

PORT INFORMATION GUIDE

PRINCE RUPERT
JANUARY 2024

Cover page: Fairview Container Terminal



Ridley Island and Porpoise Harbour



Prince Rupert Outer Harbour



Outer Harbour Anchorages



Deep water channel looking to Outer Harbour from Fairview Terminal



Prince Rupert Inner Harbour Anchorages

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GENERAL INTRODUCTION

This book has been written for Masters of seagoing vessels, shipping lines, publishers of nautical information and any other party that needs nautical information. This Port Information Guide contains the PRPA Practices and Procedures pursuant to [Section 56](#)¹ of the Canada Marine Act. These Practices and Procedures apply to all vessels within the port limits of Prince Rupert and to all persons responsible for the planning, operation, conduct and safe navigation of such vessels.

LEGAL DISCLAIMER

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

CONTACT PORT

Prince Rupert Port Authority is a Port Authority established pursuant to the Canada Marine Act, S.C. 1998 C. 10 as amended and is registered in the International Maritime Organization (IMO) Global Integrated Shipping Information System (GISIS) with the Port Identification Number 221514 and the United Nations (UN) Locator code CAPRR.

CONTACT PERSON FOR PORT INFORMATION

Contact the Port Security Operations Centre, 24/7 +1 (250) 627-2522

WEBSITE OF THE PORT

[Prince Rupert Port Authority](https://www.rupertport.com/) ²

¹ <https://laws-lois.justice.gc.ca/eng/acts/C-6.7/page-5.html#h-149278>

² <https://www.rupertport.com/>

TABLE OF CONTENTS

GENERAL INTRODUCTION.....	6
----------------------------------	----------

Record of Corrections.....	13
-----------------------------------	-----------

PART I

INTRODUCTION, CONTACT INFORMATION AND REGULATIONS

1 Foreword	17
1.1 GENERAL.....	18
1.2 PORT REPORT	18
1.3 PORT PERFORMANCE	18
2 Contact Information and Regulations	19
2.1 GENERAL.....	20
2.2 CONTACT INFORMATION.....	20
2.3 RULES AND REGULATIONS	21
2.4 EXEMPTIONS AND PERMITS	22

PART II

NOTIFICATION, DOCUMENTATION AND REPORTING

3 Arrival and Departure Checklists	24
3.1 GENERAL.....	25
3.2 ARRIVAL CHECKLISTS	25
3.3 DEPARTURE CHECKLISTS.....	26
4 Notification.....	27
4.1 GENERAL.....	28
4.2 HEALTH	28
4.3 IMMIGRATION.....	28
4.4 CUSTOMS.....	29
4.5 ETA.....	30
4.6 ETD	31
4.7 SECURITY.....	31
4.8 DANGEROUS GOODS.....	32
4.9 WASTE	32
4.10 IOPP	32
4.11 EXPLANATION OF REPORTING CODES	32
5 Documentation	33
5.1 GENERAL.....	34
5.2 REQUIRED DOCUMENTATION, TO BE AVAILABLE AT ALL TIMES.....	34
5.3 MARINE EVENTS.....	36
5.4 ON-WATER ADVERTISEMENT OR VISUAL DISPLAY.....	37
5.5 DREDGING	37
5.6 CONSTRUCTION, WORKS OR DEVELOPMENT	37

6	Reporting.....	39
6.1	GENERAL.....	40
6.2	ISSUES TO BE REPORTED	40

PART III

PORT DESCRIPTION & NAVIGATION

7	Port Description.....	43
7.1	GENERAL.....	44
7.2	DEVELOPMENTS	44
7.3	PORT LOCATION.....	44
7.4	LOAD LINES.....	46
7.5	MAXIMUM SIZE VESSELS.....	46
7.6	TIME ZONE	46
7.7	LOCAL HOLIDAYS	46
7.8	WORKING HOURS	47
7.9	TRAFFIC.....	47
7.10	CARGO	47
7.11	CHARTS AND BOOKS	48
7.12	SHIPPING ANNOUNCEMENTS FOR THE PORT AREA	49
7.13	PILOT STATIONS.....	49
7.14	PORT INFRASTRUCTURE	49
7.15	PORT ACCOMMODATION AND BERTHS.....	56
7.16	WEATHER AND TIDAL INFORMATION.....	56
8	Port Navigation.....	59
8.1	GENERAL.....	60
8.2	SPEED	60
8.3	UKC	60
8.4	RIGHT OF WAY.....	61
8.5	SPACING OF VESSELS.....	61
8.6	PASSING ARRANGEMENTS	62
8.7	RESTRICTIONS	62
8.8	INWARD BOUND VESSELS	63
8.9	OUTWARD BOUND VESSELS	64
8.10	SHIFTING VESSELS	65
8.11	DOCKING	66
8.12	DISPLAY OF SIGNALS AND LIGHTS	68
8.13	RECREATIONAL VESSELS	68
8.14	FISHING VESSELS	70
8.15	AIRCRAFT	70
8.16	RECREATIONAL FISHING FROM DEEP SEA VESSELS.....	70

PART IV

PORT SAFETY & SECURITY

9	Port Safety.....	73
---	------------------	----

9.1	GENERAL.....	74
9.2	EMERGENCY CONTACTS	74
9.3	EMERGENCY RESPONSE EQUIPMENT	75
9.4	EMERGENCY COORDINATION CENTRE.....	75
9.5	EMERGENCY SCENARIOS.....	75
10	Port Security.....	77
10.1	GENERAL.....	78
10.2	PRESENT ISPS SECURITY LEVEL INFORMATION	78
10.3	REPORTING TO PORT FACILITIES.....	78
10.4	UNMANNED AIR VEHICLES.....	79

PART V

NAUTICAL SERVICES & COMMUNICATION

11	Nautical Services.....	81
11.1	GENERAL.....	82
11.2	VTS.....	82
11.3	PILOTAGE.....	84
11.4	TUGS.....	86
11.5	MOORING	88
11.6	LASHING OF CARGO	88
12	Nautical Communication.....	89
12.1	GENERAL.....	90
12.2	VHF CHANNELS NAUTICAL COMMUNICATION	90

PART VI

PORT OPERATIONS

13	Cargo Operations	91
13.1	GENERAL.....	92
13.2	LOADING/DISCHARGING PROCEDURES.....	92
14	Vessel Operations	95
14.1	GENERAL.....	96
14.2	LOWERING BOATS AND RAFTS	96
14.3	MAINTENANCE AND REPAIR	96
14.4	UNDERWATER INSPECTION, DIVING & CLEANING	98
14.5	PAINTING, CHIPPING OR CLEANING VESSELS	98
14.6	ENVIRONMENTAL REQUIREMENTS.....	99
14.7	BUNKERING	104
15	Port Inspections.....	113
15.1	GENERAL.....	114
15.2	INSPECTIONS FROM PORT STATE CONTROL.....	114
15.3	INSPECTIONS FROM OTHER PARTIES.....	114

PART VII

PORT SERVICES

16	Port Services	117
16.1	GENERAL.....	118
16.2	FUEL AND LUBRICATION OIL.....	118
16.3	FRESH WATER.....	119
16.4	STORES.....	119
16.5	SHORE BASED ELECTRICITY	119
16.6	WASTE.....	120
16.7	REPAIRS.....	120
16.8	DE-RATTING.....	121
16.9	SURVEYORS	121
16.10	SHIPPING AGENTS	122
16.11	MEDICAL FACILITIES.....	123
16.12	SEAMAN'S MISSIONS	123
16.13	TRANSPORT.....	123
	Port Sections Guide.....	125

ABBREVIATIONS

ISPS Code	The International Ship and Port Facility Security Code, as incorporated into SOLAS (Code ISPS)
AIS	Automatic Identification System
BCCP	British Columbia Coast Pilots
CBSA	Canada Border Services Agency also referred to as: Customs, Canada Customs
CCG	Canadian Coast Guard
CHS	Canadian Hydrographic Services
CIP	Calling-in Point
Collision Regulations	International Regulations for Preventing Collisions at Sea, 1972, with Canadian Modifications
IMO	International Maritime Organization
LNG	Liquefied Natural Gas
LOA	Length Overall
LPG	Liquified Petroleum Gas
MARSEC Level I	The level for which minimum security procedures are maintained at all times
MARSEC Level II	The level for which security procedures additional to those of MARSEC Level I are maintained for a limited period as a result of heightened risk of a security threat or security incident
MARSEC Level III	The level for which security procedures additional to those of MARSEC Level I and MARSEC Level II are maintained for a limited period when a security threat or security incident is probable or imminent regardless of whether the specific target is identified
MCTS	Prince Rupert Marine Communications and Traffic Services Centre also referred to as: Prince Rupert Traffic, VTS, Vessel Traffic Service
MFSO	Marine Facility Security Officer
MTSR	Marine Transportation Security Regulations
Occasional-use Marine Facility	A marine facility that, in a calendar year, has 10 or fewer interfaces with vessels to which Part 2 applies where no more than 5 of those interfaces involve a vessel on a fixed schedule with the facility

PPA	Pacific Pilotage Authority
PRPA	Prince Rupert Port Authority
PSOC	Port Security Operations Centre
TC	Transport Canada
Tonne	Refers to one metric tonne equivalent to 1000 kilograms
UAV	Unmanned Air Vehicle
UKC	Under Keel Clearance
WCMRC	Western Canada Marine Response Corporation

Record of Corrections

Date	Page	Correction subject	Source
Aug 2016		Multiple hyperlink updates	
Aug 2016	92	16.9 Surveyors updated	
Aug 2016	93	16.13 Airlines updated	
Oct 2016	29	4.12 Marine Mammal Critical Habitat section added	
Oct 2016	39	6.2 Issues to be Reported updated	
Oct 2016	36	5.3 Marine Events section added	
Oct 2016	37	5.4 On-Water Advertisement or Visual Display section added	
Oct 2016	37	5.5 Dredging section added	
Oct 2016	37	5.6 Construction, Works or Development section added	
Oct 2016	63	8.13 Recreational Vessels section added	
Oct 2016	65	8.14 Fishing Vessels section added	
Oct 2016	65	8.15 Aircraft section added	
Oct 2016	73	10.4 Unmanned Air Vehicles section added	
Oct 2016	26	4.3 Immigration section updated	
Oct 2016	61	8.8 Inward Bound Vessels section updated	
Apr 2017	29	4.5 Provide link to PAIR report PDF	
July 2017		Multiple hyperlink updates	
July 2017	30	4.8 Dangerous Goods section updated	
July 2017	40	6.2 Accidental Discharge added	
July 2017	75	10.4 Unmanned Air Vehicles section updated	
July 2017	81	11.4 Tugs section updated	
July 2017	100	16.10 Shipping Agents section updated	
April 2019	14	1.2 Port Report update	
April 2019	14	1.3 Port Performance update	
April 2019	84	2.3 Green Wave Program moved to section 14.6 Environmental Requirements	
April 2019	24	4.3 Immigration updated	
April 2019	85	Marine Mammal Critical Habitat moved to section 14.6 Environmental Requirements	
April 2019	33	5.5 Dredging updated	
April 2019	33	5.6 Construction, Works or Development updated	
April 2019	40	7.2 Development updated	
April 2019	40	7.3 Port Location updated	
April 2019	42	7.10 Traffic updated	
April 2019	44	7.13 Shipping Announcements for the Port Area updated	
April 2019	45	7.14 Port Infrastructure Anchorages updated	
April 2019	52	8.2 Speed updated	
April 2019	53	8.5 Spacing of Vessels updated	
April 2019	54	8.7 Restrictions updated	

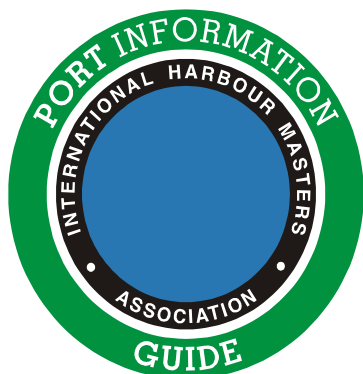
Date	Page	Correction subject	Source
April 2019	59	8.12 Display of Signals and Lights updated	
April 2019	59	8.13 Recreational Vessels updated	
April 2019	61	8.16 Recreational Fishing from Deep Sea Vessels added	
April 2019	78	12.1 General updated	
April 2019	85	13.3 Cleaning Procedures moved to 14.6 Environmental Requirements	
April 2019	82	14.1 General updated	
April 2019	82	14.3 Maintenance and Repair updated	
April 2019		Multiple Hyperlink updates	
April 2019	Sec 02	Port Sections – Fairview Terminal updated	
April 2019	Sec 06	Port Sections – Ridley Terminal updated	
Jan 2020	14	1.1 General updated	
Jan 2020		Multiple hyperlinks update	
Jan 2020	18	2.5 Removed, no current entry	
Jan 2020	36	6.2 Bunkering moved to section 14.7	
Jan 2020	40	7.2 General updated	
Jan 2020	55	8.8 General updated – Bunkering and Fuel Transfer removed	
Jan 2020	88	14.7 Bunkering added	
Jan 2020	104	16.2 Bunkering updated	
Feb 2020	40	7.2 Developments updated	
Jan 2021	22	3.2 Arrival in Heavy Ballast update	
Jan 2021	26	4.2 COVID-19 reporting	
Jan 2021	44	7.2 Port Development update	
Jan 2021	49	7.14 Anchorage Safety update	
Jan 2021	86	13.2 Fumigation anchorage	
Jan 2021	92	14.6 Environmental update – Exhaust Gas Cleaning Systems	
Jan 2022	46	7.2 Developments updated	
Jan 2022	48	7.7 Local Holidays updated	
Jan 2022	51	7.14 Anchorage Areas updated	
Jan 2022	57	7.14 LPG Anchorage added	
Jan 2022	58	7.14 Live Harbour Data added	
Jan 2022	87	11.4 Tugs updated	
Jan 2022	92	13.2 Dangerous Goods added	
Jan 2023	29	4.3 Crew Ashore updated	
Jan 2023	44	7.2 Developments updated	
Jan 2023	66	8.11 Line Tending added	
Jan 2023	82	11.2 VTS updated	
Jan 2023	86	11.4 Tugs updated	
Jan 2023	96	14.1 General updated	
Jan 2023	99	14.6 Environmental Requirements updated	

Date	Page	Correction subject	Source
Jan 2023	119	16.5 Shore Power updated	
Jan 2024	28	4.2 Health updated	
Jan 2024	44	7.2 Development updated	
Jan 2024	61	8.5 LPG Carriers updated	
Jan 2024	62	8.5 Military Vessels updated	
Jan 2024	64	8.8 Approved Carriers updated	
Jan 2024	69	8.13 Personal Watercraft updated	
Jan 2024	75	9.2 Tug Services updated	
Jan 2024	86	11.3 Pilot Boat updated	
Jan 2024	86	11.4 Tugs updated	
Jan 2024	87	11.4 Tugs updated	
Jan 2024	96	14.2 Lowering Boats and Rafts updated	
Jan 2024	99	14.6 Green Wave Program updated	
Jan 2024	118	16.2 Bunkering updated	
Jan 2024	120	16.7 Local Service Providers updated	
Jan 2024	121	16.9 Surveyors updated	
Jan 2024	121	16.10 Shipping Agents updated	
Jan 2024	123	16.13 Local Services Providers updated	
Jan 2024	124	Port Sections Guide updated	

Prince Rupert Port Authority Harbour Patrol Vessels, call signs CHARLES HAYS (left) and AMWAAL (right).



1 Foreword



PART I | 1. FOREWORD HARBOUR MASTER

1.1 GENERAL

Welcome to the Port of Prince Rupert, Canada's leading-edge port, ideally situated on Canada's pristine Northwest coast of British Columbia. The Port of Prince Rupert's boundaries extend from Tuck Inlet, north of Prince Rupert, to the south of Kitson Island and westward past the Kinahan Islands and include Porpoise Harbour to the east.

The Prince Rupert Port Authority (PRPA), is responsible to ensure that every vessel transiting our harbour and calling on our terminals does so in a safe, efficient and sustainable manner. The PRPA Marine Operations team is responsible for coordinating efficient marine operations in collaboration with our many local and government partner agencies and interacts with those PRPA staff who exercise oversight of port-related security and environmental initiatives regarding vessels and cargo. This is done by a staff of dedicated professionals, whether on the water in our purpose built harbour patrol vessels or from our Port Security Operations Centre (PSOC) operating 24/7, 365 days a year.

The Port of Prince Rupert is well known for its proximity to Asia and as a vital link between the world's most dynamic and fastest growing economies. We've gained a reputation for the inherent safety found in our naturally deep and ice-free harbour, straightforward and open approaches to ocean shipping lanes, and our ability to accommodate a diversity of vessels that continue to grow every year. Building upon those natural advantages, the Port of Prince Rupert is constantly innovating new best practices and procedures to ensure we are exceeding the expectations of the marine industry and the communities in which we operate.

1.2 PORT REPORT

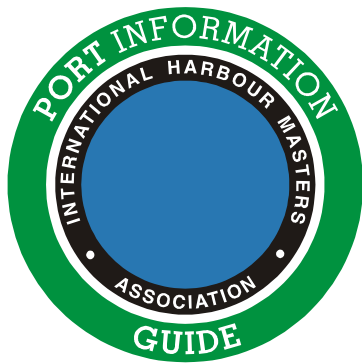
PRPA is committed to providing mariners with a safe, an environmentally sustainable, and efficient experience while at the Port of Prince Rupert. Trade and shipping traffic within the port continues to grow, and port activity has become increasingly diversified and complex. The Port of Prince Rupert handles a wide array of cargoes including: containers, coal, grain, propane, wood pellets, logs, specialty products, and project cargo.

1.3 PORT PERFORMANCE

PRPA measures several performance statistics on a monthly basis which are published [here](http://www.rupertport.com/cargo-volumes).³ Examples of these statistics include import/export TEUs, tonnage of various cargoes, and number of embarking/disembarking passengers. PRPA and its marine partners continue to strive for zero marine incidents while continuing to grow cargo throughput, ship calls, and vessel movements.

³ <http://www.rupertport.com/cargo-volumes>

2 Contact Information and Regulations



PART I | 2. CONTACT INFORMATION AND REGULATIONS

2.1 GENERAL

The Marine Operations and the Safety and Security functions of the PRPA, including the Port Security Operations Centre (PSOC), are located at 2120 Scott Road, Prince Rupert, British Columbia.

PRPA's Head Office and Postal address is: 200-215 Cow Bay Road, Prince Rupert, British Columbia Canada V8J 1A2.

2.2 CONTACT INFORMATION

PORT SECURITY OPERATIONS CENTRE (PSOC)

The PSOC is continuously staffed in order to centrally receive and handle operational maritime requests, questions, messages and reports on behalf of the Marine Operations and Safety and Security functions of PRPA.

For notifications such as ETA, ETD of ships and reports regarding port security, spills, emergencies etc. please contact the PSOC.

For questions related to port security, marine operations, drills, requests, messages, incident reports and repairs, please contact the PSOC.

CONTACTING THE PSOC

Telephone: +1 (250) 627-2522

Fax: +1 (250) 627-2622

Email: psoc@rupertport.com

VHF: Channel 68

For international callers the Telephone Country Code for Canada is +1.

The PSOC's primary responsibility is for the safe, secure and efficient operations of shipping traffic. This is achieved through assigning berths and anchorages in the port area, enforcing regulations, patrolling the port area and keeping traffic ways clear and coordinating information on traffic movements.

PRPA Marine Operations executes the PRPA Practices and Procedures in accordance with the Canada Marine Act. Prince Rupert Marine Communications and Traffic Services Centre (MCTS) provides all the necessary information regarding positions of ships and traffic movement on VHF 71.

PART I | 2. CONTACT INFORMATION AND REGULATIONS

2.3 RULES AND REGULATIONS

The rules and regulations in the port contribute to the safe, efficient, and environmentally responsible handling of shipping traffic. The international rules of the International Maritime Organization (IMO), such as the [SOLAS convention](#)⁴ as amended and its supporting codes (e.g. the [IMDG code](#)⁵ and [IBC code](#)⁶), the [Canada Marine Act](#),⁷ and the [Marine Transportation Security Regulations \(MTSR\)](#)⁸ are in force in the Port of Prince Rupert. Furthermore, this Port Information Guide contains the PRPA Practices and Procedures pursuant to [Section 56](#)⁹ of the Canada Marine Act. These Practices and Procedures apply to all vessels within the port limits of Prince Rupert and to all persons responsible for the planning, operation, conduct and safe navigation of such vessels. Safety and security zones have been defined in section 8.5.

The Canadian Coast Guard (CCG) [Notices to Mariners \(NOTMAR\)](#)¹⁰ provides necessary information to update all charts and nautical publications. It will advise you of new initiatives, services and also some important announcements concerning the maritime community.

Navigational Warnings (NAVWARNs) – See Section 7.12.

In accordance with the Canada Marine Act and the [Port Authorities Operations Regulations](#)¹¹ PRPA will direct any entry, departures, anchorages, berthing, and movements.

APPLICABLE REGULATIONS

[Canada Marine Act \(S.C. 1998, c. 10\)](#)¹²

[Canada Shipping Act, 2001 \(2001, c. 26\)](#)¹³

[Canada Transportation Act \(S.C. 1996, c. 10\)](#)¹⁴

[Coasting Trade Act \(S.C. 1992, c. 31\)](#)¹⁵

[Marine Transportation Security Act \(S.C. 1994, c. 40\)](#)¹⁶

[Canada Customs Act \[R.S.C., 1985, c. 1 \(2nd Supp.\)\]](#)¹⁷

[Navigable Waters Protection Act \(R.S.C., 1985, c. N-22\)](#)¹⁸

⁴ <https://www.imo.org/en/KnowledgeCentre/ConferencesMeetings/Pages/SOLAS.aspx>

⁵ <https://www.imo.org/en/OurWork/Safety/Pages/DangerousGoods-default.aspx>

⁶ <https://www.imo.org/en/OurWork/Safety/Pages/IBC-Code.aspx>

⁷ <http://laws-lois.justice.gc.ca/eng/acts/C-6.7/>

⁸ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2004-144/>

⁹ <https://laws-lois.justice.gc.ca/eng/acts/C-6.7/page-5.html#h-149278>

¹⁰ <https://www.notmar.gc.ca/index-en.php>

¹¹ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2000-55/page-1.html>

¹² <http://laws-lois.justice.gc.ca/eng/acts/C-6.7/>

¹³ <http://www.tc.gc.ca/eng/acts-regulations/acts-2001c26.htm>

¹⁴ <http://lois-laws.justice.gc.ca/eng/acts/C-10.4/>

¹⁵ <http://lois-laws.justice.gc.ca/eng/acts/C-33.3/>

¹⁶ <http://lois-laws.justice.gc.ca/eng/acts/M-0.8/>

¹⁷ <http://laws-lois.justice.gc.ca/eng/acts/C-52.6/>

¹⁸ <http://laws-lois.justice.gc.ca/eng/acts/N-22/>

PART I | 2. CONTACT INFORMATION AND REGULATIONS

[Pilotage Act \(R.S.C., 1985, c. P-14\)](#)¹⁹

[Transportation of Dangerous Goods Act, 1992 \(c. 34\)](#)²⁰

[Marine Transportation Security Regulations \(MTSR\)](#)²¹

[Cargo, Fumigation and Tackle Regulations \(SOR/2007-128\)](#)²²

[Port Authorities Management Regulations \(SOR/99-101\)](#)²³

[Port Authorities Operations Regulations \(SOR/2000-55\)](#)²⁴

[Collision Regulations \(C.R.C., c. 1416\)](#)²⁵

[Transportation Safety Board Regulations](#)²⁶

[Plant Protection Policy for Asian Gypsy Moth](#)²⁷

PORT TARIFFS

Information regarding PRPA's current Port Tariffs can be found [here](#).²⁸

NORTH AMERICAN EMISSION CONTROL AREA (NA-ECA)

The North American Emission Control Area (NA-ECA) is a program to help limit emissions from ships by requiring vessels to burn fuel with a lower content of sulphur in waters up to 200 nautical miles from the coast of Canada. For information on PRPA's Environmental Requirements, see section 14.6.

