

Vessel Traffic Services Zones Regulations

SOR/89-98

CANADA SHIPPING ACT

Vessel Traffic Services Zones Regulations

REGULATIONS RESPECTING VESSEL TRAFFIC SERVICES ZONES

SHORT TITLE

1. These Regulations may be cited as the *Vessel Traffic Services Zones Regulations*.

INTERPRETATION

2. In these Regulations,

"Act" means the *Canada Shipping Act, (Loi)*

"berth" includes a wharf, pier, lock, anchorage or mooring buoy; (*poste*)

"departure manoeuvre" means an operation during which a vessel leaves a berth and gets safely under way; (*manoeuvre de départ*)

"ECAREG" means the Eastern Canada Vessel Traffic Services Zone as described in section 4 of the *Eastern Canada Vessel Traffic Services Zone Regulations; (ECAREG)*

"manoeuvre" means any ship movement, and includes

- (a) a compass adjustment,
- (b) the calibration and servicing of navigational aids,
- (c) a sea trial,
- (d) a dredging operation, and
- (e) the laying, picking up and servicing of submarine cables; (*manoeuvre*)

"marine traffic regulator" means a person designated by the Commissioner of the Canadian Coast Guard pursuant to subsection 562.18(2) of the Act; (*régulateur de trafic maritime*)

"pollutant" has the same meaning as in section 654 of the Act; (*polluant*)

"VTS OFFSHORE" means the Western Canada Vessel Traffic Services Zones as described in the *Annual Edition of Notice to Mariners*, TP 390, published by the Department of Transport. (*VTS OFFSHORE*) SOR/96-214, s. 1.

APPLICATION

3. (1) Subject to subsection (2), these Regulations apply in respect of

- (a) every ship 20 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 45 metres or more in length, or
 - (ii) the length of the vessel or object being towed or pushed by the ship is 20 metres or more in length.

- (2) These Regulations do not apply in respect of
- (a) a ship engaged in towing or pushing any vessel or object within a log booming ground;
 - (b) a pleasure yacht that is less than 30 m in length; and
 - (c) a fishing vessel that is less than 24 m in length and not more than 150 tons gross tonnage. SOR/96-214, s. 2.

VESSEL TRAFFIC SERVICES ZONES

4. For the purposes of these Regulations, the Vessel Traffic Services Zones referred to in section 562.16 of the Act are the zones set out in column I of the items of the schedule. SOR/96-214, s. 3.

COMMUNICATIONS

5. (1) The master of a ship shall ensure that,

(a) before the ship enters a Vessel Traffic Service Zone set out in column I of an item of the schedule, the ship's radio equipment is capable of receiving and transmitting radio communications on the channel set out in column 5 of an item of Table I of the *Vessel Traffic Services Zones Regulatory Specifications*, TP 8771, published by the Canadian Coast Guard, as amended from time to time, and on the radio frequency set out in column 6 of that item of that Table; and

(b) where the ship is in a Zone referred to in paragraph (a), a continuous listening watch is maintained on the channel and on the radio frequency referred to in that paragraph on radio equipment located

- (i) at any place on board the ship, where the ship is at anchor or moored to a buoy, and
- (ii) in the vicinity of the ship's conning position, where the ship is under way.

(2) The listening watch referred to in paragraph (1)(b) may be suspended if a marine traffic regulator directs the ship to communicate with coast stations and other ships on a different channel and radio frequency. SOR/96-214, s. 4.

REPORTS

6. (1) The master of a ship shall ensure that a report is made to a marine traffic regulator

(a) at least 15 minutes before the ship

- (i) enters a Vessel Traffic Services Zone, except where the ship has been given a traffic clearance in accordance with section 562.18 of the Act, or
- (ii) [Repealed, SOR/96-214, s. 5]

(iii) commences a manoeuvre in a Vessel Traffic Services Zone that may be detrimental to safe navigation;

(b) as soon as practicable after the ship arrives at a berth in a Vessel Traffic Services Zone;

(c) immediately before commencing a departure manoeuvre in a Vessel Traffic Services Zone;

(d) when the ship arrives at a calling-in point described in column 4 of an item of Table II of the *Vessel Traffic Services Zones Regulatory Specifications*, TP 8771, published by the Canadian Coast Guard, as amended from time to time;

(e) as soon as practicable after the manoeuvre referred to in subparagraph (a)(iii) is completed; and

(f) immediately after completing the departure manoeuvre referred to in paragraph (c).

(1.1) The master of a ship shall ensure that a report is made to a marine traffic regulator at least 24 hours before the ship enters a Vessel Traffic Services Zone from seaward, or as soon as possible where the estimated time of arrival at that Vessel Traffic Services 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.

