based on availability and granted solely at the discretion of the port authority. Decisions about anchorage assignments consider advance vessel forecasts and operational demand, with larger anchorages reserved for vessels with greater size requirements when appropriate.

The port authority may require a vessel to vacate its assigned anchorage under several circumstances: if the vessel has exceeded reasonable time limits without a confirmed berthing window; if the anchorage is needed to maintain port fluidity and efficiency; if the Master fails to comply with the Anchorage Code of Conduct; or for any other reason deemed reasonable by the port authority. Anchorage assignments are conditional upon the vessel's Master or agent formally accepting the Anchorage Code of Conduct, which promotes safe and responsible behavior while at anchorage.

To streamline operations and minimize unnecessary movements between anchorage areas, vessels requiring bunkers should conduct this operation alongside a terminal whenever possible. In cases where terminal-side bunkering is unfeasible, bunkering may be conducted at the vessel's first assigned anchorage, provided this operation is permitted at that location.

Anchorage Areas

English Bay

Anchorage areas within English Bay are assigned to vessels for a period of up to seven days, though this period may be extended upon request if there are no other vessels in need of anchorage space within the bay. Priority for anchorage in English Bay is given to vessels that are arriving within 48 hours of their scheduled terminal loading. Additionally, English Bay anchorages may be used for vessels requiring a short-term staging area, not to exceed 12 hours, to facilitate movements between anchorages and terminal. Vessels arriving within 96 hours of their confirmed terminal loading and requiring Canadian Food Inspection Agency (CFIA) clearance are also prioritized for anchorage in English Bay, as are vessels needing short-term anchorage for bunkering or fumigation if such operations cannot be conducted alongside a terminal. Furthermore, anchorage assignments in English Bay may consider the vessel's condition and required services, such as cargo adjustments, repairs, surveys, or meeting regulatory requirements.

Inner Harbour

The Inner Harbour is reserved primarily for short-term anchorage, generally not exceeding 48 hours. Vessels may be assigned an anchorage in the Inner Harbour for purposes such as inspection, fumigation, bunkering, regulatory clearance, and crew change. This area also serves vessels conducting project cargo operations or specialized vessels that are unable to be handled at a terminal. In limited situations, transloading operations may be conducted here, subject to specific conditions and time limits. Additionally, Inner Harbour anchorages may be used as a short-term staging area (up to 12 hours) to facilitate berth movements, transits, or tidal windows within Burrard Inlet.

Indian Arm

Indian Arm anchorages are generally assigned for periods of up to seven days, with extensions possible if there are no other vessels requiring these anchorages. Priority is given to vessels that are calling at terminals east of the Second Narrows. In the event of congestion, outbound vessels are given priority over inbound vessels for available

	<p>anchorages in this area. Within Indian Arm, anchorages K, L, M, and N are prioritized for cargo vessels, while recreational vessels are assigned to anchorage O.</p> <p>Southern Gulf Islands</p> <p>To avoid unnecessary movements between anchorage areas, vessels with a projected wait time for cargo of seven days or more may be assigned an anchorage in the Southern Gulf Islands. Nighttime anchoring between the hours of 23:00 and 07:00 is generally restricted across the 33 Southern Gulf Island anchorage sites administered by the port authority. Exceptions to this restriction are made for vessels that are shifting to berth, vessels shifting from a partially loaded condition at berth to an SGI anchorage, or in cases of inclement weather or other emergency situations.</p> <p>Anchorage Code of Conduct Compliance</p> <p>All vessels must comply with the Anchorage Code of Conduct as a condition of their anchorage assignment. This Code of Conduct applies both to anchorages within the Port of Vancouver and to those located in the Southern Gulf Islands, ensuring responsible behavior that aligns with port authority standards for safety, environmental stewardship, and community consideration.</p>
<p>14.7 Bunkering and fueling</p>	<p>BUNKERING WITH LIQUEFIED NATURAL GAS (LNG) Vessels using LNG as a fuel must receive approval from Transport Canada and comply with all operating practice and procedure requirements that pertain to their specific vessel type and company, as established by Transport Canada.</p> <p>The port authority is a member of the Society for Gas as a Marine Fuel (SGMF) and recognizes the recommended competence guidelines for the supply and bunkering of LNG for marine vessels.</p> <p>Vessels transferring LNG ship-to-ship, shore-to-ship or truck-to-ship must use a recognized bunkering checklist. Included in this guide, Appendix E LNG Bunker Checklist, is an example of a recognized bunkering checklist for ship-to-ship transfers. In addition to these requirements, companies supplying LNG bunkers to vessels calling the Port of Vancouver are required to register with the port authority. LNG bunker suppliers must participate in an annual accreditation program designed for LNG operations. Only registered LNG bunker suppliers who participate in the annual accreditation program are authorized to conduct LNG bunkering operations within the port. For further guidance and specific LNG bunkering details, please contact the Operations Centre.</p> <p>After bunkering is completed, a recognized LNG bunkering checklist must be kept on file for at least one year and a copy must be emailed to the Operations Center at harbour_master@portvancouver.com.</p> <p>Accreditation as an LNG bunker supplier by the Vancouver Fraser Port Authority does not eliminate the requirement for a comprehensive risk assessment for each initial bunkering operation. The port authority reserves the right to require this risk assessment on a case-by-case basis. Each assessment must evaluate the specific vessel, the type of transfer operation (such as ship-to-ship, shore-to-ship, or truck-to-ship), and the bunkering location.</p> <p>The risk assessment process must include engagement with relevant stakeholders—including local communities, regulatory bodies, and other affected parties—to identify and address potential safety, environmental, or navigational concerns. Documenting these</p>

