

PACIFIC PILOTAGE AUTHORITY

1000 – 1130 West Pender Street
Vancouver, B.C
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NOTICE TO INDUSTRY

Date Issued: 07 February 2023

Notice Number: 02/2023

Subject: Ship transit restrictions for Neptune Bank & First Narrows

Geographic Area: Vancouver Harbour

Communication: This notice is only applicable to bulk cargo ships

Details:

1. The controlling depth for Neptune Bank is 14.5 metres. All ships require an under-keel clearance of at least 5% or 10% of their draft, on a rising or falling tide respectively, to transit over Neptune Bank.
2. The controlling depth for TCZ-1 is 15.0 metres. All ships require an under-keel clearance (UKC) of at least 10% of their draft to transit through TCZ-1.
3. Bulk Carriers with an overall length of 220 to 250m, AND a draft > 12.5m, may retain an adequate tractor/ASD tug at Master/Pilot discretion for TCZ-1 transits when the predicted tidal current velocity is greater than two (2) knots.
4. Bulk Carriers with an overall length greater than 250 metres shall use tug packages published in the VFPA port information guide.
5. Bulk Carriers with an overall length < 250 metres, AND a draft ≥ 14.0 metres are restricted to a two-knot tidal current window in TCZ-1.
6. Bulk Carriers with an overall length of 250 to 310m, AND a draft ≥ 14.0 m are restricted to slack water (± 0.5k) transits through TCZ-1. These vessels also need a tractor/ASD tug of 50t minimum bollard pull for the TCZ-1 transit.
7. Pilot order times for departing vessels should allow for unmooring, transiting over Neptune Bank, and reaching TCZ-1 at the opening time of the transit window. UKC requirements at Neptune Bank apply.
8. A departing vessel may have to anchor in the inner harbour if its tidal window does not allow for a continuous transit over Neptune Bank and then through First Narrows.
9. An arriving vessel may have to anchor in the inner harbour if its tidal window does not allow for a continuous transit through First Narrows and then over Neptune Bank.
10. Multiple transit windows for planning purposes can be determined using PPA's online calculator. Once a specific pilot order time has been determined, a BCCP Director will confirm tidal windows.

Updated Matrix: Bulk Carriers in TCZ-1

LOA: 220.0m to 249.99m

Draft (m)	Transit Direction	Tide	Current (kts)	Minimum Tug Line Force (t) Required*
≤12.50	Any	Flood or Ebb	Any	0
12.51 – 13.99	Any	Flood or Ebb	>2.0	1 x 50T
			≤2.0	0
≥14.00	Any	Flood or Ebb	Max 2.0	0

LOA: 250.0m to 310.0m

Draft (m)	Transit Direction	Tide	Current (kts)	Minimum Tug Line Force (t) Required*
≤12.50	Inbound	Flood	>2.0	1 x 50T
			≤2.0	0
		Ebb	Any	0
	Outbound	Flood	For first 2 hrs after turn to flood, or >2.0	1 x 50T
			≤2.0	0
		Ebb	Any	0
12.51 – 13.99	Inbound	Flood	>2.0	2 x 50T
			≤2.0	0
		Ebb	>2.0	1 x 50T
			≤2.0	0
	Outbound	Flood or Ebb	>2.0	1 x 50T
			≤2.0	0
≥14.00	Any	Flood or Ebb	≤0.5*	1 x 50T

*Pilots discretion applies taking into consideration the weather, ship characteristics (displacement, draft, manoeuvrability, mechanical history), tidal currents, freshet, etc.