(1.2) A report required under subsection (1.1) shall specify

(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 of arrival of the ship 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 that the ship will enter the Vessel Traffic Services Zone;
- (j) the name of the Vessel Traffic Services Zone the ship intends to enter;
- (k) the destination of the ship;
- (l) the estimated time 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*, 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, if any, issued to the ship.

(1.3) A report required under subsection (1.1) shall be addressed to ECAREG in Eastern Canada, and to VTS OFFSHORE in Western Canada.

(2) A report required in a case referred to in subparagraph (1)(a)(i) shall specify

- (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 Vessel Traffic Services Zone;
- (e) the destination of the ship;
- (f) the estimated time that the ship will arrive at its destination; and
- (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.

(3) A report required under paragraph (1)(c) shall specify

- (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 depart the berth;
- (e) the destination of the ship;
- (f) the estimated time that the ship will arrive at its destination; and
- (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.

(4) A report required in a case referred to in subparagraph (1)(a)(iii) shall specify

- (a) the name of the ship;
- (b) the position of the ship; and
- (c) the manoeuvre that the ship is about to commence.

(5) A report required in a case referred to in paragraph 1(b) shall specify

- (a) the name of the ship; and
- (b) the position of the ship.

(6) A report required under paragraph (1)(d) or (f) shall specify

- (a) the name of the ship;
- (b) the position of the ship; and
- (c) the estimated time that the ship will arrive at the next location where a report is required by these Regulations to be made.

(7) A report required in the case referred to in paragraph (1)(e) shall describe the manoeuvre referred to in subparagraph (1)(a)(iii).

(8) In addition to the information referred to in subsection (6), when a vessel arrives at a calling-in point described in column 4 of an item of Table II of the *Vessel Traffic Services Zones Regulatory Specifications*, TP 8771, published by the Canadian Coast Guard, as amended from time to time, the master of the ship shall report the name of the calling-in point as set out in column 2 of that item or the number of the calling-in point as set out in column 3 of that item. SOR/96-214, s. 5.

7. (1) The master of a ship that is within or about to enter a Vessel Traffic Services Zone shall ensure that a report is made to a marine traffic regulator on any of the following matters as soon as the master becomes aware of them:

- (a) the occurrence on board the ship of any fire;
- (b) the involvement of the ship in any collision, grounding or striking;
- (c) any defect in the ship's hull, main propulsion systems or steering systems, radars, compasses, radio equipment, anchors or cables, where a report is not made under subsection 6(1.1);
- (d) any discharge or probable discharge of a pollutant from the ship into the water, where a report is not made under subsection 6(1.1);
- (e) [Repealed, SOR/96-214, s. 6]
- (f) another ship in apparent difficulty;
- (g) any obstruction to navigation;
- (h) any aid to navigation that is functioning improperly, damaged, off-position or missing;
- (i) the presence of any pollutant in the water;
- (j) the presence of a ship that may impede the movement of other ships; and
- (k) any ice and weather conditions that are detrimental to safe navigation.

(2) A report made pursuant to subsection (1) shall include the name and position of the ship. SOR/96-214, s. 6.

8. The master of a ship that is within or about to enter a Vessel Traffic Services Zone shall ensure that a report is made to a marine traffic regulator describing any significant change in the information contained in a report made pursuant to these Regulations.

9. (1) Subject to subsection (2), where any report made under these Regulations requires a time to be specified, the time shall be specified using the time zone in effect in the Vessel Traffic Services Zone that the ship is about to enter or is within, using the 24-hour clock system.

(2) A report made pursuant to subsection 6(1.1) shall specify the time at which the report is made in Co-ordinated Universal Time using the 24-hour clock system. SOR/96-214, s. 7.

SCHEDULE

(Section 4 and subsection 5(1))

