South End Container Terminal (PSA Halifax)

Fairview Cove Container Terminal (Ceres Halifax)

Ocean Terminals

Richmond Terminals
Halifax Grain Elevator

Halifax Seaport
GENERAL INTRODUCTION

This guide has been written for Masters of seagoing vessels, shipping lines, publishers of nautical information and any other party that needs nautical information.

LEGAL DISCLAIMER

The Halifax Port Authority 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. The Port Authority accepts no liability 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 port regulations, the latter will prevail. Any substantive change to port regulations, practices or procedures would be reflected in amendments to this manual as soon as practicable.

CONTACT PORT

The Halifax 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 NUMBERS FOR PORT INFORMATION

Regular Working hours (0800-1630hrs) 1-902-426-8222
Port Security (24/7/365) 1-902-426-3629

WEBSITE OF THE PORT

www.portofhalifax.ca

DOCUMENT LINK

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<td><strong>AGENT</strong></td>
<td>A person and/or company who is authorized by the owner, Master, manager and/or charterer of a vessel to conduct the business of the vessel in the port.</td>
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<tr>
<td><strong>AIR DRAFT</strong></td>
<td>Distance from the surface of the water to the highest point on a vessel.</td>
</tr>
<tr>
<td><strong>AIR GAP</strong></td>
<td>Distance from the surface of the water to the lowest point of safety below the Macdonald and MacKay bridges. This applies to passing commercial and recreational vessels.</td>
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<tr>
<td><strong>APA</strong></td>
<td>Atlantic Pilotage Authority - A Federal Crown Corporation responsible for providing marine pilotage service to Atlantic Canada.</td>
</tr>
<tr>
<td><strong>BIO</strong></td>
<td>Bedford Institute of Oceanography</td>
</tr>
<tr>
<td><strong>BOAT</strong></td>
<td>A small vessel propelled on the water by oars, sails or an engine.</td>
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<tr>
<td><strong>BARGE</strong></td>
<td>A non-self-propelled barge, scow, dredge, pile-driver, hopper, pontoon or houseboat.</td>
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<tr>
<td><strong>CIP</strong></td>
<td>Call-In-Point - This is a designated geographical location where ships must radio MCTS when adhering to the traffic separation scheme.</td>
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<td><strong>CMA</strong></td>
<td>Canada Marine Act</td>
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<tr>
<td><strong>CSA</strong></td>
<td>Canada Shipping Act</td>
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<tr>
<td><strong>CAZ</strong></td>
<td>“CAZ” means a Controlled Access Zone, designated by the Minister of National Defence, which includes all corresponding airspace above, and water and land below the zone. In general, CAZs are areas intended to create buffer zones to ensure the safety and security of Canadian Forces and Department of National Defence naval vessels, material, and property, warships under the control of a visiting force, acting under the Visiting Forces Act, and personnel.</td>
</tr>
<tr>
<td><strong>CLEARANCE</strong></td>
<td>Authorization to carry out a maneuver, operation, and/or task. Authorization can be in written or verbal form and it may be transmitted by electronic means (e.g. fax, email, mobile, VHF, radiotelephone, etc.).</td>
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<td><strong>COLLREGS</strong></td>
<td>‘COLLREGS’ refer to the Collision Regulations governing safe navigation as found in the Canada Shipping Act.</td>
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<td><strong>DANGEROUS GOODS</strong></td>
<td>A product, substance, or organism included by its nature or by the as assigned in Section 2 of the Transportation of Dangerous Goods Act, 1992 and also as identified in the International Maritime Dangerous Goods (IMDG) Code.</td>
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<td><strong>DRAUGHT</strong></td>
<td>The vertical distance between the waterline of a vessel and the bottom of the hull (keel).</td>
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<td><strong>ESCORT TUG</strong></td>
<td>A tug with sufficient bollard pull and maneuverability when tethered to a vessel such that it is effectively able to control the speed and heading of the escorted vessel during normal and emergency maneuvers.</td>
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<tr>
<td><strong>HHB</strong></td>
<td>Halifax Harbour Bridges also known as the Bridge Commission.</td>
</tr>
<tr>
<td><strong>HALIFAX NARROWS</strong></td>
<td>The body of water in Halifax Harbour commonly referred to as between the Angus L. Macdonald Bridge and the A. Murray MacKay Bridge. Certain restrictions apply when transiting in the Narrows.</td>
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<td><strong>HOT WORK</strong></td>
<td>Any work that uses flame and/or that can produce a source of ignition (e.g. heating, cutting or welding).</td>
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<td><strong>HALIFAX TRAFFIC</strong></td>
<td>Refers to Canadian Coast Guard’s Marine Communication and Traffic Service (MCTS), which provides 24/7 vessel traffic management services for the Port of Halifax.</td>
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<td><strong>KNOT</strong></td>
<td>Refers to ‘nautical miles per hour’ and is the equivalent of 1,852 metres per hour or 1.85 kilometres per hour.</td>
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<td><strong>LOA</strong></td>
<td>‘Length Overall’ measurement of a vessel in metres or feet.</td>
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<td><strong>MASTER</strong></td>
<td>The person in command and in charge of a vessel. It does not include a licensed pilot, within the meaning of Section 1.1 of the Pilotage Act, while the pilot is performing pilotage duties under that Act.</td>
</tr>
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<td><strong>MTSR</strong></td>
<td>Marine Transportation Security Regulations</td>
</tr>
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<td><strong>NON-CONVENTIONAL VESSEL</strong></td>
<td>Non-conventional vessels would include: floating cranes, semi-submersible oil rigs, jack-up oil rigs, etc., that could be restricted in their ability to maneuver or having been built or constructed under special classification society rules.</td>
</tr>
<tr>
<td><strong>NCV</strong></td>
<td>Nuclear Capable Vessel armed with nuclear weapons.</td>
</tr>
<tr>
<td><strong>NPV</strong></td>
<td>Nuclear Powered Vessel that is powered by nuclear reactors.</td>
</tr>
<tr>
<td><strong>OIL RIG AND/OR PLATFORM</strong></td>
<td>An exploration/exploitation platform which includes any platform designed for the exploration, exploitation or support thereof, of offshore minerals fossil fuels.</td>
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<td><strong>PCC</strong></td>
<td>This refers to the Halifax Port Authority’s Primary Control Centre, a designated Centre controlling all correspondence during non-working hours.</td>
</tr>
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<td><strong>PERSONAL WATERCRAFT</strong></td>
<td>A vessel which is greater than (&lt;4) metres LOA and that uses an internal combustion engine powering a water-jet pump as its primary source of propulsion, and that is designed to be operated by a person or persons sitting or kneeling on the vessel and not within the confines of the hull.</td>
</tr>
<tr>
<td><strong>PILOT</strong></td>
<td>A professional mariner who provides local area knowledge and advice to ship Masters when maneuvering ships through dangerous or congested waters, such as harbours, and during mooring operations.</td>
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<td><strong>PLEASURE CRAFT</strong></td>
<td>A vessel that is used for pleasure and does not carry paying passengers.</td>
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<td>PORT AUTHORITY OFFICIAL</td>
<td>A Halifax Port Authority official who is authorized pursuant to Section 56 of the Canada Marine Act.</td>
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<td>POWER-DRIVEN VESSEL</td>
<td>Any vessel propelled by machinery.</td>
</tr>
<tr>
<td>PRINCIPLE TOWING SHIP</td>
<td>The towing ship in which the Master (tow master) is responsible for the maneuvering and conduct of all ships being towed and those doing the towing.</td>
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<tr>
<td>PROTECTION/EXCLUSION ZONE</td>
<td>An area designated by the Halifax Port Authority pursuant to Section 61 of the CMA that is designed to identify hazardous areas to mariners be enforced to ensure mariner's safety while operating in a designated body of waters.</td>
</tr>
<tr>
<td>RCMP</td>
<td>Royal Canadian Mounted Police</td>
</tr>
<tr>
<td>SCALING</td>
<td>This includes scraping, sanding, chipping, grinding, sandblasting or hydro-blasting, or any other method of dislodging paint, rust or other unwanted material from the hull, machinery or superstructure of a ship or equipment or good contained on a ship.</td>
</tr>
<tr>
<td>SEAPLANE</td>
<td>Any aircraft designed to maneuver on the water.</td>
</tr>
<tr>
<td>SHIP</td>
<td>A vessel larger than a boat used for transporting people and/or goods by sea.</td>
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<tr>
<td>SMALL VESSEL</td>
<td>All vessels that are less than 20 metres in length (LOA).</td>
</tr>
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<td>SPECIAL RUDDER</td>
<td>A rudder that is capable of exceeding a 45 degree angle on either side of amidships. These special rudders may be commonly known by their manufacture names as “Becker”, “Jastram” or “Schilling”.</td>
</tr>
<tr>
<td>SMALL CRAFT</td>
<td>All vessels to which the Small Craft Regulations apply (e.g. pleasure crafts, passenger vessels with that are less than 15 GRT and carrying not more than 12 passengers, workboats less than 15 GRT).</td>
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<td>SAILING VESSEL</td>
<td>Any vessel under sail provided that propulsion machinery, if fitted, is not being used.</td>
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<td>TOWED SHIP</td>
<td>Any ship that is not self-propelled and, in order to maneuver it, must be pushed or pulled by another ship.</td>
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<td>VHF</td>
<td>Very High Frequency radio used in marine communication</td>
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### RECORD OF CORRECTIONS

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<td>ALL</td>
<td>Initial Publication</td>
<td>Port Authority</td>
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<td>20 Sept 2018</td>
<td>55-56</td>
<td>Notice of Amendment- Section 8.15- Sept 20,2018</td>
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<td>2 Oct 2018</td>
<td>46</td>
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1. FOREWORD
PART I | FOREWORD

1.1 GENERAL

This document titled “Port Information Guide” was created pursuant to Section 56 of the Canada Marine Act and aligned with the standards of the International Harbour Masters Association. It contains a set of localized practices and procedures designed to promote safe and efficient navigation within the waters of the port and support efforts to protect the marine environment. The practices and procedures contained in the manual apply to all vessels in the port, including pleasure craft and recreational vessels, as well as other users of the port, including tenants, and may be amended from time to time by the Port Authority upon thirty days’ notice.

The Halifax Port Authority, along with key port community stakeholders, meets at least once annually in order to review this document and review any new submissions. Anyone wishing to provide comments, recommendations and/or submit input to this document may do so to the attention of the Port Marine Manager. All submissions will be reviewed by committee and new submissions warranting incorporation into this document will be promulgated for public review for a period of not less than 30 days prior to inclusion into the document.

Further information pertaining to their application may be obtained by contacting the Port Marine Manager at: +1 902 426 1796 or by email at: aparsons@portofhalifax.com.

1.2 PORT REPORT

The Port of Halifax is a regional economic engine, generating more than 12,400 jobs and contributing over $1.7 billion in economic impact. The world’s largest shipping lines call on the Port of Halifax, connecting the port to more than 150 countries. Whether it is cargo, cruise, or other marine related business opportunities, the Port of Halifax is a competitive solution provided for all partners, stakeholders and the overall port community.

We invite you to explore our website to learn more about what we have to offer. www.portofhalifax.ca

1.3 PORT PERFORMANCE

Find Performance statistics for the Port of Halifax here.
2. CONTACT INFORMATION AND REGULATIONS
2.1 GENERAL

The Halifax Port Authority’s primary point of contact is the Primary Command Centre (PCC), conveniently located just minutes away from the Operations Department Headquarters. PCC acts as a 24/7 Communication Centre and has direct contact with a Port Authority Duty Officer at all times. The Operations Department of the Halifax Port Authority is located in the HPA Administration Building, 1215 Marginal Road, Halifax, Nova Scotia.

Postal Address: P.O. Box 336, Halifax, Nova Scotia, Canada, B3J 2P6

For international callers, the telephone country code for Canada is +1

This document is designed to provide port users with a single point of reference for port operational practices and procedures. The Port Information Guide is applicable to all vessels operating in the jurisdictional waters of the Port of Halifax. Except in an emergency, nothing in this guide shall supersede any requirement of the Canada Marine Act (CMA), the Canada Shipping Act (CSA), the Pilotage Act, the Canadian Environmental Protection Act, the Marine Transportation Security Act (MTSA) and/or regulations made pursuant to these Acts.

The Port Information Guide has been developed for the purpose of promoting safe and effective use, navigation and environmental stewardship within the Port of Halifax. They are to be followed by all harbour users, including all ships entering, maneuvering, berthed, departing, and/or at anchor.

No person(s) shall, by act or omission, do anything, or permit anything to be done in Halifax Harbour that has, or is likely to have, any of the following results:

1. jeopardize the safety or health of persons;
2. cause damage to property;
3. adversely affect the environment (e.g. sediment, soil, air or water quality)
4. interfere with navigation;
5. adversely affect harbour operations;
6. obstruct or threaten any part of the harbour;
7. interfere with an authorized activity;
8. cause a nuisance;
9. cause damage to ships;
10. cause damage to privately owned boats and/or watercraft;
11. divert the flow of a river or stream, cause or affect currents, cause silting or the accumulation of material or otherwise reduce the depth of the waters.

Under the Canada Marine Act, Section 59, Subsection (1)(a), it is an offence, subject to financial penalty, if a person or ship does not adhere to these Port Practices and Procedures.

The Halifax Port Authority (HPA) has authority over all vessels (commercial and/or recreational), underway, making way, maneuvering, and/or at anchor within the port jurisdiction, and over all vessels moored at HPA operated and/or leased facilities.
Vessels moored at marine facilities within the port limits, other than those facilities operated and/or leased by the HPA, shall adhere to the rules and guidelines set forth by the management of that particular facility. In the annex section of this document, the operations procedures of many of the other non-HPA marine facilities are noted for reference purposes. If in doubt as to a jurisdiction or the requirement to seek approval or not, vessels shall confirm with HPA Operations.

The Port Information Guide is intended to be a dynamic operations guide for all users of the port, and shall be updated regularly to reflect ongoing development in the port. Subsequently, from time to time, and/or if and/or when circumstances dictate, an emergency amendment(s) may be made to this document without notice. However, under normal circumstances, advance notice of no less than thirty (30) days shall be given for an amendment to be made.

### 2.2 CONTACT INFORMATION

For questions relating to port security, marine operations, drills, requests, messages, incident reports and repairs and for notifications such as ETA, ETD of ships and reports regarding port security, environmental spills, emergencies, etc., please contact PCC.

- Telephone: 902-426-3629
- Email: pcc@portofhalifax.ca
- VHF Ch.12

The primary responsibility of HPA’s Operations Department is to ensure the safe, secure and efficient operations of shipping traffic in Halifax Harbour. This is achieved through assigning berths and anchorages in the port area, enforcing regulations, patrolling the port area, keeping commercial traffic lanes clear and coordinating information on traffic movements. The HPA executes the Port Information Guide in accordance with the Canada Marine Act. In conjunction with the HPA, the CCG Marine Communications and Traffic Services Centre (Halifax Traffic) provides all the necessary information regarding positions of ships and traffic movements on VHF Ch. 12/14.

### STANDING AUTHORITY POLICY

The HPA has made provisions with the Atlantic Pilotage Authority (APA) and the Canadian Coast Guard Marine Communication and Traffic Services (CCG-MCTS) in terms of standing authority to facilitate operational activities such as after-hours anchorage, entrances and departures, and inter-port moves. These standing authority provisions are recognized and accepted practices through which the Halifax Port Authority, APA and CCG-MCTS effectively manage vessel movements.

A primary mechanism for port security is the confirmation of compliance certificate for SOLAS registered vessels verified by Transport Canada and reported to CCG-MCTS through the ECAREG vessel information system. Should confirmation of this certification be absent for any vessel so required making plans to enter the Port of Halifax, CCG-MCTS shall inform Transport Canada Marine Security who will advise the Port Authority of the situation. MCTS will advise dispatched pilots to delay entrance until proper port clearance has been confirmed. Similarly, should a vessel make contact with CCG-MCTS and indicate the lack of an agent or programmed pilot, the vessel will be advised of the means by which required services can be obtained.

### MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS)

#### ROLE
The Canadian Coast Guard MCTS Centre (Halifax Traffic) provides harbour management and vessel co-ordination which is vital to the safety of port operations in the Port of Halifax. Consistency of these services is essential to marine safety and to facilitate the smooth flow of commercial marine traffic in the harbour. MCTS can be contacted via marine radio (VHF 12/14/16), and by phone at 902-426-9750.

MCTS (Halifax Traffic) shall maintain information about current and expected port activities and maintain a close working relationship with the Halifax Port Authority. This information shall be retained for the period during which it is valid, and shall include:

- Expected vessel movements
- Berth and anchorage commitments
- Bunkering and de-ballasting operations
- Special operations or instructions
- Marine events
- Contingency plans in effect
- Move as scheduled
- Broadcast Service (e.g. Notices to Mariners)

### 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 Canadian rules and regulations that are in force in the port such as the Canada Marine Act, and the Marine Transportation Security Regulations (MTSR), as well as Practices and Procedures pursuant to Section 56 of the Canada Marine Act are aligned with international rules and standards as the SOLAS convention as amended, and its supporting codes (e.g. IMDG and IBC code). This Port Information Guide applies to all vessels within the port, and to all persons responsible for the planning, operation, conduct and safe navigation of such vessels.

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

In accordance with the Canada Marine Act and the Port Authorities Operations Regulations, the port authority will direct entry, departure, anchorage, berthing and movement.

### APPLICABLE REGULATIONS:

- Canada Marine Act (S.C.1998,c.10)
- Canada Shipping Act, 2001 (2001, c. 26)
- Canada Transportation Act (S.C. 1996,c.10)
- Coasting Trading Act (S.C.1992,c.31)
- Marine Transportation Security Act (S.C.1994,c.40)
- Canada Customs Act [R.S.C.,1985,c.1(2nd Supp)]
- Navigable Waters Protection Act (R.S.C.,1985,c.N-22)
- Pilotage Act (R.SC.,1985,c.P-14)
- Transportation of Dangerous Goods Act,1992 (c.34)
PORT OF HALIFAX

PART II | CONTACT INFORMATION AND REGULATIONS

- Marine Transportation Security Regulations (MTSR)
- Cargo, Fumigation and Tackle Regulations (SOR.2007-128)
- Port Authorities Management Regulations (SOR/99-101)
- Port Authorities Operations Regulations (SOR/2000-55)
- Collision Regulations (C.R.C.,c.1416)
- Transportation Safety Board Regulations
- Plant Protection Policy for Asian Gypsy Moth

PORT TARIFF

Information regarding the port tariff can be found in the port authority’s fee document here.

2.4 ENVIRONMENTAL POLICY

The Port of Halifax is one of the largest natural harbours in the world and has a long history of shipping and economic importance for the region and province of Nova Scotia. The Halifax Port Authority recognizes that operating in an environmentally responsible manner is an important part of the organization’s overall mandate.

The Halifax Port Authority is committed to sustainable development and to the health and safety of the environment, local community and its employees. The HPA integrates environmental management into its operations. The HPA also encourages environmental stewardship throughout the Port of Halifax by setting positive environmental performance examples for other users of the port to follow. The Halifax Port Authority is committed to:

- complying with environmental legislation and relevant guidelines and codes of practice that apply to its facilities and operations.
- ensuring that facilities and operational activities at the port are undertaken in a manner that protects the environment, and prevents or minimizes pollution; This includes adopting and implementing all measures possible to limit or reduce the impact of warning signals and the potential for excessive noise effects during normal operations.
- maintaining an environmental management system that outlines achievable objectives and targets;
- continually seeking improvement in existing environmental approaches and performance by reviewing activities yearly, ensuring conformity and evaluating their progress; and,
- communicating the environmental policy to employees, clients and the public.

The Halifax Port Authority is committed to ensuring our operations remain environmentally responsible and sustainable, as well as safeguarding and promoting the protection of community and local habitat. In doing so, HPA requests all tenants, ship operators and stakeholders to make every effort to respect and adhere to these standards. This includes:

- recognizing and reducing the operational noise through proper planning of activities while in port. This includes unnecessary operation of back-up generators and routine maintenance procedures.
- respecting all areas of the port through a reduction of underwater noise created from vessel operation.
- reporting of whale sightings. Marine Pilots are advised to report whale sightings to Marine Communication and Traffic Services (MCTS). HPA will continue to work with MCTS and the Atlantic Pilotage Authority (APA) to report sightings. If a whale or group of whales is known to be present in the shipping lane, MCTS will advise pilots and every precaution will be made to avoid them, assuming this does not put the safety of the vessel at risk. Tug operators will also be looking out for whales, increasing the chance that they may be detected in time to avoid ship strikes.

**PORT ENVIRONMENTAL RESPONSE ORGANIZATION AND AUTHORITY**

Environment Canada Officers are not currently designated as Pollution Prevention Officers pursuant to the Canada Shipping Act. Environment Canada Enforcement Officers have authority under the Canadian Environmental Protection Act (CEPA), the General Prohibitions (Section 36) of the Fisheries Act, and the Migratory Birds Control Act (MBCA). In cases of ship source pollution, Environment Canada works cooperatively with Transport Canada, and since the Canada Shipping Act, 2001 has specific provisions relating to ship releases, Transport Canada will normally lead any regulatory action that is required against an offender.

In certain cases, Environment Canada may investigate and take punitive action against offenders in cooperation with Transport Canada, through the use of Section 36(3) of the Fisheries Act or the MBCA. Furthermore, action by Transport Canada may not limit additional or further action by Environment Canada in certain specific circumstances.

**2.5 EXEMPTIONS AND PERMITS**

The Port may grant exemptions to the practices and procedures on a case by case basis or in emergencies. Any request for exemptions must be made in writing to hpa_security@portofhalifax.ca

**2.6 RECENT IMPORTANT AMENDMENT TO LAW**

No records at this time
3. ARRIVALS AND DEPARTURES CHECKLISTS
3.1 GENERAL

Every vessel either in or seeking to enter the harbour is subject to the orders of the Authority 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 mentioned 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) that are proceeding to an anchorage within the port, should give as much notice as possible of arrival and ETA through vessel agent, and in conjunction with MCTS protocol.

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

Other arrival requirements are outlined in the checklist below.

<table>
<thead>
<tr>
<th>Time</th>
<th>Report</th>
<th>How</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ETA – 96 hours to Canadian waters</td>
<td>Pre-Arrival Information Report (PAIR), see 4.4 and 4.5</td>
</tr>
<tr>
<td>2</td>
<td>ETA – 96 hours Pilot Station</td>
<td>Dangerous Goods, see 4.8</td>
</tr>
<tr>
<td>3</td>
<td>ETA – 96 hours Halifax Pilot Station</td>
<td>Notice of Arrival, see 4.5</td>
</tr>
<tr>
<td>4</td>
<td>ETA – 48 hours Halifax Pilot Station</td>
<td>ETA to HPA, see 11.3</td>
</tr>
<tr>
<td>5</td>
<td>ETA – 24 hours Halifax Pilot Station</td>
<td>Marine Cargo Report to CBSA, see 4.4</td>
</tr>
<tr>
<td>6</td>
<td>When crossing mandatory Call-in-Points (CIP)</td>
<td>Name, CIP, ETA to next CIP</td>
</tr>
<tr>
<td>7</td>
<td>ETA – 1 hour Halifax Pilot Station</td>
<td>Initial call to Pilot on VHF 12/14</td>
</tr>
<tr>
<td>8</td>
<td>On arrival at Halifax Pilot Station</td>
<td>Call to VTS on VHF 12/14 see 11.2</td>
</tr>
</tbody>
</table>

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 Halifax Port Authority terminal or any anchorage, the vessel must give notices of departure as outlined in the checklist below.
Ships departing from any Halifax Port Authority terminal should refer to the Port Sections Guide for specific terminal information and departure maneuvering instructions.

<table>
<thead>
<tr>
<th>Time</th>
<th>Report</th>
<th>How</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 ETD – 24 hours</td>
<td>ETD, see 4.6</td>
<td>Master/Agent to HPA</td>
</tr>
<tr>
<td>2 ETD – 12 hours</td>
<td>ETD for HPA, see 4.6</td>
<td>Master/Agent to HPA</td>
</tr>
<tr>
<td>3 ETD – 6 hours</td>
<td>ETD revisions to HPA, see 4.6</td>
<td>Master/Agent to HPA</td>
</tr>
<tr>
<td>4 ETD – 3 hours</td>
<td>Dangerous goods, see 4.8</td>
<td>Agent to HPA</td>
</tr>
<tr>
<td>5 15 minutes prior to departure</td>
<td>VTS VHF 12/14</td>
<td>Master/Pilot to MCTS</td>
</tr>
<tr>
<td>6 On departure</td>
<td>VTS VHF 12, see 11.2</td>
<td>Master/Pilot to MCTS</td>
</tr>
</tbody>
</table>
4. NOTIFICATION
4.1 GENERAL

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

4.2 EMERGENCY HEALTH MATTERS

Please note: The procedure established in the marine protocol for reporting illness and/or death on board ship to Quarantine Services has not changed. Please refer to the existing protocol as well as the Quarantine Act under Conveyances.

In the event that any vessel or marine transportation stakeholder identifies a potential health issue onboard related to infectious diseases (or any medical situation that may require investigation and assessment by quarantine response officials), the Public Health Agency of Canada (PHAC), Quarantine Service, should be contacted. They will then determine if any follow-up action is required.

- The 24/7 Emergency Contact number for the Public Health Agency of Canada (PHAC) Duty Quarantine Officer for quarantine related issues is: 902-873-7659.

For gastrointestinal related illness, the Public Health Agency of Canada is the responsible lead agency. In the event that crew and/or passengers onboard a vessel are experiencing these types of symptoms, the vessel and/or their agent, should contact the Regional Manager, Traveling Public Program directly as per below.

Regional Manager, Traveling Public Program:

- Cellphone: 506-863-3335 (0800-1600 hrs. Mon-Fri); and,
- After hours emergencies can be reported to the on-call Public Health Manager at: 877742-2538.

Note: if there is no answer at 506-863-3335, please call the “after hours” Public Health emergency number: 1-877-742-2538.

Note (APA): If a pilot is to be dispatched to a ship which has been identified by PHAC as having a public health concern, APA dispatch shall be notified by the appropriate party (e.g. master, PHAC, agent, HPA, etc.) well in advance. Advance notice must be made to ensure the APA is made aware of the situation and that all appropriate safety precautions can be taken if required before the pilot boards the vessel.

4.3 IMMIGRATION

As of December 2013, citizens from certain countries/territories need to have five 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 https://www.cbsa-asfc.gc.ca/travel-voyage/twov-tsv/twov-tsv-eng.html or the China Transit Program https://www.canada.ca/en/immigration-refugees-citizenship/services/visit-canada/transit/without-visa/china-transit-eligibility.html for details.
PASSENGERS

Any passengers onboard will be required to clear Customs through CBSA at the same time as the rest of the crew.

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

4.4 CUSTOMS

Halifax is a Canadian port of entry and as such has customs facilities operated by Canada Border Service Agency (CBSA) https://www.cbsa-asfc.gc.ca/menu-eng.html. The Advance Commercial Information (ACI) https://www.cbsa-asfc.gc.ca/prog/aci-ipec/menu-eng.html 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 in this link. Recreational boaters can call 1-888-CAB-PASS (1-888-226-7277)

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 East (marsec@tc.gc.ca) before entering Canadian waters.

Vessels required to submit a PAIR to Transport Canada:
- SOLAS (International Convention of the Safety of Life at Sea) vessel of 500 tonnes gross tonnage or more or is carrying more than 12 passengers;
- NON-SOLAS vessel that is more than 100 tonnes gross tonnage, other than 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

Canada measures its territorial waters from baseline (low water line). Canadian Territorial Seas consists of a belt of sea 12 nautical miles from the low-water line (baseline) along Canada’s coast.

The contiguous zone of Canada 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 is reasonable grounds to believe an offence may be committed.
The exclusive economic zone of Canada 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.

