

PART 3

VESSEL TRAFFIC SERVICES (VTS)

PACIFIC AND WESTERN ARCTIC

The purpose of this section is to describe to shipboard personnel the ship reporting procedures to be followed by vessels when within or intending to enter vessel traffic service zone.

RESPONSIBILITIES

There is no intention on the part of the CCG to attempt to navigate or manoeuvre ships from a shore station and nothing in this publication overrides the authority of the master of his responsibility for the safe navigation of his ship. Information passed to the master is intended to assist him in the safe conduct of his ship.

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

- (a) direct the master, pilot or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction;
- (b) direct the vessel to use any radio frequencies in communications with coast stations or other vessel that may be specified in the direction; and
- (c) direct the vessel, at the time, between the times or before or after any event that may be specified in the direction,
 - to leave a VTS Zone;
 - to leave or refrain from entering any area within a VTS Zone that may be specified in the direction; or
 - to proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel as well as the master, pilot or person in charge of the deck watch of a vessel, shall comply with a direction given to it or them by an MCTS Officer. Notwithstanding, the master, pilot or person in charge of the deck watch may take any action that may be required to ensure the safety of life, the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

TRAFFIC CLEARANCE

A "Traffic Clearance" is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. The traffic clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the traffic clearance is predicated alter to the detriment of safe navigation, the traffic clearance may be delayed or other conditions may be attached to the traffic clearance.

A Traffic Clearance is required prior to:

- entering a VTS zone;
- commencing a departure manoeuvre;
- commencing a manoeuvre that may be detrimental to safe navigation;
- proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or involved in a collision.

COMMUNICATIONS

Radiotelephone procedures used in communicating with an MCTS Centre are those specified by the International Telecommunications Union in the *"Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services"*.

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

- at any place on board the ship, where the ship is at anchor or moored to a buoy; and
- in the vicinity of the ship's conning position, where the ship is underway.

A continuous listening watch may be suspended if an MCTS Officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in local VTS zone reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on designated VTS sector frequencies should be kept to the minimum consistent with the safety requirement of the situation.

Communication Difficulties

Where a ship, for any reason other than ship board radio equipment failure is unable to obtain the required traffic clearance or after receiving a traffic clearance, is unable to maintain direct communication with the appropriate MCTS Centre, the master may nevertheless proceed on his route, but shall take all reasonable measures to communicate with the appropriate MCTS Centre as soon as possible.

Ship Board Radio Equipment Malfunction

In the event of a ship board radio equipment failure where the ship is unable to obtain the required traffic clearance or after receiving a traffic clearance, is unable to maintain direct communication with the appropriate MCTS Centre,

The vessel shall:

- (a) if it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zones Regulations*; or
- (b) if it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain there until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zones Regulations*.

WEST COAST OF CANADA

English Language

All communications with Tofino, Seattle, Prince Rupert, Comox or Victoria Traffic must be made in clear, unbroken English. At least one person capable of conducting two-way radio communications using the English language must be present on the bridge at all times within the CVTS reporting area. When language problems do arise, communications may be preceded by using message markers as found in the IMO Standard Marine Navigational Vocabulary (SMNV).

TANKER EXCLUSION ZONE (TEZ)

In order to reduce the likelihood of grounding on the BC Coast, in the event of propulsion or steering gear breakdown, loaded tankers operating from Valdez Alaska to U. S. West Coast ports should refrain from operating in the Tanker Exclusion Zone.

The Tanker Exclusion Zone is defined as follows:

A Line From 54 00N 136 17W to
 51 05N 132 30W to
 48 32N 126 30W to
 48 32N 125 09W

OPERATING PROCEDURES

Southbound tankers from Alaska for Juan de Fuca Strait should observe the following:

Report by message to CVTS OFFSHORE crossing 54 North latitude in accordance with normal IMO standard ship reporting system format

In the event that a tanker develops a defect or deficiency which in any way impairs the progress of the ship, a message, stating the problem and the master's intentions, shall be sent without delay to the Canadian or U.S. Coast Guard via either of the following means

- a. via any Canadian Marine Communication and Traffic Services Centre free of charge or
- b. to the Regional Marine Information Centre (RMIC) at: offshore@rmic.gc.ca

Turn Point - Special Operating Area (SOA)

The Turn Point SOA has been established to enhance order and predictability, the efficient and safe movement of goods and services, and to further reduce the risk of accidents with respect to vessels transiting the boundary waters of Haro Strait and Boundary Passage in the vicinity of Turn Point on Stuart Island, Washington.

The Turn Point SOA consists of those Canadian and United States Waters contained within a four (4) sided area connected by the following coordinates:

48 41.324 N 123 14.245 W; (Turn Point Light, LL255/US 19790)
48 42.400 N 123 13.967 W;
48 41.087 N 123 17.631 W; (Arachne Reef Light, LL254.3)
48 39.732 N 123 16.438 W; (Tom Point Light, LL225)

Application

These procedures apply to all Canadian and U.S. VTS participant vessels within or approaching the Turn Point SOA from Boundary Passage, southbound for Haro Strait; and from Haro Strait, northbound for Boundary Passage or Swanson Channel, however, they do not apply to vessels southbound out of Swanson Channel.

Movement Procedures

- a) A VTS participant, if towing astern, do so with as short a hawser as safety and good seamanship permits.
- b) A VTS participant of 100 metres or more in length (LOA) will make best efforts consistent with safety and industry practices:
 - i) not to enter the Turn Point SOA when another VTS participant of 100 metres or more in length is already located within the SOA, unless:
 - (1) when following astern a minimum .5NM (5 cables) separation is maintained with the vessel ahead;
 - (2) when overtaking in the SOA with the concurrence of MCTS Victoria that there is no opposing traffic and a CPA of at least .5NM (5 cables) is maintained;
 - (3) if outbound from Boundary Pass and meeting an inbound vessel from Haro Strait already in the SOA, enter only after the outbound vessel is past the vector heading of the inbound vessel engaged in the turn and maintain at least a .5NM (5 cables) CPA;
 - (4) if inbound from Haro Strait and meeting an outbound vessel from Boundary Pass already in the SOA, enter only after the outbound vessel has crossed a bearing line between Turn Point and Arachne Reef and maintain at least a .5NM (5 cables) CPA.
 - ii) maintain a distance off of Turn Point of at least .3 NM (3 cables).

All VTS participants approaching the Turn Point SOA are expected to make safe passing arrangements with other VTS participants at either Monarch Head or Blunden Islet southbound; and Lime Kiln Light (LL222/US19695) or Kellett Bluff Light (LL229/US19720) northbound. These arrangements should be made no later than reaching CIP 6 at Gowlland Point (LL253/US19800) southbound, and approximately abeam Danger Shoal Light and Horn Buoy (US19775) northbound.

ZONE DESCRIPTION

Western Canada

VTS Zones in Western Canada include all Canadian waters on the west coast of Canada as described in the VTS Zone Schedules of this Part and referred to in the *Vessel Traffic Services Zone Regulations*.

Arctic Canada

The Arctic Canada VTS Zone includes those waters of Ungava Bay, Hudson Bay and James Bay south of the parallel of 60° north latitude and the waters to which the *Arctic Waters Pollution Prevention Act* apply.

It excludes Mackenzie Bay and Kugmallit Bay south of the parallel of 70° north latitude and east of the meridian of 139° west longitude.

Athabasca – Mackenzie Watershed

From Tuktoyaktuk to Great Slave Lake, danger areas have been designated and reporting procedures established for vessels in these areas.

ZONE APPLICATION

Western Canada – Offshore

With respect to the Western Canada VTS Zones, the *Vessel Traffic Services Zones Regulations* require a report to be made at least 24 hours before the ship enters a VTS Zone from seaward including Alaska, or as soon as possible where the estimated time of arrival at that VTS Zone is less than 24 hours after the ship departs from the last port of call, where the ship is:

- a) of 500 tons gross tonnage or more;
- b) engaged in towing or pushing a vessel, where the combined tonnage of the ship and the vessel being towed or pushed is 500 tons gross tonnage or more; or
- c) carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the:
 - i) *Oil Pollution Prevention Regulations*;
 - ii) *Pollutant Substances Regulations*;
 - iii) *Dangerous Goods Shipping Regulations*;
 - iv) *International Maritime Dangerous Goods Code (IMDG)*; and
 - v) *Dangerous Chemicals and Noxious Liquid Substances Regulations*.

Participation is mandatory; however, vessels between 300 and 500 tons, gross tonnage, are also encouraged to participate fully to receive the maximum benefit.

Western Canada - Local VTS Zones

For vessels within or about to enter a Western Canada VTS Zone, the *Vessel Traffic Services Zones Regulations* apply in respect of:

- a) every ship twenty metres or more in length;
- b) every ship engaged in towing or pushing any vessel or object, other than fishing gear, where
 - i) the combined length of the ship and any vessel or object towed or pushed by the ship is forty-five metres or more in length; or
 - (ii) the length of the vessel or object being towed or pushed by the ship is twenty metres or more in length;

For vessels within or about to enter a Western Canada VTS Zone, the *Vessel Traffic Services Zones Regulations* do not apply in respect of:

- a ship engaged in towing or pushing any vessel or object within a log booming ground;
- a pleasure yacht that is less than 30 metres in length; and
- a fishing vessel that is less than 24 metres in length and not more than 150 tons gross tonnage.

Arctic Canada - Local VTS Zone (NORDREG)

With respect to the Arctic Canada VTS Zone (NORDREG) the provisions of this section apply to every ship of 300 tons, gross tonnage, or more. Participation is voluntary; however, mariners are encouraged to participate fully to receive the maximum benefit.