2.4 EXEMPTIONS AND PERMITS

PRPA can grant exemptions from specific regulations. Permission can also be granted for special activities such as repairs, cleaning or drills. Contact the PSOC for permissions. Forms for Dangerous Goods, Diving, Holding a Marine Event, Bunkering and Hot Work can be completed online or downloaded from [here](#).²⁹

¹⁹ <http://laws-lois.justice.gc.ca/eng/acts/P-14/>

²⁰ <http://www.tc.gc.ca/eng/acts-regulations/acts-1992c34.htm>

²¹ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2004-144/>

²² <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2007-128/>

²³ <http://lois-laws.justice.gc.ca/eng/regulations/SOR-99-101/index.html>

²⁴ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2000-55/page-1.html>

²⁵ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

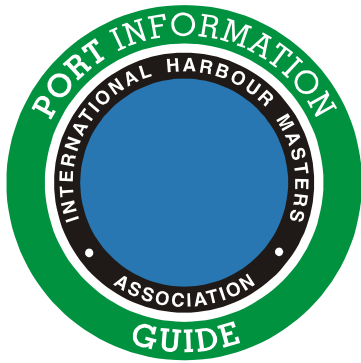
²⁶ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-92-446/index.html>

²⁷ <http://www.inspection.gc.ca/plants/plant-protection/directives/date/d-95-03/eng/1321945111492/1321945344965>

²⁸ <https://www.rupertport.com/port-tariff/>

²⁹ <http://www.rupertport.com/operations/permits>

3 Arrival and Departure Checklists



PART II | 3. ARRIVAL AND DEPARTURE CHECKLISTS

3.1 GENERAL

Every vessel either in or seeking to enter the harbour is subject to the orders of PRPA in respect of its entry, departure, draught, berth, anchorage, location, speed, direction and means and method of movement, whether or not such orders are issued through or by a Canadian Coast Guard Vessel Traffic Centre.

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

3.2 ARRIVAL CHECKLISTS

All vessels over 350 gross tonnes that are not a pleasure craft and every pleasure craft over 500 gross tonnes (subject to compulsory pilotage) and are proceeding to any Prince Rupert terminal or anchorage, must give at least 96 hours' notice by submitting PRPA's Notice of Arrival (NOA), normally through the vessel's Agent.

Ships calling at Prince Rupert terminals should refer to the Port Sections Guide at the end of this document for specific terminal information and arrival maneuvering instructions.

Bulk carriers arriving to any Prince Rupert anchorage shall arrive in a condition of heavy ballast, maintaining required trim to ensure the ship's propeller and rudder are below the water line. This condition is to be maintained until a confirmed terminal berthing time has been arranged at which time deballasting can commence.

Other arrival requirements are outlined in the checklist below.

	Time	Report	How
1	ETA – 96 hours to Canadian waters	Pre-Arrival Information Report (PAIR), see 4.4 and 4.5	Master to TC
2	ETA – 96 hours Triple Island Pilot Station	Dangerous Goods, see 4.8	Agent to PRPA
3	ETA – 96 hours Triple Island Pilot Station	Notice of Arrival, see 4.5	Agent to PRPA
4	ETA – 48 hours Triple Island Pilot Station	ETA to PPA, see 11.3	Agent to PPA
5	ETA – 24 hours to Triple Island Pilot Station	Marine Cargo Report to CBSA, see 4.4	Agent to CBSA
6	When crossing mandatory Call-in-Points (CIP)	Name, CIP, ETA to next CIP	Master to MCTS
7	ETA – 1-hour Triple Island Pilot Station	Initial call to Pilot on VHF 17	Master to Pilot

PART II | 3. ARRIVAL AND DEPARTURE CHECKLISTS

8	On arrival at Triple Island Pilot Station	Call to VTS on VHF 71 see 11.2	Master to MCTS
9	On setting anchor	Call to PSOC on VHF 68 to report number of shackles deployed, and to confirm vessel is in a condition of heavy ballast	Master to PSOC

*Abbreviations may be referenced on pages 10-11

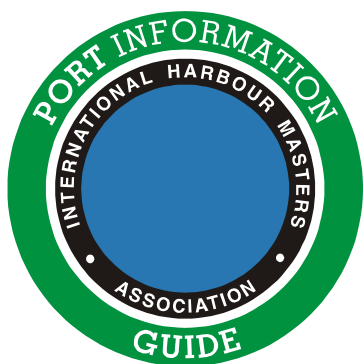
3.3 DEPARTURE CHECKLISTS

For all vessels over 350 gross tonnes that are not a pleasure craft and every pleasure craft over 500 gross tonnes (subject to compulsory pilotage) departing from any Prince Rupert terminal or any anchorage, the vessel must give notices of departure as outlined in the checklist below.

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

	Time	Report	How
1	ETD – 24 hours	ETD, see 4.6	Master/Agent to PRPA
2	ETD – 12 hours	ETD for PPA, see 4.6	Master/Agent to PPA
3	ETD – 6 hours	ETD revisions to PPA, see 4.6	Master/Agent to PPA
4	ETD – 3 hours	Dangerous goods, see 4.8	Agent to PRPA
5	15 minutes prior to departure	VTS VHF 71	Master to MCTS
6	On departure	VTS VHF 71, see 11.2	Master to MCTS

4 Notification



PART II | 4. NOTIFICATION

4.1 GENERAL

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

4.2 HEALTH

Advanced radio notification to a quarantine station applies only if a condition of health irregularity occurs onboard. Masters should acquaint themselves with Section 12 of the [Quarantine Regulations](#).³⁰ Prince Rupert has a full service hospital, as well as medical service to larger metropolitan areas.

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

Any suspected communicable diseases onboard should be reported to CNS / SNC (PHAC / ASPC) cns-snc@phac-aspc.gc.ca³¹

4.3 IMMIGRATION

Starting in December 2013, citizens from certain [countries/territories](#)³² will need to give biometrics (fingerprints and photograph) when they apply for a visa. Depending on citizenship, individuals that plan to travel through Canada without stopping or those who are visiting for 48 hours or less may require a transit visa. A transit visa may not be required if travel is from the United States. See [Transit Without Visa Program](#)³³ or the [China Transit Program](#)³⁴ for details.

CREW MEMBERS WHO WISH TO GO ASHORE

All crew members that have cleared Customs through CBSA are permitted to proceed ashore subject to the following:

³⁰ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1368/page-1.html

³¹ cns-snc@phac-aspc.gc.ca

³² <http://www.cic.gc.ca/english/visit/biometrics.asp>

³³ <http://www.cic.gc.ca/english/department/twov/index.asp>

³⁴ <http://www.cic.gc.ca/english/department/ctp/eligibility.asp>

PART II | 4. NOTIFICATION

SHORE LEAVE AT [MARSEC I](#)

Shore leave by water taxi (inner or outer anchorages) is permitted between the hours of 0800 and midnight.

The water taxi must only transport to/from the Cow Bay Marina.

SHORE LEAVE AT [MARSEC II](#)

Shore leave while at MARSEC II will be via PRPA approval only.

SHORE LEAVE AT [MARSEC III](#)

- There will be no shore leave authorized while at MARSEC III.

PASSENGERS

Any passengers onboard will be required to clear Customs through [CBSA](#)³⁵ at the same time as the rest of the crew.

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

4.4 CUSTOMS

Prince Rupert is a port of entry and as such has customs facilities operated by [CBSA](#).³⁶ The [Advance Commercial Information \(ACI\)](#)³⁷ program requires marine carriers to electronically transmit vessel and cargo information in advance of arrival at the first port in Canada. Reporting timeframes, which vary depending on the type of cargo and origins, are outlined on this link.

PRE-ARRIVAL INFORMATION REPORT (PAIR)

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

The Master of the vessels listed below, engaged on a voyage from a port in one country to a port in another country, shall ensure their vessel does not enter Canadian waters unless the Master submits their Pre-Arrival Information Report (PAIR) to [Transport Canada MARSEC West](#)³⁸ before entering Canadian waters.

Vessels required to submit a PAIR to Transport Canada:

- SOLAS (International Convention for the Safety of Life at Sea) vessel of 500 tonnes gross tonnage or more or is carrying more than 12 passengers;

³⁵ <http://www.cbsa-asfc.gc.ca/do-rb/offices-bureaux/437-eng.html>

³⁶ <http://www.cbsa-asfc.gc.ca/do-rb/offices-bureaux/437-eng.html>

³⁷ http://www.cbsa-asfc.gc.ca/prog/aci-ipecc/marmode_menu-eng.html

³⁸ marsecw@tc.gc.ca

PART II | 4. NOTIFICATION

- NON-SOLAS vessel that is more than 100 tonnes gross tonnage, other than a towing vessel;
- NON-SOLAS vessel that carries more than 12 passengers; or
- NON-SOLAS vessel that is a towing vessel engaged in towing a barge astern or alongside or pushing ahead, if the barge is carrying certain dangerous cargoes.

CANADA'S MARITIME ZONES

[Canadian Territorial Sea](#)³⁹ consists of a belt of sea 12 nautical miles from the low-water line (baseline) along Canada's coast.

The [contiguous zone of Canada](#)⁴⁰ consists of an area of sea from 12 nautical miles to an outer limit of 24 nautical miles from the low-water line (baseline). Federal law enforcement officials may prevent the entry of person(s) in the contiguous zone of Canada from entry into Canada if there are reasonable grounds to believe an offence may be committed.

The [exclusive economic zone of Canada](#)⁴¹ consists of an area of the sea beyond and adjacent to the territorial sea of Canada extending to 200 nautical miles from low-water line along Canada's coast.

4.5 ETA

³⁹ <http://laws-lois.justice.gc.ca/eng/acts/O-2.4/page-2.html>

⁴⁰ <https://laws-lois.justice.gc.ca/eng/acts/O-2.4/page-1.html#h-382995>

⁴¹ <https://laws-lois.justice.gc.ca/eng/acts/O-2.4/page-1.html#h-383046>

PART II | 4. NOTIFICATION

Who	What	To	How	When	Remarks
Master of vessels listed in 4.4	Pre-Arrival Information Report (PAIR)	Transport Canada	Email ⁴² report	96 hours prior to entering Canadian waters	PAIR PDF
Master of vessels listed in 4.4	NOA	PSOC	Email ⁴³ form	Prior to 96 hours from Triple Island Pilot Station (54°19.00' N, 130° 53.10' W)	ETA changes of 30 minutes or more must be reported
Agent of vessels listed in 4.4	NOA	PRPA Marine Operations	Electronic ⁴⁴ submission	Prior to 96 hours from Triple Island Pilot Station (54°19.00' N, 130° 53.10' W)	ETA changes of 30 minutes or more must be updated
Agent of vessels listed in 4.4	Dangerous Goods	PSOC	Online application ⁴⁵	Prior to 96 hours from Triple Island Pilot Station (54°19.00' N, 130° 53.10' W)	Nil

4.6 ETD

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

LPG carriers and liquid bulk tankers must give a minimum of 24 hours notice of the intended time of departure.

4.7 SECURITY

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

- International Ship Security Certificate (ISSC)
- Crew list

⁴² marsecw@tc.gc.ca

⁴³ psoc@rupertport.com

⁴⁴ <https://pems.rupertport.com>

⁴⁵ <http://www.rupertport.com/permits-passes/>

PART II | 4. NOTIFICATION

- Passenger list
- Attendance list

4.8 DANGEROUS GOODS

All Dangerous Goods that move through the Port of Prince Rupert must be pre-approved by the PRPA. This is done by accurately completing this [online permit application](#)⁴⁶ and receiving a confirmation email by the approving Authority. Vessels with explosives on board shall not enter, leave, or remain in the harbour, except with the prior permission of PRPA.

Any additional information regarding goods entering or leaving from Port Edward Harbour Authority facilities may be obtained from their [website](#)⁴⁷.

4.9 WASTE

All waste removal must be coordinated through the Vessel Agent including garbage, oily water/bilge fluids, grey water, black water, and hazardous material. Arrangements must be communicated in writing to the [PSOC](#)⁴⁸ by the Agents and/or Masters prior to removal.

4.10 IOPP

All vessels requiring an IOPP Certificate must ensure that a valid, in date copy is sent to the [PSOC](#)⁴⁹ 24 hours prior to arrival to Prince Rupert.

4.11 EXPLANATION OF REPORTING CODES

Not applicable.

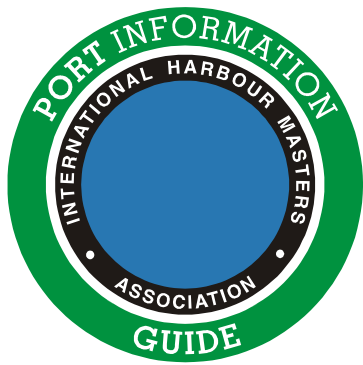
⁴⁶ <http://www.rupertport.com/permits-passes/>

⁴⁷ <https://www.peharbourauthority.com/>

⁴⁸ psoc@rupertport.com

⁴⁹ psoc@rupertport.com

5 Documentation



PART II | 5. DOCUMENTATION

5.1 GENERAL

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

5.2 REQUIRED DOCUMENTATION, TO BE AVAILABLE AT ALL TIMES

FOR GENERAL CARGO VESSEL/BULK CARRIER

IOPP (International Oil Pollution Prevention Certificate)

SOPEP (Ship Oil Pollution Emergency Plan)

Garbage record book

Oil record book Part I

Document of Compliance (in respect to dangerous goods)

[Dangerous goods permit](#)⁵⁰

Documentation regarding fumigant used to fumigate bulk cargoes

International Air Pollution Certificate

Bunkering Receipt

Ballast Water Management Certificate, Ballast Water Management Plan, Ballast Water

Record Book, Transport Canada approval

Updated Charts # 3957, 3958, and 3955

Notice to Shipmaster document

Vessel Arrival Package (supplied by Agent)

Ship Energy Efficiency Management Plan (SEEMP)

Hull and prop maintenance logs

[International Sewage Pollution Prevention Certificate](#)⁵¹

Ship Membership Agreement with Western Canada Marine Response Corporation

Phytosanitary Certificate for Asian Gypsy Moth

FOR OIL/CHEMICAL/GAS CARRIER

IOPP (International Oil Pollution Prevention Certificate)

SOPEP (Ship Oil Pollution Emergency Plan)

Garbage record book

Oil record book Part I and II

Certificate of Fitness chemical/gas, including product list

Procedures and arrangements manual

Cargo record book

Safety checklist of Port of Prince Rupert

Material safety datasheet(s)

⁵⁰ <http://www.rupertport.com/permits-passes/>

⁵¹ <http://laws-lois.justice.gc.ca/PDF/SOR-2012-69.pdf>

PART II | 5. DOCUMENTATION

Bill of lading

Shipping document for bulk liquid cargoes

Ship Membership Agreement with Western Canada Marine Response Corporation

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

PART II | 5. DOCUMENTATION

Documentation Originals Required	Grain	Timber	Coal	Containers	Pellets	Passenger	LPG/LNG	Tankers
Draft, Shearing forces and Bending Moments, Trim and local strength	X	X	X		X			
Register of Cargo Gear for geared vessels	X	X	X	X	X			
International code for safe carriage of grain in bulk	X							

See also Chapter 15 – Port Inspections.

5.3 MARINE EVENTS

REQUIREMENTS FOR MARINE EVENTS

In all cases, PRPA will require that the organizers obtain comprehensive general liability insurance in an amount and coverage acceptable to PRPA. The Prince Rupert Port Authority is to be named as co-insured.

HOLDING A MARINE EVENT IN THE PORT

PRPA authorizes events held within the port and aims to facilitate the safe and orderly conduct of events.

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

- Yacht or boat race (including sailing events)
- Fireworks or performances
- Hang gliding or parascending
- Water ski or wakeboard
- Demonstration
- Swimming event
- Any sporting events
- Sail past
- Recreational event
- Filming over the water with an unmanned aerial vehicle (UAV) – See section 10.4; and
- Any other activity involving an assembly of vessels or persons that may interfere with port operations, both marine and terrestrial.

PROCEDURES FOR MARINE EVENTS

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

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

PART II | 5. DOCUMENTATION

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

Persons wishing to hold a marine event in the port shall apply for and complete an [“Application to hold a Marine Event in the Port”](#)⁵² form. For more information contact the PSOC at psoc@rupertport.com.

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

5.4 ON-WATER ADVERTISEMENT OR VISUAL DISPLAY

Displaying any form of advertisement or visual display (including placards, bills, signs or devices) within the navigation jurisdiction of the port, and in waterfront or upland areas managed by the PRPA, is prohibited unless prior written approval has been obtained from PRPA.

5.5 DREDGING

Any dredging operations within the port and in waterfront and upland areas managed by PRPA require authorization from PRPA pursuant to section 28 of the *Port Authorities Operations Regulations*.

Applications for dredging operations must be submitted to PRPA and approval received prior to commencement of such operations. Application forms may be obtained by contacting projects@rupertport.com.

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

5.6 CONSTRUCTION, WORKS OR DEVELOPMENT

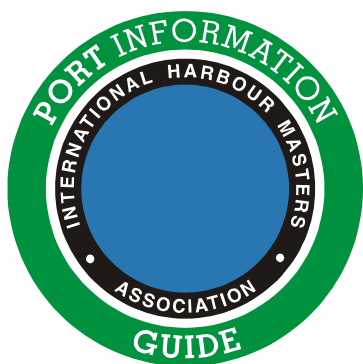
Any construction, works, demolition or development within the port and upland areas managed by PRPA require an authorization from PRPA pursuant to section 28 of the *Port Authorities Operations Regulations*.

⁵² <http://www.rupertport.com/permits-passes/>

PART II | 5. DOCUMENTATION

Applications for construction, works, demolition or development must be submitted to PRPA and approval received in writing prior to commencement of such operations. Application forms for a project review can be obtained by contacting projects@rupertport.com.

6 Reporting



PART II | 6. REPORTING

6.1 GENERAL

Masters of vessels in Prince Rupert Harbour are obliged to report and/or request permission for a number of issues/events. This section outlines those requirements. For more contact information also see Chapter 2.

6.2 ISSUES TO BE REPORTED

Issues / Events to be Reported	Section	To	Via	How
Navigational hazards, logs, deadheads, oil or similar pollution	9.1	MCTS PSOC	VHF 71 (MCTS) VHF 68 (PSOC)	Verbal
Bunkering	14.7	PSOC	Email/ Online	Bunkering Checklist
Stores over land / by water	16.4	PSOC	Telephone Email	Vessel Agent
Repairs	14.3	PSOC	Telephone Email	Vessel Agent
Hot Work	14.3	PSOC	Email Form	Vessel Agent
Lowering boats and rafts	4.3	PSOC	VHF 68	Verbal
Under water inspections	14.4	PSOC	Email	Diving Form
Seagoing vessels with the intention to clean or wash cargo tanks	14.6	PSOC	Email	Vessel Agent
Spills	14.7	MCTS PSOC	VHF 71 VHF 68	Verbal
Accidental Discharges	16.2	MCTS PSOC	VHF 71 VHF 68	Verbal
Collisions / grounding	9.1	MCTS	VHF 71	Verbal
Losing anchors or chain	7.10	PSOC MCTS	VHF 68 VHF 71 Telephone Email	Verbal or written
Anchoring in port	7.14	PSOC	Email	Vessel Agent

PART II | 6. REPORTING

ETD	4.6	PSOC	VHF 68 Telephone Email	Vessel Agent
Out of control or in situation that may endanger the safety of shipping	9.2	MCTS	VHF 71	Verbal
Embarking / disembarking passengers and crew	4.3	PSOC	VHF 68 Telephone Email	Verbal or written
Marine mammal found dead or in distress	14.6	BC Marine Mammal Response Network	Telephone +1 (800) 465-4336	Verbal

PSOC Port Security Operations Centre

VHF 68 Call "Port Security Operations Centre"

+1 (250) 627-2522

psoc@rupertport.com

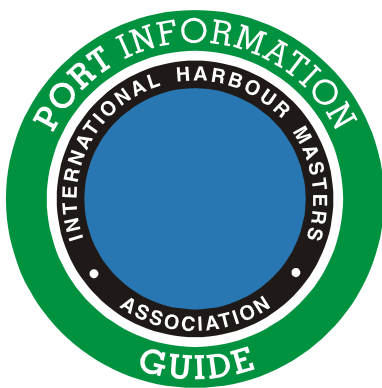
MCTS Marine Communications & Traffic Services

VHF 71 Call "Prince Rupert Traffic"

+1 (250) 627-3074

PART II | 6. REPORTING

7 Port Description



PART III | 7. PORT DESCRIPTION

7.1 GENERAL

Prince Rupert Harbour is a deep, ice free inlet with easy access and can be entered at all times and in all seasons. The inner harbour entrance is 457 metres wide and at least 35 metres deep.

7.2 DEVELOPMENTS

Fairview Container Terminal

-DP World's Fairview Container Terminal expanded its capacity to 1.6 million TEUs through a project completed in summer 2022. The next phase of Fairview Container Terminal expansion will increase terminal capacity to 2.0 millions TEUs.

Wolverine Terminals

-Wolverine Terminals is currently constructing a marine fuels storage and lighterage facility, bunkering, along with two purpose-built barges. Construction is complete, with a commencement of operations expected in Q1 2024. For more information please see

<https://wolverineterminals.com/>⁵³

REEF

-REEF, a partnership between Altagas and Vopak is currently working through the regulatory and permitting process to develop a bulk liquids terminal offering handling, storage and ship loading for commodities such as propane, methanol and diesel. REEF is targeting a final investment decision at the beginning of 2024 followed by two+ years of construction.

For more information on these proposed developments and others, visit our website [here](#)⁵⁴.

7.3 PORT LOCATION

The Prince Rupert Harbour limits are shown on Canadian Charts 3957 and 3958 and described in [British Columbia Coast Sailing Directions PAC 205](#).⁵⁵ Porpoise Harbour, Ridley Island, and Lelu Island are included within the Prince Rupert Harbour limits.

CHARTS AND PUBLICATIONS

⁵³ <https://wolverineterminals.com/>

⁵⁴ <https://www.rupertport.com/future-growth/>

⁵⁵ <http://publications.gc.ca/site/eng/21557/publication.html>

PART III | 7. PORT DESCRIPTION

The Port of Prince Rupert and the approaches are covered by Canadian Charts 3957, 3958, 3955, 3964 and Admiralty Chart 2435. Further information is available in [PAC 205 Inner Passage - Queen Charlotte Sound to Chatham Sound](#),⁵⁶ published by the Canadian Hydrographic Service, or the Admiralty Sailing Directions NP 26, British Columbia Pilot.