**Canada's Maritime Zones**

### 4.5 ETA

<table>
<thead>
<tr>
<th>Who</th>
<th>What</th>
<th>To</th>
<th>How</th>
<th>When</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master of vessels listed in 4.4</td>
<td>Pre-Arrival Information Report (PAIR)</td>
<td>Transport Canada</td>
<td>Email report (<a href="mailto:marsece@tc.gc.ca">marsece@tc.gc.ca</a>)</td>
<td>96 hours prior to entering Canadian waters</td>
<td></td>
</tr>
<tr>
<td>Master of vessels listed in 4.4</td>
<td>Dangerous Goods</td>
<td>HPA Operations</td>
<td>Online application <a href="https://www.portofhalifax.ca/port-operations-centre/#!/dg">https://www.portofhalifax.ca/port-operations-centre/#!/dg</a></td>
<td>Prior to 96 hours from Halifax Pilot Stations</td>
<td></td>
</tr>
</tbody>
</table>

### 4.6 ETD

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

### 4.7 SECURITY

All commercial vessels over 350 GT and all pleasure craft over 500 GT (subject to compulsory pilotage), that are proceeding to any terminal directly administered by the HPA (e.g. Seaport Cruise, Richmond Terminals & Ocean Terminals) and/or an anchorage within the port, must be prepared to provide Port Officials with copies of the following documents:

- International Ship Security Certificate (ISSC)
- Crew & Passenger List
- Visitor List
- List of DG and/or CDC’s onboard the vessel

For further information see [Section 10](#).

### 4.8 DANGEROUS GOODS

Please follow the link below to complete application for Dangerous Goods Approval, as well as any other questions regarding the Port of Halifax Dangerous Goods Policy.

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.

For further details please see Section 14.5 of this document.

4.10 IOPP

All vessels requiring an IOPP Certificate must ensure that a valid copy is available upon request of a representative of Transport Canada Marine Safety and/or the Halifax Port Authority.
5. DOCUMENTATION
5.1 GENERAL

The Halifax Port Authority places huge importance in vessels complying with the international and Canadian rules and regulations that govern shipping. Furthermore, all vessels in Halifax Harbour are subject to Port State Control and subject to inspections by Transport Canada Marine Safety and Security, the Canadian Food Inspection Agency (CFIA), and the Halifax Port Authority. To ensure smooth operations, we advise vessels to keep the following documentation (Section 5.2) and certificates (or certified copies of certificates) available at all times.

All cargo vessels are required to provide Halifax Port Authority with a complete cargo manifest and voyage information at least 24 hours prior to arrival via vessel agent in the form of paper, fax or EDI in accordance with the Port Authorities Operations Regulations.

5.2 REQUIRED DOCUMENTATION, TO BE AVAILABLE AT ALL TIMES

FOR GENERAL CARGO VESSEL/BULK CARRIER
- IOPP (International Oil Pollution Prevention Certificate)
- ISSC (International Ship Security Certificate)
- SOPEP (Ship Oil Pollution Emergency Plan)
- Garbage record book
- SSP (Ship Security Plan)
- Oil record book Part I
- Document of Compliant (in respect to dangerous goods)
- Dangerous goods permit
- Documentation regarding fumigant used to fumigate bulk cargoes
- International Air Pollution Certificate
- Bunkering Receipt
- Ballast Water Management Transport Canada
- Updated Charts #4203, 4202, 4201 (Halifax Harbour)
- 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
- Phytosanitary Certificate for Asian Gypsy Moth

FOR OIL/CHEMICAL/GAS CARRIER
- IOPP (International Oil Pollution Prevention Certificate)
- ISSC (International Ship Security Certificate)
- SOPEP (Ship Oil Pollution Emergency Plan)
- SSP (Ship Security 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
PART V | DOCUMENTATION

- Material safety datasheet(s)
- Bill of lading
- Shipping document for bulk liquid cargoes

<table>
<thead>
<tr>
<th>Documentation Originals Required</th>
<th>Grain</th>
<th>Timber</th>
<th>Coal</th>
<th>Containers</th>
<th>Pellets</th>
<th>Passenger</th>
<th>LNG/LPG</th>
<th>Tankers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valid ISSC certificate</td>
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<td>X</td>
<td>X</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Record of safety drills</td>
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<td>X</td>
<td>X</td>
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<td>Ship Security Officer’s (SSO) certificate of Proficiency as SSO</td>
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<td>X</td>
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<td>Certificate of class</td>
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<tr>
<td>Approved Grain loading manual – Healing Moments, Hydrostatic Particulars, Capacity Tables</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Document of Authorization to load grain – Approved by class</td>
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<td></td>
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<tr>
<td>Certificate by competent person issued within last four years certifying testing and marks on lashing and components</td>
<td>X</td>
<td>X</td>
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<td></td>
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<td>Cargo securing manual (if not contained in Grain Loading manual)</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>Code of Safe Practices for ships carrying Timber deck cargos</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Cargo, stability, and healing moments calculations on Canadian Forms</td>
<td>X</td>
<td></td>
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<td>Cargo securing manual</td>
<td>X</td>
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<td></td>
</tr>
<tr>
<td>Approved deck cargo Stowage and Lashing plan or Approved Drawings</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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<td>Ship’s particulars</td>
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<td>Cargo, stability, draft, SF and BM, and Trim calculations</td>
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<td>X</td>
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<td></td>
<td></td>
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<td>Bunker receipts</td>
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<td>Draft, Shearing forces and Bending Moments, Trim and local strength calculations</td>
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<td></td>
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</tr>
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<td>Register of Cargo Gear for geared vessels</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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</tr>
</tbody>
</table>
5.3 AUTHORIZATION FOR ACTIVITIES

While in the Port of Halifax, some vessel operations shall require authorization from the Halifax Port Authority in order to proceed. In some cases additional requirements may be required before the work can proceed. To notify the port authority and request permission for certain work, permission requests must be made electronically through hpa_security@portofhalifax.ca (Attn: Port Marine Manager)

The following operations/activities shall require authorization/permission from the HPA:

- Mooring at an HPA administered marine facility
- Anchorage requests (Government vessels, non-piloted vessels, pleasure yachts)
- Diving operation (Commercial and/or recreational)
- Launching ROV (Commercial and/or recreational)
- Bunkering or fueling
- Conducting salvage operations
- Transportation of Dangerous Goods/CDCs
- Ship-to-ship transfers of: oil, chemicals or liquefied natural gas
- Cargo hold inspection
- Setting of a flare and/or other signaling device
- Engine immobilization
- Hot work while alongside a berth (hpa_services@portofhalifax.ca)
- Lifeboat drills
- Shipside painting (whether moored or anchored)
- Selling or offering for sale goods or services in the harbour (e.g. charter boat operations)
- Conducting UAV (Drone) operations over HPA property (Commercial or Recreational)
- Dredging (refer to section 5.5 for further details)

5.4 MARINE EVENTS

Conducting a Race, Regatta, Trial, Demonstration, Organized Event and/or Similar Activity

- Events will be reviewed to ensure there is no impact to commercial shipping, and that vessel movements shall not be impeded throughout the event.

Diving Operations (Commercial and/or Recreational)

- Obtain approval from Port Authority.
- Contracted diving on vessels at HPA leased or operated facilities or terminal berth inspections and maintenance shall be approved by the Port Authority.
- Details, including start/finish time of both commercial and/or recreational dive operations should be sent to hpa_security@portofhalifax.ca for review and approval at least 24 hours in advance.
5.5 DREDGING

Dredging operations, salvage work, subsurface and other maintenance works, which are necessary to maintain the safe conditions of the waters of the port, require service vessels to operate in the main shipping channels, berths and turning basins. Every endeavor shall be made to ensure that the operations do not hamper a vessel in its approach to a berth or departure from a berth or safe transit in the waters of the port. Any vessels encountering such operations are required to pass at a slow speed, give the operation as much sea room as possible, and adhere to any “low wake” conditions set forth by MCTS. Notices to Shipping will refer to the operation, and MCTS will give notice of the areas of, and the vessels involved in, the operation.

CONDUCTING A DREDGING OPERATION

- Results of the dredging operation will improve the use of the harbour.
- Minimize impact on marine traffic and harbour use.
- Measures taken to protect the environment.
- An environmental assessment completed and approved.

EXCAVATING AND/OR REMOVING ANY MATERIAL AND/OR SUBSTANCE

- Results of the excavation/removal operation will improve the use of the harbour.
- Minimize impact on harbour use.
- Measures taken to protect the environment.
- Co-ordination with upland property activities.
- An environmental assessment completed and approved.

5.6 CONSTRUCTION, WORKS OR DEVELOPMENT

Note: All applications for construction must be processed through the Navigation Protection Program (NPP) of Transport Canada, who will liaise with the HPA to determine if the requested activity/operation (e.g. water-lot), falls within the jurisdiction of the HPA. The HPA will then determine if approval is given or not for these said water-lots. All other water-lot jurisdictions will be governed by NPP of TC.

Applications for construction and dredging operations must be submitted to the Port Authority and approval received prior to commencement of the operation. Application should include the information below and can be submitted to the Real Estate department at leasing@portofhalifax.ca

- Results of these works will improve the use of the harbour.
- Minimize impact on marine traffic and harbour use.
- Measures taken to protect the environment.
- Co-ordination with upland property activities.
- An environmental assessment completed and approved.
6. REPORTING
6.1 GENERAL

Masters of vessels in Halifax Harbour are obliged to report and/or request permission for a number of issues/events. This section outlines those requirements.

6.2 ISSUES TO BE REPORTED

<table>
<thead>
<tr>
<th>Issued/Events to be Reported</th>
<th>Section</th>
<th>Ship To</th>
<th>Method</th>
<th>Who/How</th>
</tr>
</thead>
<tbody>
<tr>
<td>Navigational hazards, logs, deadheads, oil or similar pollution</td>
<td>9</td>
<td>MCTS PCC</td>
<td>VHF 12 (MCTS) VHF 12 (PCC)</td>
<td>Verbal-Master</td>
</tr>
<tr>
<td>Bunkering</td>
<td>14.5</td>
<td>Email/Online</td>
<td>Email-Master</td>
<td></td>
</tr>
<tr>
<td>Repairs</td>
<td>14.4</td>
<td>MCTS</td>
<td>VHF 12 Email</td>
<td>Master/Vessel Agent</td>
</tr>
<tr>
<td>Hot Work</td>
<td>8.28</td>
<td>MCTS PCC</td>
<td>Email</td>
<td>Master/Vessel Agent</td>
</tr>
<tr>
<td>Lowering boats and rafts</td>
<td>14.4</td>
<td>PCC MCTS</td>
<td>Email</td>
<td>Master/Vessel Agent</td>
</tr>
<tr>
<td>Under water inspections</td>
<td>14.5</td>
<td>PCC</td>
<td>Email</td>
<td>Vessel Agent/Verbal/Written</td>
</tr>
<tr>
<td>Spills</td>
<td>2.4</td>
<td>MCTS PCC</td>
<td>VHF 12 Email</td>
<td>Master/Verbal/Written</td>
</tr>
<tr>
<td>Collisions/grounding</td>
<td>9.2</td>
<td>MCTS</td>
<td>VHF 12/14 Email</td>
<td>Master/Verbal</td>
</tr>
<tr>
<td>Losing anchors or chain</td>
<td>9.2</td>
<td>MCTS PCC</td>
<td>VHF 12/14 Telephone Email</td>
<td>Verbal or written</td>
</tr>
<tr>
<td>Anchoring in port</td>
<td>14.8</td>
<td>MCTS PCC</td>
<td>Email Telephone</td>
<td>Master/Vessel Agent</td>
</tr>
<tr>
<td>ETD</td>
<td>4.6</td>
<td>MCTS PCC</td>
<td>VHF 12 Telephone/ Email</td>
<td>Master/Vessel Agent</td>
</tr>
<tr>
<td>Out of control or in situation that may endanger the safety of</td>
<td>9.2</td>
<td>MCTS PCC</td>
<td>VHF 12</td>
<td>Master/Verbal</td>
</tr>
<tr>
<td>shipping</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Embarking/disembarking passengers and crew</td>
<td>4.3</td>
<td>PCC</td>
<td>Email</td>
<td>Master/Vessel Agent/Verbal or written</td>
</tr>
</tbody>
</table>

PCC  Primary Control & Command
902-426-2639
pcc@portofhalifax.ca

MCTS  Marine Communications & Traffic Services
VHF 12- Inner Harbour (Call “Halifax Traffic”) VHF14- Outer Harbour (Call “Halifax Traffic”) 902-426-9751

DOO  Duty Operations Officer
7. PORT DESCRIPTION
PART VII | PORT DESCRIPTION

7.1 GENERAL

The Port of Halifax is one of the largest natural harbours in the world and has a long history of shipping and economic importance for the region and province of Nova Scotia. Halifax Harbour is a naturally deep, ice-free harbour with easy access to the Great Circle Route and can be entered year-round.

The geographical location of the Port of Halifax allows for direct access to global trade routes, with 18 of the biggest international shipping lines providing access to 150 countries. Nova Scotia’s existing truck and Class 1 rail connectivity offers competitive and cost effective cargo delivery options to major North American cities, including Toronto, Detroit, and Chicago.

7.2 DEVELOPMENTS

For information on current projects and plans visit our website at www.portofhalifax.ca

7.3 PORT LOCATION

The Port of Halifax is located on Canada’s east coast in the Province of Nova Scotia and is a short distance from the Great Circle route. The Halifax Port Authority manages over 15,000 hectares of water and approximately 1000 hectares of land (260 acres of land = ~105 hectares http://www.portofhalifax.ca/facilities/). The port authority’s navigation jurisdiction extends from Bakers Point, North East of Eastern Passage through McNabs Island to a point SW of Purcell’s Cove, including the Northwest Arm.

7.4 PORT LIMITS
7.5 LOAD LINES


7.6 MAXIMUM SIZE VESSELS

There is currently no restriction for maximum size vessels calling on Halifax Harbour; however, inner harbour anchorages (numbers 7-13) and vessels with air draft greater than 46.0m require authorization before proceeding under bridge. For more information about specific vessels please contact the Operations Department at hpa_security@portofhalifax.ca

7.7 TIME ZONE

Halifax is in the Atlantic Standard Time (AST) Zone and observes Daylight Savings Time from March until November. Specific dates and times of the Daylight Savings change can be found online here https://www.timeanddate.com/time/zone/canada/halifax.

Atlantic Standard Time (ADT) is GMT/UTC -4h and Atlantic Daylight Time (ADT) is GMT/UTC -3h during Daylight Savings.
7.8 LOCAL HOLIDAYS


7.9 WORKING HOURS

The HPA administrative office hours are from 0800 to 1700 hrs Monday – Friday. Port Security and the Primary Control Centre (PCC) operate every day of the year.

7.10 TRAFFIC

Vessel traffic within the port is varied and the vessel types that can be expected to be encountered range from deep sea cargo vessels and large cruise ships to pleasure craft including vessels under oars. Other common traffic within the port includes tugs, fishing vessels, military vessels, water taxis, barges, coastal vessels and ferries, container vessels, sailboats, and tour vessels.

7.11 CARGO

The Port of Halifax is diversified in the cargo capabilities and offers a wide variety of services. Halifax Port Authority operates across six business sectors; containers, cruise, bulk, breakbulk, automobiles, and grain. The port facilities located within the harbour trade with more than 150 world economies.

7.12 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 http://laws-lois.justice.gc.ca/eng/regulations/SOR-95-149/, that are issued by, or on the authority of, the Canadian Hydrographic Service (CHS) http://www.charts.gc.ca/index-eng.asp. 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 Halifax and some are available to download online.

CHS CHARTS

4201- Halifax Harbour: Bedford Basin
4202- Halifax Harbour: Point Pleasant to/ a Bedford Basin
4203- Halifax Harbour: Black Point to/ a Point Pleasant
7.13 SHIPPING ANNOUNCEMENTS FOR THE PORT AREA

NOTICES TO SHIPPING

The Canadian Coast Guard (CCG) issues Notices to Shipping (NOTSHIP) to inform mariners about hazards to navigation and to share other important information. Verbal NOTSHIP alerts are broadcast by radio by MCTS and written NOTSHIP alerts CCG NOTSHIPS 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 NOTSHIP still in effect are available online at Notices to Shipping (NOTSHIP) - Canadian Coast Guard

NOTICES TO MARINERS

The Notices to Mariners (NOTMAR) https://www.notmar.gc.ca/index-en.php, 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.

7.14 PILOT STATIONS

The Pilot boarding station(s) located near Halifax are in the vicinity of Chebucto Head.
Latitude 44º30.4’ N., Longitude 63º29.5’ W;  or  Latitude 44º 29.00 N., Longitude 63º28.05’ W (Vessels more than 40,000 SDWT or Carrying Crude oil)

7.15 PORT INFRASTRUCTURE

See the Port Sections Guide

7.16 PORT ACCOMMODATION AND BERTHS

See the Port Sections Guide

7.17 WEATHER AND TIDAL INFORMATION

Weather and tidal information and forecasts can be found online at Environment Canada and Department of Fisheries and Oceans.

Marine Weather- Atlantic/Maritimes
Halifax Tide Information
Smartbuoy
7.18 MAXIMUM ALLOWABLE LOAD LIMITS FOR HPA BOLLARDS

The bollards located on the piers of marine facilities operated and leased by the Halifax Port Authority have been painted different colours to indicate load limits. When conducting mooring operations, it is the responsibility of the Master to ensure that the strain on the mooring lines does not exceed the maximum allowable load limit of the bollard(s) indicated in the table below. It is also recommended, whenever possible, that vessels shall not share bollards or use more than two (2) mooring lines per bollard.

<table>
<thead>
<tr>
<th>Bollard Colour</th>
<th>Bollard Allowable Load Limit (Max)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLACK with RED X</td>
<td>OUT OF SERVICE</td>
</tr>
<tr>
<td>SAFETY RED</td>
<td>50 Tonnes</td>
</tr>
<tr>
<td>SAFETY ORANGE</td>
<td>100 Tonnes</td>
</tr>
<tr>
<td>SAFETY YELLOW</td>
<td>150 Tonnes</td>
</tr>
<tr>
<td>SAFETY GREEN</td>
<td>200 Tonnes</td>
</tr>
</tbody>
</table>

7.19 CREWING

All ships operating within the jurisdictional limits of the Port of Halifax shall have sufficient crew on board to safely maneuver the ship along a harbour facility or to depart a harbour facility when instructed to do so by a port official. Crew in sufficient numbers shall be present at all times to monitor the ship for safety and security purposes and to insure that mooring lines and gangways are properly tended and emergencies are responded to.
8. PORT NAVIGATION
8.1 GENERAL

This section deals with navigation within the Port. The practices and procedures in this section aim to ensure the safe and effective movement of cargo and vessels throughout the gateway.

8.2 SPEED

Small vessels operating in the waters of the port are required to operate at a speed not in excess of six (6) knots when in the Northwest Arm, and within 100 metres of any fixed or floating docks, beaches, mooring areas, and small craft in all other areas of Halifax Harbour and Bedford Basin.

Masters are reminded that, in accordance with Collision Regulations Rule 6, vessels must proceed at a safe speed.

A speed limit of 6 KNOTS shall be observed in the following areas:

- **The Northwest Arm** (all areas) - Take note of the charted “No Wake” zone buoys.
- **The Bedford Basin**: within 100 metres of any fixed or floating docks, beaches, mooring areas and small craft.
- **The Halifax Harbour walk**: the boardwalk area between the *Purdy’s Wharf* and *Tall Ships Quay*, within 100 metres of any fixed or floating docks, mooring areas and/or small craft or pleasure craft that may be moored.

In the waters of the Port, safe speed includes a speed at which the wash and wake from the vessel will not cause the risk of damage to property or to the safety of life. Where necessary, a velocity relating to safe speed will be defined by the Port Authority and passed to vessels via MCTS. Notice to Shipping and Notice to Mariners will identify work in progress; and in accordance with the Collision Regulations, vessels must proceed at the minimum speed at which the vessel can be kept on her course.

8.3 UKC

Under-Keel Clearance (UKC) and Maximum Maneuvering Draught

- A vessel maneuvering in the waters of the Port approaches should not proceed with an under-keel clearance of less than 15% of its draught throughout the period of its progress through the waters.
- Vessels with a draught greater than **13.8 metres** shall report their draft to the HPA at least 48 hours in advance of arrival or departure.
- Speed in and out of port must be reduced to a rate that minimizes increase in draft due to squat.
- A decision on maximum draught will be made in consultation with the Master, pilot, agent, and the Halifax Port Authority when the under-keel clearance is less than 15%.
- Vessels with a maximum draft in excess of **17.7 metres**, wishing to enter Halifax, shall be assessed on an individual basis.
8.4 RIGHT OF WAY

The Collision Regulations apply in the Port of Halifax.

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, or hamper the movements of commercial traffic vessels, which due to their size and/or prevailing weather conditions require extra sea room when moving inside port limits.

8.5 SPACING OF VESSELS

See Port Sections Guide

8.6 PASSING ARRANGEMENTS

Passing arrangements will normally be made by radio and in accordance with the Collision Regulations.

8.7 RESTRICTIONS

Restrictions on navigation do apply in certain areas of the Port and the subsequent portions of Section 8 address those restrictions by the area.

8.8 RESTRICTED ACTIVITY

- For safety and security reasons, engaging in any type of recreational water activity within twenty (20) metres of a commercial berth and/or vessel is prohibited.
- For safety and security reasons, engaging in any type of recreational water activity within one hundred and seventy-five (175) metres of a commercial container terminal (e.g. Ceres Halifax Inc., PSA Halifax) is prohibited.

8.9 VESSELS WITHOUT AGENTS

Whenever a vessel enters the Port of Halifax bound for a Port Authority berth and does not have a local agent, the Manager, Operations and Security should be notified via:

PCC Primary Control & Command
902-426-2639
pcc@portofhalifax.ca
8.10 SHIFTING ON LINES

Any vessel berthed at a facility in the Port of Halifax and requiring a move along the face of the berth, with lines only, may not do so without prior authorization of the Port Authority.

Permission will be dependent on the prevailing weather conditions, other vessels in the vicinity, any special conditions relating to the vessel and the safety of the operation. It is understood that a move of this nature will not require engagement of any propulsion systems and has three (3) lines attached to the pier at all times. The agent for a vessel requiring a move of this nature should request permission via hpa_security@portofhalifax.ca at least 12 hours in advance of the requested shift. It should be understood that

Where a vessel is required to utilize its main engines and/or thrusters (bow or stern) and/or employ the services of a tug(s) to shift, the Atlantic Pilotage Authority Regulations require the Master to employ the services of a harbour pilot.

Vessels berthed at Halifax Port Authority berths and requiring a move along the face of the berth may, with the prior authorization of the Port Authority, shift the vessel with vessels lines only, provided the vessel does not engage any propulsion systems and has three (3) lines attached to the pier at all times. Permission will be dependent on the prevailing weather conditions, other vessels in the vicinity, any special conditions relating to the vessel and the safety of the operation.

Where a vessel is required to utilize its main engines and/or thrusters (bow or stern) and/or employ the services of a tug(s) to shift, the Atlantic Pilotage Authority Regulations require the Master to employ the services of a harbour pilot.

8.11 MARITIME FORCES ATLANTIC (MARLANT)

MARLANT can be contacted through the Regional Joint Operations Center at 902- 427-2501.

Issues relating to the movement of Royal Canadian Naval (RCN) vessels, visiting Foreign Military Vessels, Department of National Defence (DND) diving operations, and/or other harbour activity, can be directed to the Queen’s Harbour Master (QHM) at:

- Phone: 902--427-3199
- Email: QHMhalifax.ops@forces.gc.ca

SILENT DEPARTURE EXERCISE OF NAVAL VESSELS

In the event that MARLANT intends on conducting a silent departure exercise of a naval vessel, the following shall apply:

- The Officer of Tactical Command for the departure shall notify MCTS by telephone, as far in advance of the exercise as practicable;
- MCTS shall record the information in the operations log noting specifically the fact that the event is an exercise;
- Routine departures and arrivals of naval vessels are identified in a daily Situation Report forwarded by QHM to MCTS;
Information available concerning silent departures shall be included in the MCTS watch briefings; Whenever a pilot is dispatched to a job, where it is anticipated that he/she will encounter naval vessels operating under radio silence, he/she will be given all relevant information; Every effort shall be made to pass this information by telephone; However, in the interests of safety, MCTS will use any means available, including sector frequencies, to inform other vessels of the presence of the exercising warships. Exercising warships shall maintain sector frequency watch and shall respond to calls.
SILENT DEPARTURE REAL-WORLD OPERATIONS OF NAVAL VESSELS

In the event of a real-world naval operational requirement for a silent departure, MCTS may or may not be advised of the departure. In the event that MCTS becomes aware of vessels not participating in the VTS zone, they shall inform other vessels in the system of that fact. The Officer in Tactical Commands shall assume responsibility for the navigational safety of the transit of the silent vessels and make every effort to mitigate the operation on normal port traffic. Pilots who encounter a non-participating vessel whilst transiting the Port shall contact MCTS via means other than broadcast to confirm the situation.

CLEARANCE FOR WARSHIPS (NATO/CANADIAN)

For national security reasons, traffic clearance for a warship may be granted without asking if all navigational equipment and ships machinery are in good working order, or determining the Master's name. Naval vessels are also exempt from complying with the authorization process in terms of marine operations, seamanship exercises, maneuvering and training operations within the Port limits.

EXCLUSION ZONES OR PROTECTION ZONES

Exclusion zones or protection zones may be permanently or periodically established in the interest of safe navigation. These exclusion zones or navigational restrictions will be promulgated by the Halifax Port Authority through MCTS as Notice to Shipping or broadcast via marine VHF radio. All vessels shall take particular caution when entering Halifax Harbour due to the existing military establishments, infrastructure and HMCS Ships. In particular, an order in council by the Government of Canada was decreed that the Minister of National Defense may establish Military CAZ in the interest of National Security. CAZ are to ensure the safety or security of:

1. a defense establishment;
2. material or other property that is provided for the Canadian Forces or the DND and is situated outside a defense establishment;
3. a vessel, aircraft or other property under the control of a visiting force that is legally in Canada by virtue of the Visiting Forces Act or otherwise; or,
4. any person in, on or about anything referred to in Paragraphs (a) to (c).

In this Order, "defense establishment", "material", "Minister", "non-commissioned member" and "Officer" has the same meaning as in Subsection 2(1) of the National Defense Act.

Exclusion zones or protection zones imposing restrictions on the movement of vessels may be permanently or periodically established in the interest of safe navigation. These exclusion zones or protection zones will be promulgated by the Port Authority or DND through MCTS via a Notice to Shipping.

PROTECTION ZONES

The area of water described in the schedule is hereby designated as Canadian Forces Ammunition Depot (CFAD) Protection Zone in the context of explosives safety. The quantity of explosives that may be kept at CFAD Bedford site is directly proportional to the distance to other sites, such as inhabited buildings, roads and seaways. Its purpose is to provide acceptable safety to those other sites in the event of an accidental explosion.
Based on a ship speed of minimum 10 miles/hour or 16 kilometers/hour, the following vessel traffic density zones are established:

- High Traffic Density - if routes have 2,000 or more ship passengers per day
- Medium Traffic Density - if routes have 80 to 2,000 ship passengers per day (medium traffic density criteria for fragments apply, as a minimum, to recreation activity that is extensive and occurs on a regular basis)
- Low Traffic Density - if routes have less than 80 ship passengers per day.

Note: These areas are designated as no anchorage zones to non-Department of National Defence (DND) ships.

**DESIGNATION AND NOTICE RELATING TO ACCESS**

At a minimum, annually for safety of personnel and material, designated CAZ within the overall Port of Halifax will be updated through Notice to Mariners.

**NOTICE RELATING TO ACCESS TO CONTROLLED ACCESS ZONES**

Vessels may be cleared to pass through a designated CAZ with the express permission of the Port Authority or the DND. The QHM and Military Police under the authority of the Commander of CFB Halifax maintains a 24-hour security watch and presence of all CAZs designated under the direction of the Chief of Defense Staff. Vessels requiring authority to transit through an enforced CAZ identified in the Notices to Mariners shall contact the QHM VHF Channel 10 thirty (30) minutes prior to the transit. Early requests will permit the DND ample warning in order to clear all vessels through these areas. As the Port of Halifax is an extremely busy and vital Atlantic Coast port, it is in the interest of Vessel Masters and the DND to maintain a safe and free flowing thoroughfare. Thus, the following information will be required prior to granting such authority:

- the name of the vessel
- size of vessel
- ETA to the specific CAZ
- purpose for the transit
- nature of material onboard
- personnel onboard

**COMPLIANCE AND ENFORCEMENT**

Every person, on entering or exiting a controlled access zone, shall, on the demand of a security guard, submit to a search of their person or any property or thing under their control. Where a person refuses to submit to a search when required to do so under Section 11 of the Order in Council, if the person is:

1. seeking entry to the controlled access zone, they may be refused entry;
2. exiting the zone, the person or any property or thing under their control may be searched by a security guard, which search shall be carried out with only such force as is necessary for that purpose.