REPORTING REQUIREMENTS

WEST COAST - VTS Offshore Report

Information Required

- (a) the name of the ship;
- (b) the radio call sign of the ship;
- (c) the name of the master of the ship;
- (d) the position of the ship;
- (e) the time (UTC) the ship arrived at the position;
- (f) the course of the ship, if any;
- (g) the speed of the ship, if any;
- (h) the prevailing weather conditions;
- (i) the estimated time (UTC) that the ship will enter the VTS Zone;
- (j) the name of the VTS Zone the ship intends to enter;
- (k) the destination of the ship;
- (l) the estimated time (UTC) of arrival of the ship at the destination;
- (m) the intended route of the ship;
- (n) the name of the last port of call of the ship;
- (o) the draught of the ship;
- (p) any dangerous goods, listed by class, or pollutant, that is carried on board the ship or the vessel being towed or pushed by the ship;
- (q) any defect in the ship's hull, main propulsion systems or steering systems, radars, compasses, radio equipment, anchors or cables;
- (r) any discharge, or threat of discharge, into the water, of a pollutant from the ship or the vessel being towed or pushed by the ship, and any damage to the ship or vessel that may result in the discharge of a pollutant from the ship or vessel into the water;
- (s) the name of the Canadian or United States agent of the ship; and
- (t) the date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992, the International Oil Pollution Prevention Certificate, the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, the Certificate of Fitness and the Certificate of Compliance, the ISM Safety Management Certificate and the ISM document of compliance, if any issued to the ship.

VTS Offshore Reports shall be sent to:

Regional Marine Information Centre Canadian Coast Guard Suite 2380, P.O. Box 12107 555 West Hastings Street VANCOUVER BC V6B 4N6 By e-mail; OFFSHORE@RMIC.GC.CA	Telephone: 604-666-6011 Facsimile: 604-666-8453 Telex: 04352586 Telex Answerback CGTC VAS VCR Or via a CCG MCTS Centre, free of charge
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WEST COAST Local VTS Zone Reports

With respect to the Western Canada VTS Zones, the Vessel Traffic Services Zones Regulations specify that the master of a ship shall report to an MCTS Officer in accordance with the following requirements.

Information Required

Dependent upon the reporting requirement the following information shall be required to be reported.

- (a) the name of the ship;
- (b) the radio call-sign of the ship;
- (c) the position of the ship;
- (d) the estimated time that the ship will enter the VTS zone;
- (e) the destination of the ship;
- (f) the estimated time that the ship will arrive at its destination;
- (g) whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship;
- (h) the estimated time that the ship will depart the berth; and
- (i) the estimated time at which the ship will next arrive at a location requiring a report.

Entering a Zone

At least 15 minutes before a ship intends to enter a VTS zone, a report shall be made specifying the information listed in (a), (b), (c), (d), (e), (f) and (g).

Exception: Ships already in possession of a valid Traffic Clearance are not required to provide this report.

Arrival at a Calling-In-Point (CIP)

When a ship arrives at a CIP a report shall be made specifying the information listed in (a), (c) and (i).

Arrival at a berth

As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information listed in (a) and (c).

Departure Manoeuvre

A departure manoeuvre is defined as an operation during which a vessel leaves a berth and gets safely underway;

- Immediately before commencing a departure manoeuvre, a report shall be made specifying the information listed in (a), (b), (c), (e), (f), (g) and (h).
- Immediately after completing the departure manoeuvre, a report shall be made specifying the information listed in (a), (c) and (i).

Manoeuvres

A traffic clearance is required 15 minutes prior to commencing any manoeuvre such as:

- (i) a compass adjustment;
- (ii) the calibration and servicing of navigational aids;
- (iii) a sea trial;
- (iv) a dredging operation;
- (v) the laying, picking up and servicing of submarine cables; or any other manoeuvre that may be detrimental to safe navigation.

Prior to commencing a manoeuvre a report shall be made specifying the information listed in (a) and (c), plus a description of the intended manoeuvre. As soon as practical after the manoeuvre is completed, a report describing the manoeuvre just completed shall be made.

Change in Information

A report shall be made whenever a significant change occurs in the information previously provided in any report made pursuant to the Vessel Traffic Services Zones Regulations.

Non-routine Reports

Pursuant to the Vessel Traffic Services Zones Regulations a report indicating the vessel's name, position and a description of the incident shall be made as soon as the master becomes aware of any of the following conditions

- (i) the occurrence on board the ship of any fire;
- (ii) the involvement of the ship in a collision, grounding or striking;
- (iii) any defect in the ship's hull, main propulsion systems or steering systems, radars, compasses, radio equipment, anchors or cables;
- (iv) any discharge or probable discharge of a pollutant from the ship into the water;
- (v) another ship in apparent difficulty;
- (vi) any obstruction to navigation;
- (vii) any aid to navigation that is functioning improperly, damaged, off-position or missing;
- (viii) the presence of any pollutant in the water;
- (ix) the presence of a ship that may impede the movement of other ships; and
- (x) any ice and weather conditions that are detrimental to safe navigation.

Notes:

- (1) Items (vi), (vii) and (viii) are not required if the information has been previously promulgated by a Notice to Shipping.
- (2) Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

VARIATIONS

Ferries and other vessels on regularly scheduled voyages may be exempted from making routine reports. Formal variations to reporting procedures will be granted only where alternate arrangements to provide essential information are made and where the equivalent procedure or practice is deemed to be as safe as that required in the regulations.

Formal variations may be obtained by submitting a written request to the appropriate Regional MCTS Superintendent, Canadian Coast Guard (see Page 1-7). In circumstances other than those described above, informal variations may be granted from time to time on a one time only basis by an MCTS Officer where the procedure or practice requested is deemed to be as safe as that required in the regulations.

CANADA/UNITED STATES CO-OPERATIVE VESSEL TRAFFIC SYSTEM AGREEMENT

In 1979 by formal agreement, the Canadian and the United States Coast Guards established the Co-operative Vessel Traffic System (CVTS) for the Strait of Juan de Fuca region. The purpose of this agreement is to provide for a co-operative system of vessel traffic management in the applicable waters in order to enhance safe and expeditious movement of vessel traffic while minimizing the risk of pollution of the marine environment.

Co-operative Vessel Traffic Services (CVTS)

Participation with Tofino, Seattle, and Victoria Traffic is mandatory within Canadian and U.S. territorial waters. Though participation seaward of Canadian and U.S. territorial waters is voluntary, vessels are strongly encouraged to participate to receive the full benefit of the available Vessel Traffic Services which are available considerably further offshore, typically about 60 nautical miles. These benefits include traffic information, warnings of vessel congestion or other hazardous conditions, and many other forms of transit assistance.

Tofino Traffic

West Coast Approaches to Juan de Fuca Strait

Vessel Traffic Services from 124 40 00 W in Juan de Fuca Strait westward to the 127° West meridian of longitude, and intersecting to the south to 48° North parallel of latitude from the west coast of Washington State are provided by the CCG from the Tofino MCTS Centre at Amphitrite Point, B.C. (Tofino Traffic).

When inbound for the Juan de Fuca Region, all vessels 300 gross tons or greater including tug and tows, crossing longitude 127°W or latitude 48°N should contact "Tofino Traffic" on VHF Channel 74 (156.725 MHz).

Seattle Traffic

Juan de Fuca Strait

Vessel Traffic Services in the area containing all Canadian and United States waters from the meridian of longitude 124 40 00 W which intersects the Canadian and United States shorelines thence easterly through the Juan de Fuca Strait, including all waters south and east of a line from Church Point to Race Rocks light to the intersection of the Canada/United States International boundary to Hein Bank light and bell buoy to Cattle Point, and south of a line from Sucia Island to Clements Reef buoy "2", to Alden Bank lighted gong buoy "A" to the shoreline at Birch Point, including the U.S. Gulf Island waters are provided by the United States Coast Guard from the Puget Sound VTS Centre located in Seattle, WA. (Seattle Traffic).

All communications with vessels in these areas will be conducted by Seattle Traffic on VHF Channel 5A (156.250 MHz).

Victoria Traffic

Haro Strait and Approaches, Boundary Pass, South Portion Strait of Georgia

Vessel Traffic Services in the area containing all Canadian and United States waters north and east of a line from Church Point to Race Rocks light to the intersection of the Canada/United States International boundary to Hein Bank light and bell buoy to Cattle Point including all of Haro Strait, Boundary Passage and the southern portion of the Strait of Georgia are provided by the Canadian Coast Guard from the Victoria MCTS Centre located at Patricia Bay, B.C. (Victoria Traffic).

All communications with vessels in these areas will be conducted by Victoria Traffic on VHF Channel 11 (156.55 MHz).

ADVANCE REPORTING REQUIREMENTS

96 and 24 hour reports required prior to entering Canadian and/or U.S. Waters

As a means of enhancing public safety, security, and the uninterrupted flow of commerce, the Canadian and United States Coast Guards have established advance reporting requirements for vessels entering Canadian/American waters.

If bound for a Canadian port:

PRE-ARRIVAL INFORMATION REPORT (PAIR)

The Canadian Marine Transportation Security Regulations require a **96 hour** Pre-Arrival Information Report (PAIR) and International Ship Security Certificate (ISSC) is filed to the Regional Marine Information Centre (RMIC) via one of the methods listed below. The format of the message is available in section 4 of this manual or from the RMIC.

CVTS ADVANCE REPORT / VTS OFFSHORE REPORT

The Vessel Traffic Services Zones Regulations require all vessels greater than 500 GRT file a Co-operative Vessel Traffic Services (CVTS) Advance Report (VTS Offshore) 24 hours prior to entering Canadian waters from seaward, or as soon as practical where the estimated time of arrival of the ship in Canadian waters is less than 24 hours after the time the ship departed its last port of call. CVTS OFFSHORE reports can be sent via:

Regional Marine Information Centre Canadian Coast Guard Suite 2380, P.O. Box 12107 555 West Hastings Street VANCOUVER BC V6B 4N6 By e-mail; OFFSHORE@RMIC.GC.CA	Telephone: 604-666-6011 Facsimile: 604-666-8453 Telex: 04352586 Telex Answerback: CGTC VAS VCR Or via a CCG MCTS Centre, free of charge
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If bound for a US Port:

NOTICE OF ARRIVAL

A **96 hour Notice of Arrival** (NOA) must be filed in accordance with the 33 Code of Federal Regulations (CFR) Part 160 (dated 28 February 2003) directly to the U.S. Coast Guard National Vessel Movement Center (NVMC) via one of the following methods.