	<p>engagements and the conclusions of the risk assessment is mandatory, with all documentation submitted to the port authority.</p> <p>Any incidents involving LNG used as fuel on a vessel must be reported immediately to the Operations Centre at 604.665.9086 or harbour_master@portvancouver.com.</p>
Appendix A	<p>FIRST NARROWS – MINIMUM CHANNEL DEPTHS AND MAXIMUM VESSEL AIR DRAFTS BASED ON TCZ-1 MOULDED BREADTH FACTOR FOR CHANNEL WIDTH.</p> <p>Control depth at chart datum</p>
Terminal data sheet	Parkland Refinery
Terminal data sheet – VAFFC	<p>Size restrictions:</p> <p>LOA= 106 m to 230 m // BEAM= 22.6 m – 32.3 m // Max draft 11.5 // Max DWT 75,000 t</p>
Terminal data sheet	Lantic Terminal

PORT SECTIONS GUIDE: TERMINAL DATA SHEETS

Terminal	LANTIC INC
Area	Vancouver Harbour – South Shore
Date	September 2024
Position (lat / lon)	
Minimum control- led water depth	Refer to Burrard Inlet and Roberts Bank berth soundings document for Vancouver Fraser Port Authority and Pacific Pilotage Authority approved control depths
Chart datum	Vertical: Chart Datum LLW Horizontal: WGS84
Range of water densities	1.01587 (annual mean minimum) - 1.02102 (annual mean maximum) – Vancouver Harbour - source: <i>PAC 200 Sailing Directions</i>
Tidal range	5.0 metres
UKC policy alongside	Alongside berth UKC requirement for all states of tide is 5%
Bottom type	Rock & Mud
Dredging regime	None
Distance pilot station to berth	Distance from Brotchie Pilot Station to Vancouver 80' nm
ISPS	Transport Canada security approved
Loading/unloading requirements	Two shore gantry cranes
Website	Lanticrogers.com

Manoeuvre		Arrival			
UKC policy	<i>Control Area</i>	<i>Rising Tide</i>	<i>Falling Tide</i>	<i>Slack Tide</i>	
	Burrard Inlet (manoeuvring)	5%	10%	10%	
	Burrard Inlet (transiting)	10%	10%	10%	
Size restriction	180 M LOA or Less				
Tidal restriction	Refer to <i>Pacific Pilotage Authority BC Berth Controlling Depths & Operating Parameters</i> for relevant instructions.				
Wind restriction	BC Coast Pilot and Ship Master discretion				
Visibility restriction	BC Coast Pilot and Ship Master discretion				
Speed restriction	Safe speed as defined by COLREGS - Rule #6				
Passing requirements	As coordinated by BC Coast Pilots/Ship's Master and monitored by CCG Vessel Traffic Service/VFPA				
Tug use	Two				
Berthing requirements	Maximum 28% of LOA aft overhang				
Manoeuvre		Departure			
UKC policy	<i>Control Area</i>	<i>Rising Tide</i>	<i>Falling Tide</i>	<i>Slack Tide</i>	
	Burrard Inlet (manoeuvring)	5%	10%	10%	
	Burrard Inlet (transiting)	10%	10%	10%	
Size restriction	Maximum 28% of LOA aft overhang				
Tidal restriction	Refer to <i>Pacific Pilotage Authority BC Berth Controlling Depths & Operating Parameters</i> for relevant instructions.				
Wind restriction	BC Coast Pilot and Ship Master discretion				
Visibility restriction	BC Coast Pilot and Ship Master discretion				
Speed restriction	Safe speed as defined by COLREGS - Rule #6				
Passing requirements	As coordinated by BC Coast Pilots/Ship's Master and monitored by CCG Vessel Traffic Service/VFPA				
Tug use	Two				
Unberthing requirements					

Comments and questions

This notice is posted on the port authority's website for a 45-day period to notify port users and stakeholders as well as members of the public of the proposed amendments to the practices and procedures outlined in the Port Information Guide.

Vancouver Fraser Port Authority
Notice of amendment: Port Information Guide

Anyone affected by these amendments may ask questions and share comments in writing by **January 17, 2025**, in English or French, and email their feedback at portinfo@portvancouver.com to the attention of the marine operations specialist. All comments received will be considered before the proposed amendments are implemented.