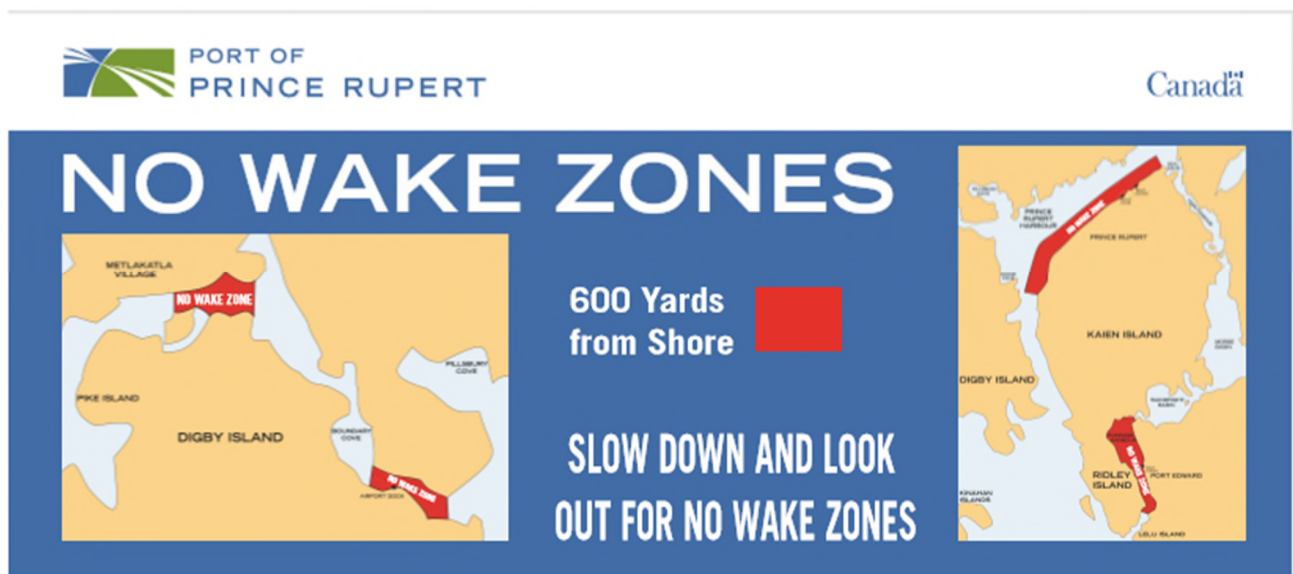
ENTRANCE

The main commercial approach to Prince Rupert is via the Dixon Entrance, Brown Passage and Chatham Sound passing Lucy Island, Rachael Islands and the Kinahan Islands traveling SE towards Ridley Island and Lelu Island. The SW corner of the outer harbour is at 54°08'36" N 130°26'47" W and extends north to Digby Island and east towards Smith Island.

The main entrance to the inner harbour is from the south between Digby and Kaien Islands. Navigation is round the clock with a depth not less than 35 metres at the inner harbour entrance marked by Spire Ledge light and bell buoy "D47". The inner harbour can also be entered from the Northwest through Venn Passage for smaller traffic only.

NO WAKE ZONES

Certain areas of the Prince Rupert Harbour have been designated as No Wake Zones. In Prince Rupert Harbour vessels are to minimize wake when passing within 600 yards of shore between Fairview Terminal and Ritchie Point. Minimized wakes are also required when passing docks, floats and seaplanes, specifically at the Digby Island floats and the Village of Metlakatla in Venn Passage and within Porpoise Harbour.



⁵⁶ https://publications.gc.ca/collections/collection_2022/mpo-dfo/Fs74-70-2022-7-eng.pdf

PART III | 7. PORT DESCRIPTION

7.4 LOAD LINES

[Load Line Regulations \(SOR/2007-99\)](#)⁵⁷ fall under the Canada Shipping Act, 2001.

7.5 MAXIMUM SIZE VESSELS

There is currently no restriction for maximum size vessels calling on Prince Rupert; however, inner harbour anchorages (numbers 2-7) are restricted to vessels 250 metres length overall (LOA) or less.

7.6 TIME ZONE

Prince Rupert is in the Pacific Time Zone and observes Daylight Savings Time from March until November. Specific dates and times of the Daylight Savings change can be found [online here](#).⁵⁸

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

7.7 LOCAL HOLIDAYS

The six national holidays in British Columbia are:

- New Year's Day (January 1)
- Good Friday (Friday before Easter Sunday)
- Canada Day (July 1)
- Labour Day (First Monday in September)
- National Day for Truth and Reconciliation (September 30)
- Christmas Day (December 25)

The five provincial holidays in British Columbia are:

- Family Day (3rd Monday in February)
- Victoria Day (Monday before May 25)
- British Columbia Day (Monday after the 1st Sunday of August)
- Thanksgiving (second Monday in October)
- Remembrance Day (November 11)

⁵⁷ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2007-99/page-1.html>

⁵⁸ http://www.timetemperature.com/tzca/british_columbia_time_zone.shtml

PART III | 7. PORT DESCRIPTION

7.8 WORKING HOURS

PRPA main office hours are from 0800 to 1630 Monday – Friday. The PSOC operates continuously 24/7 throughout the year.

7.9 TRAFFIC

The number of deep-sea vessels calling on Prince Rupert has continued to increase. In addition, passenger vessels including [BC Ferries](https://www.bcferrries.com/)⁵⁹ and [Alaska State Ferries](https://dot.alaska.gov/amhs/)⁶⁰ make regular scheduled calls to Prince Rupert. Coastal tug and barge operations, commercial fishing vessels, charter fishing vessels, and private pleasure craft are also numerous in the Prince Rupert area, especially during the summer season. For more up-to-date information on the commercial fisheries opening and established fishing zones in the Prince Rupert area, consult the [Department of Fisheries and Oceans](http://www.pac.dfo-mpo.gc.ca/fm-gp/maps-cartes/index-eng.html)⁶¹ website.

For more traffic information in the Port of Prince Rupert, visit the [website](http://www.rupertport.com/arrivals-departures/).⁶²

7.10 CARGO

LOSS OF CARGO, GEAR OR GOODS OVERBOARD

Where any goods have been lost overboard from a vessel, the owner or person in charge of the vessel shall attempt to recover such goods. Where the recovery of such goods is interfering with navigation or if the goods constitute or may constitute contamination, PRPA may order the person in charge of the recovery to cease or alter his operation. Where lost goods are not recovered within 24 hours after their loss, the owner or person in charge of the vessel shall as soon as practicable, submit a statement to PRPA noting all of the following:

- the location where the goods were lost
- a description of the lost goods
- such other information regarding the lost goods as PRPA may request

If the owner or person in charge of the vessel fails to recover the lost goods within 24 hours after their loss, PRPA may have the lost goods recovered at the expense of the owner of the vessel and the owner shall pay PRPA the cost of the recovery upon demand.

⁵⁹ <https://www.bcferrries.com/>

⁶⁰ <https://dot.alaska.gov/amhs/>

⁶¹ <http://www.pac.dfo-mpo.gc.ca/fm-gp/maps-cartes/index-eng.html>

⁶² <http://www.rupertport.com/arrivals-departures/>

PART III | 7. PORT DESCRIPTION

7.11 CHARTS AND BOOKS

CHARTS

All vessels in Canadian waters must carry and use nautical charts and related publications. pursuant to the Canada Shipping Act, 2001, [Charts and Nautical Publications Regulations](#),⁶³ that are issued by, or on the Authority of, the [Canadian Hydrographic Service \(CHS\)](#).⁶⁴ CHS paper charts meet the requirements of the chart carriage regulations; however digital charts only meet the requirements of the regulations under certain circumstances. CHS Electronic Navigational Charts (ENCs) meet the requirements provided they are used with an Electronic Chart Display and Information System (ECDIS). CHS raster charts meet the requirements only if paper charts are carried and used as a backup.

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

[CHS Charts](#)⁶⁵

- 3002 Queen Charlotte Sound to Dixon Entrance
- 3955 Plans – Prince Rupert Harbour, Porpoise Harbour, Ridley Island and Approaches
- 3956 Malacca Passage to Bell Passage
- 3957 Approaches to Prince Rupert Harbour
- 3958 Prince Rupert Harbour
- 3964 Tuck Inlet

BOOKS

[Canadian Tide and Current Tables](#)⁶⁶

[Chart 1, 2012: Symbols, Abbreviations and Terms](#)⁶⁷

[Sailing Directions, PAC205 Inner Passage – Queen Charlotte Sound to Chatham Sound](#)⁶⁸

[Canadian Aids to Navigation System](#)⁶⁹

[List of Lights, Buoys and Fog Signals](#)⁷⁰

[Notices to Mariners – Current Monthly Editions](#)⁷¹

[Notices to Mariners – Annual Edition](#)⁷²

⁶³ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-95-149/>

⁶⁴ <https://www.charts.gc.ca/charts-cartes/index-eng.html>

⁶⁵ <https://www.charts.gc.ca/charts-cartes/index-eng.html>

⁶⁶ <https://tides.gc.ca/en>

⁶⁷ <https://www.charts.gc.ca/publications/chart1-carte1/index-eng.html>

⁶⁸ <https://publications.gc.ca/site/eng/9.909543/publication.html>

⁶⁹ <https://www.ccg-gcc.gc.ca/publications/maritime-security-surete-maritime/aids-aides-navigation/page01-eng.html>

⁷⁰ <https://www.notmar.gc.ca/list-livre-en.php>

⁷¹ <https://www.notmar.gc.ca/monthly-mensuel-en.php>

⁷² <https://www.notmar.gc.ca/annual-annuel-en.php>

PART III | 7. PORT DESCRIPTION

[Radio Aids Marine Navigation \(RAMN\) 2015](#) ⁷³

7.12 SHIPPING ANNOUNCEMENTS FOR THE PORT AREA

NAVIGATIONAL WARNINGS (NAVWARNS)

The Canadian Coast Guard (CCG) issues Navigational Warnings (NAVWARNs) to inform mariners about hazards to navigation and to share other important information. Verbal NAVWARN alerts are broadcast by radio by MCTS and [written NAVWARN alerts](#) ⁷⁴ are issued when the hazard location is beyond broadcast range or when the information remains in effect for an extended period of time. A summary of written NAVWARNs still in effect are available [online here](#). ⁷⁵

NOTICES TO MARINERS

The [Notices to Mariners \(NOTMAR\)](#), ⁷⁶ published jointly by CCG and CHS, provides necessary information to update all charts and nautical publications (such as Sailing Directions, Light of Lights, Annual Edition of Notices to Mariners, and Radio Aids to Marine Navigation). Also issued is information pertaining to regulations and procedures governing vessels entry to and transit of Canadian waters.

7.13 PILOT STATIONS

The Pilot Station is located off Triple Island (54° 19.00' N; 130° 53.10' W) approximately 22 nautical miles from the port. See chapter 11.3 for pilotage details.

7.14 PORT INFRASTRUCTURE

ANCHORAGE AREAS

Area & Chart #	Anchorage #	Latitude	Longitude	Depth (metres)	Max LOA (metres)	Use	Swing Radius (metres)	Bottom Type
	1	Not allocated						

⁷³ <https://www.pacific.ccg-gcc.gc.ca/publications/mcts-sctm/ramn-arnm/index-eng.html>

⁷⁴ <https://nis.ccg-gcc.gc.ca/public/rest/messages/en/search>

⁷⁵ <http://www.vtos.pac.dfo-mpomarinfo.gc.ca/notship/ntssumm.htm#nav/index-eng.php>

⁷⁶ <https://www.notmar.gc.ca/index-en.php>

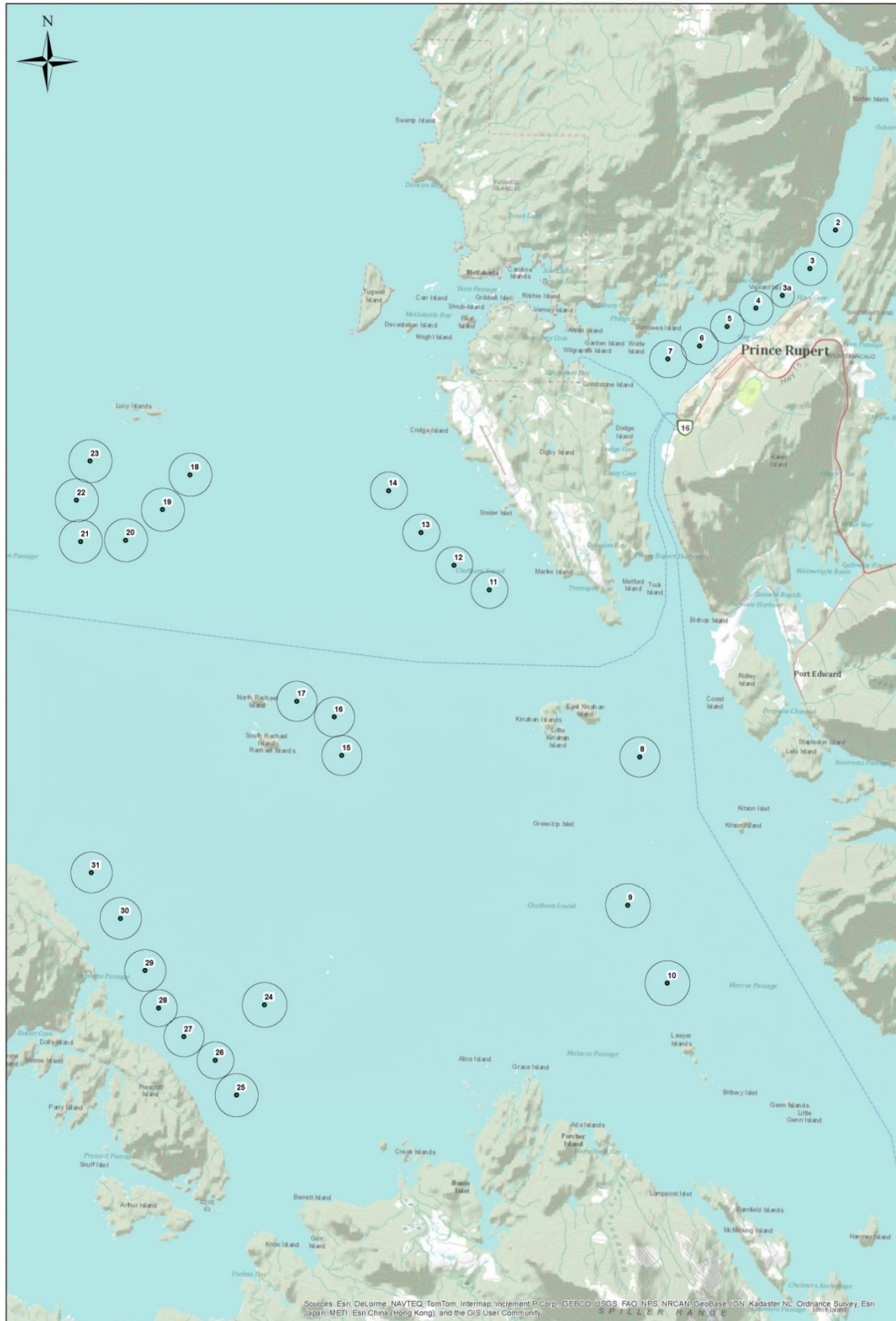
PART III | 7. PORT DESCRIPTION

Area & Chart #	Anchorage #	Latitude	Longitude	Depth (metres)	Max LOA (metres)	Use	Swing Radius (metres)	Bottom Type
Inner Harbour Chart 3964/3958	2	54° 21.11' N	130° 16.54' W	56	225	Logs, Bulk, CFIA inspections	550	MR
	3	54° 20.43' N	130° 17.28' W	48	225	Logs, Bulk, Limited DG, CFIA inspections	550	MRSh
	4	54° 19.72' N	130° 18.88' W	39	225	Bulk, Limited DG, CFIA inspections	550	MR
	5	54° 19.39' N	130° 19.73' W	42	225	Bulk, CFIA inspections	550	M
	6	54° 19.04' N	130° 20.55' W	37	250	Bulk, CFIA inspections	600	M
	7	54° 18.80' N	130° 21.49' W	55	250	Bulk, CFIA inspections	600	MRSh
Ridley Island Chart 3956/3958	8	54° 11.83' N	130° 22.10' W	38	270	Bulk, CFIA inspections, Fumigation	650	M
	9	54° 09.22' N	130° 22.37' W	66	350	Bulk, AGM	725	M
	10	54° 07.87' N	130° 21.15' W	60	400	Bulk, LPG, LNG, DG, AGM	870	M
Digby Island Chart 3957	11	54° 14.70' N	130° 26.70' W	53	270	Emergency use only	600	RM
	12	54° 15.12' N	130° 27.77' W	54	270	Emergency use only	600	RM
	13	54° 15.68' N	130° 28.77' W	43	270	Emergency use only	600	MSh
	14	54° 16.40' N	130° 29.77' W	30	270	Emergency use only	600	RSh
Rachel Islands Chart 3956	15	54° 11.75' N	130° 31.00' W	41	270	Long Term Bulk	650	MR
	16	54° 12.42' N	130° 31.25' W	39	270	Long Term Bulk	650	M
	17	54° 12.68' N	130° 32.38' W	42	270	Long Term Bulk	650	SM
	18	54° 16.60' N	130° 35.72' W	60	325	Long Term Bulk	700	RG

PART III | 7. PORT DESCRIPTION

Area & Chart #	Anchorage #	Latitude	Longitude	Depth (metres)	Max LOA (metres)	Use	Swing Radius (metres)	Bottom Type
Lucy Islands Chart 3957	19	54° 15.98' N	130° 36.52' W	65	325	Long Term Bulk	700	RG
	20	54° 15.43' N	130° 37.60' W	52	325	Bulk, AGM re-inspect	700	SMR
	21	54° 15.39' N	130° 38.95' W	54	325	Bulk, AGM re-inspect	700	SMR
	22	54° 16.11' N	130° 39.10' W	42	325	Long Term Bulk	700	R
	23	54° 16.80' N	130° 38.72' W	30	325	Long Term Bulk	700	SR
Stephens Island Chart 3956	24	54° 07.35' N	130° 33.15' W	60	350	Long Term Bulk, LPG, LNG, DG, AGM	725	SM
	25	54° 05.76' N	130° 33.92' W	53	325	Long Term Bulk, LPG, LNG, DG	700	MS
	26	54° 06.36' N	130° 34.58' W	50	270	Long Term Bulk	600	S
	27	54° 06.76' N	130° 35.53' W	38	325	Long Term Bulk, LPG	650	S
	28	54° 07.25' N	130° 36.30' W	54	270	Long Term Bulk	600	SM
	29	54° 07.90' N	130° 36.73' W	66	350	Long Term Bulk	675	M
	30	54° 08.80' N	130° 37.50' W	80	350	Bulk, LPG, LNG, DG	675	M
	31	54° 09.60' N	130° 38.40' W	72	350	Bulk, LPG, LNG, DG	675	M

PART III | 7. PORT DESCRIPTION



PART III | 7. PORT DESCRIPTION

ANCHORING PROCEDURES

Every vessel of 50 metres or more in length must obtain permission from PRPA prior to anchoring in the Prince Rupert Harbour area and its approaches. No vessel shall anchor in such a place or position as to prevent free and unobstructed passage for all vessels to and from the harbour and to and from any wharf in the harbour. No vessel shall anchor in any designated seaplane operating area.

Anchorage will be assigned at least 24 hours prior to the arrival of a vessel providing the 96-hour Notice of Arrival (NOA) has been received. It is understood that some anchorage requests may require immediate assistance due to emergencies, berth delays etc., and this will be considered on a case by case basis.

PRPA Marine Operations may be contacted at any time after office hours through the PSOC by telephone +1 (250) 627-2522 or VHF 68. All anchorage allocations for the next 24 hours are published online on the [Shipping Schedule](#).⁷⁷ All anchorage assignments are also held by the PSOC and may be checked any time by contacting the PSOC via telephone (+1 (250) 627-2522) or email (psoc@rupertport.com) or radio (VHF 68).

When making an anchorage request, normally the 96-hour NOA is completed and submitted by the local Agent on behalf of the vessel. In the case of urgent anchorage requirements, the following minimum information must be given to PRPA Marine Operations for the request to be considered:

- Vessel Name
- IMO Number
- Local Agent Name
- Gross Registered Tonnage
- Summer Draught
- Length Overall (LOA)
- Cargo Type and Quantity
- Estimated Time of Berthing
- Estimated Time of Departure
- List any machinery or navigational equipment defects

ANCHORAGE SAFETY

Nothing in these procedures relieves the Master of a vessel from their obligations for safety or from taking precautions as would be required by the ordinary practice of seamen, or by the special circumstances of the case.

⁷⁷ <https://pems.rupertport.com/public/dashb.ashx?db=caprr.dailyshipping>

PART III | 7. PORT DESCRIPTION

Although inner harbour anchorages are somewhat protected, all anchorages in the Port of Prince Rupert are at all times exposed to weather and sea conditions which can, particularly in the fall and winter months, change rapidly and at short notice.

For these reasons, while at anchor in the Port of Prince Rupert every vessel, in addition to maintaining a safe anchor watch in accordance with STCW.7 Circ. 14 – Guidance for Masters on Keeping a Safe Anchor Watch, shall **year-round**:

- Use a minimum of 10 shackles at the waterline (more anchor cable can be used at Master's discretion) and report cable length to PSOC on VHF 68 upon setting anchor
 - Arrive in and maintain heavy ballast and required trim to ensure the ship's propeller and rudder are below the water line until a confirmed terminal berthing time has been arranged at which time deballasting can commence
 - Have main propulsion engine(s) on standby such that they are available for immediate use
- Maintain a continuous and competent bridge watch in accordance with STCW watch-keeping standards
- Keep a listening watch on VHF 16, VHF 68 (PSOC) and VHF 71(MCTS)
 - Be prepared to take immediate action should weather conditions deteriorate
 - Be prepared to take immediate action to mitigate the risk of a dragging anchor
 - Have a second anchor ready for letting go if wind speed at the vessel exceeds 20 knots

Prior to significant wind events, vessels may be ordered out of specific anchorages or ordered out of the Port to weather a storm at sea.

Should a commercial vessel wishing to anchor in Prince Rupert Harbour not be capable of adhering to these directives, the Master or Agent shall bring this to the attention of PRPA Marine Operations a minimum of 24 hours prior to the vessel's scheduled arrival time at Triple Island.

ASSIGNMENT OF ANCHORAGES

Vessels will normally occupy an anchorage while waiting for a berth, cargo, or repairs. Anchorages shown in the previous table are assigned on a first come first serve basis (based on confirmed ETA of vessel at Triple Island Pilot Station). Prince Rupert anchorage sizes have been designed based on the use of 10 shackles. Upon setting anchor in Prince Rupert vessels shall contact PSOC via VHF 68 and report amount of cable out. Unless specifically approved by PRPA Marine Operations the size of vessel using an anchorage may not exceed the specified anchorage size.

At the discretion of PRPA, vessels waiting for other ports, or not loading or discharging passengers or cargo at the Port of Prince Rupert may be assigned anchorages subject to availability. Any vessel occupying an anchorage under these circumstances may be ordered to

PART III | 7. PORT DESCRIPTION

move to allow a vessel, which will embark or disembark passengers, or load or discharge cargo in Prince Rupert, to anchor in Prince Rupert Harbour.

Vessels remaining at anchor after their scheduled berthing time or after their cargo is available, that decline to occupy the designated berth for reasons of contract or desire of the owners or charterers of the vessel, may be required to vacate the anchorage at the sole discretion of PRPA.

In an emergency, or for other reasons approved by PRPA, Marine Operations may create a special anchorage or offset an existing anchorage to allow a vessel to anchor. In such cases, safety will be the deciding factor.

PRPA may charge a fee for long-term use of an anchorage or for vessels not calling on the Port of Prince Rupert.

Anchorage may be assigned or reassigned by PRPA for any reason at its discretion.

SPECIAL ANCHORAGES

Anchorage 2 and 3 are anchorages where log loading has preference at PRPA discretion. If, at the time of entry of a vessel which will load logs, all anchorages are occupied, the first vessel to occupy one of these anchorages may be displaced to accommodate the vessel loading logs.

Anchorage 7, given its proximity to the turning basin used by container ships arriving at Fairview Terminal, will be used sparingly to afford these vessels ample room to maneuver.

Anchorage 8 is the Port's designated fumigation anchorage.

Anchorage 9 and 10 can be used for Agricultural inspections for Asian Gypsy Moth should this be required by CFIA. Inspection for Asian Gypsy Moth takes precedence over all other uses for these anchorages.

Anchorage 10 may be used for vessels up to 400 metres LOA.

LPG CARRIERS, LNG CARRIERS AND OIL TANKERS

Priority assignment for anchorage 27 is VLGCs.

Anchorage 10, 24, 25, 30, and 31 may be used for LPG, LNG and Tanker vessels.