E-Mail SANS@NVMC.USCG.gov
Telephone: 1-800-708-9823
Fax: 1-800-547-8724

The electronic Notice of Arrival/Departure (e-NOA/D) can be found at the NVMC website: <http://www.nvmc.uscg.gov>

For vessels greater than 300 GRT the **24 hour CVTS Advance Report** (which is the same CVTS Advance Report used by the Canadian bound vessels), is required to be sent via an MCTS Centre, RMIC (as above) or Seattle Marine Exchange.

Seattle Marine Exchange:

E-mail: operations@marineexchange.sea.com
Telex: 6734358, "MAREX"
Fax: **206-443-3839**

CVTS ADVANCE REPORT FORMAT

The CVTS Advance Report is a co-operative measure by the Canadian and United States Coast Guards to reduce the reporting burden on ships calling on our collective ports. This one report will satisfy the Canadian VTS Offshore reporting requirements and the U.S. Notice of Arrival Report, and the State of Washington Advance Notice of Entry Report

Required Format: IMO Standard Ship Reporting System

- ALPHA** Vessel name, call-sign, flag, and IMO International Number (Lloyd's Register No.). If vessel does not have an assigned IMO international number, the official number of the vessel.
- BRAVO** Current date and time (UTC - Coordinated Universal Time).
- CHARLIE** Current position.
- ECHO** True course.
- FOXTROT** Speed in knots and tenths of knots.
- GOLF** Port of departure.
- HOTEL** Date, time and point of entry into system. ETA (UTC) to Buoy "J" at the entrance to Juan de Fuca Strait (if applicable).
- INDIA** Destination and ETA (UTC) to port or place of destination.
- OSCAR** Maximum present static draught in metres.
- PAPA** Cargo on board. If bound for a Canadian port: dangerous or pollutant cargo by name, UN#, or IMDG Code # if applicable. If bound for a U.S. port: name and UN# or IMDG Code # of certain dangerous cargoes as defined in 33 CFR 160.203 (The vessel must also report the items required in 33 CFR 160.211 (a)(1) through (a) (16) and (b) when applicable).

QUEBEC Any defects or deficiencies in hull, steering gear, propulsion machinery, navigation equipment, anchors or cables; required radio communications equipment; incomplete complement of officers and crew as required by flag state; or any other hazardous conditions.

NOTE: By regulation, vessels 1600 GRT and more, bound for a U.S. port are required to inspect and fully test their steering gear and main propulsion machinery, both ahead and astern, within 12 hours prior to entering the Strait of Juan de Fuca. Vessels bound for a Canadian port are, in the interests of safety, encouraged to perform these tests.

When transiting on a West Coast approach to the entrance of the Strait of Juan de Fuca, vessels are strongly encouraged to conduct their pre-arrival tests in accordance with 33 CFR 164.25 before crossing longitude 125 25W.

Vessels on a coastwise voyage not exceeding 25 miles from the entrance of the Strait of Juan de Fuca are encouraged to conduct their pre-arrival tests as far as practicable from shore and maintain radio contact with Tofino Traffic when changing direction of propulsion.

If testing at sea must be delayed for safety reasons, then report this to CVTS and request permission to conduct the test in the open, but more protected waters of the Strait of Juan de Fuca before arriving at the pilot station.

Do not test propulsion in the Traffic Separation Scheme (TSS) or within 12 miles of the coastline unless you have permission from CVTS. Test farther from the coastline if onshore wind and sea conditions are severe, and there is no immediately available tug; coordinate with CVTS.

SIERRA On scene weather, if severe.

TANGO Ship's representative and/or owner.

UNIFORM Ship size and type.

X-RAY

1 Bound for a Canadian port - expiration date of:

- i. International Oil Pollution Prevention/Certificate of Compliance;
- ii. International Noxious Liquid Substance/Certificate of Compliance;
- iii. Certificate of Fitness (Chemical tankers);
- iv. International Convention on Civil Liability for Oil Pollution Damage Certificate of Insurance;
- v. Indicate if a Shipboard Oil Pollution Emergency Plan is on board; and
- vi. Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination.

2 Bound for a U.S. port:

- i. Indicate intention to transfer fuel and/or lube oil. If yes, specify type and amount;
- ii. Indicate name of Washington State spill contingency plan;
- iii. Classification society of the vessel; and
- iv. Name and phone # of a 24 hour point of contact for vessel related concerns.

For voyages less than 24 hours, report prior to departure. Also report if ETA changes by more than 6 hours.

3 Vessel MMSI (Maritime Mobile Service Identity) Number.

4 Certificates:

- i. ISM (if applicable)
 - a. If any issued to the vessel, what is the name of the Issuing Authority?
- ii. ISM Safety Management Certificate and Document of Compliance
 - a. What are the dates of issue and dates of expiration?

- **5 Ballast Water** - If your vessel has ballast on board, has your vessel:
- i. Conducted open ocean ballast water exchange in accordance with the destination Port requirements since your last port of call? YES or NO
 - ii. Conducted a ballast water exchange since your last port of call in accordance with Canadian Ballast Water Control and Management Regulations? YES or NO.
 - iii. Achieved a Ballast Water Exchange Standard as required by Canadian BWCM Regulations? YES or NO.
 - iv. Implemented a Ballast Water Management Plan [Section 11 of Canadian BWCM Regs & IMO guidelines as per resolution A.868 (20)? YES or NO.
 - v. Made required notification and reports to Canada/United States authorities as applicable? YES or NO

NOTE: Ballast Water Notification/Reports required (before the vessel arrives in the first port of call) by one of the following methods:

Bound for the United States:

- USCG c/o Smithsonian. Fax: 301-261-4319; or
- Electronically report to the National Ballast Information Clearinghouse at <http://invasions.si.edu/ballast.htm>
- E-mail ballast@serc.si.edu.

Visit <http://invasions.si.edu> for information and updates.

- **Bound for Canada:** RMIC Pacific (see contact information on Page 3-8)

NORDREG Zone Reports

NORDREG Zone reports shall be communicated either directly or to the nearest Canadian Coast Guard MCTS Centre. All times given in NORDREG Zone reports shall be Co-ordinated Universal Time (UTC).

Information Required

Dependent upon the reporting requirement, various elements of the following may be required to be reported.

- (a) the name of the ship;
- (b) the radio call sign of the ship;
- (c) the name of the master of the ship;
- (d) the position of the ship;
- (e) the time the ship arrived at the position;
- (f) the course of the ship, if any;
- (g) the speed of the ship, if any;
- (h) the prevailing weather conditions (including ice if applicable);
- (i) the estimated time that the ship will enter the Arctic Canada VTS Zone;
- (j) the estimated time that the ship will depart the berth;
- (k) the destination of the ship;
- (l) the estimated time of arrival of the ship at the destination;
- (m) the route the ship intends to take through the Arctic Canada VTS Zone to arrive at the destination;
- (n) the name of the last port of call of the ship;
- (o) the draft of the ship;
- (p) any dangerous goods, listed by class, or pollutant, that is carried on board the ship or a vessel being towed or pushed by the ship;
- (q) revoked;
- (r) any defect in the ship's hull, main propulsion systems or steering systems, radars, compasses, radio equipment, anchors or cables;
- (s) any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water;
- (t) the name of the Canadian or United States agent of the ship; and
- (u) the date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992, the International Oil Pollution Prevention Certificate, the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, the Certificate of Fitness and the

Certificate of Compliance, the ISM Safety Management Certificate and the ISM document of compliance, if any issued to the ship.

Prior to Entering the Zone

A report containing the required information listed above, except item (j), but also including the following information:

- i) ice class (type or Arctic class category), if applicable, and Classification Society;
- ii) amount of oil on board (fuel and cargo), if such amount exceeds 453 m³ (15988 ft³) and
- iii) date of issue of Arctic Pollution Prevention Certificate, if carried and name of Classification Society;

shall be made a minimum of 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

Entering at Zone Boundary

A report containing the required information listed in (a), (b), and (d), shall be made immediately before the ship crosses the zone boundary when entering the zone.

Arrival at Berth

A report containing the required information listed in (a), (b), and (j), as well as the following information shall be made on arrival of the ship at a berth:

- i) port of arrival; and
- ii) time of arrival;

Departing Berth

This report is not required where the ship is proceeding to another berth in the same port.

A report containing the required information listed in (a), (b), (h), (j), (k), (l), (m), (p), the amount of oil on board (fuel and cargo), if such amount exceeds 453m³ (15,988ft³) and any change to previously reported items (r), (s), (t), (u), shall be made not more than two hours and not less than one hour before departing a berth.

If the estimated time of departure changes by more than one hour, a report shall be made containing the revised estimated time of departure. A report shall be made when the ship has departed the berth, giving the actual time of departure.


1600 UTC Report

A report containing the required information listed in (a), (b), (d) and (h) shall be made daily at 1600 UTC.

Exiting the Zone

A report containing the required information listed in (a), (b), (d) and (h), shall be made immediately before the ship crosses the seaward boundary.

NORDREG reports shall be sent to:

 *Iqaluit MCTS Centre Canadian Coast Guard P.O. Box 189 IQALUIT, NU X0A 0H0	Telephone: 867-979-5724
	Facsimile: 867-979-4264
	Telex (Telefax) 063-15529
	Telegraphic Identifier - NORDREG CDA

*Note: Operational from approximately mid-June until mid-November. Yearly opening and closing dates will be advertised by Notice to Shipping.

MACKENZIE RIVER MARINE SAFETY ADVISORY PROCEDURES

For the purpose of enhancing navigation safety on the Mackenzie River danger areas have been designated and reporting procedures established for vessels in these areas.

The following Marine Safety Advisory Procedures on the Mackenzie River should be followed by all vessels on the river, and they should report to MCTS Inuvik before entering, whilst proceeding through, and on leaving the danger zones (1-10) on the river listed below:

- 1 **Wrigley Harbour to Horn River**
 - Downbound traffic reports in at Mile 0 and out at Mile 65.
 - Upbound traffic reports in at Mile 65 and out at Mile 0.

- 2 **Head of the Line to Fort Simpson**
 - Downbound traffic reports in at Mile 130, and again before leaving Mile 181 and reports out at Mile 205.
 - Upbound traffic reports in at Mile 205 and out at Mile 130.