Except where there are reasonable grounds to believe that an immediate search is necessary to ensure the safety or security of anything referred to in Paragraphs 3(1)(a) to (c) of the Order-in-Council or a person referred to in Paragraph 3(1)(d) of the Order-in-Council, a search of a person shall be carried out only by a security guard of the same sex as the person.
A security guard may, without a warrant, search any property or thing in a controlled access zone if the security guard has reasonable grounds to believe that the property or thing is, or may contain anything that is, likely to endanger the safety or security of anything referred to in Paragraphs (1) (a) to (c) of the Order-in-Council or a person referred to in Paragraph 3(1)(d) of the Order-in-Council.

Every person who is in a controlled access zone with permission shall comply with every condition of access established for the zone and every direction given under this order by a security guard and the person, or any property or thing under the person's control, may be removed from the zone by a security guard if the person fails to comply with any of those conditions or directions.

Every person who is in a controlled access zone without permission shall comply with every direction given under this Order by a security guard and the person, or any property or thing under the person's control, may be removed from the zone by a security guard if the person fails to comply with any of those directions.

A security guard may use only such force as is necessary when removing a person, or any property or thing under the control of the person, from a controlled access zone under Subsection (1) or (2) of the Order in Council.

ORDER DESIGNATING CONTROLLED ACCESS ZONES FOR PORT OF HALIFAX

1. The areas of water described in the schedule are hereby designated as controlled access zones for an indeterminate period.

2. In the schedule, “ship” means any of Her Majesty's Canadian Ships as defined in Subsection 2(1) of the National Defence Act or any ship under the control of a visiting force that is legally in Canada by virtue of the Visiting Forces Act or otherwise.

8.12 VESSELS TRANSITING THE HALIFAX HARBOUR NARROWS

For the purposes of the following procedures, the area referred to as the Narrows is defined as follows:

The navigable water lying between a line through Position 44°39'47.5N; 63°34'11.5W, in a 221° True direction and extended to the opposite shore (CIP 9-Ferry track); to,

A line through Position 44°41'21".5N; 63°37'01"W, in a 197° True direction and extended to the opposite shore (CIP 10- BIO).

The following procedures shall apply to all vessels greater than (> 20 metres (65.6 feet) LOA, and transiting the Narrows. These procedures are to be followed when two or more vessels are proceeding towards the Narrows from opposite directions:

- MCTS will inform each vessel of the location and intentions of the other vessel.
- All vessels shall adhere to the COLLREGS at all times.
- Except when required to prevent imminent danger to life and/or property, vessels greater than (> 150 metres (492 feet) LOA shall not transit the Narrows (1 inbound/1 outbound) at the same time.
- Any vessel greater than (> 150 metres (492 feet) LOA that intends to transit the Narrows in the same direction as a vessel ahead of it shall maintain a safe distance of one (1) nautical mile of the vessel before it.
- Vessels will agree to their precedence of transit by means of bridge-to-bridge contact on marine radio (VHF 12).
- The northbound vessel shall initiate radio contact prior to passing Georges Island and the
southbound vessel immediately upon leaving a berth in Bedford Basin or anchor.

- Unless otherwise agreed upon by both vessels, the northbound vessel shall have precedence and be the stand-on vessel.
- In cases where one of the transiting vessels is greater than (> 150 metres (492 feet) LOA, the vessels will agree to their transit procedures by means of bridge-to-bridge contact on marine radio (VHF 12).
- In restricted visibility (e.g. fog, snow) and/or when winds are sufficiently strong enough to affect maneuverability, the vessel that is greater than (> 150 metres (492 feet) LOA, underway and intending to transit the Narrows, shall be considered the ‘stand-on’ vessel and may request (via MCTS) that all other traffic intending to transit the Narrows be restricted.
- In cases where the vessels transiting are less than (< 150 metres (492 feet) LOA, transit procedures will be agreed to by all vessels through bridge-to-bridge contact on marine radio (VHF 12).
- A vessel requesting a clearance from MCTS to depart a berth within the Narrows shall be subject to the requirements of all vessels already in transit in the Narrows, and may have such clearance withheld until traffic in transit is past and clear.
- All government vessels (e.g. RCN, CCG) shall comply with these transit procedures as far as practicable and adhere to the COLLREGS at all times.
- These procedures shall not relieve the Master from any obligation contained in the Canada Shipping Act and/or regulations pursuant, for the safe and prudent operation of his/her vessel.
- All commercial vessels transiting the Narrows, as outlined in Section 2.4, shall utilize escort tugs as required.

Final calculation of the air gap measurement rests with the HPA Duty Officer. However, if at any time there are concerns by the conducting pilot, MCTS or the Bridge Commission, they may request a transit be suspended until the concerns are addressed.

The pilot will confirm his/her preparedness to conduct the transit based on the confirmed air draft and port conditions to MCTS Halifax Traffic prior to committing to the transit in the inner harbour approaches to the Narrows. Should there be any delay as a result of existing conditions or concerns from the pilot, the pilot shall make contact with the HPA Duty Officer who will liaise with the vessel’s agent.

This procedure has been developed and approved by:
- Halifax Port Authority (HPA)
- Halifax Harbour Bridges (HHB)
- Atlantic Pilotage Authority (APA)
- Marine Communications & Traffic Services (MCTS)

When a vessel of 2,000 GRT or more (excluding Canadian Government Vessels) intends to transit the narrows and under either Harbour Bridge (MacDonald and/or MacKay) in either direction, the following procedure shall be adhered to:
- When an inbound vessel passes CIP 7 or 8 or when a vessel is cleared to depart a berth in Bedford Basin or in the Narrows, the MCTS Watch Supervisor is to call the HHB Operations Centre at the Macdonald Bridge (902-463-2478) to provide the name of the bridge and the approximate time the vessel will pass under it.
- In the event that a vessel in the vicinity of either bridge poses a threat to a bridge (e.g. mechanical breakdown, loss of steerage, etc.) the master and/or pilot shall immediately advise MCTS via radio...
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(VHF 12).

- Upon receiving any emergency information from a vessel transiting the Narrows, MCTS shall immediately notify HHB Operations in order to confirm that they are aware.

The following radio call is to be used in the event of a possible bridge/vessel collision:

“PAN PAN”, “PAN PAN”, “PAN PAN”
“MACDONALD (MACKAY) BRIDGE”, “MACDONALD (MACKAY) BRIDGE”
“THIS IS (Vessel Name)”
“STOP TRAFFIC”, “STOP TRAFFIC”, “STOP TRAFFIC”
“MACDONALD (MACKAY) BRIDGE”
“(Vessel Name) OUT”

8.13 HHB WELDING/HOT-WORK (MACDONALD BRIDGE AND/OR MACKAY BRIDGE)

The requirement exists for the Halifax-Dartmouth Bridge Commission to conduct hot work on the bridges from time to time. The below procedure is designed to ensure that this work is done safely and that all interested parties are properly notified.

When welding/hot-work is conducted on the bridges, HHB will ensure that the following actions are taken prior to, during, and post hot-work:

- HHB will contact MCTS and advise them of which bridge will be worked on and the work start time and expected time of completion.
- HHB will ensure that their contractors conducting the hot-work know that all hot-work must cease while a vessel is “in the navigational zone” and will not recommence until the vessel has exited the navigational zone.
- The contractor will provide a cell phone number and/or be provided a HHB portable radio which must be monitored during the work so that they can be advised of an in-bound/out-bound vessel which will travel under the bridge.
- MCTS will contact HHB to advise of any in-bound/out-bound vessel traffic due in the Narrows so that HHB can notify its contractors.
- HHB’s contractors will be required to notify the applicable HHB Operations Centre (MacDonald/MacKay) once the hot-work is completed. HHB will then relay this information to MCTS.
- If a vessel requires use of the Narrows, and has a concern in regard to ongoing hot work, requests to cease hot work operations require 20 minute notice, and can be conveyed via MCTS to HHB.

8.14 HHB (CODE ‘10-30’ PROCEDURES)

A requirement exists, from time-to-time, for authorities to respond to a person who is contemplating end-of-life decisions on one of the bridges. In this situation, the following shall occur:

- HHB to call 9-1-1;
- HHB first responder(s) are to arrive on the scene to assist if possible until HRM authorities arrive;
- HHB to contact MCTS and advise them of the situation;
- HHB to contact MCTS when situation has been resolved.
8.15 TRANSIT OF LARGE VESSELS (>46M AIR DRAFTS) UNDER THE MACDONALD AND/OR MACKAY BRIDGES

Whenever a vessel with an air draft that comes within the established safety margin of the bridges is to transit under either bridge, in either direction, the following procedure is to be used in addition to those described in Section 8.12. Well in advance of the vessel's arrival or departure, Halifax Traffic is to determine from the Master or agent the air draft of the vessel and carry out the following procedures:

- Vessel Agent to send arrival air draft a minimum of 24 hours prior to entry, and a minimum of 4 hours prior to vessel departure as per section 8.16
- Upon embarkation, the pilot will inform MCTS that the vessel has an air draft of greater than (>46) metres and is intending to transit the Narrows. This value will be corresponded to HPA PCC as per section 8.16
- MCTS will then inform HHB.
- In situations whereby a High Air Draft Vessel can transit the MacDonald Bridge only, a minimum of 24 hours’ notice shall be provided, and HHB will be required to invoke the Traveller Movement Notification Procedures (24 Hour, 90 min, 60 min) to ensure both travellers and workers have been notified and are well clear in advance of the vessel transit.

8.16 POST-PANAMAX VESSEL TRANSIT PROTOCOL (FOR VESSELS INTENDING TO TRANSIT THE HALIFAX NARROWS WITH DECLARED AIR DRAFTS EXCEEDING 46 METRES)

This protocol shall be utilized for vessels with air drafts of greater than (> 46) metres. This protocol is intended to minimize any risk of a bridge strike by high air draft vessels.

Note: As a navigational aid, Live Bridge Data can be found on the HPA Operations Centre Website. The Data provides current conditions, based on chart datum, and indicates the elevation as measured from the lowest portion of the bridge to water level.

Clearance is confirmed by calculating the bridge height by using the MIROS system and, confirming the tidal height (via a system of integrated tide gauges), and by the pilot who confirms with the master the vessel’s calculated air draft based on subtracting the deepest aft-keel draft, from the stated fixed masthead height. Subtracting the calculated ship’s air draft from the calculated bridge air gap (including tide) will result in the clearance. This calculation shall also include any assessment for hogging or sagging. Final confirmation of deepest keel draft readings is established by the escort tug once the vessel enters the inner harbour and this information is passed to the attending pilot via VHF radio. The air draft is then reported to Halifax Traffic (VHF 12), and then to the PCC. The PCC Operator (under the direction of the DOO) then enters the confirmed air draft into the AGMS system page to calculate the final clearance figure. Once the AGMS has computed the final clearance, this number is then radioed back to Halifax Traffic who then radios the Pilot with confirmation on whether the ship is authorized to proceed into the Narrows. If the AGMS calculated clearance figure is less 1.35 metres authorization to proceed will be denied. This will be relayed back to Halifax Traffic and the attending pilot on the ship.

As a minimum, the following information is required to transit the Halifax Narrows with a HADV:
Assessment of these parameters is made by the pilot contracted for the conduct of the vessel’s transit to or from a berth in the port. Overall responsibility for determining safe passage rests with the Master and conducting pilot. The vessel’s agent also plays a key role in keeping the vessel’s owners and facility operators fully apprised of any situation which may delay the arrival or departure of a vessel. Should conditions dictate an adjustment to the vessel’s original plan, the agent, via a report from the pilot, will advise the shipping line of the options as they are determined and provide the Port Authority the vessel’s preference in terms of the options available. In the event an alteration of the intended passage is required, the conducting pilot will also inform the HPA Duty Operation Officer by whatever means available in order that stakeholders are properly informed of passage intentions.

**Note:** Should the vessel’s air draft result in a clearance that is less than the minimum safety clearance, the vessel will not be authorized to transit the Narrows. In this case, the vessel will be guided by the HPA (via Halifax Traffic) to anchor or hold station until it is determined that the required clearance can be satisfied.

**POST PANAMAX/HIGH AIR DRAFT VESSELS COMMUNICATION PROTOCOL**

The following protocol provides an outline of the arrival and departure radio protocol for confirming all vessels with air drafts greater than 46 metres, arriving and/or departing the Port of Halifax, and transiting through the Halifax Harbour Narrows between the Macdonald and MacKay Bridges.

**ARRIVAL (INBOUND)**

**Note:** The following protocol is for high air draft vessels greater than [>] 46 metres inbound for Ceres Halifax, National Gypsum, the Bedford Basin and/or other marine facilities north of the Macdonald Bridge.

- At a minimum twenty-four (24) hours prior to the ship’s ETA at the Halifax Pilot Station, a pre-arrival message shall be provided by the vessel’s agent (via email) to the Halifax Port Authority (Duty Officer).
- The pre-arrival message shall confirm the vessel’s estimated arrival time (ETA), the predicted arrival air draft, and the vessel’s deepest draft.
- This information shall then be utilized by the HPA Duty Officer to conduct a pre-arrival confirmation of the necessary clearance calculations under the MacDonald and MacKay Bridges, and subsequently for the transit through the Narrows.
- It is important to note that this pre-confirmation process is for planning purposes only, and does not constitute approval for the vessel to transit the Narrows.
- After the pilot has boarded the vessel at the Halifax Pilot Station (Chebucto Head), HPA’s PCC operator shall check-in via VHF radio (channel 12) and inform MCTS (Halifax Traffic) that the Halifax Port Authority is on line and standing by.
- Once the inbound vessel has reached Ives Knoll (CIP 7), the pilot shall communicate to MCTS, the vessels confirmed air draft.
- **Note:** This air draft confirmation can only be obtained after the master of the escort tug has been
able to visually confirm the deepest keel draft of the vessel (in metres) to the pilot, thus allowing him to calculate the air draft.

- Once the declared air draft has been radioed to MCTS, MCTS will then immediately relay the confirmed air draft figure to the HPA PCC operator.
- The air draft figure provided by MCTS (via the pilot) will then be entered into the Air Gap Measurement System (AGMS) by the HPA PCC operator in order to calculate the clearance under the lowest bridge.
- If the calculated clearance is found to be greater than (> ) 1.35 metres, authorization will be given to transit the Narrows.
- If the calculated clearance is found to be less than (< ) 1.35 metres, authorization will not be given to transit the Narrows.
- Once it is has been determined that a safe clearance has been obtained, the calculated clearance figure will be relayed by the HPA PCC operator to MCTS with the wording … “The XXXX (vessel name) is authorized to proceed through the Narrows with a clearance of X.XX metres.”
- All authorizations given by the PCC Operator shall be under the explicit guidance of the HPA Duty Officer on duty
- If for whatever reason, the pilot determines that the transit cannot be made safely, he may choose to abort the transit. If this is the case, this information shall be immediately passed on to the HPA Duty Officer via the PCC Operator (VHF 12). Consequently, and as soon as possible, the Duty Officer will then liaise with the vessel’s agent and/or shipping line in order to determine the desired course of action.

DEPARTURE (OUTBOUND)
Note: The following protocol is for high air draft vessels (greater than [>] 46 metres) outbound from Ceres Halifax, National Gypsum, the Bedford Basin anchorages and/or other marine facilities north of the MacDonald Bridge.

- At a minimum four (4) hours prior to the ships ETD from Ceres/FCCT, National Gypsum, Bedford Basin and/or marine facilities north of the MacDonald Bridge, a pre-arrival message shall be provided by the vessel’s agent (via email), to the Halifax Port Authority (Duty Officer).
- The pre-arrival message shall confirm the vessel’s estimated time of departure (ETD), the predicted departure air draft.
- This information shall then be utilized by the HPA Duty Officer to conduct a pre-departure confirmation of the necessary clearance calculations under the MacDonald and MacKay bridges, and subsequently for the transit through the Narrows.
- It is important to note that this pre-confirmation process is for planning purposes only, and does not constitute approval for the vessel to transit the Narrows.
- Once the pilot has been confirmed prior to departure (1½ hours), the agent shall phone and/or email PCC and relay the final “predicted” departure air draft.
- After the pilot has boarded the vessel and fifteen minutes prior to departure, he shall radio to MCTS what the calculated actual departure air draft is.
- Note: At Ceres, National Gypsum, and/or marine facilities between the bridges, the final air draft is calculated by confirming the after draft visually on the dock prior to boarding the vessel. This is normally completed by one of the deck officers.
- Once the declared air draft has been radioed to MCTS, MCTS will then immediately relay the confirmed air draft figure to the HPA PCC operator.
- The air draft figure provided by MCTS (via the pilot) will then be entered into the Air Gap Measurement System (AGMS) by the HPA PCC operator in order to calculate the clearance under the lowest bridge.
If the calculated clearance is found to be greater than 1.35 metres, authorization will be given to transit the Narrows.

If the calculated clearance is found to be less than 1.35 metres, authorization will not be given to transit the Narrows.

Once it has been determined that a safe clearance has been obtained, the calculated clearance figure will be relayed by the HPA PCC operator to MCTS with the wording... “The XXXX (vessel name) is authorized to proceed through the Narrows with a clearance of X.XX m”.

All authorizations are given by the PCC Operator under the explicit guidance of the HPA Duty Officer.

If, for whatever reason, the pilot determines that the transit cannot be made safely, he may choose to abort the transit. If this is the case, this information shall be immediately passed on to the HPA Duty Officer. Consequently, as soon as possible, the Duty Officer will then liaise with the vessel’s agent and/or shipping line in order to determine the desired course of action.

The following radio protocol shall be followed for inbound and outbound transits of vessels with air drafts exceeding 46 m. The following radio call signs are to be used for this protocol:

- MCTS – Halifax Traffic (HT)
- Pilot conducting the ship – Name of the Ship (Ship)
- Halifax Port Authority – Port Authority (PA)

**RADIO PROTOCOL**

Once the vessel has arrived at the pilot station, the PA will join the Halifax Traffic net as Port Authority. Once on the net, PA will monitor the transit of the ship from the pilot station into the harbour until the pilot reports the calculated air draft in the vicinity of Ives Knoll.

**Note:** Upon boarding, the pilot will normally confirm the ship’s air draft with the master and pass a predicted air draft to Halifax Traffic. This predicted air draft should be entered into the system by the Port Authority to start the history recorders.

Once the pilot has confirmed with the escort tugs what the keel draft marks indicate inside the harbour the final air draft will be calculated. Once this is available, the pilot will pass this air draft figure to Halifax Traffic.

**Halifax Traffic** this is SHIP; air draft is confirmed at XX.X metres.

Halifax Traffic will then pass a ‘stand-by’ to the SHIP and the call the Port Authority to relay air draft.

**Halifax Port Authority**, this is Halifax Traffic, air draft for SHIP is confirmed at XX>X metres.

**Halifax Traffic**, this is Halifax Port Authority, roger XX>X metres, stand by.

The PCC Operator (Under Supervision of the DOO) will then enter the declared air draft figure into the AGMS. Once clearance has been calculated, the PCC Operator will then relay the calculated clearance measurement to Halifax Traffic.

**Halifax Traffic**, this is Halifax Port Authority, the SHIP is recommended to proceed through the Narrows with a clearance of XX.X metres.

Halifax Traffic will then relay the clearance figure to the SHIP and inform the ship that it is recommended to proceed.
SHIP, this is Halifax Traffic, You are authorized to proceed with a bridge clearance of XX.X metres.

Halifax Traffic, this is SHIP Roger recommended to proceed with a clearance of XX.X metres.

Note: The same recommendation is made for departing Fairview Cove Container terminal and/or National Gypsum and/or the Bedford Basin Anchorages, once a departure report has been passed to Halifax Traffic by the pilot and the air draft is confirmed. Halifax Traffic will then call the Port Authority (PCC) to confirm clearance.

DEPARTING VESSEL RADIO PROTOCOL
Halifax Port Authority, this is Halifax Traffic, the SHIP air draft is XX.X metres, please confirm authorization for the SHIP to depart and proceed through the Narrows.

The PCC Operator (under supervision of the DOO) will then enter the air draft figure into the AGMS system and calculate the bridge air gap clearance. Once the air gap clearance is confirmed, the Port Authority will so advise Halifax Traffic of the recommendation to proceed.

Halifax Traffic, this is Halifax Port Authority, the SHIP is recommended to proceed with a clearance of XX.X metres.

Halifax Traffic will then relay the air clearance calculation and recommendation to proceed to the

If for whatever reason there is an extended delay in departing the berth or the Bedford Basin, the pilot may have to apply for clearance authorization again by calling Halifax Traffic, prior to making the transit through the Narrows. This could mean if there is a delay in the ship departing the Fairview Cove Container terminal or leaving anchorage etc.

The PCC Operator conducts frequent system checks every shift to ensure that the AGMS system is functioning properly.

If anyone has any questions relating to the AGMS, please contact the HPA Duty Officer via PCC at 426-3629

8.17 BRIDGE MARKINGS, AIR DRAFT, BRIDGE AIR GAP, CLEARANCE MEASUREMENT, TRANSIT RECOMMENDED AND DELAYS

BRIDGE MARKINGS
The centre span is marked by fixed navigational lights installed on both sides of both bridges. Additional orange panel markers are affixed to the bridge structure to indicate to the pilot the limits of the preferred channel. Bright green square markers (with both day time and night time visibility characteristics) are positioned 55 metres on either side of the centre span denoting the 110-metre navigation channel.

ARRIVAL AIR DRAFT
For inbound vessels with air draught greater than 46m, the predicted air draft will be verified by the embarking pilot shortly after boarding Visual confirmation of the vessel’s aft draft marks, trim and the stated fixed keel to masthead height will be used to verify air draft. The aft draft will then be visually reconfirmed in the inner harbour by the escort tug(s), no later than Call-in-point 7 (Ives Knoll). The tug captain will relay this information by VHF radio to the pilot, at which point the actual air draft will be confirmed. At Call-in-point 7 (Ives Knoll), the pilot will
relay the confirmed air draft to Halifax Traffic. Halifax Traffic will then relay this information to the HPA and await transit recommendation.

**DEPARTURE AIR DRAFT**

Upon completion of cargo operations and/or prior to sailing (weighing anchor), the master will inform the embarking pilot of the calculated departure air draft. This information will be verified by the master following visual confirmation of the vessel’s aft draft marks, trim and the stated fixed keel to masthead height. Prior to sailing, the pilot will relay to Halifax Traffic the confirmed departure air draft of the outbound vessel. Halifax traffic will then relay this info to the HPA and await transit recommendation.

**CALCULATED BRIDGE AIR GAP**

Prior to authorizing the vessel to transit through the narrows, the air gaps of both bridges will be calculated by the HPA Duty Officer using the AGMS system. The bridge with the lowest air gap will be the one used to base the clearance on. The air gap will be calculated using real-time data from the various air gap measurement sensors strategically positioned on both bridges, and will factor in the real-time tide height data from the HPA’s tide gauges.

**CLEARANCE AND TRANSIT RECOMMENDATION**

Recommendation from the HPA for a vessel to transit the narrows will depend entirely on the clearance measurement which is calculated by subtracting the vessel’s declared air draft from the calculated bridge air gap. If the calculated clearance under the bridge meets and/or exceeds the established 1.35 metre safety margin, the ship will be recommended to transit the narrows. The established clearance safety margin is based on a transit swath of 55 metres either side of the centre line point of the bridge. Subsequently, during conditions of reduced visibility and/or when the bridges are not visible at all, a clearance safety margin of 1.55 metres shall be used, providing a 150-metre channel, 75 metres either side of the centre line to account for radar error. Recommendation confirmation will be relayed to Halifax Traffic by VHF radio. Halifax Traffic will then relay to the pilot.

**DELAYS**

Should there be a significant delay in the transit of an inbound or outbound high air draft ship, after recommendation has been given and relayed by Halifax Traffic, recommendation shall be re-verified by the pilot via the HPA Duty Officer.

**8.18 HIGH AIR DRAFT VESSEL COMMUNICATION WITH HPA (AIR DRAFTS GREATER THAN (>) 46 METRES)**

Once the pilot has boarded the vessel and confirmed the vessel’s air draft, the following radio communication shall occur:

- Vessel to radio MCTS (VHF 12) and relay confirmed air draft.
- MCTS to radio PCC (VHF 12) and relay confirmed air draft in order to request recommendation from the HPA for the vessel to transit the PCC will then input the declared air draft figure into the AGMS system. (Clearance is based on current bridge height, the state of tide, and the declared air draft.)
- Once PCC (under guidance of the DOO) has calculated the clearance, PCC will relay this figure and recommend (or denial) to MCTS who will then relay clearance figure and recommend (and figure) to vessel.
Note: Minimum safety transit clearance under the bridges is 1.35 metres. When visibility is minimal (e.g. fog, snow), the safety transit clearance increases to 1.55 metres.

**8.19 SMALL CRAFT**

Small craft operating in the port waters are required to comply with the Small Vessels Regulations made under CSA, 2001

Pleasure craft, whether power driven or sail powered, shall not impede the passage of large commercial vessels or naval vessels within the waters of the port. These vessels are considered constricted in the ability to maneuver, and shall be given ample clearance by small craft.

The Port Authority may, from time to time, issue restrictions in respect to the movement, location and speed of such vessels. The Port Authority recognizes the right to navigation of all vessels but also the necessity for measures to ensure the safety of navigation to all. Pleasure craft operations are governed by Transport Canada Technical Services.

**RADIO**

Small vessels which are required under the Vessel Traffic Regulations to report their movements, or which are operating under the conditions of operations set by the Port Authority for commercially operated small vessels, are to keep a listening watch on channel 12 VHF.

**8.20 SMALL COMMERCIAL TRAFFIC**

Small commercial vessels are considered vessels under 150 Gross Registered Tonnes (GRT) with a separate cut-off at 15 GRT. Vessels 15 GRT or less and carrying 12 passengers or less and workboats are not required to be annually inspected but instead are self-inspected under the Transport Canada Marine Safety (TCMS) Small Vessel Compliance Program (SVCP).

The owners of these vessels are required by the Canada Shipping Act 2001 (CSA 2001) to ensure the vessel meets all applicable requirements. The SVCP is a tool that may be used by the vessel owner to meet these obligations. A detailed compliance report (checklist) is completed and submitted to the nearest Transport Canada Marine Safety Office for review. Once deemed complete, the vessel and owner are issued a Letter of Confirmation of Participation which identifies the vessel and owner as participants in the program, and outlines any operating restrictions related to the vessel and the operation. The vessel is also issued a Blue Decal that is to be posted on board. These documents assist enforcement agencies of the vessels level of compliance. All vessels under 15 GRT (both passengers and workboats) will be issued a letter and decal.

Vessels over the 15 GRT cut-off are required under the Vessel Certificate Regulations to be inspected annually (except fishing vessels which are every four (4) years) and are required to display a current certificate of inspection issued by TCMS. This includes all vessels not considered pleasure vessels.

The Canada Shipping Act 2001, Section 106, outlines the owner’s responsibility to ensure the vessel and crew meet the requirements of the regulations and standards made under the Act as well as the consequences for not doing so.
8.21 OPERATIONS WITH NON-CONVENTIONAL CRAFT

These measures relate to all vessels that by their design or operation are not considered to be conventional vessels.

The following examples may indicate the type of vessel considered:

- Non-displacement vessels
- Vessel towing a person on or above the waters (e.g. waterskiing)
- A semi-submersible or submersible vessel
- Experimental power or design
- Seaplanes

While every consideration will be given to allow the operation of non-conventional craft in the waters of the port, the Halifax Port Authority may restrict the areas of operation for these craft within the harbour limits in order to ensure that such craft do not cause safety concerns for other users of the port or the adjacent uplands. Criteria such as risks to the operator and the concerns of the emergency services will also be considered. Owners and operators of such craft will be required to work with the appropriate governing body to ensure the safety of the process and the awareness of the operator. Owners will be required to provide proof of proper insurance and operating guidelines as dictated by the local regulator (Transport Canada), in addition to any requirements included in agreements with land owners within the Port of Halifax. Conditions set for the operations of such craft may vary dependent on the risk and the proficiency of the operator.

8.22 DIVING INSPECTIONS WHILE AT ANCHOR

In the event that a ship is due to have an underwater inspection while at anchor, authorization may be granted by the Halifax Port Authority, without the requirement for a standby tug, so long as specific conditions prescribed by the Port Authority are adhered to and agreed upon by the Master.