ANCHORAGE WARNINGS AND WATCHKEEPING CONSIDERATIONS

Prince Rupert Traffic will broadcast an anchorage warning broadcast on VHF 71 for all vessels at anchor in the Port of Prince Rupert under the following circumstances:

- When gale (or higher) warnings are forecasted for local waters

PART III | 7. PORT DESCRIPTION

- This warning will remind vessels of their continuous requirement to have engines at immediate standby and a second anchor ready for letting go if winds exceed 20 knots at the vessel.

WEATHER LIMITS AT ANCHOR

Weather limits at anchor are at the discretion of the vessel's Master, however, prior to significant wind events vessels may be ordered out of specific anchorages or ordered out of the Port to weather a storm at sea.

7.15 PORT ACCOMMODATION AND BERTHS

Details of Terminals and berths can be found in the Port Sections Guide.

7.16 WEATHER AND TIDAL INFORMATION

Prince Rupert Harbour can be subject to extreme gusts of wind from the mountain slopes during SE gales, which are prevalent during the autumn and winter months.

Weather limits for port operations are listed in the specific terminal Port Sections Guide.

Real-time Prince Rupert Harbour tide, wind, wave, temperature and current information can be found on PRPA's Live Harbour Data webpage at [here](#)⁷⁸.

DENSITY

Varies between 1013 and 1025 kg·m⁻³.

ICE

Prince Rupert is a totally ice free harbour all year round.

TIDES

Tides are mixed, mainly semi-diurnal. Predicted tide data can be found at the [Fisheries and Oceans Canada](#)⁷⁹ website.

Live tide data can be found on the [PRPA website](#)⁸⁰.

⁷⁸ <https://www.rupertport.com/live-harbour-data/>

⁷⁹ <http://www.tides.gc.ca/eng/station?sid=9354>

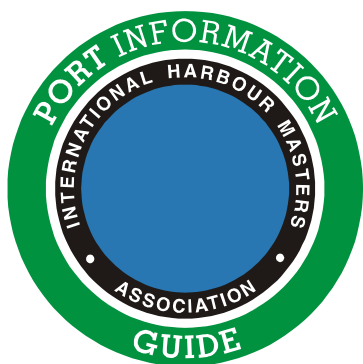
⁸⁰ <http://www.rupertport.com/live-harbour-data/>

PART III | 7. PORT DESCRIPTION

	Mean Tide		Spring Tide	
Range	4.9 m	16.07 ft.	7.7 m	25.3 ft.
HHW	6.1 m	20.0 ft.	7.5 m	24.6 ft.
LLW	1.2 m	3.9 ft.	-0.2 m	-0.66 ft.

PART III | 7. PORT DESCRIPTION

8 Port Navigation



PART III | 8. PORT NAVIGATION

8.1 GENERAL

Prince Rupert Harbour is naturally deep, is easily accessible, and has a relatively short distance (nominally two to three hours) to navigate from the Pilot Station at Triple Island to the Harbour entrance.

8.2 SPEED

Every vessel shall at all times proceed at a safe speed in accordance with the [Collision Regulations](#).⁸¹

The owner or person in charge of a vessel in the harbour shall ensure that the vessel is not navigated in such a manner or at such a rate of speed so as to endanger or damage, or cause injury or harm to any person or wildlife.

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

Every vessel, when passing any other vessel or any public work in the harbour, shall reduce speed sufficiently to prevent damage by bow-wave or wash to the other vessel or work, and to prevent injury to any person employed on or in connection with the other vessel or work. This includes bunkering operations which may be taking place alongside or at anchor and will be indicated by the vessels undertaking the operation displaying International Code Flag "B" by day and one all-round red light at night.

Certain areas of Prince Rupert Harbour have been designated as No Wake Zones. (see section 7.3). In the Prince Rupert Harbour vessels are to proceed at a safe speed, minimizing wake when passing within 600 yards of shore from Fairview Terminal to Ritchie Point. Minimized wakes are also required when passing docks, floats and seaplanes, specifically at the Digby Island floats the Village of Metlakatla in Venn Passage and within Porpoise Harbour.

Vessels are requested to proceed at a safe speed when passing within one cable (200 yards) of an established aquaculture or shellfish farm.

8.3 UKC

Within the Port of Prince Rupert, a ship's Under Keel Clearance (UKC) should not be less than 10% of its maximum draught unless prior permission has been obtained from PRPA Marine Operations.

⁸¹ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

PART III | 8. PORT NAVIGATION

8.4 RIGHT OF WAY

The [Collision Regulations](#)⁸² apply in the Port of Prince Rupert.

Vessels less than 20 metres and fishing vessels shall not impede the passage of larger vessels within a narrow channel, as stated in Rule 9 of [Collision Regulations](#),⁸³ or hamper the movements of deep sea vessels attempting to manoeuvre on or off a berth.

8.5 SPACING OF VESSELS

PRPA may establish a safety zone or security zone, either fixed or moving, around any vessel or shore structure to ensure public safety, security or the environment. Such safety or security zones may be broadcast by means of a Notice to Shipping and may be marked by buoys or signage.

SAFETY ZONES

“**Safety Zone**” is defined as a defined area which, for safety or environmental purposes, access is limited to persons, vessels or objects authorized by the PRPA. A safety zone may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion. Mariners may contact PSOC on VHF 68 if they have any concerns regarding the safety zone surrounding their vessel.

Examples of current Safety Zones in effect in Prince Rupert Harbour are as follows:

SHIPS AT BERTH AND ANCHOR

All vessels, except for assigned tugs, must remain outside of 50 metres from any ship alongside any berth or anchored in Prince Rupert, with the exceptions noted below:

LPG CARRIERS

All vessels must remain outside of 140 metres from any LPG carrier loading cargo at Trigon Pacific Terminals.

All vessels must remain outside of 100 metres from any LPG carrier loading cargo at Pembina's Watson Island berth.

VESSELS TAKING BUNKERS

All vessels, except for those engaged in the bunkering operation either alongside or at anchor shall remain outside of 100 metres from any bunkering operation.

⁸² http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

⁸³ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

PART III | 8. PORT NAVIGATION

SECURITY ZONES

“**Security Zone**” is defined as a defined area which, for safety and security purposes, access is limited to persons, vessels or objects authorized by the PRPA. A security zone may be stationary and described by fixed limits, or it may be described as an area around a vessel or object in transit. Mariners may contact PSOC on VHF 68 if they have any concerns regarding the security zone surrounding their vessel.

Security Zones, in addition to existing Safety Zones, may be ordered under MTSR for changes to the MARSEC level.

Examples of current Security Zones in effect in Prince Rupert Harbour are as follows:

MILITARY VESSELS

No vessel, including any pleasure craft, shall come within 50 metres of any military vessel, whether Canadian or foreign, while moving, anchored or docked at Prince Rupert Cruise Terminal without prior authorization of the warship; and

No diving is to be conducted within 500 metres of a warship without prior permission.

8.6 PASSING ARRANGEMENTS

Passing arrangements will normally be made by radio on VHF 71 and in accordance with the [Collision Regulations](#).⁸⁴

8.7 RESTRICTIONS

VISIBILITY

Should the visibility decrease below Pilots minimums to maneuver at safe speed the Pilot may delay shifting a vessel until it is considered safe to proceed.

NARROW CHANNELS

Porpoise Channel and Fairview Channel are the two channels used by deep sea vessels in Prince Rupert Harbour; traffic in these channels may be regulated by PRPA Marine Operations for navigational safety. Vessels less than 20 metres and fishing vessels shall not hamper the movements of vessels that are confined to channel limits, as stated in Rule 9 of [Collision Regulations](#).⁸⁵ Other channels such as Venn Passage and Fern Passage can only accommodate smaller and shallow draught vessels.

⁸⁴ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

⁸⁵ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

PART III | 8. PORT NAVIGATION

FAIRVIEW CHANNEL – MAIN CHANNEL TO INNER HARBOUR

Normally only one deep sea vessel shall transit the main channel at any one time. Outbound vessels have priority for the channel. Timings of vessel transits in the channel will be coordinated by the Pilots and vessels will be advised by Prince Rupert Traffic on VHF 71.

PORPOISE CHANNEL – MARINE TRANSIT TO PORPOISE HARBOUR

All deep sea vessels transiting to Porpoise Harbour are restricted as follows:

- Transits are to be conducted in daylight (between morning and evening civil twilight)
- Transits are to be conducted only when visibility exceeds 2 nautical miles
- Transits shall not be conducted when sustained (or forecasted sustained) winds exceed 25 knots
- Arrival transits are to be conducted 60 minutes either side of high or low water slack tide
- Departures transits are to be conducted 60 minutes either side of high water slack tide
- Transits shall only be conducted when the height of tide is sufficient to provide a vessel with a minimum clearance of 10% of its navigational draught for the entire period of the transit
- Only one deep sea vessel shall be under way between the Watson Island dock and Buoy D24 at any one time

ESCORT/BERTHING TUGS

Escort and berthing tug packages must at all times be in accordance with current Pacific Pilotage Authority guidelines.

8.8 INWARD BOUND VESSELS

BALLAST AND BALLAST WATER

For the purpose of this procedure, ballast water refers to any water loaded into a vessel's hold, cargo tank, peak tank, wing tank, deep tank, ballast tank or double bottom tank, other than for the purposes of hold washing. For hold washing, see Overboard Discharge Procedures. Permission to take in ballast water is not required.

All vessels arriving in the harbour with ballast on board will be required to comply with the [Ballast Water Control and Management Regulations](http://www.tc.gc.ca/eng/marinesafety/tp-tp13617-menu-2138.htm)⁸⁶ prior to arriving in Canadian waters.

All vessels at anchor in Prince Rupert shall arrive in and maintain a condition of heavy ballast and required trim to ensure the ship's propeller and rudder are below the water line until a confirmed terminal berthing time has been arranged. After a confirmed berthing time has been arranged, vessels may commence deballasting to enable that alongside time.

⁸⁶ <http://www.tc.gc.ca/eng/marinesafety/tp-tp13617-menu-2138.htm>

PART III | 8. PORT NAVIGATION

LIGHTERING

The lightering of dry cargo at anchor prolongs the usage of the anchorages and introduces an additional risk of loss of cargo by the double handling of the product. Thus, lightering of dry cargo is only to be conducted with the prior authorization of PRPA. All precautions are to be taken to assure there is no spillage of cargo into the water and the use of a carrier pre-approved by PRPA is mandatory.

- Vessels at anchor are requested to provide PRPA with a list of any anticipated visitor(s) to the vessel. This will include chandlers, ship repair companies, and other visitors communicated through Agents to PSOC
- When delivering Ship's stores, the water taxi or tug and barge shall provide a list of the ship's stores being delivered, via their Agent, to PSOC
- Only approved carriers are authorized to provide lightering services, including passengers and dry goods

APPROVED CARRIERS

West Coast Launch: Telephone	+1 (250) 627-9166
Wainwright Marine Services: Telephone	+1 (604) 789-3603
Gat Leedm Marine: Telephone	+1 (250) 600-3206
Metlakatla Ferry Service: Telephone	+1 (250) 600-3206

Lightering of petroleum products to vessels at anchor is allowed at the discretion of the PRPA. Oil lightering operations may only take place at anchorages within the inner harbour. Prior to transferring product, the [Bunkering Checklist](#)⁸⁷ must be completed by the receiving vessel and the delivery barge.

SOUND ABATEMENT

The internal combustion engines on every vessel operating in the harbour shall be equipped with exhaust mufflers, which shall be used continuously when the engines are running. No whistle, siren, or fog-horn on any vessel in the harbour shall be sounded unnecessarily. Testing of whistles, alarms, and other sound devices should be kept to a minimum and be confined to daylight hours if possible. The PSOC is to be informed before any testing or conducting drills using whistles, alarms, or other sound devices for ship in the inner harbour.

However, nothing should prevent a vessel sounding the appropriate signals as defined in the [Collision Regulations and the Canadian Modifications](#).⁸⁸

8.9 OUTWARD BOUND VESSELS

Information regarding departure from each specific terminal is contained in that terminal's Port Section Guide.

⁸⁷ <https://www.rupertport.com/permits-passes/bunkering-checklist/>

⁸⁸ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

PART III | 8. PORT NAVIGATION

8.10 SHIFTING VESSELS

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

In the inner harbour if a vessel fails to anchor in its assigned anchorage or if a vessel drags out of its assigned anchorage position, and:

- The vessel is endangering itself and/or other vessels at anchor; or
- The vessel is obstructing the navigational channel; or
- The vessel is obstructing the use of other anchorages,

The vessel may be ordered by PRPA Marine Operations to be repositioned by a Pilot. A vessel so ordered will absorb all costs associated with the repositioning.

In exceptional circumstances where a vessel poses no hazard to itself or others by being out of position, the vessel may be allowed to remain out of position at the discretion of PRPA Marine Operations.

WARPIING

Any vessel required to warp along a berth must have prior permission from PRPA Marine Operations. Vessels may warp without a Pilot providing:

- Approval is received from PRPA Marine Operations via VHF 68;
- No tugs are to be employed;
- The berth is free from encumbrances (i.e. cranes, gangways, etc. are moved clear);
- The Master is on the bridge in overall charge;
- Main engines are on standby and ready for immediate use;
- Linesmen or ship crew are employed;
- There are two head/stern lines and one spring, each with both ends under tension at all times;
- MCTS is notified at the commencement of any warp and also at its completion using VHF 71;
- VHF 71 is monitored throughout the warp.

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

Should it be necessary to release all of a vessel's lines for warping, a Pilot will be required as well as sufficient tugs to control the vessels movement.

PART III | 8. PORT NAVIGATION

8.11 DOCKING

VESSELS WITH DANGEROUS GOODS

Vessels with Class 1 Dangerous Goods must comply with the limitations outlined in the Natural Resources Canada Limitations Survey. Some details found at Section 13.2.

ASSIGNMENT OF BERTHS

Vessels berthing in Prince Rupert Harbour shall always maintain a water column of at least 10% of their draught under the vessel at all states of the tide. No vessel may load on a falling tide beyond a draught equal to 91% of the available water column at the lowest daily tide.

Nothing in this section obligates the vessel's Master to shift his vessel using lines or berthing hawsers alone, if he chooses to use a Pilot and tugs to move his vessel.

If ordered by PRPA a vessel shall work all available shifts until loading is completed. Failure to comply with such an order shall cause the vessel to be liable to be ordered off the berth.

PRIORITY AT BERTHS

All vessels requesting to berth at Port of Prince Rupert berths shall apply to PRPA Marine Operations for allocation. Allocation of berths shall be at the sole discretion of PRPA which will retain the right to require a vessel to vacate a berth for cause. Any vessel which is unable to work cargo for any reason may be ordered off a Port of Prince Rupert berth. Costs of any such move shall be to the account of the vessel.

BERTHING LINES

The lines of every vessel berthed or moored at the Port of Prince Rupert shall be made fast only to structures/fittings provided for berthing or mooring purposes and as directed by PRPA Marine Operations and such lines shall not lie across any wharf or across any channel in such manner as to obstruct passage of any other vessel.

LINE TENDING

With a tidal range of up to 7.5 metres, line tending to ensure excessive load strain on lines is important everywhere in the Port of Prince Rupert. The following guidelines are offered to Masters to assist in managing vertical line loads:

- If all mooring lines cannot be placed on auto-brake winches, priority should be given to those lines that are shorter, and have the steepest vertical lead angle as these are the lines that will load most rapidly and have the potential to experience the greatest tension levels; and
- Given it is impossible to know the exact load on lines that are on manual winches, or turned up on bollards, during periods of high winds coupled with rising tides, lines should be veered (one at a time) on a regular/continual basis in order to prevent extreme vertical loads. The simple act of veering a line as little as 50 centimetres can be every effective in reducing extreme loads.

PART III | 8. PORT NAVIGATION

CASTING OFF OF VESSELS

No vessel is to be cast off from a berth without permission of PRPA Marine Operations. Where a vessel is made fast to or secured alongside another berthed vessel, the lines of the berthed vessel that is made fast or secured shall not, except in an emergency, be cut or cast off without permission of PRPA and without prior notice of the intention to do so having been given to the berthed outboard vessel that is made fast or secured.

GANGWAYS AND SAFETY NETS

A vessel at a wharf or landing place in the harbour shall provide, for the use of persons going to and from the vessel, a good and sufficient gangway. A good and sufficient net or save-all shall be placed beneath the gangway to prevent persons from falling in the water. A light shall be placed on the vessel near the gangway between the hours of sunset and sunrise in such a manner that the gangway may be clearly seen from the wharf and from the vessel.

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

NESTING OF VESSELS

When two or more vessels are lying at the same wharf, one vessel outside the other, and the outside vessel does not have a gangway of its own extending to the wharf, the vessel lying nearest to the wharf shall allow a free and unencumbered passage over its decks to the vessel lying outside it for the purpose of loading or unloading the outside vessel and for ordinary communication to the shore from the outside vessel.

OVERHANG OF VESSELS OR GEAR

Any vessel requiring gear to overhang a berth should contact PRPA Marine Operations prior to berthing or shifting. PRPA Marine Operations will require that the vessel:

- Not obstruct the passage of any other vessel
- Properly illuminates the overhang from sunset to sunrise
- Does not, with regard to the prevailing weather conditions, tide or current pose a potential danger to the port
- Not impact on adjacent berths or facilities

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

Equipment for loading cargo onto, unloading cargo from or handling cargo on a vessel in the harbour shall be placed in such a manner as to give clear and uninterrupted access to and from the vessel, shall not interfere with any other operation in the harbour and, from sunset to sunrise, shall be clearly illuminated. No rigging, gear or other equipment of any vessel in the harbour shall overhang or project from the side of the vessel in a manner that may endanger life or property.

PART III | 8. PORT NAVIGATION

The side ports and stern ramps of every vessel in the harbour shall, from sunset to sunrise, be clearly illuminated when open; and closed when not in use.

RAT GUARDS

Every hawser or line used to secure a vessel shall be equipped with a suitable device to prevent the passage of rodents between the vessel and the berth, and such other precautions as PRPA deems necessary shall be taken for this purpose.

WATCH ALONGSIDE

A watch consisting of one or more competent person(s) shall be kept and maintained at all times when in the harbour. The person in charge of this watch shall, upon perceiving any danger, accident, disturbance or fire on the vessel or on any vessel in the harbour, give the alarm. Failure of the watch on any vessel to respond to the call, hail or inquiry of any officer of PRPA or the police shall be an offence.

8.12 DISPLAY OF SIGNALS AND LIGHTS

As per the Canadian Coast Guard Fishing Vessel Advisory Notice, fishing vessels and other vessels when underway are required by regulation to travel with high intensity deck lights extinguished. Vessels in contravention are subject to severe penalties.

Vessels in the Port of Prince Rupert are to display lights and shapes in accordance with the [Collision Regulations](#).⁸⁹

All vessels involved in bunkering will display International Code Flag “B” by day and one all-round red light at night.

8.13 RECREATIONAL VESSELS

SAFE BOATING PRACTICES

The Port of Prince Rupert is a busy harbour. Recreational boaters must adhere to No Wake Zones and exercise caution in high activity areas, including marinas, private docks and commercial facilities including the fueling dock.

Boaters must at all times proceed at a safe speed so that they can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

All recreational activities that involve the towing or connection between a vessel and other equipment for the purpose of recreation, such as but not limited to, waterskiing, wakeboarding, parasailing, fly boarding and kiteboarding must not impede any other vessel traffic within the port. All such activities must be carried out in a safe manner, in areas where

⁸⁹ http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/FullText.html

PART III | 8. PORT NAVIGATION

commercial vessel traffic will not be impeded, and with respect of other users of the port.

PLEASURE CRAFT

Pleasure craft, including those under oars or paddles, should keep well clear of all commercial vessels underway and not impede their passage. A vessel at anchor or berthed at a terminal may move without warning and a safe distance should be maintained. Particular attention must be paid to navigation in the high activity areas. Tide and wind conditions may cause turbulent seas. Caution should be exercised.

No person shall operate any pleasure craft, including those under oars or paddles:

- Within 50 metres of a deep sea vessel underway, at anchor or berthed at a terminal
- Within 100 metres of vessels engaged in bunkering operations
- Within 140 metres of an LPG carrier loading cargo at .
- Within 100 metres of an LPG carrier loading cargo at Pembina's Watson Island Terminal.

PERSONAL WATERCRAFT

No person shall operate a personal watercraft at night. Sunrise and Sunset are defined as the times published daily.

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

No person shall operate a personal watercraft, paddle board, watercraft, fly board, kiteboard, parasail or similar recreational apparatus:

- Within 50 metres of a deep sea vessel underway, at anchor or berthed at a terminal
- Within 100 metres of vessels engaged in bunkering operations
- Within 140 metres of an LPG carrier loading cargo at Trigon Pacific Terminals
- Within 100 metres of an LPG carrier loading cargo at Pembina's Watson Island Terminal.

Notwithstanding the above, use of personal watercraft in exhibitions, parades and other similar marine events may be permitted if the organizers of such an event have the written permission of PRPA for the use of personal watercraft. Such permission may only be granted after PRPA receives an application for a marine event. For more information on marine events, see Section 5.3.

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

FUELING

Refueling of powered vessels shall only be done at Northwest Fuels with adherence to all posted safety procedures.

ANCHORING

PRPA has management and control of the port, which may include the establishment of places of moorage within the port. No vessel shall, except in an emergency, moor or anchor outside of designated anchorage areas without approval of PRPA Marine Operations, and then only as directed.

PART III | 8. PORT NAVIGATION

Should a recreational vessel need to anchor for a short duration due to an emergency, the operator must contact PSOC on VHF 68 or at +1 (250) 627-2522 and provide the mitigating circumstances, as well as the location and the expected duration of the anchorage, to ensure the safety of the vessel and other port users. PRPA may not agree to the proposed anchorage and may direct the vessel to another location.

Vessels moored or anchored at authorized locations are not permitted to raft vessels together. Vessel masters are responsible for ensuring their vessels are anchored in sufficient water to ensure safety at all stages of the tide and in all weather conditions.

Anchored vessels must display the appropriate day and night signals.

DERELICT, ABANDONED, ILLEGALLY MOORED OR ANCHORED VESSELS

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

- Take possession of the vessel.
- Use any means and force reasonably necessary to move the vessel.
- Berth, anchor, moor the vessel at any place satisfactory to the PRPA.
- Remove the vessel out of the water and store it at any place satisfactory to PRPA.
- Dispose of the vessel by any method satisfactory to PRPA.

8.14 FISHING VESSELS

GENERAL

- There is to be no fishing by traps, trawl or set lines/longlines within 50 metres of any anchorage, anchored or berthed deep sea vessel within the inner harbour or the PRPA jurisdictional waters, without prior written approval by PRPA.
- Crabbing or fishing by trap or hoop will not be permitted in the harbour in any location that could constitute a hazard to navigation and the safety of persons. This includes areas listed above. All excess line on traps and hoops must be weighted or secured to prevent being fouled by other mariners in the vicinity.
- Fishing by trap or any other means within a designated aircraft landing zone is prohibited.
- Nets are not to be washed in a narrow channel or aircraft landing zone.

8.15 AIRCRAFT

Aircraft on the water must comply with the Collision Regulations.