- 3 **Camsell Bend to Jones Landing**
 - Downbound traffic reports in at Mile 282 and out at Mile 325.
 - Upbound traffic reports in at Mile 325 and out at Mile 282.

- 4 **Blackwater River to Old Fort Point**
 - Downbound traffic reports in at Mile 400 and out at Mile 480.
 - Upbound traffic reports in at Mile 480 and out at Mile 400.

- 5 **Sans Sault Rapids**
 - Downbound traffic reports in at Mile 620 and out at Mile 645.
 - Upbound traffic reports in at Mile 645 and out at Mile 620.

- 6 **Ramparts Rapids**
 - Downbound traffic reports in at Mile 667 and out at Mile 680.
 - Upbound traffic reports in at Mile 680 and out at Mile 667.

- 7 **Oniak Channel**
 - Traffic reports in when entering the Oniak Channel from the following channels: Middle Channel, Luker Channel and East Channel.
 - Traffic reports out when leaving the Oniak Channel to the following channels: Middle Channel, Luker Channel and East Channel.

- 8 **East Channel - Inuvik to Tununuk**
 - Downbound traffic reports when leaving Inuvik and out when either entering Oniak Channel or at Mile 1040.
 - Upbound traffic for Inuvik reports in at Mile 1040 or when entering from the Oniak Channel and reports arrival at Inuvik.

- 9 **East Channel - Kittigazuit**
 - Downbound traffic reports in at Mile 1070 and out at the fairway buoy at Mile 1081.
 - Upbound traffic reports in at the fairway buoy at Mile 1081 and out at Mile 1070.

10 **Vessels should also report to Inuvik MCTS before entering and upon leaving the following restricted channels in the Mackenzie Delta:**

- Aklavik Channel
- Arctic Red River
- Husky Channel
- Napoiak Channel
- Neklek Channel
- Peel Channel
- Peel River
- Phillips Channel
- Schooner Channel
- Tiktalik Channel
- Tuktoyaktuk Entrance Channel

Mariners should also report in and out of any other restricted channels in the Delta at their own discretion.

All vessels should maintain a continuous radio watch on the Western Arctic Emergency and Calling Frequency, 5803 kHz (SSB), from the time that they reach the first reporting point previous to entering a danger area until the time that they report clear of the danger area.

If contact cannot be made with the Inuvik MCTS Centre on 5803 kHz, VHF channel 16 (156.8 MHz) may be used where available either directly or through another ship, for possible relay to the Inuvik MCTS Centre.

The Safety Advisory calls should consist of the following information:

- (a) Name of towing vessel and number of barges in the tow and whether riding high or low
- (b) Direction of voyage i.e. northbound, southbound, etc.
- (c) Danger Zone
- (d) Mileage
- (e) Time
- (f) Remarks

EXAMPLE:

Inuvik Coast Guard Radio this is Kitikmeot, southbound with 6 barges riding high, entering Area 6 at Mile 680, 1030 Local estimating Mile 660 at 1530 local, have you any traffic?

If contact cannot be made with Inuvik MCTS, either directly or through another ship, the vessel shall broadcast her position to advise any vessels in the area.

MARINE INFORMATION

Notices to Shipping

Notices to Shipping (NOTSHIP) issued for the west coast of Canada and the western Arctic are assigned an alphanumeric designator. The alphanumeric designator consists of an alpha character which identifies the Canadian Coast Guard (CCG) Notice to Shipping issuing authority. The alpha character is followed by a number commencing with the number 001 on January 1 each year and subsequently increasing with each new notice until years end. Alpha designators utilized in Canadian Notices to Shipping are as follows:

P – Pacific

A – Arctic

H – Athabasca-Mackenzie Watershed

Broadcast times and radio frequencies for Notice to Shipping broadcasts by CCG Marine Communications and Traffic Services (MCTS) Centres are listed in Part 2 of this publication.

Some Notices to Shipping remain in effect for extended periods of time. To reduce broadcast time, these notices are designated as Written Notices to Shipping and bear the same number as the corresponding broadcast notice. Written Notices to Shipping are printed and distributed to shipping companies, agents and other interested parties and are listed on websites. Persons may have their names added to or deleted from the mailing list by contacting the appropriate NOTSHIP issuing authority in their area.

The website for the Pacific Region Written Notships is: http://www.pacific.ccg-gcc.gc.ca/mcts-sctm/notship/index_e.htm.

The website for series “A” & “H” written Notices to Shipping is <http://www.ccg-gcc.gc.ca/notship>.

Masters are reminded of the regulatory requirement to report any danger, potential danger or hazard to navigation which they may encounter. Reports should be forwarded to the appropriate MCTS Centre as soon as possible to ensure the widest distribution to mariners through broadcast Notices to Shipping.

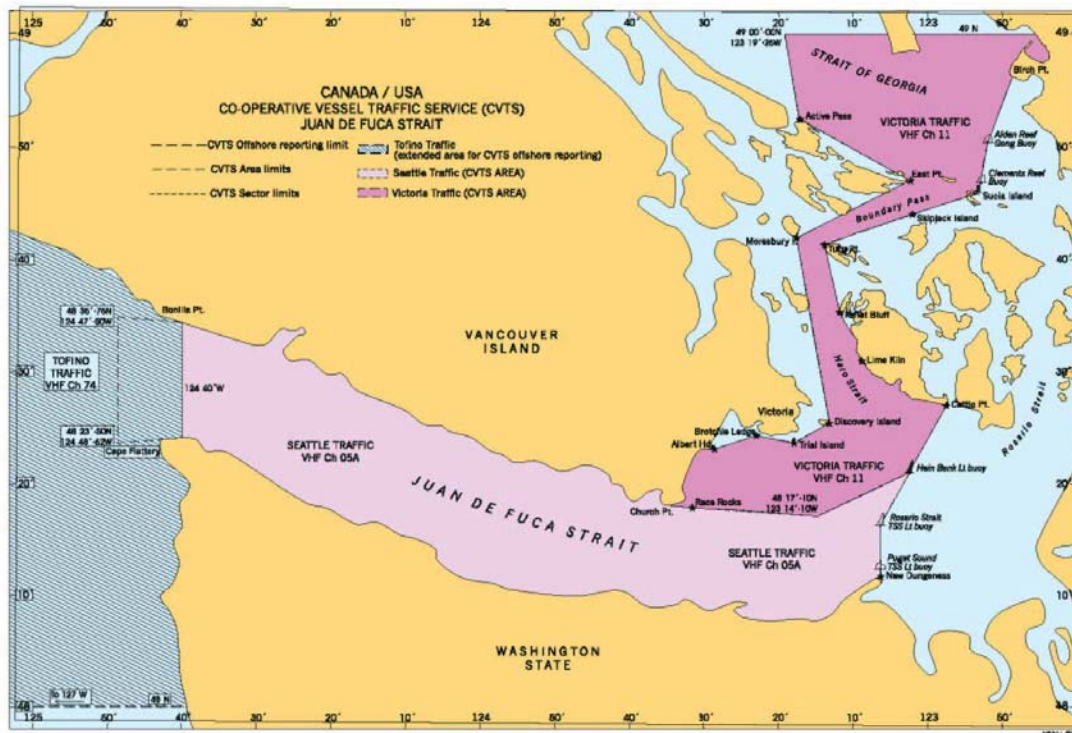
Information Updates

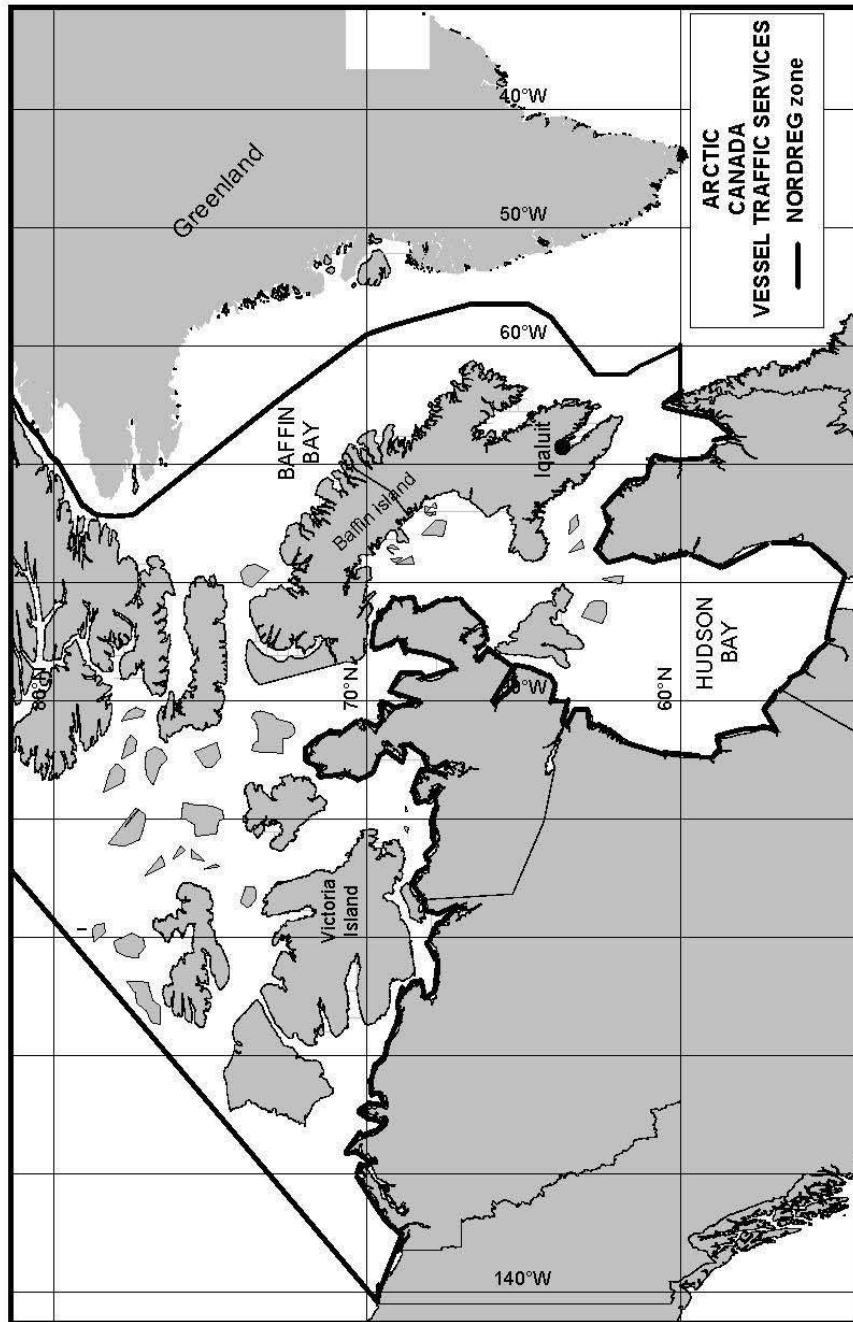
Notices to Mariners contain information which serves to correct charts and related publications. Up-to-date information is available to vessels inbound for Canadian waters on any changes which have occurred between the date of issue of the most recent monthly edition of Canadian Notices to Mariners held on board. Vessels wishing to avail themselves of this service should send their request directly to *CVTS OFFSHORE* or *NORDREG CANADA*. Requests may also be routed via any MCTS Centre as listed in Part 2 of this document.

