

INTER-GOVERNMENTAL MARITIME  
CONSULTATIVE ORGANIZATION

101-104 PICCADILLY,  
LONDON, W1V 0AE

Telegrams: INMARCOR-LONDON, W.1  
Telephone: 01-499 9040



IMCO

MARINE TRAFFIC REGULATING SYSTEM  
NOVA SCOTIA, SOUTHEAST COAST -  
HALIFAX HARBOUR AND APPROACHES

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At the request of the Government of Canada, the attached note on the introduction of a Marine Traffic Regulating System in the above-mentioned area is circulated, for information, to all IMCO Member Governments and Contracting Governments to the International Convention for the Safety of Life at Sea, 1960.

Similar information on the establishment of marine traffic schemes was communicated by:

- (a) circular SN/Circ.42, dated 8 April 1968  
(in the St. Lawrence River);
- (b) circular SN/Circ.63, dated 24 July 1972  
(in the Strait of Canso and Approaches).

Governments are invited to bring the information on the introduction of the new Marine Traffic Regulating System to the attention of all concerned.

NOVA SCOTIA, SOUTHEAST COAST - HALIFAX HARBOUR AND APPROACHES - Introduction of Marine Traffic Regulating System.

1. Halifax Marine Aids Centre

Notice is hereby given that in the interests of safe navigation within the area of Halifax Harbour and approaches, the Ministry of Transport has established a Marine Aids Centre situated at Chebucto Head in Latitude  $44^{\circ}30'25''N.$ , and Longitude  $63^{\circ}31'25''W.$  The Aids Centre is equipped with R/T and VHF transmitting and receiving communications equipment. The Aids Centre will administer the Marine Traffic Regulating System in Halifax Harbour and approaches and will be manned on a 24 hour basis.

2. Halifax Marine Traffic Regulating Zone

On October 1, 1972, at 1200 hours Atlantic Daylight Saving Time (Zone + 3 hours), the Halifax Marine Traffic Regulating Zone will be established. The Halifax Zone will encompass all the waters within a line drawn due south from Pennant Point in Latitude  $44^{\circ}25'51''N.$ , Longitude  $63^{\circ}39'00''W.$  to Latitude  $44^{\circ}13'51''N.$ , Longitude  $63^{\circ}39'00''W.$ ; thence along a line joining the following positions:

- (a) Latitude  $44^{\circ}14'02''N.$ , Longitude  $63^{\circ}30'54''W.$
- (b) Latitude  $44^{\circ}15'13''N.$ , Longitude  $63^{\circ}26'07''W.$
- (c) Latitude  $44^{\circ}19'06''N.$ , Longitude  $63^{\circ}18'51''W.$
- (d) Latitude  $44^{\circ}22'55''N.$ , Longitude  $63^{\circ}13'36''W.$
- (e) Latitude  $44^{\circ}28'42''N.$ , Longitude  $63^{\circ}12'30''W.$

thence in a  $009^{\circ}$  direction to the shore at Petpeswick Head.

3. Application

The provisions of this Notice will apply to all vessels of 65' registered length and over whilst in transit through the Halifax Zone. A ship will be considered in transit at all times whilst located within the Halifax Zone except when securely made fast to the shore or laid up to the satisfaction of the Regulating Centre.

4. Movement Regulating and Responsibility

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

5. Geographic Subdivision of the Halifax Marine Traffic Regulating Zone

For traffic information and Regulating purposes, the Halifax Zone is divided into two sectors as defined in Table I, (See page 9 )

6. VHF Radio Telephone Equipment

To avoid unnecessary delays, all vessels transiting the Halifax Zone should be provided with a VHF set meeting the following standards:

A vertically polarized antenna with a radiation equivalent to a unity gain antenna at a nominal height of 30 feet above the water; a transmitter R.F. power output of 10 watts minimum and a receiver sensitivity of at least two microvolts across the input terminals for 20 db signal to noise ratio. Control of the VHF channels shall be immediately available on the bridge, convenient to the conning position and such installation shall conform to the requirements laid down in Radio Regulations for equipment used in the VHF International Maritime Mobile Radio Telephone Service and shall be capable of operating on the following channels:

156.8 MHz	Channel 16
156.7 MHz	Channel 14
156.6 MHz	Channel 12
156.3 MHz	Channel 6

However, it is recommended that the following channels also be available in case of emergency or an extension of service:

156.65	MHz	Channel 13
156.55	MHz	Channel 11
156.5	MHz	Channel 10
156.45	MHz	Channel 9
156.4	MHz	Channel 8

For vessels not yet carrying equipment as described above, portable VHF sets of limited range will be made available on a rental basis for vessels in pilotage waters. The VHF radio telephone system is for marine safety information and traffic regulating messages. Public correspondence and domestic messages will not be accepted.