8.23 MOVEMENT OF NON-CONVENTIONAL VESSELS (OIL RIGS/PLATFORMS)

- Authorization for the entrance or departure of the Port shall be obtained from the Port Authority.
- The agent is responsible to initiate communications with the appropriate authorities for the initial coordination meeting.
- Non-conventional vessels that are restricted in their ability to maneuver will be authorized to enter, move within, or depart from the waters of the Port only after a passage plan is presented and approved by the Port Authority in consultation with the APA (assigned Pilot) and the agents involved.
- The Halifax Port Authority shall ensure MCTS is kept apprised of all intended or planned movements of oil rigs or platforms.
- After consultation with all parties the agreed upon plan shall forwarded to MCTS prior to the
arrival and/or departure of the oil rig or platform.

- Other vessel movements and/or operations within the Port may be controlled or curtailed during a move of a rig, platform or other non-conventional vessel, as authorized by the Port Authority (via MCTS). The authorization will identify any special precautions and measures to be taken by all vessels concerned;
- All movement information, including ETA/ETD and the intended destination, concerning the intended movements of non-conventional vessels within the port, shall be communicated by the vessel’s agent to HPA.
- The HPA will advise (if necessary) CFB Shearwater (902-460-1011, ext. 1304), and QHM (902-427-2501).

8.24 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, the port authority may, at the risk and expense of the owner of the vessel:

- Berthing or moorage in a specified area that doesn’t interfere with port use and traffic
- Take possession of the vessel
- Use any means and force reasonably necessary to move the vessel
- Berth, anchor or moor the vessel at any place satisfactory to the Port Authority
- Dispose of the vessel by any method satisfactory to the port authority.
- Ensure on-board measures taken to reduce or mitigate risk (including protecting the environment).
- Ensure Emergency response resources notified

8.25 DEAD SHIP MOVES

- Confirm authorization from HPA
- Inform MCTS of the intentions, approval and plan

8.26 DIVING OPERATIONS (COMMERCIAL/RECREATIONAL)

All diving operations within the jurisdiction of the HPA, including contracted diving at port facilities and/or for vessels, must be pre-approved by the Halifax Port Authority. Authorization is to be sought from the Port Marine Manager, and/or the Duty Officer, who can be reached through HPA Security at 902-426-3629 or hpa_security@portofhalifax.ca

If MCTS receives a report from anyone, other than military sources, reporting diving operations that are not pre-approved, they shall be informed to contact the Port Authority for approval ASAP. QHM shall report all DND diving operations to MCTS, who will then advise other vessels within the port as necessary.

It is the responsibility of the divers/diving company and the facility and/or vessel involved to ensure that MCTS and HPA are informed when diving operations commence and are completed.
8.27 CASTING ADRIFT A SHIP, LOG AND/OR OTHER OBJECT
- PROHIBITED

8.28 CONDUCTING HOT-WORK
- Confirming authorization for hot work from the facility or HPA. Permit to be issued following contact with hpa_services@portofhalifax.ca

8.29 CAUSING A FIRE OR EXPLOSION; CONDUCTING BLASTING; SETTING OFF FIREWORKS WITHIN THE JURISDICTION OF HALIFAX HARBOUR; SETTING OFF A FLARE AND/OR OTHER EMERGENCY SIGNALLING DEVICE
- Measures taken to reduce or mitigate risk.
- Emergency response resources notified and/or on-scene.
- Conducted in areas where emergency response resources can respond to incident.
- An environmental assessment completed and approved.
- Plan to be submitted to Port Marine Manager for prior approval.

8.30 LAUNCHING A VESSEL BY SLIPWAY AND/OR CRANE AT A HPA MARINE FACILITY
- Conducted in a designated area designed for this purpose.
- Advance notice to the Port Authority and CCG-MCTS in order to advise shipping traffic.
- Estimated times for beginning and completing the launch.

8.31 PLACING AND/OR OPERATING A LIGHT OR DAY MARKER
- Suitable device being used (i.e. type, appearance will not be confused with standard day markers that have specified meanings).
- Minimize impact on marine traffic and harbour

8.32 SEAPLANE OPERATIONS (LANDING/TAKING OFF)
- Restricted to a HPA pre-authorized designated area (runway and taxi areas, emergency ditching areas).
- Co-ordination with MCTS – Halifax Traffic to avoid conflicts.
- Co-ordination with Shearwater 12 Wing Operations regarding Port of Halifax Controlled Airspace to avoid air traffic conflicts.
- Noise abatement measures for climb-outs over residential areas.
8.33 UNMANNED VESSELS

Clearance will only be given to position an unmanned vessel within the limits of the Port of Halifax or alongside an HPA berth or leased facility if Port officials are satisfied that the master of the vessel has adequate securing arrangements between the vessel and Port facility, that mooring lines are tended, and that arrangements are in place to reposition or remove the vessel from the Port if instructed to do so. Since it is understood that the time required for preparing to move an unmanned vessel may be longer than that required for a fully crewed vessel, the length of the notification period will be agreed upon before this clearance is granted. If the situation requires, arrangements should be made to have a firewatch complete routine rounds of the vessel.

Barges or other unmanned vessels must have lines with sufficient scope to remain properly secured at all stages of the tide. Such vessels must have a person or company responsible for the security arrangements, and this person or company must be available at short notice. Contact phone numbers are to be left with the Port Authority’s security office and with the security service for the terminal at which the vessel is secured.

Any vessel which is to be laid up for an extended period of time shall have a security inspection completed and enter into a Declaration of Security for the duration of the layover with the facility operator.
9. PORT SAFETY
9.1 GENERAL

In the event of a fire or other emergency situation occurring on vessels within the harbour, the owner, Master or Agent of the vessel is to immediately contact the Port Authority by calling Vessel Traffic on channel 16 or 71 or by telephone at 902-426-9751 (traffic) or via mobile phone by dialing *16. For a fire onboard a vessel at anchor or alongside, the ship’s crew will be the primary fire fighters. No fire shall be used on any vessel in the harbour except in suitable containers and under constant supervision.

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 the Port Authority 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 the Port Authority 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**

<table>
<thead>
<tr>
<th>Service</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Integrated Emergency Services</td>
<td>9-1-1</td>
</tr>
<tr>
<td>Fire East Division Non-emergency</td>
<td>902-430-3804</td>
</tr>
<tr>
<td>Fire West Division Non-emergency</td>
<td>902-430-3801</td>
</tr>
<tr>
<td>HAZMAT (Fire Department)</td>
<td>9-1-1</td>
</tr>
<tr>
<td>Police Non-Emergency</td>
<td>902-426-5020</td>
</tr>
<tr>
<td>Central Division Watch Commander</td>
<td>902-490-5028 (Office)</td>
</tr>
<tr>
<td></td>
<td>902-471-3544 (Cell)</td>
</tr>
</tbody>
</table>

For all other emergencies in Halifax Harbour please call Integrated Emergency Services (9-1-1).

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 PROCEDURES AND REPORTING REQUIREMENTS

In addition to those mandatory requirements under the Canada Marine Act, the Canada Shipping Act, the Canadian Environmental Protection Act, the Marine Transportation Security Act, a vessel that is involved in any of the below listed incidents must report the incident to MCTS and/or the HPA as soon as practicable after the commencement of the incident:
PART IX | PORT SAFETY

- fire
- explosion, whether caused by ignition or pressure
- personal injury or death
- criminal activity
- contact with wharves or structures
- collision
- terrorist incident
- grounding
- discharge of deleterious matters
- loss of equipment, gear, or cargo overboard, Dangerous Goods
- witness to possible bridge jumper.

The emergency first responders to any incident must be given all support necessary from the Master and the crew including but not limited to information in respect of dangerous goods and hazardous materials aboard.

Where the safety of the vessel is a concern, the Master or his designated officer, must contact the appropriate authority to provide relevant information on such things as stability, access, international connections, etc.

HPA security and the duty officer will provide assistance where possible to deal with the incident. HPA Security may be contacted by phone at: 902-426-3629. In the event of an incident, the vessel may communicate the occurrence by any of the following:

- continuous sounding of the vessel’s whistle or siren
- VHF (channel 12, 14, 16 or channel)
- Phone: 9-1-1 (Fire, Police, Ambulance)
- Phone: 902-426-9750 (MCTS)
- Phone: 902-426-3629 (HPA Security)

9.4 EMERGENCY COORDINATION CENTRE (ECC)

The HPA Emergency Coordination Centre (ECC) is located next to the PCC and is a designated facility used by the HPA emergency management team to manage and coordinate HPA’s response to significant incidents and emergency situations. The operation of the ECC is based on the Incident Management System (ICS) and all HPA staff that are assigned to the ECC are trained to an ICS level 200 or higher. Such activities that may warrant the use of the ECC may include but not be limited to:

- Marine safety and environmental events
- Major port security incidents
- Major fires and floods and weather events

Telephone: 902-426-3629
Email:pcc@portofhalifax.ca
VHF Ch.12
9.5 EXTRAORDINARY MEASURES

Potential or actual risks to the environment, safety of personnel or property, may necessitate the movement of vessels in the waters of the port. Movements of this nature will be directed by the Port Authority and must be complied with. In these circumstances, the Port Authority may order a pilot, tugs, or other service necessary for the safe movement of a vessel.

9.6 DETAINING A SHIP BY MARINE SAFETY/SECURITY INSPECTOR

A Transport Canada Marine Safety/Security Inspector who detains a vessel is responsible to convey the circumstances and his/her actions to the following:

- Canada Border and Security Agency (CBSA)
- HPA
- APA
- MCTS (where applicable)

Placement of the detained vessel is the responsibility of the vessel’s agent to be negotiated with either the HPA for anchorage or berths or another facility. No facility shall be obligated to provide a commercial berth for detained vessels.

9.7 PLACE OF REFUGE

The National Places of Refuge Contingency Plan (PORCP) was issued by Transport Canada on July 3, 2007. The National Plan establishes a national framework and approach in order to facilitate regional measures to cater to requests from ships requesting a place of refuge. For ships in need of assistance, the Port of Halifax may be considered a place of refuge. The PORCP is available for viewing on the web at: (http://www.tc.gc.ca/eng/marinesafety/tp-tp14707-menu-1683.htm).

The PORCP takes into account the International Maritime Organization Resolution A.949 (23) “Guidelines on Places of Refuge for Ships in Need of Assistance”. The Regional Director, Transport Canada Marine Safety and Security, in collaboration with the Director of Maritime Services, Canadian Coast Guard, is responsible for the decision to grant or deny access to a place of refuge. Decisions involving other authorities with jurisdiction (i.e., Port Authority) will be subject to approval by the relevant authority.

A Places of Refuge Contingency Plan for the Atlantic Region is available on the web at: (http://www.tc.gc.ca/eng/marinesafety/tp-tp14707-atlantic-menu-1099.htm)

The regional plan builds upon the framework of the national plan and incorporates regional decision making processes in case of an incident. Vessels in need of assistance and requesting a place of refuge within the Canadian Exclusive Economic Zone (EEZ), the territorial sea and Canadian internal waters are to route their request to the Maritime Assistance Service as defined in International Maritime Organization Resolution A.950 (23). The Marine Communication and Traffic Services of the Canadian Coast Guard provide the Maritime Assistance Service in Canada.
9.8 VESSELS UNDER ARREST

Vessels under arrest in the jurisdiction of the Port of Halifax and/or in the harbour approaches are the responsibility of the designated law enforcement agency placing the vessel under arrest. In turn, the agency shall, as soon as it is known and/or permissible, advise the HPA, APA and MCTS, when a vessel is arrested and/or when the vessel is no longer under arrest. The agency shall identify a contact, together with a 24/7 contact number, for the HPA, APA and MCTS duty personnel. Pilots will not be dispatched to a vessel under arrest, nor will it be cleared to move or depart, until approval is given to the HPA by the designated agency.
10. PORT SECURITY
10.1 GENERAL

The International Maritime Organization (IMO) adopted the International Ship and Port Facility Security Code (ISPS Code) in December 2002, which meant that all IMO contracting governments, including Canada, were required to have adopted this code and have necessary regulations in place by July 1, 2004. This was done successfully in Canada through the Marine Transportation Security Regulations, which brought into effect both the mandatory ISPS Code Part A requirements as well as a majority of the voluntary Part B requirements. The “Halifax Port Authority Master Security Plan” outlines the security polices for compliance within the Port of Halifax. Each facility has a terminal specific approved security plan outlining their requirements for compliance with regulation. Nationally, threat levels are assigned by Transport Canada Marine Security (TCMS).

MARSEC

MARSEC stands for marine security. MARSEC levels are designed to easily communicate pre-planned responses to increased threat levels. Nationally, MARSEC levels are assigned by Transport Canada Marine Safety & Security (TCMSS).

- **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 of security incident is probable or imminent.

The Port of Halifax is currently operating at: MARSEC Level 1 (Normal)

DECLARATION OF SECURITY

The purpose of a declaration of security (DoS) is to ensure agreement is reached between the vessel and the marine facility and/or with other vessels with which it interfaces. The Marine Facility Security Officer (MFSO) is responsible for ensuring a declaration of security is completed when a vessel is in port and interfaces with their facility.

According to the MTSR, a Declaration of Security (DOS) must be completed:
- When the marine facility and vessel are operating at different MARSEC Levels
- When either the marine facility and/or vessel does not have an approved security plan by a contracting government
- When the interface involves a cruise ship, a vessel carrying certain dangerous goods (CDC) or there is loading or transfer of transfer of certain dangerous cargos (CDC)
- Whenever the MFSO and/or SSO identify security concerns about the interface and request a DOS to be completed
10.2 PRESENT MTSR SECURITY LEVEL INFORMATION

The security levels under the ISPS code describe the current scenario related to the security threat to the country and its coastal region including the ships visiting that country. The security levels are decided by the cooperation of ship and port authority, keeping the current condition of national and international security. The local government sets the security level and ensures to inform port state and ships prior to entering the port or when berthed in the port.

The purpose of a declaration of security (DoS) is to ensure agreement is reached between the vessel and the port facility, or with other vessels with which it interfaces, in relation to security measures each must adopt according to the provisions of their security plans.

The MFSO is responsible for ensuring a declaration of security is completed when a vessel is in port and interfaces with their facility. Every Port facility/organization is mandated to identify and train an MFSO as per Transport Canada Regulations.

10.3 REPORTING TO PORT FACILITIES

Pursuant to the Marine Transportation Security Regulations (MTSR), the Port Security Officer is the primary point of contact for all port security matters in the Port of Halifax.

PORT SECURITY OFFICER

Aaron Dickson, Manager, Port Security & Terminal Operations, is the Port Security Officer (PSO). The PSO can be contacted at Phone: 902-426-8099 (O)
-902-229-3880 (C)
or -email: adickson@portofhalifax.ca

DUTY OPERATIONS OFFICER

The Halifax Port Authority maintains a roster of Operations personnel who act as Duty Officers who are “on-call” after hours, on weekends and holidays. To reach an HPA Duty Officer, please call the HPA Security Desk 902-426-3629 and ask to speak to the Duty Officer on-call.

PORT POLICE DETACHMENT (MARINE UNIT)

The Halifax Regional Police (HRP) maintains a Marine Detachment at the Halifax Seaport.

HRP Contact Info:
Phone: 902-426-3693
Emergency: 9-1-1
Non-Emergency calls: 902-490-2050
In addition to landside policing, the Port Police Detachment also provide waterside policing and boat patrols within the jurisdictional confines of Halifax Harbour. Outside of HPA jurisdiction, the RCMP hold policing jurisdiction. For all matters of national security, the RCMP hold overall jurisdiction and act as lead in all investigations.

10.4 UNMANNED AIR VEHICLES (UAV)

Recreational or hobby use of UAV or model aircraft is not permitted over lands or waters within the Port without prior permission from the Port Authority by call Port Security at 902-426-3629

SPECIAL FLIGHT OPERATIONS CERTIFICATE

All commercial work or research using unmanned air vehicles (UAVs) on and/or over the Halifax Port Authority property must be first authorized by contacting the Transport Canada’s Civil Aviation Regional Office:

Civil Aviation, Transport Canada  
506-851-7439  
Christian.allain@tc.gc.ca

Prior to any UAV operations within the port, a copy of the Special Flight Operations certificate (SFOC) must be provided to the Port Security Officer along with the details of the planned flight (time, date, area and altitude). Note: Any suspicious or unexpected and unauthorized use of UAVs over HPA property will be reported to Port Security and/or Police.
11. NAUTICAL SERVICES
11.1 GENERAL

Where the Port Authority requires that a vessel or operation obtain the services of tugs, pilots, agencies, or other services, those services will be procured at the expense and risk of the vessel or operation.

11.2 Vessel Traffic Services (VTS)

Vessels approaching the Port from sea will enter into one of the VTS lanes at the entrance of the Port of Halifax.

RADIO COMMUNICATION

Radio communications for operations services in the Port of Halifax shall be restricted to those relating to operational handling, the movement and safety of vessels, and safety of persons. All operators of radios should be aware that they must comply with the Industry Canada’s Radio Regulations, Canadian Radio Aids to Marine Navigation publication requirements, and the Standard Marine Navigational Vocabulary.

All vessels operating in the waters of the port, whether underway or at anchor, must monitor channel 12 and channel 16. Pilots, tugs and linesmen will use a channel designated by the pilot on board the vessel. Designated VHF radio channels for operations in the Halifax Harbour are:

- VHF 11/12/14/16 (MCTS)
- VHF 23 (Pilot Dispatch)
- VHF 65A (Halifax Port Authority)

11.3 PILOTAGE

MISSION STATEMENT

To deliver safe, effective and self-sustaining marine pilotage services in Atlantic Canada.

The Halifax compulsory pilotage area consists of all the navigable waters within a line drawn:

from Chebucto Head: Latitude 44°30.1 N., Longitude 63°31’ W.;
to Hartlen Point: Latitude 44°35.35 N., Longitude 63°27’1’ W.

PILOT STATION

The Halifax Pilot Station is located in position: Latitude 44°30.4 N, Longitude 63°29.5’ W.

OUTER PILOT STATION

The Outer Pilot Station is located in position: Latitude 44°29.0’ N, Longitude 63° 28.5’ W.

ARRIVALS AT PILOT STATION

- A twenty-four (24) hour and twelve (12) hour notice are required for vessels arriving at the pilot station with a confirmation of three (3) hours before arrival at the station.
- Detailed information about vessel arrivals may be found on the Atlantic Pilotage Authority website www.atlanticpilotage.com
DEPARTURES AND MOVES

- A twelve (12) hour and five (5) hour notice are required for a departure or move with a one and a half (1½) hour confirmation based upon the original order time.
- Changes to the vessel’s ETD, based upon the original order time, may not be less than five hours.
- At the one and half (1½) hour confirmation time, the vessel’s departure/move time may be altered two (2) times, but the second altered time becomes the time at which the pilot will be ordered to service the vessel.
- All vessels transiting Halifax Harbour must declare their air draft.

Note: If the vessel has not departed/moved within one (1) hour of the time for which the pilot is ordered, the pilot will report to the dispatch office. At this point, the pilot may leave the vessel and/or be assigned to another vessel. Another pilot will be dispatched to the vessel as soon as one becomes available.

CONTACT INFORMATION (PILOT DISPATCH)
The Atlantic Pilotage Authority (APA) maintains a 24/7 pilot dispatch service. The APA dispatch watch officer may be reached at:

PILOTS MAY BE ORDERED BY

1. Fax to: 1-866-774-2477
2. Phone to: 1-877-272-3477
3. Email to: dispatch@atlanticpilotage.com
5. Inmarsat users to Phone: 1-902-426-7610
6. Inmarsat users to Fax: 1-902-425-1746
7. Admiralty List of Radio Signals: Volume 6(5) NP 286(5)
8. VHF Radio: Ch. 23

INMARSAT USERS CALL
Phone: 902-426-7610
Fax: 902-426-7236
Fax: 902-425-1746 (fax to email direct)

ORDERING A PILOT

ORDERS FOR PILOTS CAN ONLY BE ACCEPTED FROM

1. Ships’ Masters
2. Ships’ Agents or their accredited representatives
3. Ship Owners

PLACING CALLS TO DISPATCH
When calling Dispatch, it is of great help if the dispatcher knows at the outset what type of call is coming in, such as “a new order” or “a change in an existing order”. To place a new/original order, the following guideline for information is required:

1. Port
2. Vessel name and call sign  
3. Date and time of assignment  
4. Type of order (e.g. trip, move, trial trip, etc.)  
5. Draft  
6. Length/Breadth/Molded Depth  
7. GRT  
8. Air Draft (if applicable)  
9. Certificate Number (if applicable)  
10. Agent name  
11. Caller’s name  
12. Special instructions

PILOT CONFIRMATION ORDER  
1. Vessel name  
2. Port  
3. Date and time of assignment  
4. Dispatcher will reconfirm original order information.  
5. Caller’s name

FOR A CHANGE OF ORDER  
1. Port  
2. Vessel call sign  
3. Date of original assignment  
4. Agent  
5. Caller’s name  
6. Information to be changed

FAX/EMAIL  
A facsimile form will be provided to all agents for the convenience of faxing information correctly. This form can also be used to place an order via e-mail. Please refer to APA web page (www.atlanticpilotage.com) for a copy of the form.

NON-COMPULSORY PILOT ORDERS  
Categories of non-compulsory pilot orders:  
- Non-compulsory ports  
- Coastal pilotage  
- Ice pilotage

VESSEL PROCEEDING WITHIN PILOTAGE WATERS WITHOUT A PILOT  
If a vessel that is required to take a pilot attempts to enter the compulsory pilotage waters of Halifax Harbour without a pilot onboard and/or refuses to take a pilot, MCTS shall immediately inform the APA and the HPA Duty Officer. In this case, the vessel shall then be directed to a safe holding area and/or anchorage area outside of the compulsory pilotage waters and be advised of the following by MCTS:

“The services of a licensed pilot are required in order for your vessel to enter and/or proceed within the compulsory pilotage area of the Port of Halifax. Until further notice, your vessel is not permitted to proceed until the services of a pilot are secured and the pilot embarks.”
In order to facilitate traffic regulating, the APA dispatch office shall advise Halifax MCTS as soon as possible when a pilot for the diverted vessel will be available to support the vessel.

**DEEP DRAFT VESSEL TRANSITS (PILOTAGE REQUIREMENTS)**

Any vessel that has a deep draft of greater than (> 14.8 metres, + height of tide (to maintain 15% UKC), shall be required by the APA to transit an alternate deep water route for entry into Halifax Harbour. Due to the inherent danger of the vessel’s deep draft and intricate inward/outward passage, the following requirements apply:

- pilots to board at the outer pilot station: 44° 29.0'N 063°28.5'W
- two (2) pilots required at all times
- two (2) tugs to meet vessel at CIP 4C, at least one being an appropriate Escort Tug
- minimum visibility of three miles for the entire transit
- sea conditions to permit tug tethering
- confirmation of suitable berth or anchorage

**11.4 TUGS**

**TUG MATRIX (CONVENTIONAL VESSELS GREATER THAN (≥) 150 METERS LOA)**

The tug matrix below outlines the minimum number of tugs required for a vessel maneuvering alongside a dock and/or another vessel. Depending on the vessel’s particulars, weather conditions, berth congestion, obstructions and/or particular terminal requirements, additional tugs may be requested by the Halifax Port Authority, the master and/or at the pilot’s discretion while maneuvering. It must be emphasized that these are minimum tug requirements.

<table>
<thead>
<tr>
<th>VESSEL MOVEMENT</th>
<th>BOW THRUSTER</th>
<th>STERN THRUSTER</th>
<th>BERTH OBSTRUCTED</th>
<th>TUG(S) REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARRIVAL &amp; DEPARTURE</td>
<td>NO</td>
<td>NO</td>
<td>YES</td>
<td>2</td>
</tr>
<tr>
<td>ARRIVAL &amp; DEPARTURE</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>1</td>
</tr>
<tr>
<td>ARRIVAL &amp; DEPARTURE</td>
<td>YES</td>
<td>NO</td>
<td>NO</td>
<td>0</td>
</tr>
<tr>
<td>ARRIVAL &amp; DEPARTURE</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>1</td>
</tr>
<tr>
<td>ARRIVAL &amp; DEPARTURE</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>0</td>
</tr>
</tbody>
</table>

**Note 1:** An obstruction would include a vessel, fixed structure or crane (whether its boom is up or down) on the berth in the direction of departure of the berthed position.

**Note 2:** Vessels greater than 150 metres LOA, and equipped with “special rudders” and/or “thrusters”, are not required to take tugs unless dictated by the prevailing conditions.

Subject to all other measures required by these Port Practices and Procedures, vessels maneuvering in the Port shall, at the discretion of the Master and in concurrence with the Pilot, elect not to use the services of tug(s). However, under circumstances and conditions relating to environmental protection, safety of navigation and/or safety of HPA leased and/or operated facilities or infrastructure, the HPA may require a vessel to secure the services of a tug(s).
Note: There may also be specific tug requirements applicable at other marine facilities within the confines of the port that are not directly operated and/or leased by the HPA.

TUG CRITERIA FOR CONTAINER TERMINALS BASED ON LOA

These criteria are always subject to Master and Pilot discretion at any time.

<table>
<thead>
<tr>
<th>CONTAINER VESSELS BOUND FOR SOUTH END CONTAINER TERMINAL (PIER C)</th>
<th>Length Overall: ≥ 295 m and &lt; 365 m</th>
</tr>
</thead>
<tbody>
<tr>
<td>WIND SPEED</td>
<td>ESCORT TUG</td>
</tr>
<tr>
<td>1 0-15 KNOTS</td>
<td>YES</td>
</tr>
<tr>
<td>2 15-30 KNOTS</td>
<td>YES</td>
</tr>
<tr>
<td>3 25-30 KNOTS</td>
<td>N/A</td>
</tr>
</tbody>
</table>

1 Wind is SUSTAINED at berth
2 Wind >35 knots sustained inside Pilot Station to buoy H9, channel transit not to be carried out
3 Escort Tug shall meet inbound vessels at H9 (Mars Rock)
4 Non-functional bow thruster(s) to be supplemented by an additional tug of sufficient bollard pull

Visibility for channel navigation in LOWER HARBOUR (Mars Rock inward) and BERTHING

This criteria is to be mirrored for unberthing, however, the escort tug may be released at the Pilot’s discretion

➢ All tug requirements above are minimum requirements.
➢ These requirements may be augmented at Master and/or Pilot’s discretion at any time.

<table>
<thead>
<tr>
<th>CONTAINER VESSELS BOUND FOR SOUTH END CONTAINER TERMINAL (PIER C)</th>
<th>Length Overall: ≥ 365 m and &lt; 390 m</th>
</tr>
</thead>
<tbody>
<tr>
<td>WIND SPEED</td>
<td>ESCORT TUG</td>
</tr>
<tr>
<td>1 0-10 KNOTS</td>
<td>YES</td>
</tr>
<tr>
<td>2 10-20 KNOTS</td>
<td>YES</td>
</tr>
<tr>
<td>3 &gt;20 KNOTS</td>
<td>N/A</td>
</tr>
</tbody>
</table>

1 Wind is SUSTAINED at berth
2 Wind >25 knots sustained inside pilot station to buoy H9, channel transit not to be carried out
3 Escort tug shall meet inbound vessels at H7 / CIP 5 (Lichfield Shoal), sea condition criteria to be determined with tug trials
4 Non-functional bow thruster(s) to be supplemented by an additional tug of sufficient bollard pull

Visibility for channel navigation in LOWER HARBOUR (Mars Rock inward) and BERTHING

This criteria is to be mirrored for unberthing, however, the escort tug may be released at the Pilot’s discretion

➢ All tug requirements above are minimum requirements.
➢ These requirements may be augmented at Master and/or Pilot’s discretion at any time.
SOUTH END CONTAINER TERMINAL (Pier C) REQUIREMENTS for vessels >295m LOA:

- Spacing between vessels and to Ramp at Pier 41 not to be less than 30M (10% LOA approximately).
- If vessels >295m to be berthed at Pier 41, astern of vessel at Pier 42, spacing between vessels to be equal to the maximum breadth of the largest vessel.
- Cranes to be boomed up, parked and unmanned condition.
- If cranes can not be clear from berth, they shall be parked as close to amidships of vessel as practicable.

PRE-ARRIVAL REQUIREMENTS for vessels bound for SOUTH END CONTAINER TERMINAL > 295m LOA:

- Forecast wind speed and direction shall be monitored to mitigate commercial impact, should the winds be forecast to exceed the Safe Working Criteria as stated in tables above.
- Agents to request the following PRE-ARRIVAL information from vessel Masters: Draft, Air Draft, Loaded Displacement, Windage area (m², Hull + Cargo). This information shall be forwarded to APA Dispatch.
- Berth for arriving vessel is to be clear. If the intended berth for the arriving vessel is occupied, Agents are to communicate with Terminal Operations to ensure that arriving vessel’s Pilot is NOT “firm” before the departing vessels pilot is a “firm” order. Agents/vessels shall allow a 1.5 hour time frame between vessel movements, to allow proper planning should there be any delay on the departing/outbound vessel.