8.16 RECREATIONAL FISHING FROM DEEP SEA VESSELS

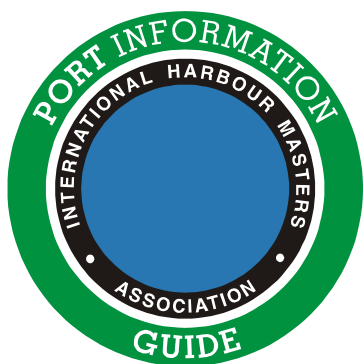
While at anchor within the jurisdiction of PRPA, crew shall not engage in recreational fishing from their vessels without a Department of Fisheries and Oceans Tidal Waters Sport fishing

PART III | 8. PORT NAVIGATION

license. Mariners wishing to participate in recreational fishing must purchase a fishing license online from the Government of Canada's Department of Fisheries and Oceans website. Licenses are available for nonresident anglers for 1 to 5-day durations. Licenses are available for purchase at the following link: [here](https://www.pac.dfo-mpo.gc.ca/fm-gp/rec/licence-permis/index-eng.html)⁹⁰

⁹⁰ <https://www.pac.dfo-mpo.gc.ca/fm-gp/rec/licence-permis/index-eng.html>

9 Port Safety



PART IV | 9. PORT SAFETY

9.1 GENERAL

In the event of a fire or other emergency situation occurring on vessels within Prince Rupert Harbour, the owner, Master or Agent of the vessel is to immediately contact MCTS by calling Prince Rupert Traffic on VHF channel 16 or 71 or by telephone at +1 (250) 627-3074 (traffic) or +1 (250) 627-3081 (radio) or via cellular by dialing *16. For a fire onboard a vessel at anchor or alongside, the ship's crew will be the primary fire fighters. PRPA, along with other local agencies, will support the vessel as appropriate and available.

The owner, Master or person in charge of every vessel involved in an accident causing death of or injury to persons or loss of or damage to property, or collision, or grounding in the harbour, shall deliver immediately to PRPA a written report giving full details of such accident, collision or grounding.

The owner or person in charge of a vessel or floating property that is in danger of sinking or loss due to the distress of weather or any other cause shall take such action as may be necessary to ensure that such vessel or floating property does not interfere with navigation or operations in the harbour.

The owner or person in charge of a vessel involved in an incident causing any damage to another vessel or property within the harbour shall deliver immediately to PRPA a written report giving full details of such incident.

9.2 EMERGENCY CONTACTS

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

EMERGENCY NUMBERS

Fire Emergency	911
Fire Non-emergency	+1 (250) 627-1248
HAZMAT (Fire Department)	911
Police Emergency	911
Police Non-emergency	+1 (250) 624-2136
Ambulance Emergency	911
Hospital	+1 (250) 624-2171
1305 Summit Avenue	

PRPA – PSOC & MARINE OPERATIONS

Telephone: +1 (250) 627-2522 Fax: +1 (250) 627-2622 VHF 68

CCG MARINE COMMUNICATIONS & TRAFFIC SERVICES

Telephone: +1 (250) 627-3074 Fax: +1 (250) 624-9075 VHF 71
Radio: +1 (250) 627-3081

PART IV | 9. PORT SAFETY

WESTERN CANADA MARINE RESPONSE CORPORATION

Telephone: +1 (250) 624-5666

24 Hour Emergency Telephone: +1 (604) 294-9116
Toll Free (Canada) +1 (855) 294-9116

TUG SERVICES

SAAM Towage

Telephone: +1 (250) 627-1331

Seaspan Marine Transportation

Telephone: +1 (604) 990-3300

Wainwright Marine Services Ltd.

Telephone: +1 (604) 789-3603

All other emergencies in Prince Rupert Harbour will be indicated to Emergency Responders by calling 911.

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

9.3 EMERGENCY RESPONSE EQUIPMENT

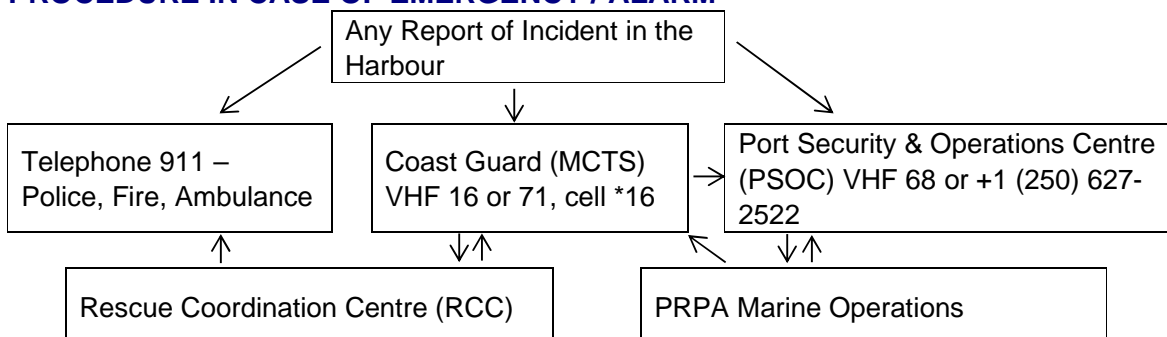
This information is contained in the PRPA Emergency Management Plan which includes response protocols for all hazards. For details contact PRPA Marine Operations via psoc@rupertport.com.

9.4 EMERGENCY COORDINATION CENTRE

The Port Emergency Coordination Centre is the PSOC.

9.5 EMERGENCY SCENARIOS

PROCEDURE IN CASE OF EMERGENCY / ALARM



PART IV | 9. PORT SAFETY

SPILLS

All bunkering vessels and bunkering vehicles must be equipped to immediately stop their bunkering supply pumps. In the event of a spill during the transfer, handling or storage of bunker products, all pumping must be immediately stopped and the vessels/vehicles involved must activate their SOPEP. The spill must be immediately reported to the Canadian Coast Guard regional marine pollution line +1 (800) 889-8852, MCTS (Prince Rupert Traffic) via VHF 71, the British Columbia Provincial Emergency Program line +1 (800) 663-3456 and the Port Security and Operations Center via phone at +1 (250) 627-2522 or via VHF 68.

ACCIDENTAL DISCHARGES

All accidental over side discharges shall be reported immediately to the PSOC. If the discharges contain oil or other deleterious substances, the vessel must immediately notify the Canadian Coast Guard (Telephone: +1 (800) 889-8852 or VHF 71) and activate its pollution response plan.

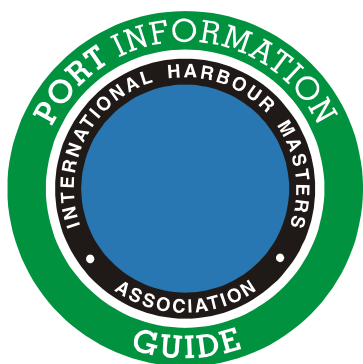
CONTACT INFORMATION

Canadian Coast Guard Telephone: +1 (800) 889-8852 VHF 71

PSOC Telephone: +1 (250) 627-2522 VHF 68

WCMRC (Prince Rupert) Telephone: +1 (250) 624-5666 Fax: +1 (250) 624-5166

10 Port Security



PART IV | 10. PORT SECURITY

10.1 GENERAL

Nationally, threat levels are assigned by [Transport Canada Marine Security \(TCMS\)](#).⁹¹

MARSEC

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

MARSEC LEVEL 1

Appropriate security measures under normal operating conditions.

MARSEC LEVEL 2

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

MARSEC LEVEL 3

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

10.2 PRESENT ISPS SECURITY LEVEL INFORMATION

The current MARSEC level in the Port of Prince Rupert can be found by calling the PSOC at +1 (250) 627-2522.

10.3 REPORTING TO PORT FACILITIES

GENERAL

The Port of Prince Rupert has 11 port facilities, each with its own IMO Marine Port Facility Security Officer, known in Canada as the Marine Facility Security Officer (MFSO). The MFSO works with Transport Canada regarding specific details of the security situation of a calling ship. Contact information for the specific MFSO can be found through the vessel Agent or terminal.

EMBARKING AND DISEMBARKING CREW AND VISITORS

Embarking and disembarking crew shall be reported to MFSO of the port facility called at.

STORES

At all MARSEC levels, security procedures for the delivery of ships' stores shall be established in the vessel security plan.

⁹¹ <http://lois-laws.justice.gc.ca/eng/regulations/sor-2004-144/page-10.html>

PART IV | 10. PORT SECURITY

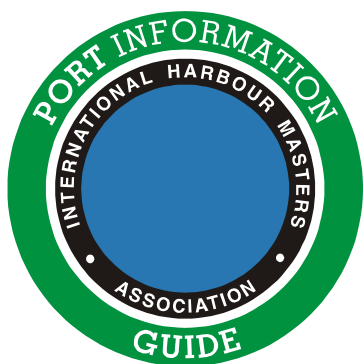
10.4 UNMANNED AIR VEHICLES

Recreational or hobby use of UAV or model aircraft is not permitted over lands or waters within the Port of Prince Rupert without prior permission from PRPA which may be obtained by calling PSOC at +1 (250) 627-2522. All commercial work or research with UAV operations on or over the jurisdiction of PRPA must be first authorized through Transportation Canada Civil Aviation Regional Office. Prior to any UAV operation within the port, the individual must call PSOC with the details of the planned flight (time, date, area and altitude) as well a copy of their pilotage certification. A marine event permit may be required for the UAV operation if it is occurring over the water.

Any suspicious or unexpected use of a UAV will be reported to police and/or Transport Canada.

PART IV | 10. PORT SECURITY

11 Nautical Services



PART V | 11. NAUTICAL SERVICES

11.1 GENERAL

This chapter provides information regarding nautical services in the Port of Prince Rupert.

11.2 VTS

VESSEL TRAFFIC SERVICES (VTS) AND TRAFFIC CONTROL



Vessels approaching Prince Rupert will enter an area of responsibility of the Prince Rupert Traffic Zone. This zone is the largest VTS Zone in Canada, extending from Cape Caution to the Alaskan border and extends south including the Tofino Traffic Zone which was consolidated with Prince Rupert in spring 2014. Vessels approaching from the south along the United States coastline, or vessels travelling south from Alaska will now enter the consolidated Prince Rupert Traffic Zone.

For Vessel Traffic Services call “Prince Rupert Traffic”.

Sector 1, west of Haida Gwaii, extends 12 nms from shore, south of the Cape Knox reporting line #25. Zone 1 also includes east of Haida Gwaii to the mainland including Hecate Strait,

PART V | 11. NAUTICAL SERVICES

to Reporting line #21 Rose Spit/Seal Rocks. Sector 1 Vessel Traffic Services monitors VHF Channel 11.

When entering Sector 2, from seaward into Dixon Entrance directly, north of Cape Knox/Langara Island (reporting line #24 - approximate position 133°21W) or from Hecate Strait, north of Rose Spit/Seal Rocks, use VHF Channel 71.

Within the Port of Prince Rupert, deep-sea traffic movements are regulated by PRPA Marine Operations via the daily schedule and the restrictions listed in section 8.7.

RADAR COVERAGE

Shore-based radar monitored by MCTS VTS and PSOC provides extensive coverage from the Prince Rupert Harbour and approaches, past the Triple Island Pilot Station to the west.

BASIC RULES OF COMMUNICATION

Radiotelephone procedures are described in the Canadian Coast Guard [Radio Aids to Marine Navigation, Part 4](#).⁹² In the interest of safe navigation, Masters should ensure that a continuous listening watch is maintained on both 2182 kHz and on VHF 16 (156.8 MHz). These two frequencies SHALL ONLY BE USED FOR DISTRESS, URGENCY AND SAFETY COMMUNICATIONS, AND FOR CALLING PURPOSES.

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

Port of Prince Rupert VTS assigned frequency:
VHF 71 (156.575 MHz) "Prince Rupert Traffic"

REQUIRED TO PARTICIPATE

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

EXCEPTIONS

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

⁹² <https://www.ccg-gcc.gc.ca/publications/mcts-sctm/ramn-arnm/part4-eng.html>

PART V | 11. NAUTICAL SERVICES

VTs SERVICES

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

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

HARBOUR SCHEDULE

PRPA Marine Operations authorizes all ship movements, anchorages and berth assignments in the [Shipping Schedule](#).⁹³ Agents and Pilots may request changes to the Shipping Schedule by contacting the PSOC (Telephone: +1 (250) 627-2522 or Email: psoc@rupertport.com).

11.3 PILOTAGE

Every vessel that is over 350 gross tonnes, and every pleasure craft over 500 gross tonnes, is subject to compulsory pilotage. The Master, Owner or Agent of a vessel that is to arrive in a compulsory pilotage area shall notify the [Pacific Pilotage Authority](#)⁹⁴ of the estimated time of arrival, universal time co-ordinated (UTC) and local time, off Triple Island near Prince Rupert, at least 48 hours prior to arrival, and shall confirm or correct the estimated time of arrival 12 hours prior to arrival. A Pilot boarding station is located off Triple Island (54° 19.00" N; 130° 53.10' W) approximately 22 nautical miles from port.

Prince Rupert Harbour is designated a compulsory pilotage area under the [Pilotage Act](#).⁹⁵ Any vessel required to carry a Pilot under the Pilotage Act will not navigate within the harbour unless a certified BC Coast Pilot is on board or in emergencies, as directed by PRPA Marine Operations.

The Pacific Pilotage Authority (PPA) will issue Notices to Industry when there are important updates to pilotage rules and regulations, which can be found [here](#).⁹⁶ These notices will also advise of new initiatives, services, and other important announcements concerning pilotage.

⁹³ <https://pems.rupertport.com/public/dashb.ashx?db=caprr.dailyshipping>

⁹⁴ <http://www.ppa.gc.ca>

⁹⁵ <http://laws-lois.justice.gc.ca/eng/acts/P-14/FullText.html>

⁹⁶ <https://www.ppa.gc.ca/index>

PART V | 11. NAUTICAL SERVICES

ORDERING PILOTS

ARRIVING SHIPS

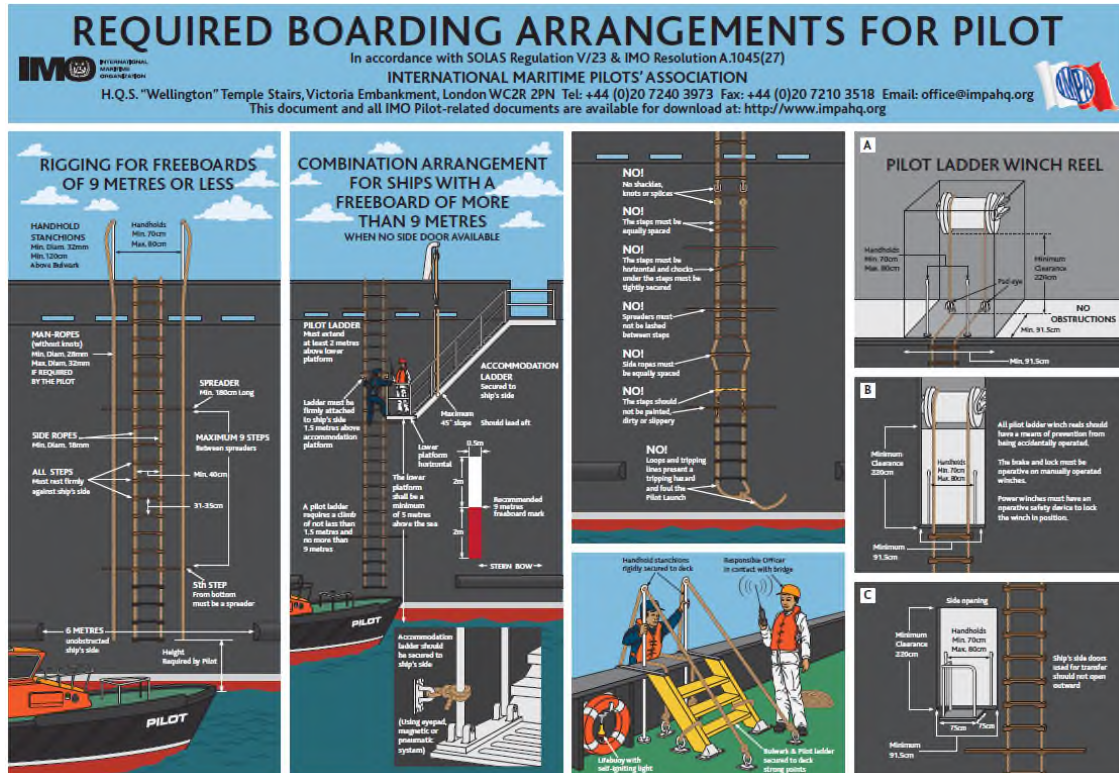
Normally Pilots will be ordered via the ship's Agent who will contact PPA or use the online Agent Portal at least 10 hours prior to arrival. The Master, Owner or Agent shall provide the estimated time of the ship's arrival at Triple Island Pilot Station in Coordinated Universal Time (UTC) and local time, at least 48 hours before arrival.

DEPARTING SHIPS AND SHIPS IN THE PORT OF PRINCE RUPERT

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

HOW TO PREPARE THE SHIP FOR BOARDING OF THE PILOT

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



PART V | 11. NAUTICAL SERVICES

PILOT BOARDING STATION

The Pilot Boarding Station is located off Triple Island (54° 19.00' N; 130° 53.10' W) approximately 22 nautical miles west of the Port of Prince Rupert.

Vessels may be instructed to follow the Pilot Boat into sheltered waters near Lucy Island for boarding during heavy weather.

PILOT BOAT

The Pilot Boat is either the "PACIFIC PATHFINDER", a 22 metre, yellow hull, white house, yellow mast stand boat, or the "PACIFIC CHINOOK", a 22 metre, yellow hull, white house, yellow mast stand boat. Communications with the Pilot Boat is normally on VHF 17 one hour prior to arrival time at the Pilot station.

PILOT HELICOPTER

To be promulgated. Updates on this service will be available online at the [Pacific Pilotage Authority website](#).⁹⁷

11.4 TUGS

All vessels require the use of tugs when arriving or departing berths in the Port of Prince Rupert. Escort and berthing tug requirements will be in accordance with current Pacific Pilotage Authority and BC Coast Pilot guidelines.

Also, all vessels require the use of tugs while underway in Prince Rupert Harbour when it is appropriate for navigational safety or when ordered by PRPA Marine Operations.

TUGS AVAILABLE

SAAM TOWAGE

Telephone: +1 (250) 627-1331

Name	Propulsion	Bollard Pull (BP)
SST Tsimshian Warrior *	ASD	83.5 ton
SST Orleans *	ASD	85 ton
SAAM James Point *	ASD	70 ton
SAAM Humber	ASD	71 ton
SAAM Clyde	ASD	65 ton
SAAM Venta	ASD	60 ton
SST Capilano	ASD	65 ton
SAAM Spirit	ASD	35 ton
SST Star	CONV	25 ton

⁹⁷ <https://www.ppa.gc.ca/index>

PART V | 11. NAUTICAL SERVICES

SST Apache	CONV	22 ton
SAAM Dawn (Kitimat)	CONV	26 ton
SAAM Cecil (Kitimat)	CONV	24 ton

*Escort rated

SEASpan MARINE TRANSPORTATION

Telephone: +1 (604) 990-3300

Name	Propulsion	Bollard Pull (BP)
Seaspan Harrier *	Z-Peller 6300 BHP	75
Seaspan Kestrel *	Z-Peller 6300 BHP	81

*Escort rated

WAINWRIGHT MARINE SERVICES LTD.

Telephone: +1 (604) 789-3603

Name	Propulsion	Horsepower (HP)
Cadal	Twin Screw	1000 HP
Inlet Ranger	Twin Screw	1000 HP
W Pearce	Twin Screw	800 HP
Fraser Warrior	Twin Screw	600 HP
Grizzly No. 7	Single Screw	300 HP

HOW TO ORDER A TUGBOAT

Tugs are normally ordered through the ship's Agent or in an emergency by calling Prince Rupert Traffic on VHF 71.

TOWING

Where, in the interests of safe navigation, PRPA considers that a vessel should engage tug service for moving in the harbour, PRPA may, at the risk and expense of the owner of the vessel, order the vessel to engage such service. Every vessel towing another vessel in the harbour shall have sufficient power to perform such service properly and shall at all times maintain full control of the vessel in tow. No vessel towing or in charge of another vessel shall cast adrift or allow to become adrift such other vessel, except to prevent imminent danger to life or property.

SAFETY TOW LINE

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

Vessels berthed in the port should rig a tow line at both bow and stern, securely fastened on deck by one end and hanging over the offshore side of the vessel with an eye in the other end positioned not more than one metre above the waterline.

Tow lines for vessels handling explosives are mandatory and they must be made of steel.

PART V | 11. NAUTICAL SERVICES

11.5 MOORING

Lineboats are required at berths on Ridley Island and Westview Terminal. Linesmen are available at all berths through the Agent or Terminal. For more information regarding specific terminals please reference the appropriate Port Sections Guide.

11.6 LASHING OF CARGO

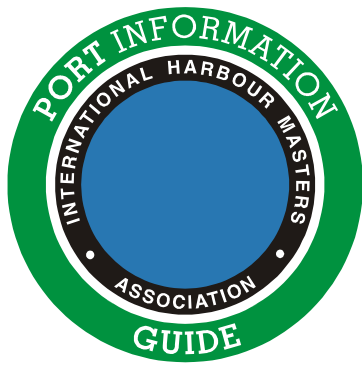
Lashing, securing, and stowage of cargo must be done in accordance with the [Cargo, Fumigation and Tackle Regulations](#)⁹⁸ of the Canada Shipping Act. Also applicable are the [Code of Safe Practice for Cargo Stowage and Securing \(CSS Code\)](#)⁹⁹ from the IMO and the [Canadian Code of Safe Practice for Ships Carrying Timber Deck Cargoes](#).¹⁰⁰

⁹⁸ <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2007-128/>

⁹⁹ <https://www.imo.org/en/OurWork/Safety/Pages/CSS-Code.aspx>

¹⁰⁰ <https://www.tc.gc.ca/eng/marinesafety/bulletins-1998-02-eng.htm>

12 Nautical Communication



PART V | 12. NAUTICAL COMMUNICATION

12.1 GENERAL

The proper use of radio frequencies and procedures are outlined in the [Radio Aids to Marine Navigation](#).¹⁰¹ All ships in waters under Canadian jurisdiction are required to carry the most recent applicable edition of this publication.

GUIDELINES FOR AIS TRANSPONDERS IN THE PORT OF PRINCE RUPERT

All deep sea vessels shall, and all fishing vessels, tugs and pleasure craft should activate their AIS transponders at all times within the Prince Rupert area.

12.2 VHF CHANNELS NAUTICAL COMMUNICATION

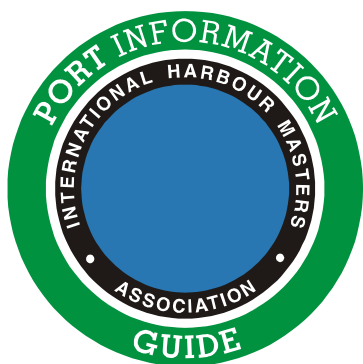
See also Section 11.2. Prince Rupert Marine Communications and Traffic Services (MCTS) operate on VHF 11 and VHF 71. Vessels should establish communications with "Prince Rupert Traffic" on VHF 71 when 12 nautical miles from shore if entering via Dixon Entrance. The owner of every deep-sea vessel and, if requested by PRPA Marine Operations, the owner of every other vessel shall, where possible, give notice to PRPA Marine Operations of the current expected date and approximate time of arrival at the harbour.

RADIO

Prince Rupert Coast Guard Radio "VAJ" 2182 KHz, 4125 KHz and VHF 16. Vessels wishing to communicate with the "PRPA Marine Operations" may call PSOC on VHF 68. MCTS can be contacted by calling "Prince Rupert Traffic," on VHF 71.

¹⁰¹ <https://www.pacific.ccg-gcc.gc.ca/publications/mcts-sctm/ramn-arnm/index-eng.html>

13 Cargo Operations



PART VI | 13. CARGO OPERATIONS

13.1 GENERAL

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

13.2 LOADING/DISCHARGING PROCEDURES

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

INTERNAL TRANSFERS

Care should be taken if it is necessary to transfer oil internally between tanks. Except for bunker barges, there should be no internal transfer into a tank, which is greater than 85 percent full, prior to transfer. Within harbour limits the transferring of oil should not be used to adjust a vessel's trim.

FUMIGATION

Fumigation is done in accordance with the [Cargo, Fumigation and Tackle Regulations](#)¹⁰² of the Canada Shipping Act.