When making this request the following information shall be included:

- ship's name and call-sign
- present position, destination and intended route
- most recent monthly edition of Canadian Notices to Mariners held on board
- list of recent Notices to Shipping held on board.

Ice information, ice routing and icebreaker assistance may be obtained from the Arctic Canada Traffic System (*NORDREG CANADA*). Refer to Notice Number 6 of the Annual Edition, Notices to Mariners or the publication “Ice Navigation in Canadian Waters” for additional information.





VESSEL TRAFFIC SERVICES ZONE SCHEDULES

PRINCE RUPERT VTS ZONE

SECTORS AND BOUNDARIES

Sector	Boundaries
1	All Canadian waters north of Vancouver Island from a line joining Cape Caution light 51°09'50"N 127°47'06"W; to Triangle Island 50°52'00"N 129°05'00"W; thence following a line 220 degrees (T) to the limit of the Territorial Sea; and thence to the Alaska/British Columbia border, but not including those waters described in Sector 2 or mainland inlets and channels outside VHF coverage.
2	All Canadian waters bounded by a line running from Bareside Point 53°54'12"N 130°16'31"W; to Swede Point 53°53'16"N 130°15'35"W. Then following the northern shoreline of Pitt Island to a position of 53°48'03"N 129°58'31"W; thence to a position of 53°48'41.4"N 129°57'07.9"W; thence northward following the mainland shore to a position of 54°09'38"N 129°57'37"W; thence to a position of 54°11'53"N 129°58'51"W; thence northward following the mainland shore to 54°37'57"N 130°26'31"W; thence to a position of 54°38'02"N 130°26'31"W; thence northward along the west shore of Maskelyne Island to Maskelyne Point 54°38'55"N 130°26'42"W; thence to Wales Point 54°42'17"N 130°28'33"W; thence westward along the shore of Wales Island to 54°42'06"N 130°31'47"W; thence to a position of 54°42'27"N 130°36'50"W; thence westward along the International Boundary to Cape Muzon light 54°39'48"N 132°41'30"W; thence westward along the shore of Dall Island to Point Cornwallis light 54°42'12"N 132°52'17"W; thence southward to Langara Point 54°15'23"N 133°03'30"W; thence southward along the west coast of Langara Island to Lacy Island 54°13'18"N 133°05'24"W; thence southward to Cape Knox on Graham Island 54°11'00"N 133°05'00"W; thence eastward along Graham Island shoreline to Rose Spit 54°11'12.5"N 131°38'43"W; thence south-eastward to Seal Rocks 54°00'00"N 130°47'26"W; thence to Oval Point on Porcher Island 53°56'24"N 130°43'15"W, thence eastward following Porcher Island shoreline to Bareside Point.

IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (MHz)
1	<i>"Prince Rupert Traffic"</i>	11	156.55
2	<i>"Prince Rupert Traffic"</i>	71	156.575

All times shall be given in Pacific Standard Time or Pacific Daylight Saving Time, whichever is in effect.

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION & CONDITIONS	GEOGRAPHIC DESCRIPTION
1A	Change	Cape Caution Triangle Island	A line joining Cape Caution light with Triangle Island	A line running from 51°09'50"N 127°47'06"W; to 50°52'00"N 129°05'00"W
1B	1	Dugout Rocks	A line joining Dugout Rocks light with Cape Calvert <i>Mariners bound for Fitz Hugh Sound shall report ETA Dugout Rocks</i>	A line running from 51°22'01.5"N 127°48'23.5"W; to 51°25'04"N 127°54'16"W
1C	1	Pearl Rocks	A line joining Pearl Rocks with the southern most of the Sorrow Islands and thence Cape Calvert <i>Mariners bound for Queen Charlotte Sound via North Passage shall report ETA Pearl Rocks</i>	A line running from 51°22'00"N 128°00'12"W; to 51°24'33"N 127°55'18"W; thence 51°25'04"N 127°54'16"W

CALLING-IN-POINTS

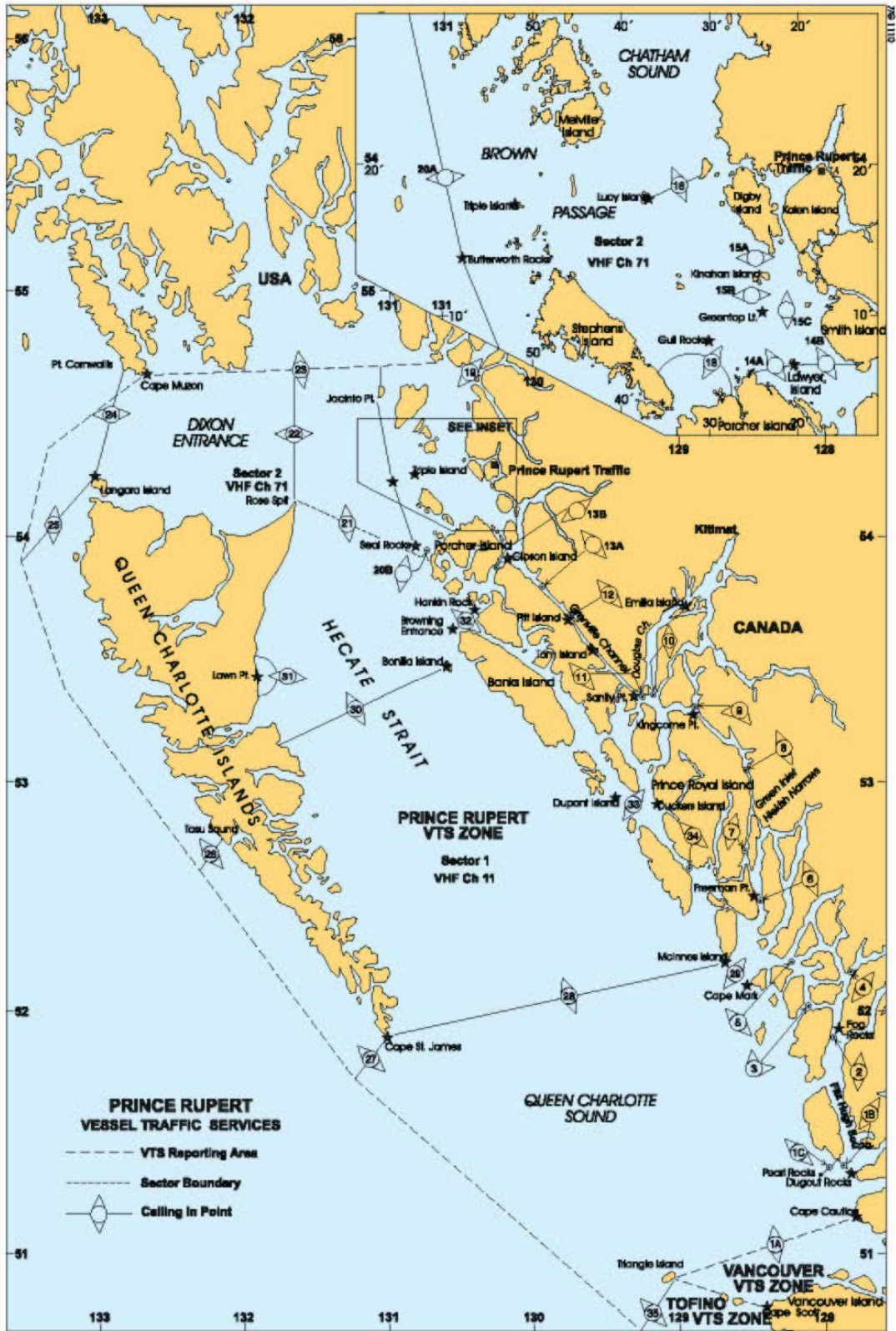
NUMBER	SECTOR	NAME	GENERAL DESCRIPTION & CONDITIONS	GEOGRAPHIC DESCRIPTION
2	1	Fog Rocks	Fog Rocks light.	A line running 090° - 270° (T) through 51°58'21"N 127°55'02"W
3	1	Walker Island	Walker Island light Lama Passage.	A line running 090° - 270° (T) through 52°05'58"N 128°06'55"W
4	1	Barba Point	A line joining Barba Point and Boscowitz Point.	A line running from 52°16'11"N 127°44'55"W; to 52°16'06"N 127°47'00"W
5	1	Idol Point	A line joining Idol Point light to Graven Point.	A line running from 52°14'19"N 128°16'31"W; to 52°15'27"N 128°13'19"W
6	1	Freeman Point	Freeman Point light. <i>If northbound, mariners shall report ETA Boat Bluff light and Ditmars Point.</i> <i>Mariners shall advise if intending to transit Hiekish Narrows.</i>	A line running 090° - 270° (T) through 52°33'11.5"N 128°29'18"W
7	1	Ditmars Point	Ditmars Point. <i>If southbound, mariners shall report ETA Boat Bluff light and Freeman Point.</i>	A line running 090° - 270° (T) through 52°43'48"N 12° 34'12"W
8	1	Griffin Point	Griffin Point light. <i>If northbound, mariners shall report which side of Work Island they intend to transit.</i> <i>If southbound, mariners shall advise if intending to transit Hiekish Narrows.</i>	A line running 090° - 270° (T) through 53°03'56"N 128°32'54"W
9	1	Kingcome Point	A line joining Kingcome Point light and Angler Cove. <i>If southbound, mariners shall report which side of Work Island they intend to transit.</i>	A line running from 53°17'57"N 128°54'23"W; to 53°18'44"N 128°53'17"W
10	1	Money Point	Money Point light. <i>Mariners bound for Kitimat shall report an ETA for Emilia Island light.</i>	A line running 090° - 270° (T) through 53°22'55"N 129°09'50"W
11	1	Sainty Point	A line joining Sainty Point light and Yolk Point. <i>If northbound, mariners shall report an ETA for Tom Island light and Pitt Island light.</i>	A line running from 53°22'18"N 129°18'40"W; to 53°21'47"N 129°20'00"W
12	1	Pitt Island light	Pitt Island light. <i>If southbound, mariners shall report an ETA for Tom Island light and Sainty Point light.</i>	A line running 045° - 225° (T) through 53°42'00"N 129°48'38"W
13A	Change	Baker Inlet	A line across Grenville Channel from Baker Inlet light.	A line running 052° - 232° (T) through 53°48'41.4"N 129°57'07.9"W
13B	Change	Swede Point	A line across Ogden Channel joining Bareside Point and Swede Point.	A line joining 53°54'12"N 130°16'31"W; and 53°53'16"N 130°15'35"W
14A	2	Lawyer Islands	A line joining Hunt Point and Lawyer Islands.	A line joining 54°06'11"N 130°24'54"W; to 54°06'36"N 130°20'12"W
14B	2	Genn Islands	A line joining Lawyer Islands and Hazel Point.	A line joining 54°06'36"N 130°20'12"W, to 54°07'03"N 130°14'39"W
15A	2	Petrel Rock	A line from Digby Island to West Kinahan Island.	A line running 180° (T) from 54°15'33"N 130°25'00"W; to 54°12'30"N 130°25'00"W