HIGH SIDED VESSELS BOUND FOR BEDFORD BASIN (NARROWS TRANSIT)

<table>
<thead>
<tr>
<th>LOA (M)</th>
<th>BEAM (M)</th>
<th>TUG ESCORT ¹</th>
<th>TUGS BERTHING ²</th>
<th>VISIBILITY</th>
<th>WIND AND OTHER REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>≥ 250</td>
<td>&lt;40</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>≥ 300</td>
<td>&lt;40</td>
<td>2</td>
<td>2</td>
<td></td>
<td>SEE WIND CRITERIA BELOW ⁴</td>
</tr>
<tr>
<td>≥ 250</td>
<td>≥ 40</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>≥ 330</td>
<td>≥ 40</td>
<td>3</td>
<td>2</td>
<td>≥ 0.25 nm</td>
<td>SUSTAINED WIND &gt;25 KNOTS NARROWS TRANSIT NOT TO BE CARRIED OUT</td>
</tr>
</tbody>
</table>

¹ Escort tug(s) to meet inbound vessel in vicinity of CIP 7 (Ives Knoll). Escort tug(s) released at Master / Pilots’ discretion
² Non-functional bow thruster(s) to be supplemented by an additional tug of sufficient bollard pull
³ Narrows defined as per Section 8.12 of Port Information Guide
⁴ Vessels Greater Than (≥) 300 Metres LOA Transiting the Narrows: Very large vessels transiting the Narrows shall utilize a minimum of two (2) tethered escort tugs in sustained winds of 25 knots or less and three (3) tethered tugs for sustained winds of between 25 and 35 knots. Above 35 knots sustained winds, the transit of the Narrows by this class of vessel may be restricted.

➢ All tug requirements above are minimum requirements.
➢ These requirements may be augmented at Master and/or Pilot’s discretion at any time.
FAIRVIEW COVE CONTAINER TERMINAL REQUIREMENTS FOR “NEO-PANAMAX” VESSELS:

- Spacing between vessels and to ramp at FCW not to be less than 30m (10% LOA approx.).
- If vessels ≥ 300m to be berthed at FCW, astern of vessel at FCE, spacing between vessels to be equal to the maximum breadth of the largest vessel.
- Cranes to be boomed up, parked and unmanned condition.
- If cranes can not be clear from berth, they shall be parked as close to amidships of vessel as practicable.

Pre-Arrival for vessels ≥ 300 m LOA bound for FAIRVIEW COVE CONTAINER TERMINAL:

- Forecast wind speed and direction shall be monitored to mitigate commercial impact, should the winds be forecast to exceed the Safe Transit criteria for the Narrows, as per the Port Information Guide.
- Agents to request the following from vessel masters: Draft, Air Draft, Loaded Displacement, Windage area (m², Hull + Cargo). This information shall be forwarded to APA Dispatch for pilots’ use.

LADEN OR PARTIALLY LADEN TANK VESSELS GREATER THAN (≥) 40,000 SDWT CARRYING BLACK OIL OR CRUDE OIL

Laden or partially laden tank vessels of 40,000 SDWT or greater carrying a persistent cargo of “black oil” or crude oil shall utilize an escort tug from the area of Chebucto Head to its berth or anchorage.

LADEN OR PARTIALLY LADEN TANK VESSELS GREATER THAN (≥) 40,000 SDWT TRANSITING THE NARROWS

All laden or partially laden tank vessel of 40,000 SDWT or greater shall utilize a tethered escort tug when transiting the Narrows between CIP 9 and CIP 10.

VESSELS TRANSITING THE NARROWS WITH A DEEP DRAFT GREATER THAN (≥) 13.5 METRES

All vessels with a deepest draft of 13.5 meters or greater shall utilize a tethered escort tug when transiting the Narrows between CIP 9 and CIP 10.

11.5 CFB HALIFAX DETAILS

MARLANT maintains a public access website that provides detailed explanations of the Port of Halifax Controlled Access Zones at: http://www.navy.dnd.ca/marlant/caz/marlant_caz_e.asp?category=4

CONTROLLED ACCESS ZONES(CAZ)

Designated by the Minister of National Defence pursuant to a December 12, 2002, Order-in-Council, Controlled Access Zones (CAZ) provide buffer zones to DND facilities and ships, primarily at the end of Defence Establishment jetties, to ensure the safety and security of ships and personnel within the zones. The zones came into force on December 20, 2002.
The zones may be marked by bright orange/yellow buoys at the edges of the zone. Additionally, large signs visible both day and night are mounted on the ends of the Shearwater, Dartmouth and Bedford Jetties and at either end of the Halifax Dockyard. These signs indicate a distance to remain away from the jetties and ships.

**ORDER DESIGNATING CONTROLLED ACCESS ZONES**

*The original, official version of this document can be found at:*


1. The areas of water described in the schedule are hereby designated as controlled access zones for an indeterminate period.
2. In the schedule, "ship" means any of Her Majesty's Canadian Ships as defined in Subsection 2(1) of the National Defence Act or any ship under the control of a visiting force that is legally in Canada by virtue of the Visiting Forces Act or otherwise.
3. This Order comes into force on December 20, 2002.

### 11.6 GANGWAY SAFETY PROCEDURES AT THE SEAPORT CRUISE VESSEL FACILITY

- All cruise vessels utilizing gangways provided by the Halifax Port Authority shall remain made fast to the pier while the gangway(s) are attached. This includes all gangways located along the seawall (Piers 20-22) and the cruise ship gangways at Ocean Terminals.
- While alongside, the ships mooring lines shall be continuously monitored and tended to by the vessel’s crew.
- At no time shall the mooring lines be slack or allow undue movement of the vessel.
- If the vessel requires additional lines to be placed in order to maintain position, the Master (or designate) shall contact the ship’s agent to arrange for a lines crew.
- In the event of an emergency, the vessel may be permitted to use its crew to place additional mooring lines on the bollards in agreement with Halifax Port Authority Cruise Operations personnel. During an emergency situation, the ship may also be permitted to use its bow and stern thruster propulsion systems for assistance.
- If Halifax Port Authority Cruise Operations personnel determine movement of the ship is unsafe, the ship will be notified immediately to rectify the situation as soon as possible.
- After the ship has been notified, but the situation is still deemed unsafe, the gangway(s) may be removed and/or all passenger traffic on the gangway stopped and safely cleared. The gangway(s) will remain closed and/or removed until such a time the Halifax Port Authority Cruise Operations personnel determine the gangway(s) are safe to be reopened and/or reconnected to the vessel.
- Under no circumstances shall gangway be attached to vessel until all mooring lines have been secured upon arrival.
- Under no circumstances shall singling up of lines for departure be permitted while the gangway(s) remain attached to the vessel. Only once the gangway(s) have been confirmed clear of the vessel, can the unmooring operation commence and the lines be singled up.

### 11.7 EXCLUSION ZONES AND PROTECTION ZONES
Exclusion zones or protection zones imposing restrictions on the movement of vessels may be permanently or periodically established in the interest of safe navigation. These exclusion zones or protection zones will be promulgated by the Port Authority or DND through MCTS via a Notice to Shipping.
12. NAUTICAL COMMUNICATIONS
12.1 GENERAL

The proper use of radio frequencies and procedures are outlined in the Radio Aids to Marine Navigation. 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 HALIFAX

All ocean going vessels, fishing vessels, tugs, and pleasure craft shall activate their AIS transponders at all times within the Port of Halifax area, as per TC Ship safety regulations. Please review TC Ship Safety Bulletin for more clarification on vessels required to employ AIS transponders (TC Ship Safety Bulletin 09/2007)

12.2 VHF CHANNELS NAUTICAL COMMUNICATION

Halifax Port Marine Communications and Traffic Services (MCTS) operate on VHF 12 and VHF 14. Vessels should establish communications with “Halifax Harbour Traffic” on VHF 14 when 50 nautical miles from Pilot station. The owner of every deep sea vessel and, if requested by the Port Authority, the owner of every other vessel shall where possible give notice to the Port Authority of the current expected date and approximate time of arrival at the harbour.

12.3 COAST GUARD/HARBOUR MANAGEMENT COMMUNICATIONS

MCTS enables operators to track the movement of, and communicate with, vessels in their area of responsibility. MCTS will pass instructions to vessels in the waters of the port on behalf of the Halifax Port Authority.

Vessels receiving instructions from MCTS relating to the movement or operation of vessels, works or services in the waters of the port that originate with the HPA, will be advised of their source. Periodic notices requiring action by vessels in port waters will be promulgated by MCTS as Notices to Mariners, Notices to Shipping or on the continuous marine broadcast. Monitoring and regulating of vessels underway in a Vessel Traffic Services (VTS) zone located outside as well as within harbour limits will be the responsibility of the MCTS Centre.

A ship's entry, departure, or movement within the harbour will be at the discretion of the Port Authority, and APA pursuant to the CMA, Canada Shipping Act, Maritime Transportation Security Act (MTSA) and Maritime Transportation Security Regulations (MTSR) and the Pollution Prevention Regulations.
13. CARGO OPERATIONS
PART XIII | CARGO OPERATIONS

13.1 GENERAL

This chapter describes the rules and regulations concerning cargo operations in the port of Halifax.

13.2 SHIP-TO-SHIP TRANSFER OPERATIONS (SOLID AND/OR LIQUID BULK)

These measures apply to all vessels, except fishing vessels, engaged in transferring any bulk commodity, other than bunkers or potable water in the waters of the port.

Ship-to-ship transfers will be approved by the Port Authority only if the Port Authority has been apprised of the intention and is of the opinion that all necessary steps have been taken to preserve the integrity of the environment. No transfer may take place until authorization has been given. To obtain authorization, the Port Authority will require information relating to the following:

- the nature of commodity to be transferred, and quantity
- the method of transfer
- that appropriate fendering is in place
- that the vessels are secure
- that communication between vessels has been tested and confirmed to be working
- that spill cleanup procedures are in place
- that the operation will remain under constant supervision until completed

Vessels transferring persistent oils or other deleterious liquids must comply with the relevant provisions of the Vessel Pollution and Dangerous Chemicals Regulations SOR/2012-69 as amended.

13.3 TRANSPORTING, LOADING, UNLOADING OR TRANSSHIPPING EXPLOSIVES, RADIATION SOURCES, AND/OR OTHER DANGEROUS GOODS, INDUSTRIAL WASTE OR POLLUTANTS

- Conducted at specified facility or between adjacent ships/barges using appropriate cargo transfer equipment.
- Measures taken to reduce or mitigate risk.
- Displaying an all-around red light or code flag “Bravo”.
- Emergency response resources notified and/or on-scene.
- Conducted in areas where emergency response resources can respond to incident.
- Please visit our website for further information on Dangerous Goods

13.4 OVERBOARD DISCHARGES

Overboard discharge of cargo residue is presently governed by Division 5 of the Vessel Pollution and Dangerous Chemicals Regulations SOR/2012-69 as amended. These regulations are found at the following link. The regulations outline the authorized discharge zones as well as cargo residue restrictions.
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 good is interfering with navigation or if the goods constitute or may constitute contamination, the Harbour Master 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 HPA noting all the following:
- the location where the goods were lost
- a description of the lost goods
- such other information regarding the lost goods as the Authority may request.

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

In addition to those mandatory requirements under the Canada Marine Act, the Canada Shipping Act, the Canadian Environmental Protection Act, a vessel that is involved in any of the below listed incidents must report the incident to MCTS and/or the HPA as soon as practicable after the commencement of the incident:
- fire
- explosion, whether caused by ignition or pressure
- personal injury or death
- criminal activity
- contact with wharves or structures
- collision
- grounding
- discharge of deleterious matters
- loss of equipment, gear, or cargo overboard, Dangerous Goods
- witness to possible bridge jumper

The emergency service responding to any incident must be given all support necessary from the Master and the crew including but not limited to information in respect of dangerous goods and hazardous materials aboard. Where the safety of the vessel is a concern, the master or his designated officer, must liaise to provide relevant information on such things as stability, access, international connections, etc.

HPA security will contact all necessary personnel to deal with the incident. HPA security may be contacted by phone at: 902-426-3629. In the event of an incident, the vessel may communicate the occurrence by any of the following:
- continuous sounding of the vessel’s whistle or siren
- VHF (channel 12, 14, 16 or channel)
- Phone: 9-1-1 (Fire, Police, Ambulance)
- Phone: 902-426-9750 (MCTS)
- Phone: 902-426-3629 (HPA Security)

Note: Spills of deleterious matters will involve the presence of representatives from the Halifax Port Authority and/or other government departments.
13.5 CLEANING PROCEDURES

GENERAL GUIDELINES
In these times of heightened environmental awareness, discharges from vessels are likely to be adversely viewed. As per international and Canadian regulations, ships must adhere to the following while within the jurisdictional confines of Halifax Harbour:

- Ships must monitor all discharges to ensure that it does not contravene the requirements.
- For the purpose of this section, the term ‘overboard discharge’ refers to the discharge of any liquid from a vessel other than ballast water. Ballast water is dealt with in a separate procedure.
- Certain discharges may be permissible in the waters of the port.
- If in conformity with existing legislation, waters from galley and domestic wastes (grey water) may be discharged into the waters of the port. All such liquid wastes must not contain other substances which may affect the environment adversely.
- Bilge water not containing cargo, oil or other residues may also be pumped overboard.
- All discharge from bilges including tank and hold washings and the removal of oily wastes must be carried out by local contractors in accordance with appropriate regulations.
- All discharges, including accidental discharges or spills, must be immediately reported to MCTS (VHF 12) and/or the HPA (902-426-3629).
- Once aware of a spill and/or accidental discharge, MCTS/HPA shall alert the appropriate Canadian regulatory authorities.
- In the event of a spill and/or discharge, immediate remedial action should commence and the appropriate government department must approve all actions. Remedial action shall also include the immediate shut down of the discharge process.

Note: Vessels are encouraged to retain hold washings on board or at least provide some settling of the heavier materials before discharge overboard. 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 it is possible, dry cleanup methods which recover the product should be used.

HOLD WASHING DISCHARGE GUIDELINES (ALLOWANCES PER COMMODITY)

<table>
<thead>
<tr>
<th>ALUMINA (Aluminum Oxide)</th>
<th>Appearance:</th>
<th>Fine white crystalline powder.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Properties:</td>
<td>Insoluble in water and sinks.</td>
</tr>
<tr>
<td></td>
<td>Cleaning and Disposal:</td>
<td>Sweep up and shovel to containers. Residues may be washed out with sea water.</td>
</tr>
<tr>
<td></td>
<td>Residue Limit:</td>
<td>75 mg/L</td>
</tr>
</tbody>
</table>
### ALUMINUM DROSS (Slagg)

<table>
<thead>
<tr>
<th>Appearance</th>
<th>Dull silvery turnings or small irregular lumps.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Properties</td>
<td>Contact with water may cause heating with possible generation of flammable and toxic gases such as hydrogen, ammonia and acetylene. Insoluble and sinks in water.</td>
</tr>
<tr>
<td>Cleaning and Disposal</td>
<td>Shovel to containers and return to stockpile. Residue may be washed out with sea water.</td>
</tr>
<tr>
<td>Residue Limit</td>
<td>75 mg/L</td>
</tr>
</tbody>
</table>

### COAL

<table>
<thead>
<tr>
<th>Appearance</th>
<th>Irregular black lumps accompanied by fragments and powder.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Properties</td>
<td>Insoluble and fine particles will float causing a matt sheen appearance on the water.</td>
</tr>
<tr>
<td>Cleaning and Disposal</td>
<td>Sweep and shovel to containers. Residue may be washed out with sea water.</td>
</tr>
<tr>
<td>Residue Limit</td>
<td>75 mg/L</td>
</tr>
</tbody>
</table>

### ZINC/LEAD/COPPER CONCENTRATE

<table>
<thead>
<tr>
<th>Appearance</th>
<th>Dark brown/green fine ore.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Properties</td>
<td>Insoluble, sinks rapidly leaving only finest particles as surface scum.</td>
</tr>
<tr>
<td>Cleaning and Disposal</td>
<td>Sweep and shovel to containers. Wash water should be discharged for treatment.</td>
</tr>
<tr>
<td>Residue Limit</td>
<td>75 mg/L</td>
</tr>
</tbody>
</table>

### GYPSUM

<table>
<thead>
<tr>
<th>Appearance</th>
<th>White odorless powder.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Properties</td>
<td>Slightly soluble in water and sink.</td>
</tr>
<tr>
<td>Cleaning and Disposal</td>
<td>Sweep and shovel to containers. Residue may be washed out with sea water.</td>
</tr>
<tr>
<td>Residue Limit</td>
<td>75 mg/L</td>
</tr>
</tbody>
</table>

### PHOSPHATE ROCK

<table>
<thead>
<tr>
<th>Appearance</th>
<th>White irregular lumpy material with fine particles.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Properties</td>
<td>High cadmium concentration. Sinks and mixes.</td>
</tr>
<tr>
<td>Cleaning and Disposal</td>
<td>Sweep and shovel to containers. Should not be disposed of in hold washings.</td>
</tr>
</tbody>
</table>

### POTASH

<table>
<thead>
<tr>
<th>Appearance</th>
<th>White granular translucent powder.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Properties</td>
<td>Soluble in water and sinks.</td>
</tr>
<tr>
<td>Cleaning and Disposal</td>
<td>Sweep and shovel to containers. Residue may be washed out with sea water.</td>
</tr>
<tr>
<td>Residue Limit</td>
<td>75 mg/L</td>
</tr>
<tr>
<td>Material</td>
<td>Appearance</td>
</tr>
<tr>
<td>------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>UREA</td>
<td>White crystals, granules or powder.</td>
</tr>
<tr>
<td>SULPHUR</td>
<td>Yellow beads, lumps or coarse grained powder.</td>
</tr>
<tr>
<td>GRAIN</td>
<td></td>
</tr>
<tr>
<td>SALT</td>
<td></td>
</tr>
<tr>
<td>SUGAR (Dry)</td>
<td></td>
</tr>
</tbody>
</table>
14. VESSEL OPERATIONS
14.1 GENERAL

This section contains information on the rules and regulation regarding vessel operations in Halifax Harbour. Some vessel operations require notification and in some cases additional requirements before the work can proceed. To request authorization from the Halifax Port Authority a request can be made electronically through hpa_security@portofhalifax.ca a minimum of 48 hours prior to the work commencing.

The following operations require a Vessel Service Request:
- Anchoring
- Taking bunkers or fueling
- Cargo hold inspection
- Engine Immobilization
- Lifeboat Servicing
- Shifting alongside without a pilot
- Tanker transits
- Other service requests (including commercial diving operations)

Not permitted in Halifax Harbour:
- Pumping of black water (sewage) or grey water overboard.
- Use of an incinerator
- Bottom cleaning by brushes (without exemption listed in 14.4)
- Fishing with nets or trap fishing within 300 metre of any berth, designated anchorage, jetty, float or other structure used by watercraft without prior written permission from the HPA.

14.2 VESSELS ENGAGED IN SPECIAL OPERATIONS

Vessels engaged in special operations, such as (but not limited to) heavy lifts, fueling operations, core sample drilling, etc., where wake turbulence could impose a hazard, should contact MCTS and request that vessel movements be restricted or suspended in the area. Such “Special Operations” within the harbour limits must be authorized by the Halifax Port Authority. Should movements not be restricted due to operational necessity, vessels operating within the harbour shall be informed by MCTS of the ongoing operations and told to exercise caution passing the area in question. Vessels transiting the area shall be informed on an individual basis by MCTS.

14.3 EQUIPMENT PROTRUDING BEYOND A VESSELS OUTBOARD SIDE WHILE BERTHEHD

EQUIPMENT EXTENDING BEYOND VESSEL SIDE

Any vessel that needs to have its equipment extend beyond the sides of the vessel shall obtain authorization from the Halifax Port Authority. No rigging, cargo gear or other equipment of any vessel in the waters of the port shall overhang or project beyond the outboard side of the vessel in a manner that may endanger life or property, or cause a hazard to navigation. This requirement also applies to vessel’s cranes.
When the equipment is swung out, it may impair other vessels from maneuvering in the vicinity. If this may be the case, the extending gear must be swung inboard until the other vessel(s) is able to safely maneuver past. The agent and/or the master of the maneuvering vessel shall notify the vessel with extended gear of its intentions. This notification shall be given as close to the maneuvering time as is practical and while still allowing the vessel with extended gear time to swing in the equipment. The agent and/or master must relay any change in the maneuvering times to the other vessel without delay. Failure to do so may incur costs.

**VESSEL EXTENDING BEYOND WHARF OR PIER**

Vessels must obtain the permission of the Port Authority to extend beyond a pier or wharf if by doing so the vessel presents a hazard to navigation or impacts upon access to an adjacent berth. Every vessel that extends into the waters of the port beyond the end of any pier, wharf, or jetty shall, from sunset to sunrise keep the projecting end of the vessel adequately illuminated so as to be readily visible from all directions. APA dispatch shall be notified of vessel overhangs prior to boarding vessel for arrival/departure/moves.
14.4 MAINTENANCE AND REPAIR

IMMOBILIZING MAIN ENGINES AND TESTING PROPULSION
No vessel shall immobilize its main engines while alongside or engage/test its propulsion systems and machinery whilst alongside without the approval of the port authority (hpa_security@portofhalifax.ca) and will be addressed based on:

- The prevailing weather conditions, tide or current
- The type of berth and cargo operations
- The length of time the engines are expected to be immobilized or the machinery to be tested
- The characteristics of the vessel

If approval is given from the Halifax Port Authority, then the vessel will be required to:

- Provide a continuous vigilant deck watch
- Advise Marine Communications and Traffic Services at the commencement and completion of the immobilization or machinery testing
- Provide continuous monitoring of VHF channel 12

In some circumstances a tug may be required to stand by the vessel. A tug must stand by a vessel that requires immobilizing its engines while at anchor and is detailed in the anchor procedures. The tug must be of sufficient bollard pull to hold the vessel in place in the expected weather conditions. 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. Vessels intending to engage in equipment or machinery tests, at anchor or at HPA leased or operated facilities (other than routine pre-sailing tests), the demobilization of main engine(s), steering gear or other shipboard system that affects the vessel’s propulsion or maneuverability must apply for authorization from the HPA through their agents.

Propulsion power shall be available at reasonable notice to move the ship when instructed to do so by the HPA. Before any repairs, maintenance or other works are undertaken that may hinder the ship’s ability to move along or clear of a harbour facility or anchorage, clearance shall be obtained from the HPA. At any time when emergency repairs are commenced on a ship at a Halifax Port Authority facility, the master shall report to the HPA the nature of the repairs and outline the affect it has on the ship’s ability to move. The master shall, at the same time, provide an estimate of the time required to complete the repairs to a condition where the ship is capable of being safely moved.

WHILE AT ANCHOR
Unless specifically authorized by the Halifax Port Authority, a standby tug will be required to remain alongside the vessel when at anchor while the ship’s maneuvering and/or propulsion system is immobilized.

TURNING PROPELLERS ALONGSIDE
A vessel when berthed at Halifax Port Authority property or alongside another vessel at that property shall not engage in maneuvering equipment or machinery tests or any other operation likely to endanger such property or other vessels unless authorization has been given by the Port Authority.

In all cases where authorization is given, additional mooring lines will be run out and the equipment or machinery is to be run at minimum speeds.
Other activities occurring in the port require that the vessel gives notice to adjacent vessels or works in progress. The vessel may be required to postpone its tests dependent on the requirements of work or adjacent vessel.

**LOWERING BOATS AND RAFTS**

Vessels that are moored at HPA leased and/or operated facilities, intending to lower their lifeboats or other boats, to the embarkation level or water line, and/or send their boats away from the ship, must have written authorization from the Halifax Port Authority via hpa_security@portofhalifax.ca. Furthermore, MCTS (Halifax Traffic channel 12) shall be advised by the master when equipment is swung out and again when it is home and stowed. MCTS may issue this authority on behalf of the Port Authority and advise HPA afterwards. If boats are outboard between sunset and sunrise, such gear is to be illuminated.

**PAINTING OVER THE WATER**

If a vessel would like to touch up the paint on the hull while alongside or at anchor, a request must be submitted via hpa_security@portofhalifax.ca. All precautions must be taken to ensure that no paint or debris goes into the water, and precautions must be taken to ensure that any crew working over the side or at a height are safe and protected from falls.

### 14.5 OTHER ACTIVITIES REQUIRING AUTHORIZATION

**Note:** As mandated in Schedule 1 (Part 3) of the Port Authorities Operations Regulations, the following activities may require written authorization from the Halifax Port Authority. The purposes for obtaining this approval will include but not be limited to the following activities.

**CONDUCTING SALVAGE OPERATIONS**

- Notice shall be given to harbour users to avoid the area of salvage operations.
- Measures shall be taken to reduce or mitigate further risk or damage.
- Emergency response resources shall be notified and/or on-scene.

**BUNKERING**

- Conducted at a specified bunkering facility, between adjacent ships or bunkering barge moored alongside.
- Measures taken to reduce or mitigate risk.
- Emergency response resources notified and/or on-scene.
- Displaying an all-around red light or code flag “Bravo”.
- Conducted in areas where emergency response resources can respond to incident.

**CARRYING OUT AN OIL TRANSFER OPERATION**

- Conducted at specified facility or between adjacent ships/barges using appropriate cargo transfer equipment.
- Measures taken to reduce or mitigate risk.
- Emergency response resources notified and/or on-scene.
- Conducted in areas where emergency response resources can respond to incident.
- To be in full compliance with the provisions of the Vessel Pollution and Dangerous Chemicals Regulations SOR/2012-69 as amended and MARPOL.
PLACING AND/OR OPERATING A LIGHT OR DAY MARKER
- Suitable device being used (i.e. type, appearance will not be confused with standard day markers that have specified meanings).
- Minimize impact on marine traffic and harbour use.
- Approval must be granted by Halifax Port Authority via hpa_security@portofhalifax.ca

MOORING AND/OR ANCHORING A FLOATING STRUCTURE
- Berthing or moorage in a specified area that doesn’t interfere with harbour use and traffic.
- On-board measures taken to reduce or mitigate risk (including protecting the environment).
- Emergency response resources notified
- Contact information of person who can take command of vessel, if it must be moved.
- Arrangements for towing vessel, if needed.
- In order with Halifax Port Authority Policy regarding authorizations for houseboats. Please contact Port Marine Manager for clarification if required.

FISHING
- Conducted in specified areas to minimize impact on marine traffic and harbour use.

CONDUCTING AQUACULTURE RESEARCH AND/OR OPERATIONS
- Measures taken to reduce or mitigate environmental risk or impact.
- An environmental assessment completed and approved.

OVERBOARD MAINTENANCE
Vessels either at the anchorage or alongside at HPA leased or operated facilities and intending to engage their crews in shipboard maintenance work that involves painting, chipping, scraping of the vessel’s outer hull areas by means of such processes as abrasive sandblasting, needle guns, electrically-powered wire wheels must obtain the Port Authority’s authorization. No process may be undertaken which produces sources of ignition when in areas near combustibles. Measures must be taken to ensure that the wastes or hull coatings do not enter the port waters.

UNDERWATER INSPECTION/CLEANING
All vessels wishing to complete underwater inspection and hull cleaning must receive approval by submitting an application to hpa_security@portofhalifax.ca. All applications should include a copy of the vessel anti fouling certificate and an approved environmental plan that references the cleaning method to be used.

Vessels are also recommended to follow IMO Guidelines for Control and Management of Ship’s Biofouling (IMO Guidelines for Control and management of Ship's Biofouling ) and all applicable Transport Canada regulation regarding the cleaning of ship’s hulls.

DIVING INSPECTIONS WHILE AT ANCHOR
In the event that a ship is due to have an underwater inspection while at anchor, authorization may be granted by the Halifax Port Authority, without the requirement for a standby tug, so long as specific conditions prescribed by the Port are adhered to and agreed upon by the master.
DIVING OPERATIONS (COMMERCIAL AND/OR RECREATIONAL)

All diving operations within the jurisdiction of the HPA, including contracted diving at port facilities and/or for vessels, must be pre-approved by the Halifax Port Authority. Authorization is to be sought from the Manager, Marine Operations and Security, and/or the Duty Officer, who can be reached through HPA Security at 902-426-3629.