Column I Vessel Traffic Item Services Zone	Column II Description
1. Placentia Bay	All Canadian waters contained within the area bounded by a line bearing 180° True from Bass Point, 46°55'05"N, 55°15'55"W, and a line bearing 180° True from Cape St. Mary's Light, 46°49'22"N, 54°11'49"W.
2. St. John's	All Canadian waters contained within the area bounded by a line bearing 090° True from Cape St. Francis Light, 47°48'32"N, 52°47'16"W, and a line bearing 090° True from Bull Head Light, 47°18'39"N, 52°44'52"W, including the Port of St. John's.
3. Port aux Basques	All Canadian waters adjacent to the west and southwest coasts of Newfoundland contained within the area bounded by a line bearing 232° True from Cape Ray Light, 47°37'17.1"N, 59°18'16.8"W, and a line bearing 180° True from Rose Blanche Point Light, 47°35'57"N, 58°41'30"W.
4. Halifax	All Canadian waters contained within the area bounded by a line bearing 162° True from Pennant Point, 44°25'51"N, 63°39'00"W, to position 44°17'41"N, 63°35'12"W; thence to position 44°14'02"N, 63°30'53"W; thence to position 44°15'13"N, 63°26'08"W; thence to position 44°19'06"N, 63°18'51"W; thence to position 44°22'55"N, 63°13'37"W; thence following a line bearing 009° True to the shore of Petpeswick Head, 44°40'36"N, 63°09'48"W.
5. Strait of Canso and Eastern Approaches	All Canadian waters south of the Canso canal north lock gate, 45°38'58"N, 61°25'00"W, contained within the area bounded by a line bearing 181° True from 45°38'23"N, 60°29'18"W and a line bearing 090° True from Cape Canso, 45°18'21.5"N, 60°56'19"W.
6. Northumberland Strait	Waters of the Northumberland Strait extending west from a line drawn between Cape Cliff, Nova Scotia, 45°52'42"N, 63°28'00"W, and Rice Point, Prince Edward Island, 46°07'48"N, 63°13'18"W, to a line drawn between Fagan Point, New Brunswick, 46°13'42"N, 64°13'44"W, and Cape Egmont Light, Prince Edward Island, 46°24'06"N, 64°08'06"W.
7. Bay of Fundy	All Canadian waters contained within the area bounded by a line bearing 270° True from Chebogue Point, Nova Scotia, 43°43'54"N, 66°07'10"W; thence through the following positions: 43°43'54"N, 66°26'30"W; 43°58'45"N, 66°27'45"W; 44°09'30"N, 66°47'03"W; 44°11'50"N, 66°49'33"W; 44°14'57"N, 66°52'42"W; 44°17'21"N, 66°55'10"W; 44°22'30"N, 67°19'00"W; 44°29'50"N, 67°15'10"W; 44°35'30"N, 67°08'15"W; 44°42'00"N, 66°58'24"W; 44°46'36.11"N, 66°54'11.32"W; thence following the Canada/U.S.A. boundary line to the shore at position 45°11'30"N, 67°17'02"W; thence following the Canadian shoreline back to the beginning at Chebogue Point, including Fishing Zone 2.
8. St. Lawrence Waterway	The waters of the St. Lawrence River extending upstream from the meridian of longitude 66°00'00"W to the upper limits of Montreal Harbour, including the Saguenay River and other tributary rivers where vessels enter or leave the St. Lawrence River between the above limits, but excluding that portion of the St. Lawrence Seaway from St. Lambert Lock to a position 650 m downstream from the section of Jacques-Cartier Bridge spanning the Seaway.
9. Vancouver	Excluding those United States waters within that portion of the Canada/United States Co-operative Vessel Traffic Management System (CVTMS) administered by the Vancouver Vessel Traffic Centre, the waters bounded by Vancouver Island and a line drawn from: 50°46'57"N, 128°25'32"W to 50°52'00"N, 129°05'00"W to 51°09'50"N, 127°47'06"W to 51°03'32"N, 127°37'47"W to 51°00'02"N, 127°33'45"W to 50°55'17"N, 127°24'45"W to 50°51'23"N, 127°08'00"W to 50°49'00"N, 127°03'00"W to 50°45'24.5"N, 126°43'18"W to 50°38'05"N, 126°43'16"W to 50°35'15"N, 126°40'49"W to 50°33'00"N, 126°40'38"W to 50°31'11"N, 126°34'37"W to 50°30'41"N, 126°17'49"W to 50°29'56"N, 126°12'48"W; thence following the shoreline to 50°29'06"N, 126°05'36"W to 50°29'02"N, 126°04'51"W; thence following the shoreline to 50°28'32"N, 126°00'02"W to 50°26'21"N, 125°58'24"W; thence following the south shore of Hardwicke Island to 50°24'34"N, 125°48'38"W to 50°23'09"N, 125°47'00"W; thence following the south shore of West Thurlow Island to 50°23'54"N, 125°32'34"W to 50°22'42"N, 125°33'00"W; thence following the south shore of East Thurlow Island to 50°21'13"N, 125°25'53"W to 50°20'34"N, 125°24'28"W to 50°17'44"N, 125°23'59.5"W to 50°16'38"N, 125°22'55"W to 50°14'54"N, 125°21'53"W; thence following the west shore of Quadra Island to 49°59'56"N, 125°11'38"W to 50°00'42"N, 124°59'06"W to 50°01'22"N, 124°50'24"W to 49°57'50"N, 124°45'00"W; thence following the shore in a southeasterly direction, excluding that body of water known as Powell River, to 49°44'28"N, 124°16'05"W to 49°40'18"N, 124°12'06"W to 49°37'42"N, 124°04'47"W to 49°36'13"N, 124°03'27"W to 49°33'18"N, 124°00'00"W; thence following the south shore of the Sechelt Peninsula, including all the waters of Howe Sound and Burrard Inlet, to 49°15'54"N, 123°15'44"W to 49°15'27"N, 123°16'42"W to 49°06'23"N, 123°18'04"W; thence easterly to include those waters known as the main or south arm of the Fraser River inward to 49°11'45"N, 122°54'51"W to 49°11'45"N, 122°54'12"W; thence in a westerly direction to 49°05'16"N, 123°18'31.5"W to 49°00'00"N, 123°05'20"W; thence following the international boundary west and southward through the waters known as the Strait of Georgia, Boundary Pass, Haro Strait and the Juan de Fuca Strait to the meridian of longitude 124°40'00"W; thence northerly to intersect the Canadian shoreline of Vancouver Island at 48°34'58"N, 124°40'00"W.
10. Tofino	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, all Canadian waters contained within the area 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°40'11.5"N, 124°51'29"W; thence following the shoreline to 48°43'18"N, 125°05'54"W to 48°47'16"N, 125°12'59.5"W; thence following the shoreline to 48°53'03"N, 125°04'24"W to 48°56'00"N, 125°01'50.5"W; thence following the shoreline to 48°56'51"N, 125°00'02.5"W 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°50'13.5"W; thence following the shoreline to 49°04'13.5"N, 124°51'16"W to 49°03'20.5"N, 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°04'50.5"W to 48°59'06"N, 125°09'39.5"W to 48°58'48"N, 125°10'57"W; thence following the shoreline to