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION & CONDITIONS	GEOGRAPHIC DESCRIPTION
15B	2	Greentop Islet	A line from West Kinahan Island to a position near Greentop Islet.	A line running from 54°12'30"N 130°25'00"W; to 54°10'40"N 130°25'00"W
15C	2	Holland Rock	A line from a position near Greentop Islet to Kitson Island.	A line running from 54°10'40"N 130°25'00"W; to 54°10'40"N 130°19'00"W
16	2	Lucy Islands	A line from Lucy Islands light to Tugwell Island.	A line running from 54°17'46"N 130°36'25"W; to 54°19'10"N 130°30'54"W
17	2	Pillsbury Point	A line joining Pillsbury Point and Tobey Point.	A line running from 54°17'58"N 130°21'05"W; to 54°17'58"N 130°22'55"W
18	2	Edye Passage	A 3 NM arc centered on Table Point.	An arc centered on 54°03'49"N 130°31'55"W; Radius 3 nautical miles bearing from seaward 137° - 233° (T)
19	2	Wales Point	A line joining Wales Point to Maskelyne Point.	A line running from 54°42'17"N 130°28'33"W; to 54°38'55"N 130°26'42"W
20A	2	Butterworth Rocks	A line from Jacinto Point light to Butterworth Rocks light thence to Seal Rocks light. <i>Mariners shall report routing if not using Brown Passage.</i>	A line running from 54°34'47"N 131°04'30"W; to 54°14'08"N 130°58'30"W, thence 54°00'00"N 130°47'26"W
20B	Change	Seal Rocks	A line joining Seal Rocks light to Oval Point on Porcher Island.	A line running from 54°00'00"N 130°47'26"W; to 53°56'24"N 130°43'15"W
21	Change	Rose Spit Seal Rocks	A line joining Rose Spit with Seal Rock light.	A line running from 54°11'12.5"N 131°38'43"W; to 54°00'00"N 130°47'26"W
22	2	Rose Spit	A line extending 000° (True) from Rose Spit to the International Boundary.	A line running 000° (T) from 54°11'12.5"N 131°38'43"W; to the International Boundary
23	1	International Boundary Dixon Entrance	A line following the International Boundary between Alaska, USA and British Columbia, Canada between Cape Muzon light and Wales Island. <i>Mariners shall report whether their route is through Holliday Passage, Oriflamme Passage or Main Passage when transiting Chatham Sound.</i>	A line running from 54°39'48"N 132°41'30"W; to 54°42'06"N 130°31'47"W
24	Change	Langara Point / Point Cornwallis	A line joining Langara Point light and Point Cornwallis light.	A line running from 54°15'23"N 133°03'30"W; to 54°42'12"N 132°52'17"W
25	1	Langara Island	A line extending 220° (True) from Langara Point light to the limit of the Territorial Sea.	A line running 220° (T) from 54°15'23"N 133°03'30"W; to the limit of the Territorial Sea
26	1	Tasu Sound	A line extending 220° (True) from Davidson Point light to the limit of the Territorial Sea. <i>Mariners shall report at Davidson Point entering or exiting Tasu Sound.</i>	A line running 220° (T) from 52°44'32"N 132°06'42"W; to the limit of the Territorial Sea

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION & CONDITIONS	GEOGRAPHIC DESCRIPTION
27	1	Cape St. James	A line extending 220° (True) from Cape St. James light to the limit of the Territorial Sea.	A line running 220° (T) from 51°56'10"N 131°00'52"W; to the limit of the Territorial Sea
28	1	McInnes Island Cape St. James	A line joining McInnes Island light and Cape St. James light.	A line running from 52°15'42"N 128°43'13"W; to 51°56'10"N 131°00'52"W
29	1	Cape Mark McInnes Island	A line from Cape Mark light to McInnes Island light.	A line running from 52°08'59"N 128°32'18"W; to 52°15'42"N 128°43'13"W
30	1	Bonilla Island Sandspit	A line joining Bonilla Island sector light and Sandspit aeronautical beacon.	A line running from 53°29'34"N 130°38'09"W; to 53°15'10"N 131°48'48"W
31	1	Lawn Point	A 3 NM arc centered on Lawn Point.	An arc centered on 53°25'29.7"N 131°54'50.2"W; Radius 3 nautical miles, bearing from seaward 180° - 000° (T)
32	1	White Rocks	A line joining Browning Entrance light to Hankin Rock light.	A line running from 53°38'05"N 130°33'48"W; to 53°42'28"N 130°24'36"W
33	1	Duckers islands	A line joining Duckers Islands light to Dupont Island light. <i>If northbound, mariners shall report whether route is through Squally Channel or Whale Channel.</i>	A line running from 52°55'31.4"N 129°11'28.5"W; to 52°56'23.3"N 129°26'10.2"W
34	1	Wilson Rock	A line across Laredo Channel through Wilson Rock.	A line running 232° - 052° (T) through 52°40'00"N 128°57'55"W
35	Change	Triangle Island	A line extending 220° (True) from Triangle Island to the limit of the Territorial Sea.	A line running 220° (T) from 50°52'00"N 129°05'00"W; to 50°42'11"N 129°18'00"W



TOFINO VTS ZONE

SECTOR AND BOUNDARIES

Sector	Boundaries
1	<p>The following describes all Canadian waters which are contained in the Tofino Vessel Traffic Services Zone excluding those United States waters within that portion of the Canada/United States Co-operative Vessel Traffic Management System (CVTMS) administered by the Tofino Vessel Traffic Centre bounded by a line drawn from: 48°28'36"N 124°40'00"W, to 48°34'58"N 124°40'00"W, thence following the shoreline to 48°40'00"N 124°51'00"W, to 48°40'11".5N 124°51'29"W, thence following the shoreline to 48°43'18"N 125°05'54"W, to 48°47'16"N 125°12'59".5W thence following the shoreline to 48°53'03"N 125°04'24"W, to 48°56'00"N 125°01'50".5W thence following the shoreline to 48°56'51"N 125°00'02".5W to 48°57'28"N 124°59'15"W, thence following the shoreline to 49°14'27"N 124°48'46"W, to 49°14'27"N 124°50'13".5W thence following the shoreline to 49°04'13".5N 124°51'16"W, to 49°03'20".5N 124°51'44"W, thence following the shoreline to 48°59'03"N 124°57'54"W, to 48°58'41"N 124°59'34"W, thence following the shoreline to 48°57'19"N 125°01'50"W, to 48°57'57"N 125°04'50".5W to 48°59'06"N 125°09'39".5W to 48°58'48"N 125°10'57"W, thence following the shoreline to 49°00'59".5N 125°18'39"W, to 49°01'54"N 125°19'26".5W thence following the shoreline to 48°55'18"N 126°30'29"W, to 48°55'18"N 125°32'06".5W thence following the shoreline to 49°05'41"N 125°53'18"W, to 49°17'03"N 126°13'44"W, to 49°23'00"N 126°32'34"W, to 49°44'57"N 126°58'54"W, to 49°51'35"N 127°08'56"W, to 49°59'49"N 127°27'06".5"W, to 50°04'48"N 127°48'47"W, thence following the shoreline to 50°13'14"N 127°47'54"W, to 50°19'28"N 127°58'26"W, thence following the shoreline to 50°21'09"N 127°59'27".5W to 50°26'38"N 128°02'43".5W to 50°28'11"N 128°06'05"W, thence following the shoreline to 50°38'23".5N 128°19'35"W, to 50°40'15"N 128°21'40"W, thence following the shoreline to 50°46'57"N 128°25'32"W, to 50°52'00"N 129°05'00"W, thence following a line 220° (T) to the limit of the Territorial Sea 50°42'11"N 129°18'00"W, thence following the Territorial Sea Boundary south eastward to intersect the International boundary at 48°28'36"N 124°40'00"W, thence a line Northward to the Canadian shoreline at 48°34'58"N 124°40'00"W.</p>

IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (MHz)
1	<i>"Tofino Traffic"</i>	74	156.725

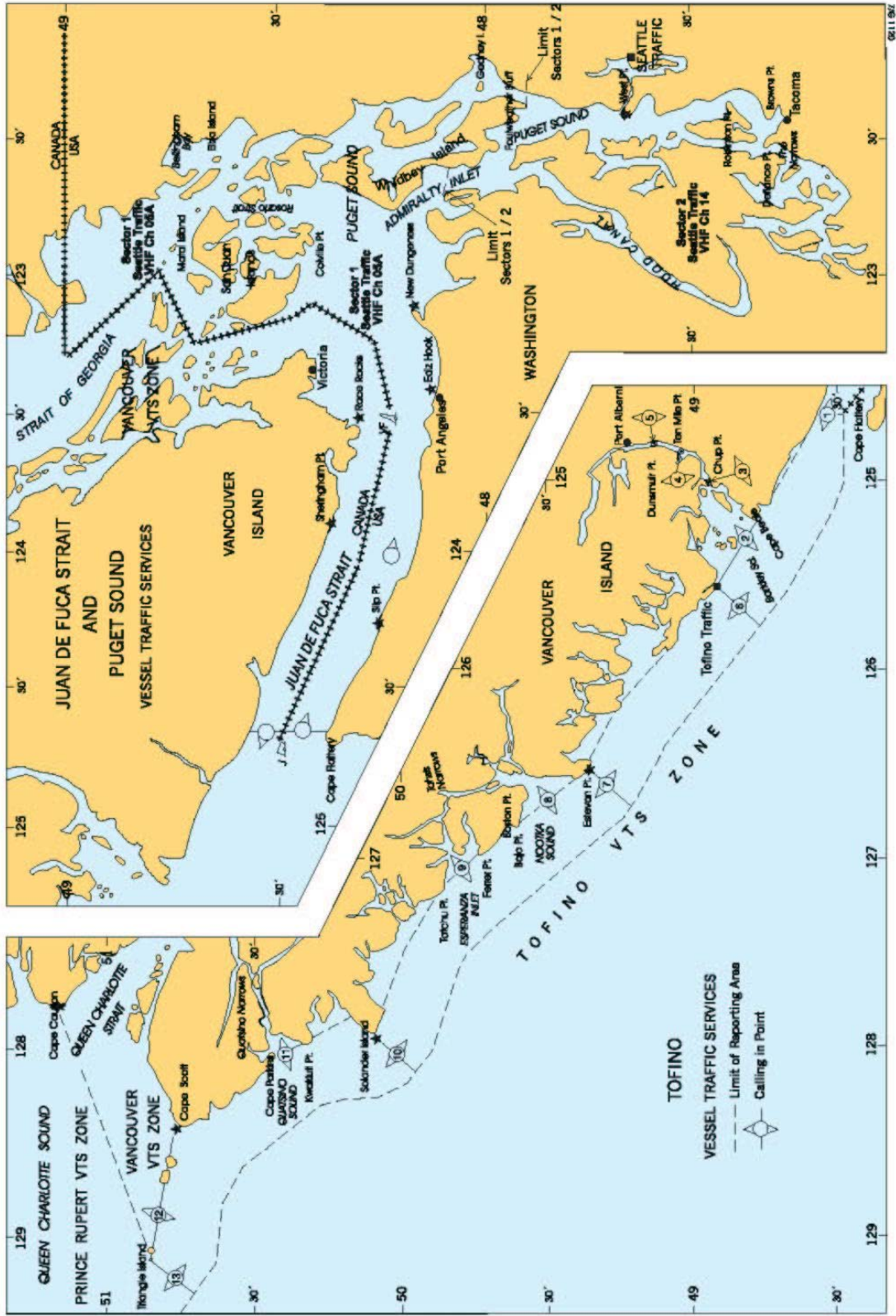
All times shall be given in Pacific Standard Time or Pacific Daylight Saving Time whichever is in effect.

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION & CONDITIONS	GEOGRAPHIC DESCRIPTION
1	1	Zone Limit	<p>A line running north along the meridian 124°40'00"W from the International Boundary to the Vancouver Island shoreline.</p> <p><i>Administered by Seattle and Tofino Traffic (CVTS).</i></p>	<p>A line running from 50°46'57"N 128°25'32"W, to 50°52'00"N 129°05'00"W</p>

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION & CONDITIONS	GEOGRAPHIC DESCRIPTION
2	1	Cape Beale	A line joining Cape Beale light with Amphitrite Point light. <i>Mariners shall indicate whether their course is through Trevor Channel, Imperial Eagle Channel or Loudoun Channel.</i>	A line joining 48°47'13"N 125°12'51"W; to 48°55'17"N 125°32'23"W
3	1	Chup Point	A line joining Chup Point with Mutine Point.	A line joining 48°57'20"N 125°01'37"W; to 48°56'33"N 125°01'06"W
4	1	Ten Mile Point	A line extending 256° (True) from Ten Mile Point light to the opposite shore of Alberni Inlet.	A line extending 256° (T) from 49°03'34"N 124°50'22"W; to 49°03'20.5"N 124°51'44"W
5	1	Dunsmuir Point	A line extending 090° (True) from Dunsmuir Point light to the opposite shore of Alberni Inlet..	A line extending 090° (T) from 49°09'16"N 124°48'26"W; to 49°09'16"N 124°47'42"W
6	1	Amphitrite Point	A line extending 220° (True) from Amphitrite Point light to the limit of the Territorial Sea.	A line extending 220° (T) from 48°55'17"N 125°32'23"W; to 48°46'06"N 125°44'02"W
7	1	Estevan Point	A line extending 220° (True) from Estevan Point light to the limit of the Territorial Sea.	A line extending 220° (T) from 49°23'00"N 126°32'32"W; to 49°13'47"N 126°44'25.5"W
8	1	Nootka Sound	A line joining Estevan Point light and Bajo Point.	A line joining 49°23'00"N 126°32'32"W; to 49°37'06"N 126°49'35"W
9	1	Esperanza Inlet	A line joining Ferrer Point and Tatchu Point.	A line joining 49°44'57"N 126°58'54"W; to 49°51'35"N 127°08'56"W
10	1	Solander Island	A line extending 220° (True) from Solander Island light to the limit of the Territorial Sea.	A line extending 220° (T) from 50°06'40.5"N 127°56'17"W; to 49°57'26"N 128°08'16"W
11	1	Kains Island (Quatsino Sound)	A line joining Kwakiutl Point and Cape Parkins.	A line joining 50°21'09"N 127°59'27.5"W; to 50°26'38"N 128°02'43.5"W
12	1	Cape Scott Triangle Island	A line extending 281° (True) from Cape Scott light, passing through Cox and Lanz Islands to Triangle Island.	A line extending 281° (T) from 50°46'57"N 128°25'32"W; to 50°52'00"N 129°05'00"W
13	1	Zone Limit	A line extending 220° (True) from Triangle Island to the limit of the Territorial Sea.	A line extending 220° (T) from 50°52'00"N 129°05'00"W; to 50°42'11"N 129°18'00"W



VANCOUVER VTS ZONE

SECTORS AND BOUNDARIES

Sector	Boundaries
1	All Canadian waters north of and included within a line from the shoreline of Vancouver Island at 48°34'58"N 124°40'00"W; southward along the meridian of longitude 124°40'00"W, to a point which intersects the International Boundary; thence following the International Boundary eastward and northward through the waters known as the Strait of Juan de Fuca, Haro Strait, Boundary Passage, and the Strait of Georgia to a point which intersects the Canadian shoreline at 49°00'00"N 123°05'20"W; thence to Roberts Bank light 49°05'16"N 123°18'31.5"W; thence to Sandheads light 49°06'23"N 123°18'04"W; thence to the Iona breakwater light 49°12'18"N 123°15'50"W; thence 270° (T) 6.6 nautical miles to 49°12'18"N 123°25'53"W; thence 000° (T) 8.15 nautical miles to Cape Roger Curtis light 49°20'24"N 123°25'53"W; thence 303° (T) 4.8 nautical miles to Gower Point 49°23'01"N 123°32'06"W; thence following the shoreline to a line joining Reception Point light 49°28'15.9"N 123°53'12"W; to Merry Island light 49°28'03.5"N 123°54'40"W; to Ballenas Island light 49°21'02"N 124°09'32"W; to Cottam Point 49°18'57"N 124°12'45"W.
2	All Canadian waters of the south or main arm of the Fraser River east of the Sandheads light 49°06'23"N 123°18'04"W; to a line running 090° (T) from Shoal Point 49°11'45"N 122°54'51"W, to the opposite south shore.
3	All Canadian waters contained north and east of a line from the Iona breakwater light, 49°12'18"N 123°15'50"W; thence 270° (T) 6.6 nautical miles to 49°12'18"N 123°25'53"W; thence 000° (T) 8.15 nautical miles to Cape Roger Curtis light 49°20'24"N 123°25'53"W; thence 303° (T) 4.8 nautical miles to Gower Point 49°23'01"N 123°32'06"W; including all the waters of Howe Sound and Burrard Inlet.
4	All Canadian waters bounded on the south by a line from Reception Point light, 49°28'15.9"N 123°53'12"W; to Merry Island light 49°28'03.5"N 123°54'40"W; to Ballenas Island light 49°21'02"N 124°09'32"W; to Cottam Point 49°18'57"N 124°12'45"W; and bounded on the north by a line from Cape Scott light 50°46'57"N 128°25'32"W; to 50°52'00"N 129°05'00"W; to Cape Caution light 51°09'50"N 127°47'06"W.

IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (MHz)
1	"Seattle Traffic" (<i>CIP 1 and 3 only</i>)	05A	156.25
1	"Victoria Traffic"	11	156.55
2	"Victoria Traffic"	74	156.725
3	"Vancouver Traffic"	12	156.6
4	"Comox Traffic"	71	156.575

All times shall be given in Pacific Standard Time or Pacific Daylight Saving Time whichever is in effect.

SPECIAL OPERATING PROCEDURES

Outbound Vessels at Brotchie Ledge

Pilots are requested to advise *Victoria Traffic* of the outbound vessel's ETA Race Rocks, when possible.