During all approved dives within the confines of the port, divers should have an inflatable marker buoy available to mark the discovery of a body. Such discoveries shall immediately be reported to HRP through the emergency 911 call service.

If MCTS receives a report from anyone, other than military sources, reporting diving operations that are not pre-approved, they shall be informed to contact the Port Authority for approval ASAP. QHM shall report all DND diving operations to MCTS, who will then advise other vessels within the port as necessary.

It is the responsibility of the divers/diving company and the facility and/or vessel involved to ensure that MCTS and HPA are informed when diving operations commence and are completed.

14.6 PUMPING BALLAST IN HALIFAX HARBOUR

For the purpose of this procedure:

- “ballast water” is defined as water with its suspended matter taken on board a ship to control the trim, list, draught, stability and stresses of the ship, and includes the sediment settled out of the ballast water within a ship
- “ballast water system” refers to tanks, spaces and/or compartments on a vessel that are used for carrying, loading or discharging ballast water, including any multi-use tank, space or compartment designed to allow the carriage of ballast water, as well as the piping and pumps
- Permission to “take in” ballast water, or to discharge compliant ballast water is not required. However, vessels which intend to discharge ballast water while in the Port of Halifax, or “take in” ballast while in the Port of Halifax and intend to discharge that ballast water in another port in Canada, on the same voyage, shall ensure that they have complied fully with Transport Canada’s Ballast Water Control and Management Regulations. These regulations have been in force since June 8, 2006.
  - TP 13617 - A Guide to Canada’s Ballast Water Control and Management Regulations:

Note: Sediments removed from the routine cleaning of ballast water tanks shall not be discharged into the waters of the port or into any other waters under Canadian jurisdiction. The purpose of the regulations and guidelines are to ensure that the non-indigenous species, pathogens and other micro-organisms that may be present in the ballast water are not discharged into the ecosystem of the port.

For any queries relating to ballast water, contact Atlantic Ballast Water at: atlanticballastwater@tc.gc.ca or call 1-902-426-3214.
14.7 PLACING, ALTERING, REMOVING AND/OR RELOCATING AN AID TO NAVIGATION, BUOY, MOORING, FLOAT, PICKET AND/OR MARKER

- Confirmation of safety by Marine Safety of TC
- Suitable device being used (i.e. type, appearance, visibility, etc.).
- Minimize impact on marine traffic and harbour use.
- Updated notices (i.e. to mariners, charts, publications, etc.).

14.8 ANCHORAGE

All vessels proceeding under pilotage and intending to an anchor shall coordinate their arrival and intentions with Halifax Traffic (MCTS) in to secure authorization. All vessels not under pilotage and/or government vessels, shall seek authorization from the HPA (via MCTS) for an available anchorage position. Prior approval for anticipated prolonged anchorage stays shall be sought through the ship’s agent or master directly to the HPA. On entering the port or maneuvering in the harbour, and when under the conduct of a pilot, the pilot will identify the most appropriate anchorage according to: the prevailing conditions, scheduled vessel arrivals and departures, other vessels at anchor and any other scheduled operations for the port. Any challenges to this decision shall be brought to the attention of the Port Marine Manager.

For all naval and government vessels (not under pilotage) seeking permission to anchor in the harbour, shall direct these requests to the HPA Duty Operations Officer (DOO) via HPA Security 902-902-426-3629. Multi-vessel and formation operations should be coordinated into a consolidated request. Any special operations or conditions related to the anchorage requests shall be confirmed to the Duty Operations Officer in conjunction with the initial request. HPA will then liaise with MCTS Halifax Traffic to advise them of the operations. In the event communication cannot be established with HPA, vessels shall direct their requests to MCTS Halifax Traffic who will then confirm approval with HPA Operations.

Note: in the event special operations are taking place, every effort shall be made to not impede the use of any other anchorage site other than the one assigned and approved.

ANCHORING WITHOUT A LICENSED APA PILOT

The following procedure applies only to vessels which do not make use of a licensed pilot:

- HPA will advise MCTS of any authorized anchorages for a vessel which does not require a pilot.
- In the event MCTS is contacted by a vessel that does not have a pre-authorized anchorage position, MCTS will attempt, on behalf of the vessel, to contact the HPA and advise of the situation, requesting authorization for the vessel to anchor in the port.
- MCTS will then pass the response back to the vessel and coordinate the anchorage if so approved.
- If permission is denied, this information will be passed on to the vessel by MCTS.
- MCTS will not designate an anchorage within the harbour limits unless under emergency conditions and no one in authority can be contacted.

WATCH KEEPING

A continuous anchor watch must be maintained on the bridge by a qualified deck officer at all times to monitor the vessel’s position and keep a watch for other vessels in the area. Furthermore, a continuous monitoring watch must be maintained on VHF radio channels 12 and 16.
ANCHORAGES - SPECIAL PRECAUTIONS
During periods of sustained gale and/or storm force condition, a vessel’s main engine must be on standby and capable of responding at short notice. Attention is drawn to the section in these Port Practices and Procedures relating to Demobilization or Testing of Maneuvering Machinery.

ANCHORAGES A AND B – TEMPORARY ANCHORAGES
Temporary anchorages are available off Chebucto Head and are indicated as Anchorage Area A and Anchorage Area B. Mariners are reminded of the cautionary note on the applicable charts advising that Anchorages A and B should be used in fair weather only and should not be used during periods of strong onshore winds.

Vessels at anchor in these areas are advised of their unsuitability by MCTS when onshore winds are (or forecast to be) 25 knots or greater in any direction from the northeast through to the southwest. Whether or not the vessel heeds this advice will remain the responsibility of the master of the vessel.

MCTS will contact vessels at anchor off Chebucto Head (Anchorages A and B) during periods of sustained onshore (NE to SW) winds of 25 knots or higher and inform them of the unsuitability of the anchorages. Vessels in transit to the anchorages will be informed via Waterway Information if the forecast winds are expected to reach a sustained strength of 25 knots during their expected time at anchor. Contacted vessels will be requested for their intentions and the decision to proceed, to remain or depart the anchorages remains with the master of the vessel.

MCTS will monitor vessels at anchor by radar for early signs of dragging anchor and inform vessels of any detected movement. All vessels are required to maintain a listening watch at all times on channel 14 while at anchor off Chebucto Head and on channel 12 if anchored in the Inner Harbour.

When marine weather warnings are received from Environment Canada, each vessel at anchor will be contacted in advance of the subsequent Safety or “Securite” broadcast. The broadcast will also include the current wind information as monitored at Chebucto Head and at Shannon Hill (Bedford Basin).

HALIFAX INNER HARBOUR ANCHORAGES
Port of Halifax Inner Harbour Anchorages are classified as being in the inner harbour, Anchorages 1 to 6, and in Bedford Basin, Anchorages 7 to 13.

These guidelines apply to all vessels using the Port of Halifax. In the case of DND, Naval, DFO, CCG and Canadian registered vessels not required to hire a pilot, anchorages are assigned by the Port Authority. Anchorages cannot be reserved.

Note: Pilots and Masters Guidelines: Taking into consideration draft and scope requirements, vessels should be anchored in the first available anchorage closest to the top of the following list:

- Number 6: 44°39.46’N 63°33.827’W
- Number 5: 44°39.303’N 63°33.724’W
- Number 4: 44°39.172’N 63°33.614’W
- Number 2: 44°37.857’N 63°32.363’W
- Number 3: 44°39.005’N 63°33.528’W
- Number 1: 44°38.116’N 63°32.909’W
SPECIAL NOTES FOR INNER HARBOUR ANCHORAGE, POSITIONS 1-4

ANCHORAGE POSITION 1
Anchorage 1 should remain clear at all times, and only be used if scope requirements prevent the use of any other anchorage in the inner harbour. Anchorage 1 may also be used by vessels if the port stay is intended to be less than 24 hours in duration, will not be required by another vessel, and the use of the anchorage will not inhibit the safe passage of other traffic.

ANCHORAGE POSITION 2:
Anchorage 2 is intended for vessels awaiting a clear berth and at the Dartmouth and/or Woodside Marine Terminals (Irving or ESSO) and also when Anchorages 5 and 6 are occupied. A vessel should not be anchored at Anchorage 2 if its LOA and/or scope may hamper vessels maneuvering on or off the Irving and/or ESSO docks, or those large vessels entering or leaving any marine facilities in Eastern Passage (e.g. CN Autoport).

ANCHORAGE POSITIONS 3 AND 4
Anchorage 3 and 4 are designated for vessels which are greater than (> 180 metres LOA. If a vessel greater than (> 180 metres LOA anchors in Anchorages 3 and 4, this shall be considered a single anchorage position. If all other anchorages are occupied and the vessel is to remain at anchor for more than 72 hours, she should be placed...
in Bedford basin. Anchorages 3 and 4 should not be occupied by a smaller vessel which could be anchored elsewhere if a larger ship requiring Anchorages 3 and 4 is due.

5.6 Bedford Basin Anchorages

Bedford Basin anchorages should be used for all vessels staying at anchor for more than 72 hours, taking into consideration any draft restrictions. The area southwest of a line between Seaview Point and Sherwood Point is normally for the use of container vessels awaiting a berth at Fairview Cove. Vessels are not to anchor so close to the terminal to be a potential problem to vessels maneuvering on or off the dock. Seven long-term anchorages, designated Anchorages 7 to 13, have been established for vessels other than those awaiting a berth at the Fairview Cove Container Terminal. These are:

- Anchorage 7 - 44º40.89’N 63º38.27’W
- Anchorage 8 - 44º41.12’N 63º38.53’W
- Anchorage 9 - 44º41.36’N 63º38.8’W
- Anchorage 10 - 44º41.65’N 63º38.93’W
- Anchorage 11 - 44º41.96’N 63º38.92’W
- Anchorage 12 - 44º42.00’N 63º38.5’W
- Anchorage 13 - 44º42.00’N 63º38.08’W

Note: During certain periods of the year, a scientific buoy may be deployed in or around the position of Anchorage 13. NOTSHIPS (Notices to Shipping) issued by Canadian Coast Guard should be consulted for verification of buoy deployment and position before anchoring in this anchorage.
Bedford Basin Anchorages

GENERAL ANCHORAGE REQUIREMENTS

- No vessel at anchor, within the jurisdiction of the HPA, may immobilize its main propulsion machinery without the explicit authorization of the HPA.
- If repairs or maintenance to the main engine or steering gear prevent the ship from manoeuvring under its own power, the services of a standby tug will be required. Consequently, if a standby tug cannot be acquired, a suitable berth will be assigned by the HPA.
- While at anchor, a continuous anchor watch must be maintained at all times by a qualified deck officer in order to monitor the ship’s position and maintain a listening watch on VHF channel 12.
- When sustained winds of 25 knots are encountered the main propulsion must be on standby and capable of responding within five (5) minutes.
- When sustained winds of 30 knots or more occur, the main propulsion must be capable of responding as if the vessel was berthing, i.e. shortest possible response time.
- Vessels deemed by to be at high risk of dragging anchor (e.g. vessels with an excessively high freeboard, unusual trim and/or damage, etc.) may be instructed by the HPA to engage pilots and/or tugs and/or shift to an available berth.
- The above mentioned vessels must also rig a line from the bow to within one (1) meter from the water to enable a tug to quickly secure should it be necessary. This line is to have a breaking strain of 165 tonnes and be rigged in a manner similar to the attached drawings.
- Nothing in these requirements shall relieve the master of his/her ultimate responsibility to take all appropriate necessary precautions to ensure the safety of his/her vessel as prescribed in the Canada Shipping Act.
- The Halifax Port Authority does not reserve anchorages.
- MCTS (Halifax Traffic) may assign anchorage positions on behalf of the HPA.
- Harbour pilots (APA), working in conjunction with MCTS and on behalf of the HPA, may anchor commercial vessels at their own recognizance in the best and most suitable anchorage position.

14.9 NESTING OF VESSELS

A vessel may make fast to or secure alongside another vessel at Halifax Port Authority berths only with authorization of the Port Authority. Such authorization will not be readily given, and extenuating circumstances must prevail. This does not apply to offshore supply vessels, bunkering operations or other service craft. Every vessel, when ordered by the Port Authority, shall permit any other vessel to make fast to, or secure alongside it. Sufficient mooring lines from the outboard vessel shall be passed ashore to ensure that excessive stresses are not placed on the inner ship’s lines. The most seaward barge in a series of nested vessels should be adequately illuminated at all times.

Where a vessel is made fast to or secured alongside another vessel, a free and unencumbered passage over the inner vessel shall be allowed to the outboard vessel for loading, unloading and access to and from the shore. Where a vessel is made fast to or secured alongside another vessel, the outboard vessel shall ensure that adequate fendering is provided.

Unless otherwise agreed to between the two vessels, the vessel with the higher freeboard shall provide gangways.
15. PORT INSPECTIONS
15.1 GENERAL

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

15.2 INSPECTIONS FROM PORT STATE CONTROL

The Tokyo Memorandum of Understanding (MOU) and Paris MOUS 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].

CONTACT DETAILS
Transport Canada
Marine Safety and Security (AMSEA)
330 Sparks Street, 10th Floor
Ottawa, ON K1A 0N5
Email: oep-epe@tc.gc.ca
Telephone: 855-859-3123 (Toll Free) or 613-991-3143
Teletypewriter/TDD: 888-675-6863
Facsimile: 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 Halifax may be subject to inspection by CFIA. More information may be found on the CFIA [website].

ASIAN GYPSY MOTH

Any vessel entering the Port of Halifax at any time of year must be free from all life stages of Asian Gypsy Moth (AGM), and the AGM risk period for Halifax is March 1 to September 15. The Master of a vessel arriving during the AGM risk period must provide to 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]). The vessel will be able to enter the Port after written confirmation from CFIA, and the vessel remains subject to inspection during it stay in Halifax. Vessels requiring AGM inspection will be assigned an anchorage. 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. More details on requirements, inspections and non-compliance can be found [here].
CONTACT DETAILS

Canadian Food Inspection Agency  
1992 Agency Drive  
Dartmouth, NS B3B 1Y9  
Telephone: 902-536-1010

INSPECTIONS FROM THE HALIFAX PORT AUTHORITY

During a ship’s stay in Halifax, the ship may be visited by officials representing the Harbour Master/Operations Department 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.

ENFORCEMENT OFFICER

An HPA Enforcement Officer who is designated 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 Authority’s authority, responsibility or jurisdiction; or
- Gather evidence, information, materials or samples of any substance or material that may be required by the Authority with respect to a violation or offence under any other Act or Regulation within the Authority’s authority, responsibility or jurisdiction.

The Master of any vessel and every person on board the vessel shall give HPA 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 the Authority.
16. PORT SERVICES
16.1 GENERAL

Available services in the port.

### FEDERAL, PROVINCIAL & MUNICIPAL AGENCIES

<table>
<thead>
<tr>
<th>Agency</th>
<th>Contact Information</th>
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<tbody>
<tr>
<td>Atlantic Pilotage Authority (APA)</td>
<td>Main Office: 902-426-2550</td>
</tr>
<tr>
<td></td>
<td>Inmarsat: 902-426-7610</td>
</tr>
<tr>
<td></td>
<td>Fax: 902-426-7236</td>
</tr>
<tr>
<td></td>
<td><a href="http://www.atlanticpilotage.com">www.atlanticpilotage.com</a></td>
</tr>
<tr>
<td>Atomic Energy of Canada Ltd. (AECL)</td>
<td>Duty Officer: 613-995-0479</td>
</tr>
<tr>
<td>Doesn’t line Canadian Border Services Agency</td>
<td>Kevin Watson</td>
</tr>
<tr>
<td>Canadian Transport Emergency Centre (Dangerous Goods)</td>
<td>902-426-0177, 902-223-2957, 902-426-2071</td>
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<tr>
<td>CANUTEC (TDG)</td>
<td>Emergency Line: 613-996-6666</td>
</tr>
<tr>
<td>Canadian Coast Guard (CCG) Marine Communications and Traffic Services (MCTS)</td>
<td>Marine Radio: VHF Ch. 12, 14,16</td>
</tr>
<tr>
<td>Canadian Security Intelligence Service (CSIS)</td>
<td>902-426-9751, Email: <a href="mailto:SupvrMCTS@mar.dfo-mpo.gc.ca">SupvrMCTS@mar.dfo-mpo.gc.ca</a></td>
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<tr>
<td>CN Rail</td>
<td>Yardmaster: 24/7 902-428-5480</td>
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<td>CANUTEC (TDG)</td>
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<tr>
<td>CANUTEC (TDG)</td>
<td>Atlantic Regional Office: 866-814-1477</td>
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<td>Canadian Coast Guard (CCG) Marine Communications and Traffic Services (MCTS)</td>
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<td>Environment Canada</td>
<td>902-426-6200</td>
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<td>Duty Officer</td>
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<th>Environmental Response (CCG):</th>
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<tr>
<th>Halifax Emergency Management Organization (HRM EMO)</th>
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<tr>
<td>Barry Manuel</td>
<td></td>
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<tr>
<td>Coordinator</td>
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| Office:                                              | 902-490-6673 |
| Cell:                                                | 902-430-3848 |
| 24/7 Line:                                          | 902-490-7306 |

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<thead>
<tr>
<th>Halifax Employers Association (HEA)</th>
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<tr>
<td>Richard Moore</td>
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<tr>
<td>President &amp; CEO</td>
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| Office:                                              | 902-422-4471 |
| Cell:                                                | 902-478-4424 |
| 24/7 Line:                                          | 902-490-7306 |

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<thead>
<tr>
<th>Halifax Harbour Bridges (HHB)</th>
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<tbody>
<tr>
<td>Darryl Lowe</td>
<td></td>
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<tr>
<td>Operations Manager</td>
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</table>

| Office:                                              | 902-463-2476 |
| Cell:                                                | 902-483-5456 |
| A. Murray Mackay Bridge Operations Centre:          |  |

| 902-463-2459 |
| 902-463-2478 |
| 902-463-2460 |

| Angus L. McDonald Bridge Operations Centre:         |  |

| Site Security Supervisor:                           |  |

| 902-463-2459 |
| 902-463-2478 |
| 902-463-2460 |

<table>
<thead>
<tr>
<th>National Environmental Emergencies Centre (NEEC)</th>
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<tbody>
<tr>
<td>Emergency Reporting Line:</td>
<td>800-565-1633</td>
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<tr>
<td>NEEC Duty Officer:</td>
<td>866-283-2333</td>
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<tr>
<th>Nova Scotia Emergency Management Office (NS-EMO)</th>
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<tr>
<td>Operations Centre:</td>
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| 902-424-5620 |
| 902-424-5376 |

| Fax:                                                 |  |

| 902-424-5620 |
| 902-424-5376 |

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<tr>
<th>Public Health Agency Canada (PHC)</th>
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<tr>
<td>Quarantine Office (24/7):</td>
<td>902-873-7659</td>
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| 902-873-7659 |
# PORT OF HALIFAX

## PART XVI | PORT SERVICES

<table>
<thead>
<tr>
<th>Public Safety Canada (PSC)</th>
<th>Joanne Scharf</th>
</tr>
</thead>
</table>
| Regional Manager, Emergency Management | Office: 902-426-4398  
|                                 | Cell: 902-456-2211 |
| Marc Cayouette                | Email: Jo-anne.scharf@canada.ca |
| Senior Emergency Management Officer | Office: 902-426-6712  
|                                 | Cell: 902-403-9619  
| Queen’s Harbour Master (QHM)  | Email: Marc.cayouette@canada.ca |
| RCN Naval Vessel Movements    | Office: 902-427-3199  
| Duty Officer (24/7):         | Email: Qhmhalifax.ops@forces.gc.ca |
| Regional Joint Operations Centre (RJOC): | Office: 902-427-2501 |
| Transport Canada (Atlantic Region) | Marine Safety & Security |
| MARINE SAFETY                  | Email: TCMSDutyOfficer-  
| (24/7):                      | TCSMOfficierdepermanence@tc.gc.ca |
| ATL TCMS Duty Officer Main:   | 902-461-3860  
| MARINE SECURITY               | 902-461-3861  
| National Incident Reporting Line (24/7):  | 888-857-4003  
| Marine Security Operations Centre (MSOC-East): | 902-427-8003  
| Canadian Food Inspection Agency (CFIA) | |
| Regional Office:             | 506-777-3939  
| National Office:             | 800-442-2342  
| Asian Gypsy Moth-Ship Inspection Program | |
| Scott Bishop | |
| Manager, Plant Protection Office: | 902-426-1409  
| Email: AGM.Atlantic@inspection.gc.ca |

### MARINE FACILITIES IN HALIFAX HARBOUR

<table>
<thead>
<tr>
<th>CN Autoport</th>
<th>Des Gomes</th>
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<tbody>
<tr>
<td>MFSO</td>
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</table>
| Office:      | 902-465-6050  
| Cell:        | 902-499-7810  
| Fax:         | 902-465-6007  
| Email:       | Des.gomes@autoport.ca |
| CHERUBINI METAL WORKS (Heavy Industrial Division-Woodside) | MFSO |
| Office:      | 902-468-5630  
| Fax:         | 902-468-5742  
<p>| Email:       | <a href="mailto:cmw@cherubinigroup.com">cmw@cherubinigroup.com</a> |</p>
<table>
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<tr>
<th>Port Name</th>
<th>Contact Name</th>
<th>Office Phone</th>
<th>Cell Phone</th>
<th>Fax Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>CERES (HPA-Fairview Cove Container Terminal)</td>
<td>Derek White</td>
<td>902-453-4590</td>
<td>902-476-3065</td>
<td>902-454-4772</td>
<td><a href="mailto:dwhite@ceresglobal.com">dwhite@ceresglobal.com</a></td>
</tr>
<tr>
<td>PSA Halifax Southend Container Terminal (HPA)</td>
<td>Phillip Cox</td>
<td>902-421-3308</td>
<td>902-830-6766</td>
<td>902-429-3193</td>
<td><a href="mailto:pcox@psahalifax.com">pcox@psahalifax.com</a></td>
</tr>
<tr>
<td>Dartmouth Marine Terminal (ESSO)</td>
<td>David Legge</td>
<td>902-420-6937</td>
<td>902-802-9674</td>
<td>902-420-7287</td>
<td><a href="mailto:David.j.legge@esso.ca">David.j.legge@esso.ca</a></td>
</tr>
<tr>
<td>Irving Shipbuilding Inc.</td>
<td>Greg Fraser</td>
<td>902-484-8202</td>
<td>902-719-6263</td>
<td></td>
<td><a href="mailto:fraser.greg@jdirving.com">fraser.greg@jdirving.com</a></td>
</tr>
<tr>
<td>IT International Telecom (Richmond Terminals-Pier 9A)</td>
<td>Frank Fogarty</td>
<td>902-422-5594</td>
<td>902-222-3570</td>
<td></td>
<td><a href="mailto:flogarty@ittelecom.com">flogarty@ittelecom.com</a></td>
</tr>
</tbody>
</table>
### Halifax Transit (Ferry Division)
**John McCann**
MFSO
**Office:** 902-490-6626  
**Cell:** 902-483-4398  
**Email:** mccannj@halifax.ca

### National Gypsum Ltd.
**Barry MacLean**
MFSO
**Office:** 902-468-7455  
**Cell:** 902-751-2254  
**Fax:** 902-468-3505  
**Email:** barmya@nationalgypsum.com

### Ocean Terminals (HPA)
**Kevin White**
MFSO
**Office:** 902-442-9486  
**Cell:** 902-476-8952  
**Fax:** 902-426-7335  
**Email:** kwhite@portofhalifax.ca

**Gatehouse (24/7):** 902-426-6724  
**Email:** p25@portofhalifax.ca

### Richmond Terminals (HPA)
**Kevin White**
MFSO
**Office:** 902-442-9486  
**Cell:** 902-476-8952  
**Fax:** 902-426-7335  
**Email:** kwhite@portofhalifax.ca

**Gatehouse (24/7):** 902-426-2145  
**Email:** RCC@portofhalifax.ca

### M/T Algoma Dartmouth
(Bunker Barge @ Pier 34)
**Ship Cell:** 902-229-2151  
**Email:** bridge.dartmouth@algonet.com

### Halifax Grain Elevator Ltd. (HGEL)
**Jeff Brownlie**
Operations Manager
**Office:** 902-421-1714  
**Fax:** 902-420-0343  
**Email:** jbrownlie@halifaxgrain.ca

### Seaport Cruise Vessel Facility (HPA)
**Rob Roren**
MFSO
**Office:** 902-426-3672  
**Cell:** 902-478-2273  
**Email:** rroren@portofhalifax.ca

### Tufts Cove Generating Station (NSP)
**Jim Bujold**
MFSO
**Office:** 902-428-7603  
**Cell:** 902-497-0710  
**Email:** Jim.bujold@nspower.ca
<table>
<thead>
<tr>
<th>Company</th>
<th>Contact Person</th>
<th>Position</th>
<th>Office</th>
<th>Cell</th>
<th>Email</th>
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<tr>
<td>Valero Energy Inc.</td>
<td>Jeff McLaughlin</td>
<td>MFSO</td>
<td></td>
<td></td>
<td>902-461-3011</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Email: <a href="mailto:Jeff.McLaughlin@valero.com">Jeff.McLaughlin@valero.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td>MFSO</td>
<td>902-456-8972</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blue Water Supply Base</td>
<td>Rob Babin</td>
<td>MFSO</td>
<td></td>
<td></td>
<td>902-496-4928</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Email: <a href="mailto:rbabin@bluewatergroup.ca">rbabin@bluewatergroup.ca</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td>MFSO</td>
<td>902-483-6755</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waterfront Development (WDCL)</td>
<td>Nik Karbowski</td>
<td>MFSO</td>
<td></td>
<td></td>
<td>902-422-6591</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Email: <a href="mailto:nik.karbowski@wdcl.ca">nik.karbowski@wdcl.ca</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td>MFSO</td>
<td>902-225-1714</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WDCL Security</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>902-471-5070</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Email: <a href="mailto:security@wdcl.ca">security@wdcl.ca</a></td>
</tr>
<tr>
<td>Woodside Industrial Wharf</td>
<td>Virginia Bonn</td>
<td></td>
<td></td>
<td></td>
<td>902-424-7568</td>
</tr>
<tr>
<td>(Nova Scotia Business Inc.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Email: <a href="mailto:vbonn@nsbi.ca">vbonn@nsbi.ca</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>902-471-5695</td>
</tr>
<tr>
<td>Ambassatours (AGL)</td>
<td>Gil MacDonald</td>
<td>Director, Fleet Operations</td>
<td></td>
<td></td>
<td>902-423-5738</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Email: <a href="mailto:gmacdonald@ambassatours.com">gmacdonald@ambassatours.com</a></td>
</tr>
<tr>
<td></td>
<td>Mitch Owen</td>
<td>Marine Operations (Murphy’s on the Water)</td>
<td></td>
<td></td>
<td>902-209-1208</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Email: <a href="mailto:mowen@mtcw.ca">mowen@mtcw.ca</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Halifax Habour Terminal (Irving Oil)</td>
<td>Kimble Gorman</td>
<td>MFSO</td>
<td></td>
<td></td>
<td>902-209-1208</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Email: <a href="mailto:kimble.gorman@irvingoil.com">kimble.gorman@irvingoil.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>902-209-1208</td>
</tr>
<tr>
<td>Sterling Fuels Ltd.</td>
<td>Kim Hines</td>
<td>Logistics Coordinator</td>
<td></td>
<td></td>
<td>902-877-2551</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Email: <a href="mailto:kihines@sterlingfuels.ca">kihines@sterlingfuels.ca</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>902-429-3835</td>
</tr>
<tr>
<td>Wilsons Fuel Co Ltd.</td>
<td>Eric Noel</td>
<td>Operations Engineer</td>
<td></td>
<td></td>
<td>902-489-3413</td>
</tr>
<tr>
<td>(Richmond Terminals-Pier 9)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Email: <a href="mailto:enoel@wilsons.ca">enoel@wilsons.ca</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
16.2 FUEL AND LUBRICATION OIL

A variety of bunker fuels including ultra-low sulphur fuel are available in the port. Vessels should make arrangements through their agent for delivery.

16.3 FRESH WATER

Fresh water is available at most facilities. Vessels can arrange delivery through their agent.

16.4 STORES

Stores and provisions can be arranged through the vessel’s agent.

16.5 SHORE BASED ELECTRICITY

In 2014, the Port of Halifax installed shore power for cruise vessels, allowing ships to shut down diesel generators and connect to a land based electrical grid while docked at Pier 20 and 22.

In addition, standard shore power connections are available at most facilities and can be arranged through the vessel’s agent.