Fumigation in the Port of Prince Rupert is arranged through the Vessel Agent and will be performed by either Universal Fumigation Services or SGS Canada Agriculture Services.

Cargo fumigation will normally occur in Prince Rupert at anchorage 8.

DANGEROUS GOODS

No Class 1 or Class 7 dangerous goods are to be unloaded or loaded at anchorage or barge. All must be unloaded or loaded at facility/berth.

Class 1 Explosives

1.1 : 49 Metric Tonnes and below are acceptable

1.2 : 49 Metric Tonnes and below are acceptable

1.3 : 49 Metric Tonnes and below are acceptable

Class 7 Radioactive Material - all UN products under this class will have an unloading or loading limitation of 2 metric tonnes.

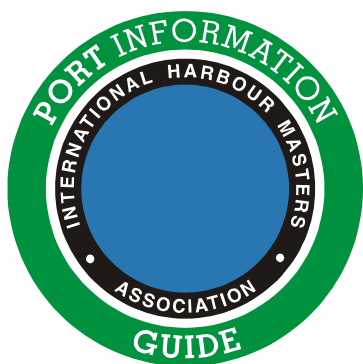
UN1935 Cyanide Solution - will not be unloaded or loaded at any facility or berth in the jurisdiction of PRPA.

UN1942 Ammonium Nitrate - will not be unloaded or loaded at any facility or berth in the jurisdiction of PRPA.

¹⁰² <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2007-128/>

PART VI | 13. CARGO OPERATIONS

14 Vessel Operations



PART VI | 14. VESSEL OPERATIONS

14.1 GENERAL

This section contains information on the rules and regulations regarding vessel operations in Prince Rupert Harbour.

Not permitted in Prince Rupert Harbour:

- Open Loop Exhaust Gas Cleaning Systems (Scrubbers)
- Pumping of black water (sewage) or grey water overboard
- Use of an incinerator
- Bottom cleaning by brushes
- Propeller polishing
- Fishing with nets or trap fishing within 50 metres of any berth, designated anchorage, jetty, float or other structure used by watercraft without prior written permission from the PRPA

14.2 LOWERING BOATS AND RAFTS

PRPA Marine Operations is aware of the various national requirements for the exercising of lifeboats at designated intervals and will accommodate all such activities. Prior to conducting Lifeboat Exercises the vessel must request permission from PRPA Marine Operations through the PSOC (Telephone: +1 (250) 627-2522 or VHF 68) of their intentions including the start and finish time. It is expected that lifeboat drills will be conducted within a 50 metre radius of a vessel at anchor. Vessel's boat engines must be fitted with an efficient muffler silencer system that complies with recognized noise control standards.

Shore leave is only permitted by water taxi. Vessels wishing to lighter passengers or crew ashore must provide two (2) hours advanced notification to the Port Security Operations Centre via telephone (250) 627-2522 or VHF 68. Shore leave by water taxi (inner or outer anchorages) is permitted between the hours of 0800 and midnight. Vessel's crews must not land at private docks.

MAN OVERBOARD AND EMERGENCY DRILLS (FIRE, ABANDON SHIP, ETC.)

Prior to conducting any drills that may be seen or heard by other vessels or persons ashore, all vessels shall advise the PSOC on VHF 68 and Prince Rupert Traffic on VHF 71 at least 15 minutes prior to commencement of any drills and again after the drills are complete.

14.3 MAINTENANCE AND REPAIR

DEMOBILIZATION OF PROPULSION

No vessel shall de-mobilize its main engines whilst alongside without the approval of PRPA Marine Operations via the ship's agent.

PRPA Marine Operations will consider:

- The prevailing weather conditions, tide or current

PART VI | 14. VESSEL OPERATIONS

- The type of berth and cargo operations
- The length of time the engines are expected to be de-mobilized

If approval is given, the vessel will be required to complete all of the following:

- Provide a continuous vigilant deck watch
- Advise PSOC (VHF 68) and MCTS (VHF 71) at the commencement and completion of the demobilization
- Provide continuous monitoring of VHF 71
- Ensure emergency towing lines are properly rigged;
- Provide a minimum of four head/stern lines and two springs each end, under even tension.

In some circumstances a tug may be required to stand by the vessel. Permission to demobilize main engines for a vessel at anchor will only be granted under exceptional circumstances. If authorized, a tug (or tugs) of sufficient bollard pull to hold the vessel in place in the expected weather conditions will be required at immediate stand-by while the vessel's engines are demobilized.

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

TURNING MAIN ENGINES

No vessel shall turn main engines while made fast alongside a berth without the prior approval of PRPA Marine Operations via PSOC. Where a vessel is turning its propeller while berthed at PRPA property or at anchor, it shall, from sunset to sunrise be sufficiently illuminated to clearly indicate such activity.

HOT WORK

For the purposes of this section "hot work" is defined as all welding, cutting, brazing, or other metal work conducted with oxyacetylene or arcing equipment onboard a vessel of more than 350 gross tonnes, or on a dock or facility designed to berth such vessels.

All Hot Work may only commence when a [Welding and Hot Work Permit](#)¹⁰³ has been completed in its entirety and sent to the PSOC via [email](#).¹⁰⁴ All portions of the Permit must be completed and each question on the attached sheet must be answered in the affirmative for work to commence. Should any precaution be incapable of fulfillment, in special circumstances specific approval may be granted by the on-call PRPA Marine Operations representative to allow work to proceed. Any additional precautions imposed by the on-call Marine Operations representative for this work are mandatory.

Welding and burning equipment shall be used in the harbour only with permission of PRPA Marine Operations and only by qualified operators. Before welding or burning equipment is used in the harbour, all flammables shall be moved to such a distance from the equipment as

¹⁰³ <http://www.rupertport.com/permits-passes/>

¹⁰⁴ psoc@rupertport.com

PART VI | 14. VESSEL OPERATIONS

will render them safe from fire and, where such movement is impossible, the flammables shall be adequately shielded. No tanks, containers or other facilities used for storage or transportation of flammables shall be repaired in the harbour with welding or burning equipment until such facilities have been rendered safe for making the repairs.

Every compressor or generator used in connection with welding or burning equipment shall be placed securely and in such a manner as not to interfere with any other operations carried out in the harbour or on PRPA property.

BOLLARD TESTING

Vessels may conduct bollard pull testing or pushes only with the prior permission of PRPA and is subject to any conditions imposed by PRPA. The repair of any damage to a berth, fendering system, ladders or other terminal structure will be held to the cost and account of the vessel conducting the test.

EQUIPMENT TRIALS

No vessel, when berthed at PRPA property or alongside another vessel in the harbour, shall, without the permission of PRPA Marine Operations, engage in equipment or machinery tests or any operation which could endanger such property or other vessels.

14.4 UNDERWATER INSPECTION, DIVING & CLEANING

DIVING

All persons wishing to perform recreational or commercial diving in the Port of Prince Rupert must obtain permission from PRPA via the PSOC by completing a [Diving Permit](#).¹⁰⁵ All diving may only commence when the Diving Permit is completed in its entirety and delivered to the PSOC via [email](#).¹⁰⁶

The dive site shall be properly identified by appropriate buoys, flags or lights.

PRPA may veto proposed diving operations where these conflict with the safe operations of the port.

14.5 PAINTING, CHIPPING OR CLEANING VESSELS

PAINTING, CHIPPING OR CLEANING

The Master must request permission at least one (1) hour in advance of any painting, chipping or hull cleaning work by calling the PSOC (call sign "Port Security") on VHF 68. PRPA Marine Operations must approve all requests in advance of any work. The following rules apply to all vessels:

¹⁰⁵ <http://www.rupertport.com/permits-passes/>

¹⁰⁶ psoc@rupertport.com

PART VI | 14. VESSEL OPERATIONS

- All precautions must be taken to prevent paint, solvents or any other deleterious substances from entering the waters of Prince Rupert Harbour
- Painting, chipping and cleaning must be completed in daylight hours only
- Waste and paint chips must be prevented from entering the water and must be disposed of in accordance with all applicable regulations.
The Master is responsible for ensuring that there are no spills into the local waters.
- No hull cleaning is permitted

14.6 ENVIRONMENTAL REQUIREMENTS

GREEN WAVE PROGRAM

PRPA is committed to ensuring our operations remain environmentally responsible and sustainable, as well as safeguarding and promoting the protection of local wildlife. Vessels that go beyond the requirements to operate sustainably can receive recognition through the Green Wave Program. The Green Wave Program includes three tiers of discounted harbour due rates based on an increasing level of environmental performance. Additional information of the Green Wave Program can be found [here](#)¹⁰⁷, harbour due rates and eligibility for discount can be found in the PRPA Port Tariff Guide. Green Wave applications must be submitted via email [email](#).¹⁰⁸

MARINE MAMMAL PROGRAM

The Port of Prince Rupert Marine Mammal Program is an initiative aimed at better understanding and managing the impact of shipping activities on at-risk whales throughout the Prince Rupert region. Some of the key threats to whales in this region include: acoustic disturbance (underwater noise), physical disturbance (ship strikes), and environmental contaminants. The long-term goal of the program is to develop mitigation measures that will lead to a reduction in potential threats to whales as a result of shipping activities. The Fisheries and Oceans Canada (DFO) Recovery Strategy for killer whales identifies disturbance, including underwater noise, as one of the current threats impacting killer whales in British Columbia. Whales use sound to navigate, communicate, and locate prey. For more information, and to see the infographic below, please go to the [PRPA Marine Mammal Program](#).¹⁰⁹

The [Mariner's Guide](#)¹¹⁰ to Whales for Western Canada provides information on historical whale distribution, actions to reduce potential disturbance and reporting mechanisms for sightings and marine mammals in distress.

¹⁰⁷ <https://www.rupertport.com/environmental-stewardship/green-wave-program-for-shippers/>

¹⁰⁸ greenwave@rupertport.com

¹⁰⁹ <https://www.rupertport.com/marine-mammal-programming/>

¹¹⁰ <http://wildwhales.org/learn/mariners-guide/>

PART VI | 14. VESSEL OPERATIONS

ENCOUNTERS WITH MARINE MAMMALS

As of July 2018, the Government of Canada amended the Marine Mammal Regulations to require that all vessels stay at least 100 metres away from most whales, porpoises, and dolphins, and at least 200 metres away from killer whales in the Pacific Ocean off the coast of British Columbia. In past years, annual seasonal measures have required vessels to stay 400 metres away from all killer whales in southern British Columbia coastal waters between Campbell River and just north of Ucluelet between 1 June - 30 November.

To reduce underwater noise, vessels are also asked to turn off their echo sounders and turn engines to neutral idle, if safe to do so, when a whale is within 400 metres. Additionally, the regulations stipulate mandatory (and immediate) reporting of all vessel contact with marine mammals using the DFO's incident report hotline. Anyone in contravention of the regulations can be charged with an offence under the Fisheries Act.

Contact DFO's British Columbia Marine Mammal Response Network Incident Reporting Hotline if your vessel strikes a whale, or if you observe a marine mammal in distress or entangled (+1 (800) 465-4336 or VHF Channel 16).

If you see a marine mammal, please call the British Columbia Cetacean Sightings Network (+1 (866) I-SAW-ONE or +1 (866) 472-9663) or submit your sighting through the WhaleReport App (available on iOS and Android devices). Make sure you note important details and characteristics that might help with identification and location:

- Date, time, and location (latitude/longitude) of animal
- Type of animal (species if possible)
- Sighting distance
- Behaviours of the animal observed (and your degree of confidence in the identification)
- Number of individuals
- If possible, from a safe location and abiding by the Marine Mammal Regulations, please provide photographs and video of the animal, especially close-ups of the tail, flukes and flippers

The WhaleReport Alert System (WRAS) is a mobile and desktop-based program that alerts commercial mariners to the presence of whales so that they may take mitigation measures, such as slowing down or diverting course, to reduce the risk of disturbance and collision. If you belong to a professional marine organization and are a pilot or member of the bridge crew of a ship, please contact the WRAS Project Manager at WRAS@ocean.org to request access to the WhaleReport Alert System.

Issues / Events To Be Reported	To	Via	How
Whale dolphin or porpoise sighting	BC Cetacean Sightings Network and Fisheries and Oceans Canada	WhaleReport App, call 1.866.472.9663 The WhaleReport Alert System WildWhales	Call, email, or online form.

PART VI | 14. VESSEL OPERATIONS

Marine Mammal found dead or in distress	BC Marine Mammal Response Network	Telephone: 1.800.465.4336	Verbal
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If you see tail, fin or spray – Stay far enough away

Keeping a minimum of **100 metres** away from most whales, porpoises and dolphins, and keeping **200 metres** away if they are in resting position or with their calf.

Keeping 200 metres away from killer whales in BC and the Pacific Ocean and keeping 400 metres away from all killer whales in southern BC coastal waters between Campbell River and just north of Ucluelet* (June 1 – May 31)
*Under the Canada Shipping Act. Some exceptions may apply.

Belugas in the St. Lawrence Estuary

Certain whales, like killer whales in B.C. and the St. Lawrence Estuary Beluga in Quebec, need **more distance** because of threats they already face. There are also other approach distances which are tailored to particular circumstances. For more information visit:
<https://dfo-mpo.gc.ca/campaign-campagne/protectingwhales-protegerbaleines/index-eng.html>

Canada

PART VI | 14. VESSEL OPERATIONS



VESSEL DISCHARGES

a) Vessel Garbage

Vessel garbage must be retained on board in suitable containers with properly fitted covers. Garbage removal services are available and must be used to prevent more than a minimum of accumulation of garbage on board prior to sailing. Garbage, dunnage and scrap materials must not be dumped in Canadian territorial waters.

b) Discharge of Liquids

The term “vessel discharges” refers to the discharge of any liquids from a vessel other than ballast water. No person or vessel is allowed to illegally discharge any pollutant into the water within the port. Information surrounding the discharge of liquids from vessels, including distances offshore and areas where such activities may be permitted, can be found in the Vessel Pollution and Dangerous Chemical Regulations within the Canada Shipping Act (CSA 2001).

c) Accidental Discharge

All accidental vessel discharges must be reported immediately to MCTS at +1 (250) 627-3074. If the discharge contains oil or other deleterious substances, the vessel must immediately activate its pollution response plan.

d) Black and Grey Water Discharge

The discharge of black water (waste from toilets) and grey water (waste from sinks, showers and drains) into the environment, by any vessel certified to carry more than 15 passengers or over 400 tons, is not permitted within the Prince Rupert Harbour

PART VI | 14. VESSEL OPERATIONS

unless an overview of the Transport Canada approved waste water treatment plant is provided to PRPA and accepted. Pleasure craft must also ensure they comply with the regulatory restrictions and best management practices related to the discharge of black water and grey water within the port.

All vessels should be retaining black/grey water on board, using pump out facilities as appropriate, or arranging for a collection barge/vessel to properly dispose of the waste while in the port.

In extreme circumstances, permission may be granted for the discharge of grey water into the environment from a deep-sea vessel provided it is deemed by PRPA not harmful to do so. A test for harmful substances/bacteria must be completed prior to any discharge. Contact the PSOC for more information.

Anyone who sees a vessel discharging sewage illegally is urged to record the incident (photo/video and details) and report it to the PSOC at +1 (250) 627-2522. PRPA will forward the information to the appropriate regulator.

e) Bilge and Sludge Discharge

All bilge and sludge discharge operations must receive prior approval from PRPA Marine Operations and will be handled on a case-by-case basis. If the operation is to be carried out while the vessel is alongside, the terminal operator will also have to grant permission. If approved, the vessel must follow the same transfer procedures and safety checks for a bunkering operation.

f) Hold Washing Discharge

Vessels requiring discharging hold/tank washings must notify PSOC. The on-call Marine Operations representative may be contacted at any time outside of normal office hours through PSOC at +1 (250) 627-2522. It is recommended that at least 12 hours' notice be given. If a hold washing operation has been approved, all residual washings must be discharged through an approved disposal method to a shore-side facility or retained onboard. Marine Operations staff may inspect hold/tank cleanliness and hold/tank washings prior to discharge. In any event no hold/tank washings are to be discharged without approval from PRPA.

Vessels are encouraged to retain hold washings on board or at least provide some settling of the heavier materials before discharge over the side. No matter how innocuous the commodity, the Canadian Department of Fisheries & Oceans have a prohibition for suspended solids in excess of 75 mg/L (parts per million). For most materials, this is only a slight haze. Where possible, dry clean-up methods, which recover the product, should be used.

PART VI | 14. VESSEL OPERATIONS

EXHAUST GAS CLEANING SYSTEMS

The use of Open Loop Exhaust Gas Cleaning Systems (Open Loop Scrubbers) is not permitted in the Port of Prince Rupert. The use of Closed Loop Exhaust Gas Cleaning Systems (Closed Loop Scrubbers) is permitted

14.7 BUNKERING

GENERAL

Except at a certified fueling facility, the following guidelines are applicable to all vessels within the jurisdictional boundaries of the Prince Rupert Port Authority and have been developed to enhance safe and spill free bunkering operations within the Port of Prince Rupert.

Except at a certified fueling facility, no vessel exceeding 50 metres in length overall (LOA) shall bunker or refuel within the harbour, unless prior approval has been obtained from the Prince Rupert Port Authority and the [Bunkering Checklist](#) ¹¹¹ is completed.

DEFINITIONS

In these guidelines:

Area of Operation means the bunkering vessels and all refueling lines and manifolds, and the area of water surrounding the vessels. In the case of a land transfer from a bunkering vehicle, the area of operation means any over water area between the bunkering vehicle and the receiving vessel, all refueling lines and manifolds, and the area of water surrounding the receiving vessel;

Bunkers means liquid hydrocarbons, intended for the main propulsion and/or operation of the auxiliary machinery of a vessel or a liquid intended for lubricating the vessel's engine or its other machinery including slops and bilge waters;

Bunker Supplier means the party supplying bunkers to a ship;

Bunkering Vessel means a vessel, including barges, operated by a bunker supplier which delivers bunkers to a receiving vessel;

Bunkering Vehicle means a tank-truck or other vehicle that delivers bunkers to a receiving vessel from ashore;

Bunker Supervisor means the appropriately qualified person appointed by the Master of the bunkering vessel to supervise the bunkering operation on the bunkering vessel. This individual is to be in attendance at all times during the bunkering operation and is to have appropriate assistance to aid in safe and effective operations. During the bunkering operation

¹¹¹ <http://www.rupertport.com/permits-passes/>

PART VI | 14. VESSEL OPERATIONS

the bunker supervisor is to be in constant communication with the officer in charge. In the case of a bunkering operation from a bunkering vehicle, the bunker supervisor means the appropriately qualified person appointed by the bunker supplier to supervise the bunkering operation from the bunkering vehicle. This individual is to be in attendance at all times during the bunkering operation and is to have appropriate assistance to aid in safe and effective operations. During the bunkering operation the bunker supervisor is to be in constant communication with the officer in charge;

Receiving Vessel means a vessel that receives bunkers from another vessel or a vehicle;

Officer in Charge means the appropriately qualified person appointed by the Master of the receiving vessel to oversee the bunkering operation on the receiving vessel. This individual is to be in attendance at all times during the bunkering operation and is to have appropriate assistance to aid in safe and effective operations. During the bunkering operation the officer in charge is to be in constant communication with the bunker supervisor;

SOPEP means the vessel's Ship Oil Pollution Emergency Plan.

SUPPLIERS

An approved bunker supplier is a bunker supply company approved by the Prince Rupert Port Authority to supply bunkers to vessels within the Authority's jurisdiction. Companies that wish to supply bunkers to vessels that call on the Port of Prince Rupert are required to register with the Prince Rupert Port Authority, provide the following documentation and comply with the following requirements as a condition for approval:

1. provide the Authority with an up-to-date list of bunkering vessels and tugs and/or bunkering vehicles and their particulars;
2. provide valid statutory certification documentation issued by Transport Canada or other recognized organizations;
3. provide documentation of successful assessment of suitability of bunkering vessels and the tugs handling the bunkering vessels, in accordance with the Oil Companies International Marine Forum (OCIMF) Ship Inspection Report (SIRE) program;
4. comply with Transport Canada's minimum safe manning levels;
5. conduct a formal risk assessment of manning levels required to execute bunkering operations safely and to deal with an emergency should one occur;
6. conduct formal risk assessments of the bunkering services that will be offered within the Port of Prince Rupert, to include an assessment of risks arising from bunkering concurrent with cargo operations, if undertaken;
7. advise the Prince Rupert Port Authority of the risk assessment results as well as of the measures and strategies implemented to manage the identified risks;
8. provide the Prince Rupert Port Authority with valid proof of insurance in compliance with the insurance requirements as set out in these guidelines;

PART VI | 14. VESSEL OPERATIONS

9. provide proof of having entered into a contract with a recognized marine spill response organization such as the Western Canada Marine Response Corporation;
10. keep a copy of the latest edition of the International Safety Guide for Oil Tankers & Terminals (ISGOTT) onboard the bunkering vessel at all times;
11. ensure that sources of ignition are eliminated or are in a controlled environment on the barge by using engine exhausts fitted with flame/spark arrestors and that pumping and other equipment is intrinsically safe;
12. maintain independently certified safety, environmental and quality management systems and provide regular auditing updates to the Authority;
13. provide bunkering hose certification (hose type, maximum working pressure, date of test/manufacture) as per Canadian standard or as per ISGOTT;
14. provide a copy of the supplier's bunker operations manual and associated risk assessments; and
15. provide a copy of the bunkering vessel's or bunkering vehicle's oil pollution emergency plan (or SOPEP) irrespective of the size of the bunkering vessel or bunkering vehicle.

In addition to the above requirements a bunker supplier with Transport Canada vessel approval for the carriage of a road tanker(s) on a barge to supply bunkers at sea shall:

16. ensure that the barge for transporting the road tanker(s) at sea is provided with a properly constructed sea fastening arrangement so that the road tanker(s) can be securely fastened to the deck of the vessel at all times for the duration of transport to and from the receiving vessel and during the bunkering operation. This securing arrangement shall be inspected by the Prince Rupert Port Authority or a designated marine surveyor, approved prior to first use and inspected annually thereafter;
17. the main area of the deck where the road tanker(s) is sited shall be fitted with a spill rail of at least 150mm/6" in height with drip containment trays positioned under all manifolds and hose connections. The barge should also be fitted with an air driven spill recovery pump and receptacles for receiving any spilled product;
18. the combined barge and road tanker shall be fitted with sufficient and appropriate fire-fighting equipment for the quantity of bunker fuel to be carried; and
19. ensure the combined barge road tanker has adequate stability for all expected conditions of operation.

The bunker supplier shall maintain the validity and relevance of the above documentation and general requirements stated above, as a condition to maintaining approval as a supplier.

INSURANCE

Prior to commencement of bunkering services, the Bunker Supplier shall have in place such insurance as PRPA requires in its sole discretion which may include, without limitation: General

PART VI | 14. VESSEL OPERATIONS

Liability Insurance, Protection and Indemnity Insurance, and Contractor Pollution Liability Coverage. Insurance required for bunkering services must contain terms and have limits acceptable to the Prince Rupert Port Authority.

For greater certainty, the Bunker Supplier is responsible for deciding if any additional insurance coverage is necessary for its bunkering services operation and to ensure compliance with any applicable law.

PLANNING

All bunker suppliers must receive authorization from the Prince Rupert Port Authority pursuant to the Port Authorities Operations Regulations before commencing operations in Prince Rupert, and such authorization, if granted, may be subject to conditions.