Point Grey/Point Atkinson

Inbound vessels will initiate a broadcast at a line joining Point Grey/Point Atkinson indicating an ETA for First Narrows. (Vancouver Traffic will only respond if there is traffic to report).

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION & CONDITIONS	GEOGRAPHIC DESCRIPTION
1	Change	Zone Limit	A line running north along the meridian 124 40 00W from the International Boundary to the Vancouver Island shoreline. <i>Administered by Seattle and Tofino Traffic (CVTS).</i>	A line running north from 48°28'36"N 124°40'00"W; to 48°34'58"N 124°40'00"W
3	Change	Race Rocks	A line running 090° -270° (True) through Race Rocks light. <i>Administered by Seattle and Victoria Traffic (CVTS).</i>	A line running 090° - 270° (T) through 48°17'54"N 123°31'54"W
4	1	Buoy "VH"	A line running 000° -180° (True) through buoy "VH".	A line running 000° -180° (T) through 48°22'32"N 123°23'29"W
5	Change	Hein Bank	A line joining Hein Bank light and bell buoy with Cattle Point light, San Juan Island. <i>Administered by Seattle & Victoria Traffic (CVTS).</i>	A line running from 48°22'00"N 123°02'01"W, to 48°27'03"N 122°57'45"W
6	1	Turn Point	3 NM before reaching Turn Point light.	A circle centered on 48°41'20"N 123°14'10"W, Radius 3 nautical miles.
7	1	East Point	A line joining East Point light, Saturna Island with Patos Island light.	A line running from 48°47'00"N 123°02'42"W, to 48°47'24"N 122°58'13"W
8	Change	Patos Island	A line joining, Patos Island light with Alden Bank light and gong buoy "A". <i>Administered by Seattle & Victoria Traffic (CVTS).</i>	A line running from 48°47'24"N 122°58'13"W, to 48°50'24"N 122°52'32"W
9	1	At Portlock Point	At Portlock Point.	A line running 090° - 270° (T) through 48°49'41"N 123°21'02"W
10	1	Peile Point	At Peile Point light.	A line running 045° - 225° (T) through 48°51'00"N 123°24'14"W
11	1	Active Pass	Approaching from the Strait of Georgia, 3NM Northeast of Georgina Point light. Entering Strait of Georgia when clear of Active Pass.	An arc centered on 48°52'24.5"N 123°17'24.5"W Radius 3 nautical miles.
12	Change	Sandheads	At Sandheads light.	A line running 000° - 180° (T) through 49°06'23"N 123°18'04"W
12A	2	Woodward Island (Crown Forest)	At Woodward Island light at N.E. end of Island.	A line running 000° - 180° (T) through 49°06'23.5"N 123°07'29.5"W
12B	2	La Farge	At La Farge Cement Plant.	A line running 157° - 337° (T) through 49°09'16.5"N 123°00'15"W
12C	Change	Shoal Point Zone Limit	At Shoal Point. Limit of Sector 2 – Victoria Traffic	A line running 090° - 270° (T) through 49°11'45"N 122°54'51"W
13	1	West Porlier Pass	3 NM before entry to or after exit from Porlier Pass.	An arc centered on Virago Rock Sector light LL. 289.3, 49°00'46.5"N 123°35'29.5"W, Radius 3 nautical miles on a line of bearing from seaward 350° - 130° (T).

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION & CONDITIONS	GEOGRAPHIC DESCRIPTION
14	1	East Porlier Pass	3 NM before entry to or after exit from Porlier Pass.	An arc centered on Virago Rock Sector light LL. 289.3, 49°00'46.5"N 123°35'29.5"W, Radius 3 nautical miles on a line of bearing from seaward 180° - 265° (T).
15A	Change	Iona	A line due west of the Iona Breakwater light intersecting with Cape Roger Curtis line (15B).	A line running from 49°12'18"N 123°15'50"W, to 49°12'18"N 123°25'53"W
15B	Change	Cape Roger Curtis	A line due south of Cape Roger Curtis intersecting with Iona Breakwater light line (15A).	A line running from 49°12'18"N 123°25'53"W, to 49°20'24"N 123°25'53"W
15C	Change	Gower Point	A line joining Cape Roger Curtis and Gower Point.	A line running from 49°20'24"N 123°25'53"W, to 49°23'01"N 123°32'06"W
16	3	Halkett Point	A line joining Halkett Point and the mainland at a point south of Lions Bay.	A line running 090° - 270° (T) from 49°26'43"N 123°19'12"W, to the mainland shoreline.
17	3	Grace Island	A line joining Grace Island light and the mainland at a point south of Langdale.	A line running 090° - 270° (T) from 49°25'50"N 123°26'48"W, to the mainland shoreline.
18	3	Cowan Point Point Atkinson	A line joining Cowan Point light on Bowen Island with Point Atkinson light on the mainland.	A line running from 49°20'08.5"N 123°21'34.5"W, to 49°19'50"N 123°15'48"W
19	3	Dundarave	2 NM west of Lions Gate Bridge. <i>Eastbound only report.</i>	A line running 000° - 180° (T) through buoy "QB" 49°19'02.5"N 123°12'00"W
20	3	Vanterm	A line joining the west end of Vancouver Ocean Terminals with the east end of Burrard Yarrows Corporation Dry Dock. <i>Outbound vessel traffic will be given First Narrows advisory at Vanterm (CIP 20).</i> <i>Vessel traffic departing west of CIP 20 will be given First Narrows advisory on departure.</i> <i>Outbound vessels broadcast position at Burnaby Shoal. An updated traffic advisory will be given as required.</i>	A line running 358° - 178° (T) from 49°17'23"N 123°04'33"W, to 49°18'21"N 123°04'37"W
21	3	Berry Point	A line running 000° -180° (True) from Berry Point light to intersect the opposite north shoreline. <i>Westbound only report.</i>	A line running 000° - 180° (T) from 49°17'43"N 122°59'09"W
22	3	Roche Point	At Roche Point light.	A line running 000° - 180° (T) through 49°18'02.5"N 122°57'17"W
23	1	Entrance Island/ Five Fingers Island	A line joining Entrance Island light and Five Fingers Island.	A line running from 49°12'34"N 123°48'25"W, to 49°13'53"N 123°54'52"W

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION & CONDITIONS	GEOGRAPHIC DESCRIPTION
24	Change	Ballenas Island Merry Island Welcome Passage	A line joining Ballenas Island light and Merry Island light; thence Reception Point light. <i>When northbound, mariners shall indicate whether their route is through Malaspina Strait, Sabine Channel, Stevens Passage or West of Sisters Island.</i>	A line running from 49°21'02"N 124°09'32"W, to 49°28'03.5"N 123°54'40"W, to 49°28'15.9"N 123°53'12"W
25	4	Cape Lazo Powell River	A line joining Cape Lazo light and Powell River Breakwater South Entrance South light. <i>When southbound, mariners shall indicate whether their route is through Malaspina Strait, Sabine Channel, Stevens Passage or West of Sisters Island.</i>	A line running from 49°42'24.5"N 124°51'41.5"W, to 49°51'36.9"N 124°33'05.7"W
26	4	Cape Mudge	At Cape Mudge light. <i>If northbound, mariners shall report ETA for Steep Island and Maud Island light.</i>	A line running 090° - 270° (T) through 49°59'56"N 125°11'38"W
27	4	Steep Island	At Steep Island light. <i>If northbound,, mariners shall report ETA for Separation Head and update Maud Island light ETA if any change.</i>	A line running 050° - 230° (T) through 50°04'45"N 125°15'06"W
28	4	Separation Head	At Separation Head. <i>If southbound, mariners shall report ETA for Steep Island and update Maud Island light ETA if any change.</i>	A line running 090° - 270° (T) through 50°10'51"N 125°21'02"W
29	4	Cinque Island	At Cinque Island light. <i>If southbound, mariners shall report ETA for Separation Head and Maud Island light.</i>	A line running 090° - 270° (T) through 50°17'44"N 125°23'59.5"W
30	4	Ripple Point	Ripple Point light.	A line running 000° - 180° (T) through 50°22'05"N 125°34'42"W
31	4	Vansittart Point	Vansittart Point light.	A line running 000° - 180° (T) through 50°22'37"N 125°44'31"W
32	4	Fanny Island	Fanny Island light.	A line running 045° - 225° (T) through 50°27'13"N 125°59'30"W
33	4	Boat Bay	Boat Bay light.	A line running 000° - 180° (T) through 50°31'11"N 126°34'37"W
34	4	Lizard Point	Lizard Point light. <i>When northbound at Lizard Point, mariners shall indicate whether their route is through Goletas Channel, Gordon Channel, Ripple Passage or Richards Channel.</i>	A line running 045° - 225° (T) through 50°40'17.5"N 126°53'36"W
35	4	Lewis Point	Lewis Point light.	A line running 000° - 180° (T) through 50°33'07"N 126°51'10"W

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION & CONDITIONS	GEOGRAPHIC DESCRIPTION
36	4	Pulteney Point	3 NM north of Pulteney Point light. <i>When northbound at Pulteney Point mariners shall indicate whether their route is through Goletas Channel, Gordon Channel, Ripple Passage or Richards Channel.</i>	An arc centered on 50°37'51"N 127°09'12"W, Radius 3 nautical miles.
37	4	Doyle Island	Doyle Island light.	A line running 045° - 225° (T) through 50°48'20"N 127°27'32"W
38	4	Pine Island	Pine Island light.	A line running 045° - 225° (T) through 50°58'33"N 127°43'35"W
39	Change	Cape Caution Triangle Island	A line joining Cape Caution light with Triangle Island. <i>When southbound at Cape Caution mariners shall indicate whether their route is through Goletas Channel, Gordon Channel, Ripple Passage or Richards Channel.</i>	A line running from 51°09'50"N 127°47'06"W, to 50°52'00"N 129°05'00"W
40	Change	Cape Scott	A line joining Cape Scott light with Triangle Island.	A line running from 50°46'57" ⁴ N 128°25'32" ⁴ W, to 50°52'00" ⁴ N 129°05'00" ⁴ W.