16.6 WASTE

Garbage collection and other waste discharge to reception facilities can be coordinated through the vessel’s agent.

16.7 REPAIRS

There are many service providers in the Halifax region that can provide a variety of ship repair and other services. See section 16.10 below for more details.

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. These certificates, the Ship Sanitation Control Exemption Certificate or a Ship Sanitation Control (SSC) Certificate (formerly known as De-ratting/De-ratification 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 thru the Vessel Agent.
16.9 SURVEYORS

Multiple services are available. Consult with the vessel’s agent to arrange a survey.

16.10 SHIPPING AGENTS/SERVICE PROVIDERS

<table>
<thead>
<tr>
<th>SHIP SERVICE PROVIDERS</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>All-Sea Atlantic Ltd.</td>
<td>902-422-6112</td>
</tr>
<tr>
<td>(Commercial Diving)</td>
<td>Email: <a href="mailto:atlantic@all-sea.com">atlantic@all-sea.com</a></td>
</tr>
<tr>
<td>Atlantic Towing Ltd.</td>
<td>902-484-4513</td>
</tr>
<tr>
<td>(Offshore Services)</td>
<td>Email: <a href="mailto:brownlow.tim@atlantictowing.com">brownlow.tim@atlantictowing.com</a></td>
</tr>
<tr>
<td>Halifax Marine Towing LP (Harbour Tug Services)</td>
<td>902-494-5590</td>
</tr>
<tr>
<td>(24/7 Dispatch):</td>
<td>Email: <a href="mailto:Halifax_dispatch@JDI1.onmicrosoft.com">Halifax_dispatch@JDI1.onmicrosoft.com</a></td>
</tr>
<tr>
<td>Blue Water Group</td>
<td>902-468-4900</td>
</tr>
<tr>
<td>(Offshore Services)</td>
<td>Email: <a href="mailto:sales@bluewatergroup.ca">sales@bluewatergroup.ca</a></td>
</tr>
<tr>
<td>Canadian Maritime</td>
<td>902-468-1888</td>
</tr>
<tr>
<td>Engineering Ltd.</td>
<td>Email: <a href="mailto:office@cmelimited.com">office@cmelimited.com</a></td>
</tr>
<tr>
<td>Chater Marine Supply Ltd. (Ship Chandler)</td>
<td>902-469-2099</td>
</tr>
<tr>
<td>Connor’s Diving Services Ltd. (Commercial Diving)</td>
<td>902-876-7078</td>
</tr>
<tr>
<td>Dominion Diving Ltd.</td>
<td>902-434-5120</td>
</tr>
<tr>
<td>(Commercial Diving)</td>
<td>Email: <a href="mailto:diving@dominiondiving.com">diving@dominiondiving.com</a></td>
</tr>
<tr>
<td>Eastern Canadian Response Corporation (ECRC)</td>
<td>902-461-9170</td>
</tr>
<tr>
<td>Edge Marine &amp; Disposal Services Ltd. (Potable water &amp; garbage)</td>
<td>902-481-9113</td>
</tr>
<tr>
<td>Empire Stevedoring Co. Ltd.</td>
<td>902-423-8673</td>
</tr>
<tr>
<td>KMS Marine Services</td>
<td>902-481-0080</td>
</tr>
<tr>
<td>(Ship Repair &amp; Fabrication)</td>
<td>Email: <a href="mailto:kms@ns.aliantzinc.ca">kms@ns.aliantzinc.ca</a></td>
</tr>
<tr>
<td>Logistec Stevedoring Inc.</td>
<td>902-422-7483</td>
</tr>
<tr>
<td>McNally Construction Inc. (Marine Construction)</td>
<td>902-481-8280</td>
</tr>
<tr>
<td>Dexter Construction Ltd. (Marine Construction)</td>
<td>902-835-3381</td>
</tr>
<tr>
<td>Harbour Development Ltd. (Marine Construction)</td>
<td>902-494-5767</td>
</tr>
<tr>
<td>WEB: <a href="http://www.harbourdev.com">www.harbourdev.com</a></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Phone</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>RMI Marine Ltd. (Commercial Diving)</td>
<td>902-463-6114</td>
</tr>
<tr>
<td>Seagulf Marine Industries Ltd. (Ship Chandler)</td>
<td>902-481-1661</td>
</tr>
<tr>
<td>Secunda Canada LP (Offshore Services)</td>
<td>902-482-4730</td>
</tr>
<tr>
<td>Spar Marine Ltd. (Marine Electrical)</td>
<td>902-434-4225</td>
</tr>
<tr>
<td>Velocity Welding Inc. (Welding Services)</td>
<td>902-434-4428</td>
</tr>
<tr>
<td>Blue Water Supply Base (Offshore Marine Terminal)</td>
<td>902-496-4928</td>
</tr>
<tr>
<td>F.K. Warren Ltd. (Marine Agency)</td>
<td>902-423-8136</td>
</tr>
<tr>
<td>Furncan Marine Ltd. (Marine Agency)</td>
<td>902-423-6111</td>
</tr>
<tr>
<td>Holmes Maritime Inc. (Marine Agency)</td>
<td>902-422-0400</td>
</tr>
<tr>
<td>Atship Services Ltd. (Marine Agency)</td>
<td>902-468-3451</td>
</tr>
<tr>
<td>Inchcape Shipping Services (Marine Agency)</td>
<td>902-448-5852</td>
</tr>
<tr>
<td>Trident Marine Agencies Ltd. (Marine Agency)</td>
<td>902-477-2099</td>
</tr>
<tr>
<td>Protos Shipping Ltd. (Marine Agency)</td>
<td>902-421-1211</td>
</tr>
<tr>
<td>PF Collins (Marine Agency)</td>
<td>902-496-1500</td>
</tr>
<tr>
<td>Nirint Canada Ltd. (Marine Agency)</td>
<td>514-333-3380</td>
</tr>
<tr>
<td>Montship Inc. (Marine Agency)</td>
<td>902-420-9184</td>
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</table>
# PORT SECTIONS GUIDE

<table>
<thead>
<tr>
<th>Marine Facility</th>
<th>CN Autoport Ltd</th>
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<tbody>
<tr>
<td><strong>Section</strong></td>
<td>Halifax Harbour- Eastern Passage</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>May 1st, 2018</td>
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</tbody>
</table>

**Position (lat / lon)**

46° 37.2'N 063° 30.6'W

**Minimum control-led water depth**

Control Depth alongside is 11.0m

**Chart datum**

Geodetic system in use on chart: North American Datum 1983

**Range of water densities**

1021-1025

**Tidal range**

Range 2.1m

**UKC policy alongside**

Minimum 15% of Draught under the vessel at all states of tide. Vessels with Draught greater than 13.8m to notify HPA prior to arrival. As Per Port Information Guide Section 8

**Bottom type**

Marine Clay, silt, and bedrock at SE Extension

**Dredging regime**

None

**Distance pilot station to berth**

10nm

**ISPS**

Marine Facility Security Plan (MFSP) approved by Transport Canada

**Loading/unloading requirements**

Any loading/unloading requirements to be determined by terminal Operator. autoport@autoport.ca Tel: 902-465-6050

**Free text option**

CN Autoport Halifax is one of North America’s largest vehicle handling and transshipment facilities, handling nearly 206,000 vehicles per year. CN Autoport is ISO 9001:2008 certified, becoming the first vehicle processing and transshipment facility in North America to attain this designation.

---

## Manoeuvre - Arrival

<table>
<thead>
<tr>
<th>UKC policy</th>
<th>As per HPA UKC Policy- Found in Port Information Guide Section 8</th>
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<tbody>
<tr>
<td>Size restriction</td>
<td>Berth: Length- 218m, Apron- 20m</td>
</tr>
<tr>
<td>Tidal restriction</td>
<td>None</td>
</tr>
<tr>
<td>Wind restriction</td>
<td>APA Pilot and Master Discretion</td>
</tr>
<tr>
<td>Visibility restriction</td>
<td>APA Pilot and Master Discretion</td>
</tr>
<tr>
<td>Speed restriction</td>
<td>Safe Speed as defined by COLREGS- Rule #6</td>
</tr>
<tr>
<td>Passing requirements</td>
<td>As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)</td>
</tr>
<tr>
<td>Tug use</td>
<td>2 tugs inbound</td>
</tr>
<tr>
<td>Berthing requirements</td>
<td>Contact Autoport Operator</td>
</tr>
<tr>
<td></td>
<td>P.O. Box 9 Eastern Passage, Nova Scotia B3G 1M4</td>
</tr>
<tr>
<td></td>
<td>Tel: 902-465-6050 Fax: 902-465-6007 E-mail: <a href="mailto:autoport@autoport.ca">autoport@autoport.ca</a></td>
</tr>
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</table>

## Manoeuvre - Departure

<table>
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<tr>
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<tbody>
<tr>
<td>Size restriction</td>
<td>Berth: Length- 218m, Apron- 20m</td>
</tr>
<tr>
<td>Tidal restriction</td>
<td>None</td>
</tr>
<tr>
<td>Wind restriction</td>
<td>APA Pilot and Master Discretion</td>
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<tr>
<td>Visibility restriction</td>
<td>APA Pilot and Master Discretion</td>
</tr>
<tr>
<td>Speed restriction</td>
<td>Safe Speed as defined by COLREGS- Rule #6</td>
</tr>
<tr>
<td>Passing requirements</td>
<td>As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)</td>
</tr>
<tr>
<td>Tug use</td>
<td>1 tug out, based on Master/pilot discretion.</td>
</tr>
<tr>
<td>Unberthing requirements</td>
<td>Contact Autoport Operator</td>
</tr>
<tr>
<td></td>
<td>P.O. Box 9 Eastern Passage, Nova Scotia B3G 1M4</td>
</tr>
<tr>
<td></td>
<td>Tel: 902-465-6050 Fax: 902-465-6007 E-mail: <a href="mailto:autoport@autoport.ca">autoport@autoport.ca</a></td>
</tr>
</tbody>
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**Free text option**
### Port Sections Guide

**Port**: Fairview Cove Container Terminal (Ceres Halifax Inc.)

**Section**: Halifax Harbour- Bedford Basin

**Date**: May 1st, 2018

<table>
<thead>
<tr>
<th>Position (lat / lon)</th>
<th>44°40.2'N 063°37.6'W</th>
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</thead>
<tbody>
<tr>
<td>Minimum control-led water depth</td>
<td>Control Depth alongside is 16.7m</td>
</tr>
<tr>
<td>Chart datum</td>
<td>Geodetic system in use on chart: North American Datum 1983</td>
</tr>
<tr>
<td>Range of water densities</td>
<td>1021-1025</td>
</tr>
<tr>
<td>Tidal range</td>
<td>Range 2.1m</td>
</tr>
<tr>
<td>UKC policy alongside</td>
<td>Minimum 15% of Draught under the vessel at all states of tide. Vessels with Draught greater than 13.8m to notify HPA prior to arrival. As Per Port Information Guide Section 8</td>
</tr>
<tr>
<td>Bottom type</td>
<td>Marine Clay, silt</td>
</tr>
<tr>
<td>Distance pilot station to berth</td>
<td>14nm</td>
</tr>
<tr>
<td>ISPS</td>
<td>Marine Facility Security Plan (MFSP) approved by Transport Canada</td>
</tr>
<tr>
<td>Loading/unloading requirements</td>
<td>Contact CERES <a href="mailto:cwhidden@ceresglobal.com">cwhidden@ceresglobal.com</a> Tel:902--453-4590</td>
</tr>
<tr>
<td>Free text</td>
<td>The Fairview Cove Container Terminal is located in the Bedford Basin immediately adjacent to CN's main rail yards in Fairview and Rockingham. Operated by Ceres Halifax Inc., Fairview Cove Container Terminal offers full-service 24 hours a day, seven days a week.</td>
</tr>
</tbody>
</table>

#### Manoeuvre

**UKC policy**

As per HPA UKC Policy- Found in Port Information Guide Section 8

**Size restriction**

As per table located in Free Text Section

**Tidal restriction**

None

**Wind restriction**

APA Pilot and Master Discretion

**Visibility restriction**

APA Pilot and Master Discretion

**Speed restriction**

Safe Speed as defined by COLREGS- Rule #6

**Passing requirements**

As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)

**Tug use**

As per HPA Tug Matrix- Section 11

**Berthing requirements**

Contact CERES P.O. Box 8958 Halifax, Nova Scotia B3K 5M6 Tel: 902-453-4590 Fax: 902-454-4772 Web: www.cerescorp.com E-mail: cwhidden@ceresglobal.com

**Free text option**

#### Manoeuvre

**UKC policy**

As per HPA UKC Policy- Found in Port Information Guide Section 8

**Size restriction**

As per table located in Free Text Section

**Tidal restriction**

None

**Wind restriction**

APA Pilot and Master Discretion

**Visibility restriction**

APA Pilot and Master Discretion

**Speed restriction**

Safe Speed as defined by COLREGS- Rule #6

**Passing requirements**

As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)

**Tug use**

As per HPA Tug Matrix- Section 11

**Unberthing requirements**

Contact CERES P.O. Box 8958 Halifax, Nova Scotia B3K 5M6 Tel: 902-453-4590 Fax: 902-454-4772 Web: www.cerescorp.com E-mail: cwhidden@ceresglobal.com

**Free text option**

<table>
<thead>
<tr>
<th>Length</th>
<th>East End</th>
<th>West End</th>
</tr>
</thead>
<tbody>
<tr>
<td>360m (1,181 ft)</td>
<td>360m (1,181 ft)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Depth (MIN)</th>
<th>East End</th>
<th>West End</th>
</tr>
</thead>
<tbody>
<tr>
<td>17m (55 ft)</td>
<td>17m (55 ft)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Apron Width</th>
<th>East End</th>
<th>West End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unrestricted</td>
<td>Unrestricted</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Shed Area</th>
<th>East End</th>
<th>West End</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Port</td>
<td>Richmond Terminals</td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>----------------------------</td>
<td></td>
</tr>
<tr>
<td>Section</td>
<td>Halifax Harbour, Prior to McKay Bridge</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>May 1st, 2018</td>
<td></td>
</tr>
<tr>
<td>Position (lat / lon)</td>
<td>44° 40.4’N 063° 36.4’W</td>
<td></td>
</tr>
<tr>
<td>Minimum control-led water depth</td>
<td>Control Depth alongside is 8.6m, please see free text for further information</td>
<td></td>
</tr>
<tr>
<td>Chart datum</td>
<td>Geodetic system in use on chart: North American Datum 1983</td>
<td></td>
</tr>
<tr>
<td>Range of water densities</td>
<td>1021-1025</td>
<td></td>
</tr>
<tr>
<td>Tidal range</td>
<td>Range 2.1m</td>
<td></td>
</tr>
<tr>
<td>UKC policy alongside</td>
<td>Minimum 15% of Draught under the vessel at all states of tide. Vessels with Draught greater than 13.8m to notify HPA prior to arrival. As Per Port Information Guide Section 8</td>
<td></td>
</tr>
<tr>
<td>Bottom type</td>
<td>Marine Clay, silt</td>
<td></td>
</tr>
<tr>
<td>Distance pilot station to berth</td>
<td>11.5nm</td>
<td></td>
</tr>
<tr>
<td>ISPS</td>
<td>Marine Facility Security Plan (MFSP) approved by Transport Canada</td>
<td></td>
</tr>
<tr>
<td>Loading/unloading requirements</td>
<td>Bulk, breakbulk, containers, project cargoes, offshore resupply capability. DG to be cleared with HPA prior to arrival.</td>
<td></td>
</tr>
<tr>
<td>Free text</td>
<td>Richmond Terminals is a fully secure breakbulk terminal operated by the HPA with on-dock rail and truck access and offering additional services of project cargo, offshore supply and CDC capability.</td>
<td></td>
</tr>
<tr>
<td><strong>Manoeuvre</strong></td>
<td><strong>Arrival</strong></td>
<td></td>
</tr>
<tr>
<td>UKC policy</td>
<td>As per HPA UKC Policy- Found in Port Information Guide Section 8</td>
<td></td>
</tr>
<tr>
<td>Size restriction</td>
<td>As per table located in Free Text Section</td>
<td></td>
</tr>
<tr>
<td>Tidal restriction</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Wind restriction</td>
<td>APA Pilot and Master Discretion</td>
<td></td>
</tr>
<tr>
<td>Visibility restriction</td>
<td>APA Pilot and Master Discretion</td>
<td></td>
</tr>
<tr>
<td>Speed restriction</td>
<td>Safe Speed as defined by COLREGS- Rule #6</td>
<td></td>
</tr>
<tr>
<td>Passing requirements</td>
<td>As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)</td>
<td></td>
</tr>
<tr>
<td>Tug use</td>
<td>As per HPA Tug Matrix- Section 11</td>
<td></td>
</tr>
<tr>
<td>Berthing requirements</td>
<td>Contact Halifax Port Authority Tel: 902-426-8222 Fax: 902-426-7335 <a href="mailto:hpa_security@portofhalifax.ca">hpa_security@portofhalifax.ca</a> <a href="http://www.portofhalifax.ca">www.portofhalifax.ca</a></td>
<td></td>
</tr>
<tr>
<td>Free text option</td>
<td>Pier 9</td>
<td>Pier 9A</td>
</tr>
<tr>
<td>Length</td>
<td>213m/700ft</td>
<td>241m/790ft</td>
</tr>
<tr>
<td>Depth (MIN)</td>
<td>9.7m/32ft</td>
<td>8.7m/29ft</td>
</tr>
<tr>
<td>Apron Width</td>
<td>15.2m/50ft</td>
<td>17.5m/57.4ft</td>
</tr>
<tr>
<td>Shed Area</td>
<td>8,185m²/88,103ft²</td>
<td>5,603m²/60,310ft²</td>
</tr>
<tr>
<td><strong>Manoeuvre</strong></td>
<td><strong>Departure</strong></td>
<td></td>
</tr>
<tr>
<td>UKC policy</td>
<td>As per HPA UKC Policy- Found in Port Information Guide Section 8</td>
<td></td>
</tr>
<tr>
<td>Size restriction</td>
<td>As per table located in Free Text Section</td>
<td></td>
</tr>
<tr>
<td>Tidal restriction</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Wind restriction</td>
<td>APA Pilot and Master Discretion</td>
<td></td>
</tr>
<tr>
<td>Visibility restriction</td>
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<td></td>
</tr>
<tr>
<td>Speed restriction</td>
<td>Safe Speed as defined by COLREGS- Rule #6</td>
<td></td>
</tr>
<tr>
<td>Passing requirements</td>
<td>As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)</td>
<td></td>
</tr>
<tr>
<td>Tug use</td>
<td>As per HPA Tug Matrix- Section 11</td>
<td></td>
</tr>
<tr>
<td>Unberthing requirements</td>
<td>Contact Halifax Port Authority Tel: 902-426-8222 Fax: 902-426-7335 <a href="mailto:hpa_security@portofhalifax.ca">hpa_security@portofhalifax.ca</a> <a href="http://www.portofhalifax.ca">www.portofhalifax.ca</a></td>
<td></td>
</tr>
<tr>
<td>Free text option</td>
<td>Pier 9</td>
<td>Pier 9A</td>
</tr>
<tr>
<td>Length</td>
<td>213m/700ft</td>
<td>241m/790ft</td>
</tr>
<tr>
<td>Apron Width</td>
<td>15.2m/50ft</td>
<td>17.5m/57.4ft</td>
</tr>
<tr>
<td>Shed Area</td>
<td>8,185m²/88,103ft²</td>
<td>5,603m²/60,310ft²</td>
</tr>
<tr>
<td>Port</td>
<td>Irving Oil Halifax Harbour Terminal</td>
<td></td>
</tr>
<tr>
<td>------------------------------</td>
<td>-------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Section</td>
<td>Halifax Harbour, Dartmouth Portion</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>May 1st, 2018</td>
<td></td>
</tr>
</tbody>
</table>

| Position (lat / lon)         | 44°38.6′N 063°32.7′W               |
| Minimum control-led water depth | Control Depth alongside is 11.8m |
| Chart datum                  | Geodetic system in use on chart: North American Datum 1983 |
| Range of water densities     | 1021-1025                          |
| Tidal range                  | Range 2.1m                         |
| UKC policy alongside         | Minimum 5% of vessel draught under all states of tide once alongside. |
| Bottom type                  | Marine Clay, silt                  |
| Dredging regime              | None                               |
| Distance pilot station to berth | 9.2nm                              |
| ISPS                         | Marine Facility Security Plan (MFSP) approved by Transport Canada |

**Loading/unloading requirements**

- Contact Irving Oil - Kimble Gorman-Terminal Operations Manager
  - Tel: 902-494-5660
  - Web: [http://www.irvingoil.com](http://www.irvingoil.com)
  - E-mail: Kimble.gorman@irvingoil.com

**Free text**

Irving Oil Halifax Harbour Terminal is owned and operated by Irving Oil Commercial G.P.

**Manoeuvre**

**Arrival**

- UKC policy: As per HPA UKC Policy - Found in Port Information Guide Section 8
- Size restriction: As per table located in Free Text Section
- Tidal restriction: None
- Wind restriction: APA Pilot and Master Discretion
- Visibility restriction: APA Pilot and Master Discretion
- Speed restriction: Safe Speed as defined by COLREGS - Rule #6
- Passing requirements: As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)
- Tug use: As per Irving HHT Procedures

**Free text option**

- Length: Maximum 192 m (630ft)
- Depth (MIN): 11.3m (37ft) SW
- BEAM: Maximum 32.32m (106ft)
- BCM: Max 96m (315ft)

**Manoeuvre**

**Departure**

- UKC policy: As per HPA UKC Policy - Found in Port Information Guide Section 8
- Size restriction: As per table located in Free Text Section
- Tidal restriction: None
- Wind restriction: APA Pilot and Master Discretion
- Visibility restriction: APA Pilot and Master Discretion
- Speed restriction: Safe Speed as defined by COLREGS - Rule #6
- Passing requirements: As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)
- Tug use: As per Irving HHT Procedures

**Free text option**

- Contact Irving Oil - Kimble Gorman-Terminal Operations Manager
  - Tel: 902-494-5660
  - Web: [http://www.irvingoil.com](http://www.irvingoil.com)
  - E-mail: Kimble.gorman@irvingoil.com
<table>
<thead>
<tr>
<th>Port</th>
<th>Imperial Oil Dartmouth Marine Terminal (IOL 3, 4, 5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section</td>
<td>Halifax Harbour, Dartmouth Portion</td>
</tr>
<tr>
<td>Date</td>
<td>May 1st, 2018</td>
</tr>
<tr>
<td>Position (lat / lon)</td>
<td>44°38.5′N 063° 32.5′W</td>
</tr>
<tr>
<td>Minimum control-led water depth</td>
<td>Control Depth alongside is 10.6m (~4 Dock)</td>
</tr>
<tr>
<td>Chart datum</td>
<td>Geodetic system in use on chart: North American Datum 1983</td>
</tr>
<tr>
<td>Range of water densities</td>
<td>1021-1025</td>
</tr>
<tr>
<td>Tidal range</td>
<td>Range 2.1m</td>
</tr>
<tr>
<td>UKC policy alongside</td>
<td>Minimum 15% of Draught under the vessel at all states of tide. Vessels with Draught greater than 13.8m to notify HPA prior to arrival. As Per Port Information Guide Section 8</td>
</tr>
<tr>
<td>Bottom type</td>
<td>Marine Clay, silt</td>
</tr>
<tr>
<td>Dredging regime</td>
<td>None</td>
</tr>
<tr>
<td>Distance pilot station to berth</td>
<td>9.4nm</td>
</tr>
<tr>
<td>ISPS</td>
<td>Marine Facility Security Plan (MFSP) approved by Transport Canada</td>
</tr>
<tr>
<td>Loading/unloading requirements</td>
<td>Contact Imperial Oil Terminal 600 Pleasant Street, Dartmouth, Nova Scotia 902 420 7008</td>
</tr>
</tbody>
</table>

### Free text option

**Length (m)** | **Depth (m)** | **Draught (m)** | **V/I LOA (m)** | **DWT (mt)**
--- | --- | --- | --- | ---
3 | 62.5 | 11.50 | 10.80 | 210.0 | 56,000
4 | 122.0 | 10.60 | 9.90 | 219.50 | 62,000
5 | Currently not in Service |

### Manoeuvre

**Location and Movement**

| UKC policy | As per HPA UKC Policy - Found in Port Information Guide Section 8 |
| Size restriction | As per table located in Free Text Section |
| Tidal restriction | None |
| Wind restriction | APA Pilot and Master Discretion |
| Visibility restriction | APA Pilot and Master Discretion |
| Speed restriction | Safe Speed as defined by COLREGS- Rule #6 |
| Passing requirements | As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS) |
| Tug use | As per IOL Requirements 2 tugs for arrival |
| Berthing requirements | Contact Imperial Oil Terminal 600 Pleasant Street, Dartmouth, Nova Scotia 902 420 7008 |
| Free text option

**Manoeuvre**

| UKC policy | As per HPA UKC Policy - Found in Port Information Guide Section 8 |
| Size restriction | As per table located in Free Text Section |
| Tidal restriction | None |
| Wind restriction | APA Pilot and Master Discretion |
| Visibility restriction | APA Pilot and Master Discretion |
| Speed restriction | Safe Speed as defined by COLREGS- Rule #6 |
| Passing requirements | As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS) |
| Tug use | As per IOL Requirements 2 tugs for departure |
| Unberthing requirements | Contact Imperial Oil Terminal 600 Pleasant Street, Dartmouth, Nova Scotia 902 420 7008 |
| Free text option |
## Port of Halifax Grain Elevator Ltd. (Piers 26/28)

### Halifax Harbour, Ocean Terminals

<table>
<thead>
<tr>
<th>Port</th>
<th>Halifax Grain Elevator Ltd. (Piers 26/28)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Section</strong></td>
<td>Halifax Harbour, Ocean Terminals</td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td>May 1st, 2018</td>
</tr>
</tbody>
</table>

| Position (lat / lon) | 44°38.0’N 063°34.0’W |

**Minimum control-led water depth**
Control Depth alongside is 10.0m

**Chart datum**
Geodetic system in use on chart: North American Datum 1983

**Range of water densities**
1021-1025

**Tidal range**
Range 2.1m

**UKC policy alongside**
Minimum 15% of Draught under the vessel at all states of tide. Vessels with Draught greater than 13.8m to notify HPA prior to arrival. As Per Port Information Guide Section 8

**Bottom type**
Marine Clay, silt

**Dredging regime**
None

**Distance pilot station to berth**
8.5nm

**ISPS**
Marine Facility Security Plan (MFSP) approved by Transport Canada

**Loading/unloading requirements**
- Halifax Grain Elevator Ltd.
  - Contact Jeff Brownlie
  - 902-421-1714

**Free text**
Halifax Grain Elevator Ltd. imports and exports grain and other non-grain products (e.g. wood pellets) on an annual basis. The Halifax Grain Elevator has 365 storage silos and is one of the biggest grain elevators east of Montreal.