49°00'59.5"N, 125°18'39"W to 49°01'54"N, 125°19'26.5"W; thence following the shoreline to 48°55'18"N, 126°30'29"W to 48°55'18"N, 125°32'06.5"W; 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°59'27.5"W to 50°26'38"N, 128°02'43.5"W to 50°28'11"N, 128°06'05"W; thence following the shoreline to 50°38'23.5"N, 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 bearing 220° True to the limit of the territorial sea, 50°42'11"N, 129°18'00"W; thence following the territorial sea boundary southeastward to intersect the international boundary at 48°28'36"N, 124°40'00"W; thence following a line northward to the Canadian shoreline, 48°34'58"N, 124°40'00"W.

11. Prince Rupert

All Canadian waters contained within the area bounded by a line following the U.S. Alaska/Canada border through Dixon Entrance to 54°42'25"N, 130°36'55"W to 54°42'06"N, 130°31'47"W; thence eastward following the shoreline to 54°42'17"N, 130°28'42"W to 54°38'55"N, 130°26'48"W; thence following the west shore of Maskelyne Island to 54°38'02"N, 130°26'31"W to 54°37'57"N, 130°26'31"W; thence following the west shore of Tsimpsean Peninsula to 54°11'53"N, 129°58'51"W to 54°09'38"N, 129°57'37"W; thence following the shoreline to 53°35'30"N, 128°47'51"W to 53°34'09"N, 128°48'54"W; thence following the shoreline to 52°49'09"N, 128°23'24"W to 52°48'19"N, 128°23'26"W; thence following the west shore of Roderick Island to 52°32'51"N, 128°26'26"W to 52°32'32"N, 128°26'27"W; thence following the west shore of Susan Island to 52°27'46"N, 128°25'06"W to 52°26'51"N, 128°24'42"W; thence following the west shore of Dowager Island to 52°22'02"N, 128°22'30"W to 52°22'02"N, 128°20'13"W; thence following the west shore of Don Peninsula to 52°15'27"N, 128°17'36"W to 52°15'27"N, 128°13'19"W; thence following the south shore of Dearth Island to 52°15'01"N, 128°11'27"W to 52°14'55"N, 128°10'30"W; thence following the south shore of Chatfield Island to 52°13'36"N, 128°07'18"W to 52°12'27"N, 128°05'27"W; thence following the south shore of Cunningham Island to 52°10'41"N, 128°02'36"W to 52°09'46"N, 128°02'36"W; thence following the west shore of Denny Island to 52°11'07"N, 127°53'00"W to 52°11'54"N, 127°52'30"W; thence following the shoreline to 52°16'11"N, 127°44'55"W to 52°14'48"N, 127°45'51"W; thence following the shoreline to 51°55'54"N, 127°53'24"W to 51°54'20"N, 127°52'12"W; thence following the shoreline to 51°41'33"N, 127°53'17"W to 51°36'13"N, 127°51'44"W to 51°28'45"N, y 127°46'03"W to 51°22'27"N, 127°46'30"W; thence following the shoreline to 51°19'15"N, 127°46'43"W to 51°14'49"N, 127°46'07"W; thence following the shoreline to 51°09'50"N, 127°47'06"W to 50°52'00"N, 129°05'00"W; thence following a line bearing 220° True to the limit of the territorial sea; thence following the territorial sea boundary northward to the U.S. Alaska/Canada boundary in Dixon Entrance.

SOR/96-214, s. 8.