With the exception of vessels carrying low flashpoint/highly flammable products such as LPG or clean petroleum products, bunkering may take place alongside a berth, alongside a berth while loading cargo or at harbour anchorages 2-9. Vessels carrying low flashpoint/highly flammable products such as LPG or clean petroleum products may only bunker alongside and may not bunker while loading cargo. Bunkering will only take place during daylight hours and under conditions of good visibility. On rare occasion bunkering may occur outside of daylight hours with prior approval of the Prince Rupert Port Authority. If permission is granted for bunkering outside of daylight hours then adequate lighting must be provided in the area of operations including at the bunker manifold and bunker stations and at all sounding locations. For bunkering operations to occur a containment boom designed for the wind and wave conditions anticipated throughout the operation and encircling the area of operation must be in place and positioned to provide for the maximum containment of any bunkers potentially spilled. Vessels receiving bunkers may be asked to tie lines to their vessel to secure booming equipment during the bunkering operation.

Bunkers may be transferred to a receiving vessel from a Transport Canada approved double hulled vessel, self-propelled or non-self-propelled double hulled tank barge or to a vessel alongside from a Transport Canada approved bunkering vehicle from the shore. Bunkering Class 3 flammable liquids or marine pollutants as defined by the International Maritime Dangerous Goods Code from a road tanker(s) afloat on a barge requires specific Transport Canada approval and additional PRPA guidelines included under "Restrictions".

Irrespective of the method and provider, these guidelines apply to all vessels or vehicles delivering or receiving bunkers within the Port of Prince Rupert. All parties involved in the planning and delivering of bunker services must be fully aware of these bunkering guidelines as well as any additional requirements issued by specific terminal operators. These bunkering guidelines are designed to be used as complementary to other existing safety controls and regulations that govern shipping safety and in no way supersede or make such controls and regulations irrelevant.

PART VI | 14. VESSEL OPERATIONS

RESTRICTIONS

In accordance with current Canadian federal regulations applicable to tankers operating on the northern coast of BC, bunkering vessels operating in Prince Rupert Harbour are prohibited from carrying more than 12,500 metric tons of crude oil or persistent oil.

Bunkering may only take place alongside a berth or at harbour anchorages 2-9. To allow for the efficient use of anchorages and not generate additional harbour traffic, ships that have an opportunity to bunker alongside a berth should preferably do so. Vessels anchored at harbour anchorages 2-9 that are unable to bunker alongside a berth due to time constraints or other reasons may bunker at anchor.

Inner harbour berths and anchorages (anchorage 2-7) are somewhat protected but all berths and anchorages where bunkering is permitted in Prince Rupert are at all times exposed to weather and sea conditions which can, particularly in the fall and winter months, change rapidly and at short notice. For all vessels bunkering in Prince Rupert, the following restrictions will apply:

1. bunkering operations shall not proceed when winds are blowing or forecast to blow, during the predicted period of bunkering operations, at or above a sustained wind speed of 21 knots;
2. wave height must be 1 metre or less;
3. visibility must be 2 nautical miles or greater; and
4. an attending tug must remain on site and ready to render assistance during the entire bunkering operation (does not apply to self-propelled delivery vessels).

A bunker supplier with Transport Canada vessel approval for the carriage of a road tanker(s) on the deck of a barge shall be further restricted to supplying bunkers to a receiving vessel alongside a berth or at anchorages 2-7.

At anchor or alongside, no bunkering operations are to occur on the approach of or during an electrical storm.

Vessels carrying low flashpoint/highly flammable products such as LPG or clean petroleum products will be restricted to bunkering at the terminal or berth and then only either before connections of cargo arms and cargo operations commence or following completion of cargo operations and disconnection.

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

NOTIFICATIONS

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

PART VI | 14. VESSEL OPERATIONS

1. the Port Security and Operations Center at psoc@rupertport.com;
2. WCMRC; and
3. the appropriate terminal operator when bunkering occurs alongside a berth.

Prior to the commencement of pumping, the Master of a bunkering vessel (or the Bunker Supervisor of a bunkering vehicle in the case of a land transfer) shall contact the Port Security and Operations Center via phone at +1 (250) 627-2522 or via VHF 68 and provide:

1. the berth / anchorage and the time that bunkering will commence;
2. the name of the vessel(s) / vehicle involved;
3. the quantity and type of bunkers to be transferred; and
4. a verbal report on the completion of all requirements below.

RESPONSIBILITIES

All bunkering operations must be carried out in accordance with the latest edition of ISGOTT, the Bunkering Checklist and the additional information provided in these guidelines. The Master of any vessel engaged in a bunkering operation (supplying or receiving) and the bunker supervisor of a bunkering operation from a bunkering vehicle shall:

1. take all necessary precautions to prevent the release of bunkers into the water or onto the shore or onto a berth;
2. ensure a qualified person is appointed in charge of the bunkering operation on his/her vessel (bunker supervisor/officer in charge) who is fluent in English. English is the language to be used during all aspects of the bunkering operation;
3. ensure every person engaged in bunkering operations is trained to carry out bunkering safely. Training records shall be made available to the Authority, if requested;
4. ensure a constant visual watch and monitoring of all fuel tank levels, including tanks not earmarked for use, is maintained throughout the bunkering operation;
5. ensure pumping rates and line pressures are agreed upon and maintained, including start up rate, maximum rate and topping off rate. Noting that loading rates should be appropriate for the size/capacity of the tanks;
6. ensure that all receiving vessel line valves are confirmed correct before opening the manifold valve;
7. ensure that bunkering is stopped immediately upon any loss of communication between the bunkering vessel or bunkering vehicle and receiving vessel;
8. ensure that hoses are drained before disconnection, and on disconnection drip trays must be deployed where a coupling or flange is not over a bunded area; and

PART VI | 14. VESSEL OPERATIONS

9. ensure that hoses are blanked before being lowered or removed from the receiving vessel and the bunker manifold is blanked immediately upon disconnection.

When bunkering alongside a berth, both the receiving vessel and the bunkering vessel or bunkering vehicle must be fully aware of any specific requirements issued by the terminal operator. The use of a proper gangway between vessels is required during bunkering operations. The gangway must be safely and securely fastened at all times.

BEFORE TRANSFER COMMENCES

The Master of any vessel engaged in bunkering and the bunker supervisor of a bunkering vehicle shall not begin a transfer before (where applicable):

1. the bunkering vessel is securely moored in accordance with a mooring plan that is pre-arranged between the bunkering vessel and the receiving vessel. Mooring lines are to be tended throughout the bunkering operation;
2. suitable fendering between the bunkering and receiving vessels is deployed;
3. reliable radio communication methods that will enable an immediate shutdown have been established and can be maintained throughout the operation;
4. the receiving vessel has provided a gangway or safe means of access to the bunkering vessel or bunkering vehicle crew in accordance with the relevant regulations;
5. the hoses to be used are in good condition and tested in accordance with the appropriate Canadian standard or as per ISGOTT;
6. the hoses to be used are well supported, with no sharp bends or kinks, and of sufficient length to allow for the movement of vessel(s), and well rigged to not be damaged by the movement of the vessel(s);
7. there should be no hose joins in the gap between the bunkering vessel and the receiving vessel or within 1 metre of the vessel side or berth;
8. containment boom equipment, designed for the wind and wave conditions anticipated throughout the operation, is deployed around the bunkering area of operation;
9. SOPEP kits, with sorbent pads/material, are made available at the bunkering point;
10. the Bunkering Checklist has been truthfully completed and, with all questions answered in the affirmative, completed and signed by the Masters of both the bunkering vessel and the receiving vessel, the bunker supervisor and the officer in charge. In the case of a land transfer, the Bunkering Checklist is signed by the Master of the receiving vessel, the officer in charge and the bunker supervisor of the bunkering vehicle;
11. vessels are displaying International Code Flag "B" by day and one all-round red light at night; and

PART VI | 14. VESSEL OPERATIONS

12. the Port Security and Operations Center has been contacted and notified accordingly.

Upon completion of bunkering, the Master of a bunkering vessel (or the bunker supervisor of a bunkering vehicle in the case of land transfer) shall contact the Port Security and Operations Center via phone at +1 (250) 627-2522 or via VHF 68.

The Bunkering Checklist must be kept on file for at least one year and a copy emailed to the Port Security and Operations Center at psoc@rupertport.com immediately after bunkering is completed.

BUNKERING DURING CARGO OPERATIONS

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

1. there is no interference with cargo operations or other activities under way;
2. personnel involved in the bunkering operation on both vessels are dedicated to the bunkering operation only and have been assigned no other tasks;
3. there are no suspended loads over or in vicinity of the bunkering operation (includes any persons, bunkering vessels, tugs, bunkering vehicles, hoses or pipes); and
4. there should be no ballasting of tanks or filling of fresh water tanks during bunkering operations. If this is not possible then every precaution should be taken to ensure that ballast or fresh water does not overflow onto deck.

A specific operational risk assessment must be undertaken to address risks arising from simultaneous operations.

DE-BUNKERING

Occasionally, vessels may need to off-load bunkers due to the vessel receiving wrong grade(s) of bunker fuel or the need to undertake repairs, etc. Ships requesting de-bunkering operations must first obtain permission from the Prince Rupert Port Authority and follow these same guidelines and the bunkering checklist.

SPILL RESPONSE

All bunkering vessels and bunkering vehicles must be equipped to immediately stop their bunkering supply pumps. In the event of a spill during the transfer, handling or storage of bunker products, all pumping must be immediately stopped and the vessels/vehicles involved must activate their SOPEP. The spill must be immediately reported to the Canadian Coast Guard regional marine pollution line +1 (800) 889-8852, MCTS (Prince Rupert Traffic) via VHF 71, the British Columbia Provincial Emergency Program line +1 (800) 663-3456 and the Port Security and Operations Center via phone at +1 (250) 627-2522 or via VHF 68.

PART VI | 14. VESSEL OPERATIONS

The following information is to be specified when reporting:

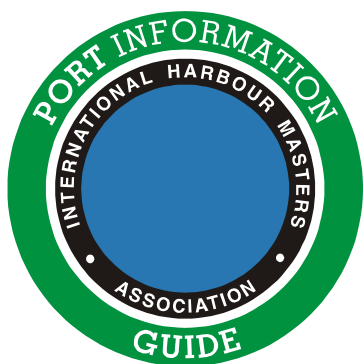
1. spill location and time;
2. the names of the vessels/vehicles involved;
3. the nature of the incident;
4. the quantity and type of bunkers spilled into the water, onto the shore or onto the berth;
and
5. actions being taken in accordance with respective SOPEPs.

The use of oil dispersant or detergents on any spill of oil into water without the permission of the Authority is not permitted. The use of oil dispersant or detergents on some types of oil can potentially cause more long-term recovery issues for the environment than allowing the natural evaporation of the spilled product.

ENFORCEMENT

Any authorized officer of the Port Authority may attend a bunkering or de-bunkering operation to verify that these guidelines are being followed. If deviation from these guidelines is identified and if safety of the operation requires, bunkering may be ordered stopped by the Prince Rupert Port Authority until such time as the situation is remedied. The presence of any representative of the Prince Rupert Port Authority shall not, in any way, relieve the Masters of bunkering vessels or the bunker supervisor of a bunkering vehicle involved in the bunkering operation of their responsibilities.

15 Port Inspections



PART VI | 15. PORT INSPECTIONS

15.1 GENERAL

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

15.2 INSPECTIONS FROM PORT STATE CONTROL

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

More information on Port State Control can be found on [Transport Canada's Port State Control website](#).¹¹²

CONTACT DETAILS

Transport Canada
Marine Safety and Security (AMSEA)
Tower C, Place de Ville
330 Sparks Street, 10th Floor
Ottawa, ON K1A 0N5
Email: oepepe@tc.gc.ca
Telephone: +1 (855) 859-3123 (Toll Free) or +1 (613) 991-3135 (local)
Teletypewriter / TDD: +1 (888) 675-6863
Facsimile: +1 (613) 993-8196

15.3 INSPECTIONS FROM OTHER PARTIES

INSPECTIONS FROM THE CANADIAN FOOD INSPECTION AGENCY

The Canadian Food Inspection Agency (CFIA) uses a risk-based approach to verify that domestically produced and imported products meet Canadian standards and regulations. CFIA compliance and enforcement actions occur all along the supply chain and they involve numerous stakeholders and jurisdictions. Vessels arriving in Prince Rupert may be subject to inspection by CFIA. More information may be found on the [CFIA website](#).¹¹³

ASIAN GYPSY MOTH

Any vessel entering the Port of Prince Rupert at any time of year must be free from all life stages of Asian Gypsy Moth (AGM), and the AGM risk period for Prince Rupert is March 1 to September 15. The Master of a vessel arriving during the AGM risk period must provide to

¹¹² <http://www.tc.gc.ca/eng/marinesafety/oepe-inspection-psc-menu-1120.htm>

¹¹³ <http://www.inspection.gc.ca/about-the-cfia/eng/1299008020759/1299008778654>

PART VI | 15. PORT INSPECTIONS

CFIA, via their Agent, a summary of ports called upon by the vessel for the past two years and a copy of a Phytosanitary Certificate or other recognized certificate (listed in Appendix 4 [here](#)¹¹⁴). The vessel will be able to enter the Port after written confirmation from CFIA, and the vessel remains subject to inspection during its stay in Prince Rupert. Vessels requiring AGM inspection will be assigned to Anchorage 9 or 10 initially. If upon inspection of the vessel, an infestation of AGM is found, the vessel will be ordered out of Canadian waters until all life stages of AGM have been removed and the risk of introducing AGM has been mitigated. Upon re-entering the Port, the vessel will be assigned Anchorage 20 or 21 for re-inspection. More details on requirements, inspections, and non-compliance can be found [here](#).¹¹⁵

CONTACT DETAILS

Canadian Food Inspection Agency
B3-417 2nd Ave West
Prince Rupert, BC V8J 1G8
Telephone: +1 (250) 627-3033

INSPECTIONS FROM THE PRINCE RUPERT PORT AUTHORITY

During a ship's stay in Prince Rupert, the ship may be visited by officials representing PRPA Marine Operations for inspections and checks on standards for cargo handling and regulations, such as the practices and procedures listed in this Port Information Guide. Furthermore, MARPOL inspections may be carried out on behalf of Port State Control. The ship's management is responsible for ensuring that such an official has access to all relevant ship documents 24 hours a day. See Chapter 5 for a list of the required documentation that needs to be available.

SECURITY AND SEARCH

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

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

¹¹⁴ <http://www.inspection.gc.ca/plants/plant-protection/directives/date/d-95-03/eng/1321945111492/1321945344965>

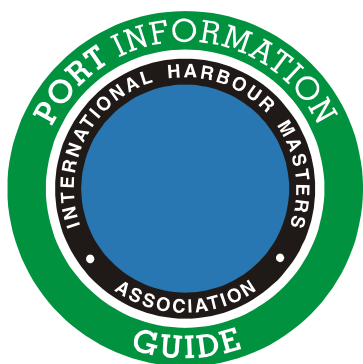
¹¹⁵ <http://www.inspection.gc.ca/plants/plant-protection/directives/date/d-95-03/eng/1321945111492/1321945344965>

PART VI | 15. PORT INSPECTIONS

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

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

16 Port Services



PART VII | 16. PORT SERVICES

16.1 GENERAL

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

16.2 FUEL AND LUBRICATION OIL

BUNKERING

A variety of bunker fuels are available in the Port of Prince Rupert. Vessels should make arrangements for delivery through their agent. The loading of bunkers is permitted alongside a berth, alongside a berth during cargo operations and at harbour anchorages 2-9. All vessels shall use safe handling procedures when transferring petroleum products, including those carried out at a licensed fuel facility.

LOCAL SERVICE PROVIDER

Name	Services/Equipment Available	Contact information
Wolverine Terminals	Marine Bulk Fueling	105 – 515 3 rd Ave West +1 (403) 993-9995 john.kanik@wolverineterminals.com +1 (587) 228-5405 jesse.sallis@wolverineterminals.com

SPILLS

All bunkering vessels and bunkering vehicles must be equipped to immediately stop their bunkering supply pumps. In the event of a spill during the transfer, handling or storage of bunker products, all pumping must be immediately stopped and the vessels/vehicles involved must activate their SOPEP. The spill must be immediately reported to the Canadian Coast Guard regional marine pollution line +1 (800) 889-8852, MCTS (Prince Rupert Traffic) via VHF 71, the British Columbia Provincial Emergency Program line +1 (800) 663-3456 and the Port Security and Operations Center via phone at +1 (250) 627-2522 or via VHF 68.

ACCIDENTAL DISCHARGES

All accidental over side discharges shall be reported immediately to the PSOC. If the discharges contain oil or other deleterious substances, the vessel must immediately notify The Canadian Coast Guard (Telephone: +1 (800) 889-8852 or VHF 71) and activate its pollution response plan.

CONTACT INFORMATION

Canadian Coast Guard:	+1 (800) 889-8852 VHF 71
PRPA PSOC:	+1 (250) 627-2522 VHF 68
WCMRC (Prince Rupert):	+1 (250) 624-5666 Fax: +1 (250) 624-5166

PART VII | 16. PORT SERVICES

16.3 FRESH WATER

Potable water may be available at Fairview Terminal and Prince Rupert Cruise Terminal; non-potable water is available at Trigon Terminals and Prince Rupert Grain. Charged per tonne, plus service charge for connect/disconnect.

16.4 STORES

Arrangement should be made in advance, through the local Agents. All types of provisions as well as deck and engine stores are available.

16.5 SHORE BASED ELECTRICITY

Shore power is available at DP World's Fairview Terminal – at both the south and north berths. Please contact the terminal operator to initiate the commissioning process. Fairview Terminal requires port side to berthing so shore power can only be made available for vessels with port side connection.

Technical Specifications

-The Prince Rupert Port Authority has applied the IEC/ISO/IEEE 80005-1 2019 International Standard for landside High Voltage Shore Connection (HVSC) Systems for shore power installations at the Port of Prince Rupert.

Voltages and Frequencies

- Nominal Operation Voltage shore-side power supply: Three Phase 6.6kV AC
- At the connection point, looking at the socket/connector face, the phase sequence shall be as per IEC/ISO/IEEE 80005-1 2019 International Standard, Annex D
- Operation Frequency: Shore-side frequency is 60 Hz. (Note this is not dual 50/60Hz frequency as only 60HZ is required for vessels calling in the Pacific North-West Region)

Power Plug and Socket Outlets

- Design, dimensions, general arrangement and ratings of a power plug are described in IEC 62613-1:2019 and IEC 62613-2: 2016: Plugs, socket outlets and ship couplers for HVSC systems
- Each shore side AMP – HVSC vault has two outlets
- Two parallel high voltage power cables each including three high voltage energized conductors, three pilot conductors, and one ground (earth) conductor, shall be used for HVSC systems up to a maximum power demand of 7,5 MVA
- IEC 62613-1: Socket-outlet rated shore circuit current is 16 kA / 1s and a maximum peak shore-circuit current of 40 kA
- The cable management system shall be located on board ship.

PART VII | 16. PORT SERVICES

16.6 WASTE

Removal of international garbage requires approval from CBSA and must be coordinated through local Vessel Agent.

16.7 REPAIRS

In the Port of Prince Rupert minor repairs to all types of marine equipment and electronics are available and one shipyard, catering to large fishing vessels, has a 250 tonne marine railway. Also available is hydraulic cranes up to 100 tonne capacity, with 200 foot reach, and floating crane with 50 tonnes capacity.

LOCAL SERVICE PROVIDERS

Name	Services/Equipment Available	Contact information
Adams Diving	Inspection, salvage, construction, contaminated diving, underwater ship maintenance, welding, burning	+1 (250) 624-3088 ; (250) 600-5727 1029 6 th Ave East office@adamsdiving.com
Bridgeview Marine	Marine sales, boat parts, repairs	+1 (250) 624-5809 161 Metlakatla Road rupertsales@bridgeviewmarine.com
Broadwater Industries	Fabrication, welding, barging, pile driving	+1 (250) 624-5158 247 1 st Ave East bw@bwindustries.ca
Certified Welding & Machining	Vessel repair, Class approved welding, hydraulics, machining, testing	+1 (250) 624-2707 234 3 rd Avenue East certified@citywest.ca
Harbour Machining	Welding, fabrication, repairs, 24/7 emergency service	+1 (250) 624-3253 208 Kaian Road office@harbourmachining.net
Johnny's Machine Shop	Machining, hydraulics, welding, pumps	+1 (250) 624-3003 8 Cow Bay Road johnnys@citywest.ca
Marinex	Welding, fabrication, repairs	+1 (250) 624-6014 6 Cow Bay Road marinex@citywest.ca
McLean's Shipyard	Repairs to commercial fishing vessels	+1 (250) 624-3142 2309 Seal Cove Road mcleans@citywest.ca

PART VII | 16. PORT SERVICES

Sea-Sport	Sales and services of Yamaha & Honda outboards, Survitec life rafts, Mustang PFDS, workwear including raingear and boots	+1 (250) 624-6014 295 1 st Ave East sales@seasport.ca
Bytown Diesel	Marine batteries, hand and power tools	+1 (250) 627-1304 1027 Chamberlain Ave sales@bytowndiesel.ca

16.8 DE-RATTING

In accordance with the International Health Regulations 2005, from the World Health Organization, all international vessels stopping in Canada must have a valid [Ship Sanitation Certificate](#).¹¹⁶ These certificates, the Ship Sanitation Control Exemption Certificate or a Ship Sanitation Control (SSC) Certificate (formerly known as De-ratting/Deratification Certificates), must be renewed every six months. In Canada these certificates are issued by Health Canada and inspection can be requested via the appropriate form through the Vessel Agent.

16.9 SURVEYORS

NORTHERN BREEZE SURVEYORS

11 – 14th Street
Prince Rupert, British Columbia
Canada V8J 3P2
Telephone: +1 (250) 624-2881
Cell: +1 (250) 600-7922
Email: norbreez@citywest.ca

SGS CANADA INC.

Minerals Trade / Marine
Elizabeth Clary
Operations Supervisor, Natural Resources
Telephone: +1 (604) 638-2349
Mobile: +1 (604) 671-0181
Email: elizabeth.clary@sgs.com
Agricultural Commodities Trade Services
Meera T.
Administrative Manager
Telephone: +1 (604) 629-1890 ext. 222
Mobile: +1 (604) 831-1128
Email: meera.t@sgs.com

¹¹⁶ <https://www.who.int/publications/i/item/9789241548199>

PART VII | 16. PORT SERVICES

16.10 SHIPPING AGENTS

G.W. NICKERSON

208 - 815 1st Avenue West
 Prince Rupert, British Columbia
 Canada V8J 1B3
 Telephone: +1 (250) 624-5233
 Fax: +1 (250) 624-5855
 Email: operations@gwnickerson.com
 Website: www.gwnickerson.com

NORTHCOAST SHIPPING AGENCY

PO Box 123
 Prince Rupert, British Columbia
 Canada V8J 3P4
 Telephone: +1 (250) 624-9668
 Email: operations@northcoastshipping.com

TNC AGENCIES CANADA LTD.

6 Cranberry Street
 Kitimat, British Columbia
 Canada V8C 2S4
 Telephone: +1 (250) 632-2221
 Fax: +1 (250) 632-4460
 Email: kitimat@tncagencies.com

LBH CANADA

Suite 308, 10822 City Parkway
 Surrey, British Columbia
 Canada V3T 0C2
 Office (24hr): +1 (604) 496-0625
 Mobile +1 (604) 762-2314
 Email: operations@lbhcanada.com
ben.rego@lbhcanada.com

MONTSHIP INC

Suite 800, 1111 West Hastings Street
 Vancouver, British Columbia
 Canada V6E 2J3
 Telephone: +1 (604) 640-7400
 Fax: +1 (604) 685-7707
 Email: agency.vcr@montship.ca

PACIFIC NORTHWEST SHIP & CARGO PRINCE RUPERT

344 2nd Ave West
 Prince Rupert, British Columbia
 Canada V8J 1G6
 Telephone: +1 (778) 884-6224
 Email: princerupert@pnwship.com

TNC AGENCIES CANADA LTD.