#### 7. VHF Listening Watch

The VHF channels contained in Table 1 have been designated for regulating marine traffic and all vessels whilst in transit in the Halifax Zone shall maintain a continuous VHF listening watch on the appropriate assigned sector frequency. Permission to leave the designated frequency or to terminate the VHF listening watch must be obtained from the Regulating Centre.

#### 8. Operating Procedures

The Halifax Traffic Regulating Centre will be identified by the call sign "HALIFAX TRAFFIC" and ships will be addressed by their names.

Radio telephone procedures are to be those formulated by the International Telecommunications Union as outlined in the Canadian Coastal Radio/Telephone Service Handbook.

All times will be given in Atlantic Standard Time or Atlantic Daylight Saving Time, whichever is in effect. The 24-hour clock system will be used.

All radio telephone communications between the Centre and ships will be conducted in English and will be recorded.

#### 9. Clearances (Permission to Proceed)

The Master, officer in charge or pilot of the vessel shall obtain a clearance before a vessel:

- (a) Enters the waters designated as the Halifax Marine Traffic Regulating Zone;
  - (b) Proceeds to or leaves any berth within the Halifax Zone;
  - (c) Proceeds after being stranded or involved in a collision;
  - (d) Proceeds after suffering a permanent defect of any ship-borne navigational aid or equipment or manoeuvring machinery.
- Berth means wharf, pier, dock, slip, anchorage or mooring.

10. Duration of Clearance Validity

A Marine Traffic Regulating clearance will constitute authority for the Master of a vessel to proceed with the manoeuvre for which permission has been granted provided the commencement of that manoeuvre has been executed within 15 minutes of the time specified in the clearance. The clearance will automatically expire after this time and if the ship is delayed for any reason, it must, except in an emergency, obtain another clearance before proceeding. Should an emergency occur that necessitates action without permission, the Regulating Centre must be advised immediately.

11. Special Clearance Requirements

Vessels of 50,000 tons gross tonnage and over shall apply for clearance to the Regulating Centre not less than 24 hours before the vessel is due to enter the Halifax Zone. All other vessels shall apply for such clearance not less than 12 hours before the vessel is due to enter the Halifax Zone.

Vessels of 50,000 tons gross tonnage and over shall apply for clearance to leave a berth within the Halifax Zone not less than 4 hours prior to the time of departure.

Vessels at anchor shall be maintained on standby status and shall be capable of proceeding as required.

12. Format of Initial Clearance to Enter the Halifax Zone

Vessels requiring an initial clearance to enter the Halifax Marine Traffic Regulating Zone shall make application through a marine station to "HALIFAX TRAFFIC" in the following form:

- (a) Name of the ship and call sign;
- (b) Position of the ship;
- (c) ETA at the limit of the Zone;
- (d) Ship's destination and last port;
- (e) Ship's draft;
- (f) Description and weight of pollutants carried;
- (g) Pilotage requirements;
- (h) Deficiencies in shipborne Navigational Aids equipment and ship's machinery; and
- (i) Report of any leakage of pollutants from the ship or any damage sustained which may result in pollution.

An application to revalidate an expired initial clearance may be made in the form set out in Section 14 of this Notice.

13. Mandatory Reporting Points

Vessels, whilst in transit, are to report to the Regulating Centre when at the limit of the Zone and at the following numbered points:

Outer Approaches

- No. 1 When 8 miles distant from the Marine Aids Centre located at Chebucto Head
- No. 2 When 4 miles distant from the Marine Aids Centre in (1).
- No. 3 When abeam of the Inner Automatic Light and Whistle Buoy ( $44^{\circ}31'39''N.$ ,  $63^{\circ}30'06''W.$ ) (L.L. 516).