### Manoeuvre

<table>
<thead>
<tr>
<th><strong>Manoeuvre</strong></th>
<th><strong>Arrival</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UKC policy</strong></td>
<td>As per HPA UKC Policy- Found in Port Information Guide Section 8</td>
</tr>
<tr>
<td><strong>Size restriction</strong></td>
<td>As per table located in Free Text Section</td>
</tr>
<tr>
<td><strong>Tidal restriction</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>Wind restriction</strong></td>
<td>APA Pilot and Master Discretion</td>
</tr>
<tr>
<td><strong>Visibility restriction</strong></td>
<td>APA Pilot and Master Discretion</td>
</tr>
<tr>
<td><strong>Speed restriction</strong></td>
<td>Safe Speed as defined by COLREGS- Rule #6</td>
</tr>
<tr>
<td><strong>Passing requirements</strong></td>
<td>As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)</td>
</tr>
<tr>
<td><strong>Tug use</strong></td>
<td>As per HPA Tug Matrix- Section 11</td>
</tr>
</tbody>
</table>

**Berthing requirements**

<table>
<thead>
<tr>
<th>Free text option</th>
<th>Pier A</th>
<th>Pier 25</th>
<th>Pier 26</th>
<th>Pier 27</th>
<th>Pier 28</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>171/561ft</td>
<td>210m/689ft</td>
<td>210m/689ft</td>
<td>171m/561ft</td>
<td></td>
</tr>
<tr>
<td>Depth (MIN)</td>
<td>10.0m/33ft</td>
<td>11.8m/37ft</td>
<td>13.2m/43ft</td>
<td>13.8m/45ft</td>
<td></td>
</tr>
<tr>
<td>Apron Width</td>
<td>Open</td>
<td>5.5m/18ft</td>
<td>Open</td>
<td>Open</td>
<td></td>
</tr>
<tr>
<td>Shed Area</td>
<td>-</td>
<td>8,519m²/91,698ft²</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Open Area</td>
<td>4,960m²/2,690ft²</td>
<td>3,389ft²</td>
<td>91,698ft²</td>
<td>4,170m²/44,855ft²</td>
<td></td>
</tr>
<tr>
<td>Truck Bays</td>
<td>6</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

### Departure

<table>
<thead>
<tr>
<th><strong>Manoeuvre</strong></th>
<th><strong>Departure</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UKC policy</strong></td>
<td>As per HPA UKC Policy- Found in Port Information Guide Section 8</td>
</tr>
<tr>
<td><strong>Size restriction</strong></td>
<td>As per table located in Free Text Section</td>
</tr>
<tr>
<td><strong>Tidal restriction</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>Wind restriction</strong></td>
<td>APA Pilot and Master Discretion</td>
</tr>
<tr>
<td><strong>Visibility restriction</strong></td>
<td>APA Pilot and Master Discretion</td>
</tr>
<tr>
<td><strong>Speed restriction</strong></td>
<td>Safe Speed as defined by COLREGS- Rule #6</td>
</tr>
<tr>
<td><strong>Passing requirements</strong></td>
<td>As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)</td>
</tr>
<tr>
<td><strong>Tug use</strong></td>
<td>As per HPA Tug Matrix- Section 11</td>
</tr>
</tbody>
</table>

**Unberthing requirements**
- Halifax Grain Elevator Ltd.
  - Contact Jeff Brownlie
  - 902-421-1714

**Free text option**
### Port Sections Guide

#### Port
- **Seaport Cruise Vessel Facility**

#### Section
- **Halifax Harbour, South End**

#### Date
- **May 1st, 2018**

<table>
<thead>
<tr>
<th>Position (lat / lon)</th>
<th>44° 38.3’N 063° 34.0’W</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum control-led water depth</td>
<td>Control Depth alongside is 12.6m- See table below.</td>
</tr>
<tr>
<td>Chart datum</td>
<td>Geodetic system in use on chart: North American Datum 1983</td>
</tr>
<tr>
<td>Range of water densities</td>
<td>1021-1025</td>
</tr>
<tr>
<td>Tidal range</td>
<td>Range 2.1m</td>
</tr>
<tr>
<td>UKC policy alongside</td>
<td>Minimum 15% of Draught under the vessel at all states of tide. Vessels with Draught greater than 13.8m to notify HPA prior to arrival. As Per Port Information Guide Section 8</td>
</tr>
<tr>
<td>Bottom type</td>
<td>Marine Clay, silt</td>
</tr>
<tr>
<td>Dredging regime</td>
<td>None</td>
</tr>
<tr>
<td>Distance pilot station to berth</td>
<td>9.0 nm</td>
</tr>
<tr>
<td>ISPS</td>
<td>Marine Facility Security Plan (MFSP) approved by Transport Canada</td>
</tr>
</tbody>
</table>

#### Loading/unloading requirements
- Contact Halifax Port Authority Cruise Operations
- Tel: 902-426-8222/Fax: 902-426-7335
- cruiseops@portofhalifax.ca
- www.portofhalifax.ca

#### Free text
- The Seaport Cruise Vessel Facility is operated by the HPA and is the port’s primary cruise ship terminal. The main berth (seawall) offers three (3) cruise vessel berths with over two thousand (2,000) feet of linear dockage. Furthermore, Pier 23, south of Pier 22, is another cruise berth which can accommodate cruise ships of up to six hundred and fifty (650) feet in length. Pavilion 22, located at the south end of the seawall, is the principal cruise ship facility offering over 48,000 square feet of interior space with amenities and souvenir shopping for passengers, including access to the tour companies and bus operators. Pavilion 20 serves as the access point for cruise ships berthed at Pier 20, and Pavilion 23 serves as the access point for ships at Pier 23.

#### Manoeuvre

- **UKC policy** - As per HPA UKC Policy- Found in Port Information Guide Section 8
- **Size restriction** - As per table located in Free Text Section
- **Tidal restriction** - None
- **Wind restriction** - APA Pilot and Master Discretion
- **Visibility restriction** - APA Pilot and Master Discretion
- **Speed restriction** - Safe Speed as defined by COLREGS- Rule #6
- **Passing requirements** - As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)
- **Tug use** - As per HPA Tug Matrix- Section 11

#### Berthing requirements
- **Free text option**
  - **Pier 20**
  - **Pier 21**
  - **Pier 22**
  - **Pier 23**
  - **Length**
    - 221.5 m/727 ft
    - 178 m/584 ft
    - 212 m/696 ft
    - 213 m/699 ft
  - **Depth (MIN)**
    - 12.6 m/40 ft
    - 13.0 m/40 ft
    - 13.2 m/40 ft
    - 10.1 m/32 ft
  - **Apron Width**
    - 7.5 m/25 ft
    - 7.5 m/25 ft
    - 7.5 m/25 ft
    - 6 m/20 ft
  - **Shed Area**
    - 5,213.5 m²
    - 4,613.5 m²
    - 5,529.5 m²
    - n/a (leased)
  - **Truck Bays**
    - Ramp Up
    - n/a
    - Ramp Up
    - Ramp Up

#### Manoeuvre

- **UKC policy** - As per HPA UKC Policy- Found in Port Information Guide Section 8
- **Size restriction** - As per table located in Free Text Section
- **Tidal restriction** - None
- **Wind restriction** - APA Pilot and Master Discretion
- **Visibility restriction** - APA Pilot and Master Discretion
- **Speed restriction** - Safe Speed as defined by COLREGS- Rule #6
- **Passing requirements** - As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)
- **Tug use** - As per HPA Tug Matrix- Section 11

#### Unberthing requirements
- Contact Halifax Port Authority Cruise Operations
- Tel: 902-426-8222/Fax: 902-426-7335
- cruiseops@portofhalifax.ca
- www.portofhalifax.ca

#### Free text option
## Port Sections Guide

### Halifax Harbour, Ocean Terminals

<table>
<thead>
<tr>
<th>Port</th>
<th>Ocean Terminals</th>
</tr>
</thead>
</table>

| Date          | May 1st, 2018   |

<table>
<thead>
<tr>
<th>Position (lat/lon)</th>
<th>44°38.0’N 063°34.1’W</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum control-led water depth</td>
<td>Control Depth alongside is 9.4m- See below for clarification.</td>
</tr>
<tr>
<td>Chart datum</td>
<td>Geodetic system in use on chart: North American Datum 1983</td>
</tr>
<tr>
<td>Range of water densities</td>
<td>1021-1025</td>
</tr>
<tr>
<td>Tidal range</td>
<td>Range 2.1m</td>
</tr>
<tr>
<td>UKC policy alongside</td>
<td>Minimum 15% of Draught under the vessel at all states of tide. Vessels with Draught greater than 13.8m to notify HPA prior to arrival. As Per Port Information Guide Section 8</td>
</tr>
<tr>
<td>Bottom type</td>
<td>Marine Clay, silt</td>
</tr>
<tr>
<td>Dredging regime</td>
<td>None</td>
</tr>
<tr>
<td>Distance pilot station to berth</td>
<td>8.5mm</td>
</tr>
<tr>
<td>ISPS</td>
<td>Marine Facility Security Plan (MFSP) approved by Transport Canada</td>
</tr>
<tr>
<td>Loading/unloading requirements</td>
<td>Contact Halifax Port Authority Tel: 902-426-8099Fax: 902-426-7335 <a href="mailto:hpa_security@portofhalifax.ca">hpa_security@portofhalifax.ca</a> <a href="http://www.portofhalifax.ca">www.portofhalifax.ca</a></td>
</tr>
<tr>
<td>Free text</td>
<td>Gallstone</td>
</tr>
</tbody>
</table>

### Manoeuvre

#### Arrival

**UKC policy**
- As per HPA UKC Policy- Found in Port Information Guide Section 8

**Size restriction**
- As per table located in Free Text Section

**Tidal restriction**
- None

**Wind restriction**
- APA Pilot and Master Discretion

**Visibility restriction**
- APA Pilot and Master Discretion

**Speed restriction**
- Safe Speed as defined by COLREGS- Rule #6

**Passing requirement**
- As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)

**Tug use**
- As per HPA Tug Matrix- Section 11

**Berthing requirements**
- Contact Halifax Port Authority Tel: 902-426-8222 Fax: 902-426-7335 hpa_security@portofhalifax.ca www.portofhalifax.ca

**Free text option**
- PIER A1
  - LENGTH: 190.5 m/625 ft
  - DEPTH (MIN): 11.4 m/37 ft
  - APRON WIDTH: Open
  - SHED AREA: -
  - OPEN AREA: 8,419 m²/90,621 ft²
  - HEATED SPACE: -
  - TRUCK BAYS: -

- PIER 30
  - LENGTH: 190.5 m/625 ft
  - DEPTH (MIN): 13.0 m/42 ft
  - APRON WIDTH: 6 m/20 ft
  - SHED AREA: 6 m²/61 ft²
  - OPEN AREA: 5,743.5 m²/61,822 ft²
  - HEATED SPACE: -
  - TRUCK BAYS: -

- PIER 31
  - LENGTH: 190.5 m/625 ft
  - DEPTH (MIN): 12.4 m/40 ft
  - APRON WIDTH: 6 m/20 ft
  - SHED AREA: 6 m²/61 ft²
  - OPEN AREA: 5,743.5 m²/61,822 ft²
  - HEATED SPACE: -
  - TRUCK BAYS: -

- PIER 33
  - LENGTH: 190.5 m/625 ft
  - DEPTH (MIN): 9.4 m/31 ft
  - APRON WIDTH: 6 m/20 ft
  - SHED AREA: 6 m²/61 ft²
  - OPEN AREA: 5,743.5 m²/61,822 ft²
  - HEATED SPACE: -
  - TRUCK BAYS: -

- PIER 34
  - LENGTH: 190.5 m/625 ft
  - DEPTH (MIN): 9.4 m/31 ft
  - APRON WIDTH: 6 m/20 ft
  - SHED AREA: 6 m²/61 ft²
  - OPEN AREA: 5,743.5 m²/61,822 ft²
  - HEATED SPACE: -
  - TRUCK BAYS: -

#### Departure

**UKC policy**
- As per HPA UKC Policy- Found in Port Information Guide Section 8

**Size restriction**
- As per table located in Free Text Section

**Tidal restriction**
- None

**Wind restriction**
- APA Pilot and Master Discretion

**Visibility restriction**
- APA Pilot and Master Discretion

**Speed restriction**
- Safe Speed as defined by COLREGS- Rule #6

**Passing requirement**
- As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)

**Tug use**
- As per HPA Tug Matrix- Section 11

**Unberthing requirements**
- Contact Halifax Port Authority Tel: 902-426-8099 Fax: 902-426-7335 hpa_security@portofhalifax.ca www.portofhalifax.ca
<table>
<thead>
<tr>
<th>Port</th>
<th>Ocean Terminals (Pier 24)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section</td>
<td>Halifax Harbour, Ocean Terminals</td>
</tr>
<tr>
<td>Date</td>
<td>May 1st, 2018</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Position (lat / lon)</th>
<th>44° 38.1’N 063° 34.0’W</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum control-led water depth</td>
<td>Control Depth alongside is 9.3m</td>
</tr>
<tr>
<td>Chart datum</td>
<td>Geodetic system in use on chart: North American Datum 1983</td>
</tr>
<tr>
<td>Range of water densities</td>
<td>1021-1025</td>
</tr>
<tr>
<td>Tidal range</td>
<td>Range 2.1m</td>
</tr>
<tr>
<td>UKC policy alongside</td>
<td>Minimum 15% of Draught under the vessel at all states of tide. Vessels with Draught greater than 13.8m to notify HPA prior to arrival. As Per Port Information Guide Section 8</td>
</tr>
<tr>
<td>Bottom type</td>
<td>Marine Clay, silt</td>
</tr>
<tr>
<td>Dredging regime</td>
<td>None</td>
</tr>
<tr>
<td>Distance pilot station to berth</td>
<td>8.5nm</td>
</tr>
<tr>
<td>ISPS</td>
<td>Marine Facility Security Plan (MFSP) approved by Transport Canada</td>
</tr>
<tr>
<td>Loading/unloading requirements</td>
<td>Contact Halifax Port Authority Tel: 902- 426-8222 Fax: 902- 426-7335 <a href="mailto:hpa_security@portofhalifax.ca">hpa_security@portofhalifax.ca</a> <a href="http://www.portofhalifax.ca">www.portofhalifax.ca</a></td>
</tr>
<tr>
<td>Free text</td>
<td>Pier 24 is an annex facility of Ocean Terminals and part of the Ocean Terminals Marine Facility Security Plan.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Manoeuvre</th>
<th>Arrival</th>
</tr>
</thead>
<tbody>
<tr>
<td>UKC policy</td>
<td>As per HPA UKC Policy- Found in Port Information Guide Section 8</td>
</tr>
<tr>
<td>Size restriction</td>
<td>As per table located in Free Text Section</td>
</tr>
<tr>
<td>Tidal restriction</td>
<td>None</td>
</tr>
<tr>
<td>Wind restriction</td>
<td>APA Pilot and Master Discretion</td>
</tr>
<tr>
<td>Visibility restriction</td>
<td>APA Pilot and Master Discretion</td>
</tr>
<tr>
<td>Speed restriction</td>
<td>Safe Speed as defined by COLREGS- Rule #6</td>
</tr>
<tr>
<td>Passing requirements</td>
<td>As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)</td>
</tr>
<tr>
<td>Tug use</td>
<td>As per HPA Tug Matrix- Section 11</td>
</tr>
<tr>
<td>Berthing requirements</td>
<td>Contact Halifax Port Authority Tel: 902- 426-8222 Fax: 902- 426-7335 <a href="mailto:hpa_security@portofhalifax.ca">hpa_security@portofhalifax.ca</a> <a href="http://www.portofhalifax.ca">www.portofhalifax.ca</a></td>
</tr>
<tr>
<td>Free text option</td>
<td>Pier 24</td>
</tr>
<tr>
<td>Length</td>
<td>142 m/466 ft</td>
</tr>
<tr>
<td>Depth (MIN)</td>
<td>9.3 m/29 ft</td>
</tr>
<tr>
<td>Apron Width</td>
<td>Open</td>
</tr>
<tr>
<td>Shed Area</td>
<td>N/A</td>
</tr>
<tr>
<td>Open Area</td>
<td>4,459 m²/47,996 ft²</td>
</tr>
<tr>
<td>Heated Space</td>
<td>-</td>
</tr>
<tr>
<td>Truck Bays</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Manoeuvre</th>
<th>Departure</th>
</tr>
</thead>
<tbody>
<tr>
<td>UKC policy</td>
<td>As per HPA UKC Policy- Found in Port Information Guide Section 8</td>
</tr>
<tr>
<td>Size restriction</td>
<td>As per table located in Free Text Section</td>
</tr>
<tr>
<td>Tidal restriction</td>
<td>None</td>
</tr>
<tr>
<td>Wind restriction</td>
<td>APA Pilot and Master Discretion</td>
</tr>
<tr>
<td>Visibility restriction</td>
<td>APA Pilot and Master Discretion</td>
</tr>
<tr>
<td>Speed restriction</td>
<td>Safe Speed as defined by COLREGS- Rule #6</td>
</tr>
<tr>
<td>Passing requirements</td>
<td>As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)</td>
</tr>
<tr>
<td>Tug use</td>
<td>As per HPA Tug Matrix- Section 11</td>
</tr>
<tr>
<td>Unberthing requirements</td>
<td>Contact Halifax Port Authority Tel: 902- 426-8222 Fax: 902- 426-7335 <a href="mailto:hpa_security@portofhalifax.ca">hpa_security@portofhalifax.ca</a> <a href="http://www.portofhalifax.ca">www.portofhalifax.ca</a></td>
</tr>
<tr>
<td>Free text option</td>
<td>-</td>
</tr>
</tbody>
</table>
Port of Halifax

PORT SECTIONS GUIDE

South End Container Terminal (PSA Halifax)

Halifax Harbour, South End

Date: May 1st, 2018

Position (lat / lon): 44°37.7’N 063°34.0’W

Minimum control-led water depth: Control Depth alongside is 16.0m

Chart datum: Geodetic system in use on chart: North American Datum 1983

Range of water densities: 1021-1025

Tidal range: Range 2.1m

UKC policy alongside: Minimum 15% of Draught under the vessel at all states of tide. Vessels with Draught greater than 13.8m to notify HPA prior to arrival. As Per Port Information Guide Section 8

Bottom type: Marine Clay, silt

Dredging regime: None

Distance pilot station to berth: 8.0nm

ISPS: Marine Facility Security Plan (MFSP) approved by Transport Canada

Loading/unloading requirements:

Contact PSA Halifax
P.O. Box 1057
Halifax, Nova Scotia B3J 2X1
Tel: 902-421-1778

Free text: The South End Container Terminal opened in 1969 and was Canada’s first common-user container terminal. This facility offers some of the deepest berths in all of North America in an ice-free port. The terminal is leased from the HPA and is operated by PSA Halifax. PSA Halifax’s customers include some of the world’s largest international shipping lines. PSA Halifax is fully equipped to deliver 24-hour service, seven days a week. PSA Halifax is also equipped to handle other cargo including cargoes, heavy-lift and roll-on/roll-off cargoes. PSA Halifax has 5 gantry cranes (including four super post-Panamax) and offers on-deck, double-stack rail service with over 9,000 feet of track on the terminal connected to CN’s North American network.

**Manoeuvre**

**Arrival**

UKC policy: As per HPA UKC Policy- Found in Port Information Guide Section 8

Size restriction: As per table located in Free Text Section

Tidal restriction: None

Wind restriction: APA Pilot and Master Discretion

Visibility restriction: APA Pilot and Master Discretion

Speed restriction: Safe Speed as defined by COLREGS- Rule #6

Passing requirements: As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)

Tug use: As per HPA Tug Matrix- Section 11

Berthing requirements:

<table>
<thead>
<tr>
<th>Berth</th>
<th>Length (m)</th>
<th>Depth (m)</th>
<th>Apron Width</th>
<th>Shed Area</th>
<th>Open Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td>190.5m/625ft</td>
<td>13.6m/45ft</td>
<td>Unrestricted</td>
<td>-</td>
<td>(TOTAL PIER B OPEN AREA) 12.4 ac/5 ha</td>
</tr>
<tr>
<td>37</td>
<td>190.5m/625ft</td>
<td>13.8m/46ft</td>
<td>Unrestricted</td>
<td>-</td>
<td>(TOTAL PIER B OPEN AREA) 2,780m²/29,924ft²</td>
</tr>
<tr>
<td>39</td>
<td>190.0m/623ft</td>
<td>13.2m/46ft</td>
<td>Unrestricted</td>
<td>-</td>
<td>(TOTAL PIER C OPEN AREA) 29,924ft²</td>
</tr>
<tr>
<td>41</td>
<td>333m/1093ft</td>
<td>16.0m/53ft</td>
<td>Unrestricted</td>
<td>-</td>
<td>(TOTAL PIER C OPEN AREA) 24.2ha</td>
</tr>
</tbody>
</table>

Free text option: Contact PSA Halifax
P.O. Box 1057
Halifax, Nova Scotia B3J 2X1
Tel: 902-421-1778

**Manoeuvre**

**Departure**

UKC policy: As per HPA UKC Policy- Found in Port Information Guide Section 8

Size restriction: As per table located in Free Text Section

Tidal restriction: None

Wind restriction: APA Pilot and Master Discretion

Visibility restriction: APA Pilot and Master Discretion

Speed restriction: Safe Speed as defined by COLREGS- Rule #6

Passing requirements: as coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)

Tug use: As per HPA Tug Matrix- Section 11

Unberthing requirements: Contact PSA Halifax
P.O. Box 1057
Halifax, Nova Scotia B3J 2X1
Tel: 902-421-1778

Free text option:
## National Gypsum Ltd. (Procedures for Bedford Basin Jetty)

### Halifax Harbour, Bedford Basin

### Date: May 1st, 2018

<table>
<thead>
<tr>
<th>Position (lat / lon)</th>
<th>44° 41.5'N 063° 37.1'W</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum control-led water depth</td>
<td>Control Depth alongside is 10.3m</td>
</tr>
<tr>
<td>Chart datum</td>
<td>Geodetic system in use on chart: North American Datum 1983</td>
</tr>
<tr>
<td>Range of water densities</td>
<td>1021-1025</td>
</tr>
<tr>
<td>Tidal range</td>
<td>Range 2.1m</td>
</tr>
<tr>
<td>UKC policy alongside</td>
<td>Minimum 15% of Draught under the vessel at all states of tide. Vessels with Draught greater than 13.8m to notify HPA prior to arrival. As Per Port Information Guide Section 8</td>
</tr>
<tr>
<td>Bottom type</td>
<td>Marine Clay, silt</td>
</tr>
<tr>
<td>Distance pilot station to berth</td>
<td>12.2 nm</td>
</tr>
<tr>
<td>ISPS</td>
<td>Marine Facility Security Plan (MFSP) approved by Transport Canada</td>
</tr>
<tr>
<td>Loading/unloading requirements</td>
<td>Free text</td>
</tr>
</tbody>
</table>

### Manoeuvre

#### Arrival

| UKC policy | As per HPA UKC Policy- Found in Port Information Guide Section 8 |
| Size restriction | As per table located in Free Text Section |
| Wind restriction | APA Pilot and Master Discretion |
| Visibility restriction | APA Pilot and Master Discretion |
| Speed restriction | Safe Speed as defined by COLREGS- Rule #6 |
| Tug use | As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS) |
| Berthing requirements | 1 in/1 out with Bow Thruster, or as per weather requirements. |
| Free text option | National Gypsum |
| Length | 196.89m (645 ft) |
| Depth (MIN) | 10.3m /33.79 |
| Apron Width | Open |
| Shed Area | N/A |
| Open Area | - |
| Heated Space | - |
| Truck Bays | - |

### Manoeuvre

#### Departure

| UKC policy | As per HPA UKC Policy- Found in Port Information Guide Section 8 |
| Size restriction | As per table located in Free Text Section |
| Wind restriction | APA Pilot and Master Discretion |
| Visibility restriction | APA Pilot and Master Discretion |
| Speed restriction | Safe Speed as defined by COLREGS- Rule #6 |
| Tug use | As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS) |
| Unberthing requirements | 1 in/1 out with Bow Thruster, or as per weather requirements. |
| Free text option | - |
Port: Woodside Atlantic Wharf  
Section: Halifax Harbour, Woodside  
Date: May 1st, 2018

<table>
<thead>
<tr>
<th>Position (lat / lon)</th>
<th>44° 38.8'N 063° 32.9’W</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum control-led water depth</td>
<td>Control Depth alongside is 9.4m</td>
</tr>
<tr>
<td>Chart datum</td>
<td>Geodetic system in use on chart: North American Datum 1983</td>
</tr>
<tr>
<td>Range of water densities</td>
<td>1021-1025</td>
</tr>
<tr>
<td>Tidal range</td>
<td>Range 2.1m</td>
</tr>
<tr>
<td>UKC policy alongside</td>
<td>Minimum 15% of Draught under the vessel at all states of tide. Vessels with Draught greater than 13.8m to notify HPA prior to arrival. As Per Port Information Guide Section 8</td>
</tr>
<tr>
<td>Bottom type</td>
<td>Marine Clay, silt</td>
</tr>
<tr>
<td>Distance pilot station to berth</td>
<td>9.5 nm</td>
</tr>
<tr>
<td>ISPS</td>
<td>Marine Facility Security Plan (MFSP) approved by Transport Canada</td>
</tr>
</tbody>
</table>

**Free text**

The Woodside Atlantic Wharf is owned by the Nova Scotia Business Inc. and is operated by Nova Scotia Department of Transportation and Public Works. The operations of this facility include ship repair and rebuild, servicing off-shore oil rigs, and serving as a lay-up wharf.

### Manoeuvre

**Arrival**

- **UKC policy**
  As per HPA UKC Policy- Found in Port Information Guide Section 8
- **Size restriction**
  As per table located in Free Text Section
- **Tidal restriction**
  None
- **Wind restriction**
  APA Pilot and Master Discretion
- **Visibility restriction**
  APA Pilot and Master Discretion
- **Speed restriction**
  Safe Speed as defined by COLREGS- Rule #6
- **Passing requirements**
  As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)
- **Tug use**
  As per HPA Tug Matrix- Section 11
- **Berthing requirements**
  Free text option

**Manoeuvre**

<table>
<thead>
<tr>
<th>Free text option</th>
<th>Length</th>
<th>229 m/750 ft</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Depth (MIN)</td>
<td>9.4 m/30 ft</td>
</tr>
<tr>
<td></td>
<td>Apron Width</td>
<td>9.75 m to 14.6 m</td>
</tr>
<tr>
<td></td>
<td>Open Area</td>
<td>5.5 ac/2.2 ha</td>
</tr>
</tbody>
</table>

**Departure**

- **UKC policy**
  As per HPA UKC Policy- Found in Port Information Guide Section 8
- **Size restriction**
  As per table located in Free Text Section
- **Tidal restriction**
  None
- **Wind restriction**
  APA Pilot and Master Discretion
- **Visibility restriction**
  APA Pilot and Master Discretion
- **Speed restriction**
  Safe Speed as defined by COLREGS- Rule #6
- **Passing requirements**
  As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS)
- **Tug use**
  As per HPA Tug Matrix- Section 11
- **Unberthing requirements**
  Free text option
## Nova Scotia Power, Tuft’s Cove Generating Station

### Halifax Harbour, Dartmouth shoreline

<table>
<thead>
<tr>
<th>Date</th>
<th>May 1st, 2018</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Position (lat / lon)</th>
<th>44° 40.5’N 063° 35.8’W</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum control-led water depth</td>
<td>Control Depth alongside is 13.4m</td>
</tr>
<tr>
<td>Chart datum</td>
<td>Geodetic system in use on chart: North American Datum 1983</td>
</tr>
<tr>
<td>Range of water densities</td>
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<tr>
<td>Tidal range</td>
<td>Range 2.1m</td>
</tr>
<tr>
<td>UKC policy alongside</td>
<td>Minimum 15% of Draught under the vessel at all states of tide. Vessels with Draught greater than 13.8m to notify HPA prior to arrival. As Per Port Information Guide Section 8</td>
</tr>
<tr>
<td>Bottom type</td>
<td>Marine Clay, silt</td>
</tr>
<tr>
<td>Distance pilot station to berth</td>
<td>11.8 nm</td>
</tr>
<tr>
<td>ISPS</td>
<td>Transport Canada Security Approved</td>
</tr>
</tbody>
</table>

### Loading/unloading requirements

| Free text | Wharf Design: The wharf consists of 3 Cells each measuring 40ft in diameter (South Breasting Cell, Center Manifold Cell, & South Breasting Cell). The Center Manifold Cell is accessed by a 180ft access bridge (8ft wide). The adjacent Breasting Cells are each accessed, from the Manifold Cell, via 84ft walkways. Heavy fuel Offload completed only from chiksan cells. |

### Manoeuvre

**Arrival**

| UKC policy | As per HPA UKC Policy- Found in Port Information Guide Section 8 |
| Size restriction | As per table located in Free Text Section |
| Tidal restriction | None |
| Visibility restriction | APA Pilot and Master Discretion |
| Speed restriction | Safe Speed as defined by COLREGS- Rule #6 |
| Passing requirements | As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS) |
| Tug use | Vessels > 16000 DWT – 2 tugs not less than 50T bollard pull and with mandatory tug escort. |
| Berthing requirements | Max Draught 12.2m |

**Free text option**

| Length | 88 m/288 ft |
| Depth (MIN) | 13.4m/40 ft |
| Apron Width | 13.7m/45 ft |

### Free text option

**Departure**

| UKC policy | As per HPA UKC Policy- Found in Port Information Guide Section 8 |
| Size restriction | As per table located in Free Text Section |
| Tidal restriction | None |
| Visibility restriction | APA Pilot and Master Discretion |
| Speed restriction | Safe Speed as defined by COLREGS- Rule #6 |
| Passing requirements | As coordinated by APA Pilots/Ship’s Master and monitored by CCG Vessel Traffic Services (MCTS) |
| Tug use | Vessels > 16000 DWT – 2 tugs not less than 50T bollard pull and with mandatory tug escort. |
| Unberthing requirements | |

**Free text option**