1815 2nd Avenue West
 Prince Rupert, British Columbia
 Canada V8J 1J5
 Telephone: +1 (250) 624-4447
 Fax: +1 (250) 624-4460
 Email: princerupert@tncagencies.com

WEST COAST AGENCIES

89 Dallas Road
 Victoria, British Columbia
 Canada V8V 1A1
 Telephone: +1 (778) 903-7913
 Email: portagent@westcoastagencies.ca

RUPERT MARINE SHIPPING

Suite 110, 110 West 1st Avenue
 Prince Rupert, British Columbia
 Canada V8J-1A8
 Telephone: +1 (250) 624-5339
 Fax: +1 (250) 624-4329
 Email: shipping@citywest.ca

PART VII | 16. PORT SERVICES

16.11 MEDICAL FACILITIES

Masters are required to complete and furnish promptly at the first port of arrival in Canada, a Declaration of Health in the prescribed form. Advanced radio notification to a quarantine station applies only if a condition of health irregularity occurs onboard. Masters should acquaint themselves with section 12 of the [Quarantine Regulations](#).¹¹⁷ Prince Rupert has a full service hospital (1305 Summit Ave. +1 (250) 624-2171), as well as medical service to larger metropolitan areas.

16.12 SEAMAN'S MISSIONS

PRINCE RUPERT LIGHTHOUSE HARBOUR MINISTRIES

245 3rd Avenue West, Prince Rupert, British Columbia, V8J 1L2.

Telephone: +1 (250) 624-6724

16.13 TRANSPORT

Prince Rupert is the terminus of the Canadian National Railways transcontinental system and the transcontinental highway 16. Passenger services are available by bus, train, airline and ferry. The Prince Rupert Airport (YPR) is located on Digby Island with access by shuttle bus and ferry. The airport is currently serviced by one airline with daily flights to Vancouver (YVR).

AIR CANADA

Telephone: +1 (250) 624-9633

BC FERRIES

Telephone: +1 (877) 223-8778

VIA RAIL

Telephone: +1 (888) 842-7245

ALASKA MARINE HIGHWAY SYSTEM

Telephone: +1 (250) 627-1744

BC BUS NORTH

+1 (844) 564-7494

¹¹⁷ http://laws.justice.gc.ca/eng/regulations/C.R.C.,_c._1368


PART VII | 16. PORT SERVICES

LOCAL SERVICE PROVIDERS


Name	Services/Equipment Available	Contact information
Wainwright Marine Services Ltd	Marine barges Water taxi	+1 (604) 789-3603 info@wainwrightmarine.com
West Coast Launch	Water taxi	+1 (250) 627-9166
Gat Leedm Marine	Water taxi / Landing Craft	+1 (250) 600-3206
Metlakatla Ferry Service	Water taxi	+1 (250) 600-3206

PART VII | 16. PORT SERVICES


Port Sections Guide

	Port Sections Guide	
	Section 01	
	Read Port Information Guide first Check website for updated Practices and Procedures www.rupertport.com	
Port	Prince Rupert (Inner Harbour)	
Section	Cow Bay Marina	
Date	2024-01-01	
Position (lat / lon)	54° 19.1 N 130° 19.2 W	
Minimum controlled water depth	Control depth alongside is 4.6 metres	
Chart datum	Lowest Astronomical Tide: -0.2 metres Geodetic system in use on chart: North American Datum 1983	
Range of water densities	1018-1024	
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres	
UKC policy alongside	Minimum 10% of draught under the vessel at all states of tide	
Bottom type	Marine clay, silt and sand overlaying bedrock	
Dredging regime	None	
Distance pilot station to berth	30 nautical miles	
ISPS/MTSR	Transport Canada security approved	
Loading/unloading requirements	Any loading or unloading must be pre-authorized by the Marina Operator. Marina Manager - Marine Channel: 66A Office: +1 (250) 622-2628 Email: cowbaymarina@princerupert.ca	
	The new 51 berth marina has slips up to 21 metres (70 feet), with overflow moorage for larger yachts available on the docks' outside perimeter. All slips will offer 30 and 50-amp power and fresh water. 30, 50 and 100-amp power available on outer breakwater jetty. RADAR must be set to stand-by and not radiating while alongside Cow Bay Marina.	
Manoeuvre	Arrival	
UKC policy	Minimum 10% of draught under the vessel at all states of tide	
Size restriction	43 metres (all weather), 49 metres (max 20kt wind) LOA outside/ 21 metres inside 5 metres draught (inside only) otherwise consult local chart for greater than 5 metre draught	
Tidal restriction	None	
Wind restriction		
Visibility restriction	100 metres day or night with radar	
Speed restriction	Minimum speed for safe steerage - no wake zone	
Passing requirements	Cow Bay Marina is a no wake zone.	
Tug use	None required	
Berthing requirements	Contact Marina Operator Marina Manager - Marine Channel: 66A Office: (250) 622-2628 Email: cowbaymarina@princerupert.ca	
Manoeuvre	Departure	
UKC policy	Minimum 10% of draught under the vessel at all states of tide	
Size restriction	43 metres (all weather), 49 metres (max 20kt wind) LOA outside/ 21 metres inside 5 metres draught (inside only) otherwise consult local chart for greater than 5 metre draught	
Tidal restriction	None	
Wind restriction		
Visibility restriction	100 metres day or night with radar	
Speed restriction	Minimum speed for safe steerage - no wake zone	
Passing requirements	Cow Bay Marina is a no wake zone.	
Tug use	None required	
Unberthing requirements	Contact Marina Operator Marina Manager - Marine Channel: 66A Office: (250) 622-2628 Email: cowbaymarina@princerupert.ca	


PART VII | 16. PORT SERVICES

	Port Sections Guide	
	Section 02	
	Read Port Information Guide first Check website for updated Practices and Procedures www.rupertport.com	
Port	Prince Rupert (Inner Harbour)	
Section	Fairview Terminal	
Date	2024-01-01	
Position (lat / lon)	54° 17.215 N 130° 21.644 W	
Minimum control water depth	Controlling Depth is 16.6 metres	
Chart datum	Chart datum: 3.8 metres below Mean Water Level. Mean Water Level: 3.8 metres.	
Range of water densities	1018-1024	
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres	
UKC policy alongside	Minimum 10% of draught under the vessel at all states of tide	
Bottom type	Shale and rock	
Dredging regime	None	
Distance pilot station to berth	27 nautical miles	
ISPS/MTSR	Transport Canada security approved	
Loading/unloading requirements	Normally port side to berthing Cranes operate up to 45 knots of wind Dangerous Goods in hazard division 1.1, 1.2, 1.3 and/or 1.5 is restricted to the southern end of the terminal Berth length is 800 metres. Southern berth (Fairview 2): 400 metres. Northern berth: (Fairview 4) 400 metres.	
Manoeuvre		
UKC policy	Minimum 10% of draught under the keel at all states of tide	
Size restriction	400 metres LOA 16 metres draught Nil air draught restriction	
Tidal restriction	None	
Wind restriction	Normally less than 35 knots	
Visibility restriction	Subject to Pilot discretion	
Speed restriction	Safe speed	
Passing requirements	In Fairview Channel: Master/Pilot to confirm passing arrangements prior to arrival Single vessel transit only in reduced visibility Normally outbound traffic takes precedence	
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.	
Berthing requirements	Preferred Port side to On approach ships turn north of the berth abeam Pillsbury Pt. and berth Port Side to on a Southerly approach Ships shall normally use designated turning basin north of berth (in the vicinity of 54° 18.00' N 130° 21.85' W) although, at Pilot discretion, the turn at rest can occur further north into the harbour if the Pilot deems the weather and current conditions dictate more sea room for turning at rest.	
Manoeuvre		
Departure		
UKC policy	Minimum 10% of draught under the vessel at all states of tide	
Size restriction	400 metres LOA 16 metres draught Nil air draught restriction	
Tidal restriction	None	
Wind restriction	Normally less than 35 knots	
Visibility restriction	Subject to Pilot discretion	
Speed restriction	Safe speed	
Passing requirements	In Fairview Channel: Master/Pilot to confirm passing arrangements prior to departure Single vessel transit only in reduced visibility Normally outbound traffic takes precedence	
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.	
Unberthing requirements	Nil	


PART VII | 16. PORT SERVICES

	Port Sections Guide	
	Section 03	
	Read Port Information Guide first Check website for updated Practices and Procedures www.rupertport.com	
Port	Prince Rupert (Inner Harbour)	
Section	Prince Rupert Cruise Terminal	
Date	2024-01-01	
Position (lat / lon)	54° 19.082 N 130° 19.422 W	
Minimum control water depth	Control depth is 21.2 metres	
Chart datum	Lowest Astronomical Tide: -0.2 metres Geodetic system in use on chart: North American Datum 1983	
Range of water densities	1018-1024	
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres	
UKC policy alongside	Minimum 10% of draught under the vessel at all states of tide	
Bottom type	Clay, silt and sand overlaying bedrock	
Dredging regime	None	
Distance pilot station to berth	30 nautical miles	
ISPS/MTSR	Transport Canada security approved	
Loading/unloading requirements	None	
	Berth length 325 metres 8 mooring breasting dolphins with floating dock mid-ship Maximum bollard force breast line bollards (Dolphins 1 & 8) 1000 kN (100 tonnes) Maximum bollard force spring line bollards (Dolphins 2 to 7) 500 kN (50 tonnes)	
Manoeuvre	Arrival	
UKC policy	Minimum 10% of draught under the vessel at all states of tide	
Size restriction	313 metres LOA 15 metres draught 78,400 tonne displacement	
Tidal restriction	Subject to the discretion of Pilot and PRPA	
Wind restriction	Normally less than 28 knots (Pilot's discretion)	
Visibility restriction	Subject to Pilot discretion	
Speed restriction	Maximum berthing velocity 0.15 metres/second	
Passing requirements	As coordinated by Pilots and monitored by MCTS/PRPA - outbound vessels normally have priority	
Tug use	No tug assist required for Cruise ships unless requested Commercial ships will adopt tug package as requested by the Pilot	
Berthing requirements	Preferred Port side to; however, no restriction for Starboard side to berthings	
Manoeuvre	Departure	
UKC policy	Minimum 10% of draught under the vessel at all states of tide	
Size restriction	313 metres LOA 15 metres draught 78,400 tonne displacement	
Tidal restriction	Subject to the discretion of Pilot and Harbour Master	
Wind restriction	Normally less than 28 knots (Pilot's discretion)	
Visibility restriction	Subject to Pilot discretion	
Speed restriction	Safe speed	
Passing requirements	As coordinated by Pilots and monitored by MCTS/PRPA - outbound vessels normally have priority	
Tug use	No tug assist required for Cruise ships unless requested Commercial ships will adopt tug package as requested by the Pilot	
Unberthing requirements	None	


PART VII | 16. PORT SERVICES

	Port Sections Guide	
	Section 04	
	Read Port Information Guide first Check website for updated Practices and Procedures www.rupertport.com	
Port	Prince Rupert (Outer Harbour)	
Section	Prince Rupert Grain Ltd.	
Date	2024-01-01	
Position (lat / lon)	54° 13.942 N 130° 20.172 W	
Minimum controlled water depth	Controlling depth is 14.2 metres	
Chart datum	Lowest Astronomical Tide: -0.2 metres Geodetic system in use on chart: North American Datum 1983	
Range of water densities	1018-1024	
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres	
UKC policy alongside	Minimum 10% of draught under the vessel at all states of tide	
Bottom type	Consolidated silt/clay over bedrock	
Dredging regime	None	
Distance pilot station to berth	22 nautical miles	
ISPS/MTSR	Transport Canada security approved	
Loading/unloading requirements	Berth Length 150 metres Mooring dolphin length 370 metres Mooring dolphins 240 metres apart Berthing dolphins 118 metres apart Bollard capacity 100 tonnes Mooring buoys have been positioned to take the head and stern lines of vessels over 280 metres LOA Mooring buoys are 300 metres apart	
Manoeuvre	Arrival	
UKC policy	Minimum 10% of draught under the vessel at all states of tide	
Size restriction	280 metres LOA 45 metres beam 14 metres draught 140,000 DWT	
Tidal restriction	None	
Wind restriction	Normally less than 28 knots (Pilot's discretion)	
Visibility restriction	Subject to Pilot discretion	
Speed restriction	Safe speed	
Passing requirements	As coordinated by Pilots and monitored by MCTS/PRPA	
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.	
Berthing requirements	Preferred Port side to Line boat required Minimum 12 lines	
Manoeuvre	Departure	
UKC policy	Minimum 10% of draught under the vessel at all states of tide	
Size restriction	280 metres LOA 45 metres beam 14 metres draught 140,000 DWT	
Tidal restriction	None	
Wind restriction	Normally less than 28 knots (Pilot's discretion)	
Visibility restriction	Subject to Pilot discretion	
Speed restriction	Safe speed	
Passing requirements	As coordinated by Pilots and monitored by MCTS/PRPA	
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.	
Unberthing requirements	Line boat required	


PART VII | 16. PORT SERVICES

	Port Sections Guide	
	Section 05	
	Read Port Information Guide first Check website for updated Practices and Procedures www.rupertport.com	
Port	Prince Rupert (Outer Harbour)	
Section	Trigon Pacific Terminals	
Date	2024-01-01	
Position (lat / lon)	54° 13.558 N 130° 20.265 W	
Minimum controlled water depth	Controlling depth 20.2 metres	
Chart datum	Lowest Astronomical Tide: -0.2 metres Geodetic system in use on chart: North American Datum 1983	
Range of water densities	1018-1024	
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres	
UKC policy alongside	Minimum 10% of draught under the vessel at all states of tide	
Bottom type	Consolidated silt/clay over bedrock	
Dredging regime	None	
Distance pilot station to berth	22 nautical miles	
ISPS/MTSR	Transport Canada security approved	
Loading/unloading requirements	Bulk carrier: will not load if winds exceed 38 knots VLGC: will suspend loading if winds exceed 35 knots / disconnect loading arm if winds exceed 40 knots During LPG loading, all operations to cease during lightning/thunder storms, earthquake or tsunami.	
Manoeuvre	Arrival	
UKC policy	Minimum 10% of draught under the vessel at all states of tide	
Size restriction	325 metres LOA 50 metres beam 20 metres draught 27 metres air draught over cargo holds, measured from HHW with vessel in fully de-ballasted condition 250,000 DWT	
Tidal restriction	None	
Wind restriction	Bulk carrier: normally less than 28 knots (Pilot's discretion) / VLGC: normally less than 35 knots	
Visibility restriction	Subject to Pilot discretion	
Speed restriction	Maximum berthing velocity 0.15 m/s perpendicular to the berth	
Passing requirements	As coordinated by Pilots and monitored by MCTS/PRPA	
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.	
Berthing requirements	Preferred Port side to Line boat required Minimum 12 lines VLGC: berth into the current (Pilot's discretion) Dolphin type berth Berthing dolphins 150 metres Mooring dolphins 370 metres	
Manoeuvre	Departure	
UKC policy	Minimum 10% of draught under the vessel at all states of tide	
Size restriction	325 metres LOA 50 metres beam 20 metres draught 27 metres air draught over cargo holds, measured from HHW with vessel in fully de-ballasted condition 250,000 DWT	
Tidal restriction	None	
Wind restriction	Bulk carrier: normally less than 28 knots (Pilot's discretion) / VLGC: normally less than 35 knots	
Visibility restriction	Subject to Pilot discretion	
Speed restriction	Safe speed	
Passing requirements	As coordinated by Pilots and monitored by MCTS/PRPA	
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.	
	Dolphin type berth Berthing dolphins of 150 metres Mooring dolphins of 370 metres	


PART VII | 16. PORT SERVICES

	Port Sections Guide	
	Section 06	
	Read Port Information Guide first Check website for updated Practices and Procedures www.rupertport.com	
Port	Prince Rupert (Inner Harbour)	
Section	Westview Terminal	
Date	2024-01-01	
Position (lat / lon)	54°18.335 N 130°20.686 W	
Minimum controlled water depth	Controlling depth 11.8 metres	
Chart datum	Lowest Astronomical Tide: -0.2 metres Geodetic system in use on chart: North American Datum 1983	
Range of water densities	1018-1024	
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres	
UKC policy alongside	Minimum 10% of draught under the vessel at all states of tide	
Bottom type	Mixture of rip-rap armour, coarse gravel and marine sediments overlaying bedrock	
Dredging regime	None	
Distance pilot station to berth	29 nautical miles	
ISPS/MTSR	Transport Canada security approved	
Loading/unloading requirements	Max wind 40 knots (75 kph) during loading Because of loader type, vessel will have to warp ahead and astern a minimum of two positions to complete the load 5 Dolphins Rubber panel fendering Berth length 309.6 metres Maximum bollard load (Dolphins 1-5 and Shore Mooring) 1500 kN (100 tonnes) Maximum fender reaction per dolphin 1925 kN	
Manoeuvre	Arrival	
UKC policy	Minimum 10% of draught under the vessel at all states of tide	
Size restriction	245 metres LOA 32.2 metres beam 10 metres draught Nil air draught restriction 77,500 DWT	
Tidal restriction	None	
Wind restriction	Normally less than 28 knots (Pilot's discretion)	
Visibility restriction	Subject to Pilot discretion	
Speed restriction	Maximum berthing velocity 0.20 metres/second	
Passing requirements	As coordinated by Pilots and monitored by MCTS/PRPA Normally outbound traffic takes precedence in Fairview Channel	
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.	
Berthing requirements	Preferred Port side to line boat required.	
Manoeuvre	Departure	
UKC policy	Minimum 10% of draught under the vessel at all states of tide	
Size restriction	245 metres LOA 32.2 metres beam 10 metres draught Nil air draught restriction 77,500 DWT	
Tidal restriction	Subject to the discretion of Pilot and Harbour Master	
Wind restriction	Normally less than 28 knots (Pilot's discretion)	
Visibility restriction	Subject to Pilot discretion	
Speed restriction	Safe speed	
Passing requirements	As coordinated by Pilots and monitored by MCTS/PRPA Normally outbound traffic takes precedence in Fairview Channel	
Tug use	Tugs will be ordered by Pilot based on current tug requirement matrix. In all cases, Pilot's discretion will apply, taking into consideration the weather, sea conditions, predicted tidal current, freshet, draft, manoeuvring characteristics, fender capacity at the berth, and mechanical history of the vessel.	
Unberthing requirements	Line boat required	

PART VII | 16. PORT SERVICES

	Port Sections Guide	
	Section 07	
	Read Port Information Guide first Check website for updated Practices and Procedures www.rupertport.com	
Port	Prince Rupert	
Section	Porpoise Harbour	
Date	2024-01-01	
Position (lat / lon)	Inbound Entrance 54°11.865 N 130 °18.680 W	
Minimum control water depth	Minimum water depth is 12.0 metres	
Chart datum	All depths are based on chart datum	
Range of water densities	1018-1024	
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.4 metres HHW 7.4 metres LLW 0.0 metres	
UKC policy alongside	10% at all states of tide	
Bottom type	Soft soil on bedrock	
Dredging regime	None	
Distance pilot station to be Channel Entrance	22 nautical miles	
ISPS/MTSR	N/A	
Loading/unloading requirements	None	
	Arrival/departure tug escort/berthing requirements in accordance with current PPA direction.	
Manoeuvre	Arrival	
UKC policy	Transits shall only be conducted when the height of tide is sufficient to provide a vessel with a minimum clearance of 10% of its navigational draught for the entire period of the	
Size restriction	Low Water Slack - Maximum LOA 170 metres, Maximum Draught 7.0 metres High Water Slack - Maximum LOA 170 metres, Maximum Draught 9.8 metres	
Tidal restriction	Arrival transits are to be conducted 60 minutes either side of high or low water slack tide	
Wind restriction	Transits shall not be conducted when sustained (or forecasted sustained) winds exceed 25 knots	
Visibility restriction	Transits shall be conducted in daylight (between morning and evening civil twilight) and only when visibility exceeds 2 nautical miles	
Speed restriction	Safe speed	
Passing requirements	Only one deep sea vessel shall be underway between the dock and Buoy D24 at any one time.	
Berthing requirements	N/A	
Manoeuvre	Departure	
UKC policy	Transits shall only be conducted when the height of tide is sufficient to provide a vessel with a minimum clearance of 10% of its navigational draught for the entire period of the transit	
Size restriction	High Water Slack - Maximum LOA 170 metres, Maximum Draught 9.8 metres	
Tidal restriction	Departure transits are to be conducted 60 minutes either side of high water slack tide	
Wind restriction	Transits shall not be conducted when sustained (or forecasted sustained) winds exceed 25 knots	
Visibility restriction	Transits shall be conducted in daylight (between morning and evening civil twilight) and only when visibility exceeds 2 nautical miles	
Speed restriction	Safe speed	
Passing requirements	Only one deep sea vessel shall be underway between the dock and Buoy D24 at any one time.	
Unberthing requirements	Vessels should be ready to sail one hour before high water slack tide	

PART VII | 16. PORT SERVICES

	Port Sections Guide	
	Section 08	
	Read Port Information Guide first Check website for updated Practices and Procedures www.rupertport.com	
Port	Prince Rupert	
Section	Project Cargo RoRo Ramp	
Date	2024-01-01	
Position (lat / lon)	54° 14.077 N 130° 20.080 W	
Minimum control water depth	Design minimum water depth is 4.0 metres	
Chart datum	All depths are based on chart datum = geodetic datum + 3.8 metres	
Range of water densities	1018-1024	
Tidal range	Mean Tide: Range 4.9 metres HHW 6.1 metres LLW 1.2 metres Spring Tide: Range 7.7 metres HHW 7.5 metres LLW -0.2 metres	
UKC policy alongside	Minimum 10% of draught under the barge at all states of tide	
Bottom type	Soft soil on weak bedrock	
Dredging regime	None	
Distance pilot station to berth	22 nautical miles	
ISPS/MTSR	Transport Canada security approved	
Loading/unloading requirements	During Operations, the ramp is designed to be supported by barges and the ramp supports live loads and self weight as a simple span structure. The hydraulic cylinders will be in float mode during operations. If sea state is such that barge movements in excess of 250mm are possible, then the permissible freeboard range is reduced. If the ramp movement limits are exceeded, then severe damage is probable.	
	Estimated ramp mass is 180 tonnes Berth depth: 4.00 metres Ramp length: 49.350 metres Girder spacing is 7.200m Berth designed primarily for 7000 tonnes LOA of 105m Beam 23.2 metres Minimum barge freeboard is 1.2 metres and 6.0 metres maximum Mooring of Barges will be a 10 tonne working capacity shore winch Line dolphins are a monopile supplied with a donut fender on the lead pile Mooring capacity of the three pile tuning dolphin is 25 tonnes	
Manoeuvre	Arrival	
UKC policy	Minimum 10% of draught under the keel at all states of tide	
Size restriction	7000 tonnes size LOA 105 metres 4.0 metres draught Nil air draught restriction	
Tidal restriction	None	
Wind restriction	Subject to onsite conditions relative to sea state and ability to manoeuvre	
Visibility restriction	Subject to Master's discretion	
Speed restriction	Safe speed	
Passing requirements	In Fairview Channel: Master/Pilot to confirm passing arrangements prior to arrival Single vessel transit only in reduced visibility Normally outbound traffic takes precedence	
Berthing requirements	On approach tug must be able to control barge in such a manner to reduce and maintain no more than 0.2m/s berthing speed.	
Manoeuvre	Departure	
UKC policy	Minimum 10% of draught under the vessel at all states of tide	
Size restriction	7000 tonne size LOA 105 metres 4.0 metres draught Nil air draught restriction	
Tidal restriction	None	
Wind restriction	Subject to onsite conditions relative to sea state and ability to manoeuvre	
Visibility restriction	Subject to Master's discretion	
Speed restriction	Safe speed	
Passing requirements	In Fairview Channel: Master/Pilot to confirm passing arrangements prior to departure Single vessel transit only in reduced visibility Normally outbound traffic takes precedence	
Unberthing requirements	Nil	