Harbour Area - Vessels Transiting the System

- No. 4 Latitude  $44^{\circ}33'11''N.$ , Longitude  $63^{\circ}31'40''W.$

- No. 5 A line drawn through the Ives Knoll light buoy ( $44^{\circ}37'50''N.$ ,  $63^{\circ}32'47''W.$ ) (L.L. 536) in a  $246^{\circ}$  direction and extended to the shore.
- No. 6 A line drawn through Ives Knoll light buoy (L.L. 536) in a  $066^{\circ}$  direction and extended to the shore.
- No. 7 A line drawn through Dartmouth Ferry Wharf, Latitude  $44^{\circ}39'47''N.$ , Longitude  $63^{\circ}34'11''W.$ , in a  $221^{\circ}$  direction and extended to the opposite shore.
- No. 8 A line drawn through position Latitude  $44^{\circ}41'21''N.$ , Longitude  $63^{\circ}37'01''W.$  in a  $197^{\circ}$  direction and extended to the opposite shore.

#### 14. Ship Reports

Vessels are required to give progress reports when passing the mandatory reporting points and such information would normally consist of the following:

- (a) Name of vessel;
- (b) Location;
- (c) Time to next reporting point (or Zone Limit);  
and
- (d) Any adverse weather conditions being experienced.

Vessels may give additional navigation safety calls at other locations should conditions so warrant. However, masters and pilots are cautioned that conversation should be kept at the minimum consistent with safety requirements of the situation.

In addition to the information required to be communicated to the Marine Traffic Regulating Centre in accordance with this section:

- (a) Outbound vessels passing reporting point No.3 will be required to state their intended course;
- (b) Inbound vessels passing reporting Point No. 5 will be required to state whether it is intended to pass to eastward or westward of Georges Island;

- (c) Outbound vessels passing reporting point No. 7 will be required to state whether it is intended to pass to eastward or westward of Georges Island;
- (d) Vessels intending to transit the Narrows will be required to communicate this information at reporting points Nos. 7 and 8.

15. Incident Reports

Ships should report immediately to the Regulating Centre any accident involving the following:

- (a) An accident to the vessel or fire on board;
- (b) Sighting another vessel involved in an accident or any apparent difficulty;
- (c) Sighting any obstruction dangerous to navigation;
- (d) Observing any navigation buoy or aid malfunctioning, damaged, missing or off position;
- (e) Sighting any pollution of the waters within the Halifax Zone; and
- (f) An appreciable reduction in visibility.

16. Routine Information Broadcast

Routine broadcasts on:

- (a) Notices to Shipping; and
- (b) Shipping movement will be given every half hour at the following times unless urgent radio telephone communications necessitate a delay in which case the broadcast will be made as soon as possible after the scheduled time:

Sector I-on the hour and half hour

Sector II - 5 minutes and 35 minutes after the hour

Urgent information will be broadcast immediately upon receipt and will be repeated during the next routine broadcast.



17. Information by Request

The Regulating Centre will give to any ship on request such information on traffic, weather or other conditions as is known to the centre.

18. Restrictions of Traffic Movement

The movement of vessels in transit may be restricted during times when the following vessels are underway:

- (a) A tanker of 50,000 tons gross tonnage or over;
- (b) A vessel carrying cargo which could prove hazardous to navigation or the environment;
- (c) A vessel or tug and tow which is considered to be navigating with difficulty by reason of size, construction or any deficiency in equipment or machinery.

A Notice to Shipping regarding the expected movement of any of the above vessels will be broadcast by the following marine radio stations:

VCS Halifax  
VAX Canso  
VCO Sydney  
VAU Yarmouth

19. Speed

Vessels shall proceed with care and at such speed that will not endanger persons or property.

TABLE I

Sector	Limits	VHF Channel Assigned	Assigned Frequency
One	From: Seaward Limit of Zone  To : The parallel of Latitude passing through Maugher Beach Lighthouse	14	156.7 MHz
Two	From: The parallel of Latitude passing through Maugher Beach Lighthouse  To : The shoreline of Bedford Basin	12	156.6 MHz
For docking and undocking within the Halifax Zone for ship/tug communications in immediate berth vicinity. Normal ship/ship communications		6	156.3 MHz