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°30'25.5"N., and longitude 63°31'26"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°25'51"N., Longitude 63°39'00"W. to Latitude 44°13'51"N., Longitude 63°39'00"W.; thence along a line joining the following positions:

(a) Latitude 44°14'02"N., Longitude 63°30'56"W.
(b) Latitude 44°15'13"N., Longitude 63°26'07"W.
(c) Latitude 44°19'06"N., Longitude 63°18'51"W.
(d) Latitude 44°22'55"N., Longitude 63°13'36"W.
(e) Latitude 44°28'42"N., Longitude 63°12'30"W.

thence in a 009° 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 comning 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
156.50 MHz  Channel 10
156.45 MHz  Channel  9
156.40 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°31'39"N., 63°30'06"W.)
(L.L. 516).

Harbour Area - Vessels Transiting the System

No. 4 Latitude 44°33'11"N., Longitude
63°31'40"W.
No. 5 A line drawn through the Ives Knoll light buoy (44°37'50"N., 63°32'47"W.) (L.L. 536) in a 246° direction and extended to the shore.

No. 6 A line drawn through Ives Knoll light buoy (L.L. 536) in a 066° direction and extended to the shore.

No. 7 A line drawn through Dartmouth Ferry Wharf, Latitude 44°39'47"N., Longitude 63°34'11"W., in a 221° direction and extended to the opposite shore.

No. 8 A line drawn through position Latitude 44°41'17"N., Longitude 63°37'01"W. in a 197° 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>
<thead>
<tr>
<th>Sector</th>
<th>Limits</th>
<th>VHF Channel Assigned</th>
<th>Assigned Frequency</th>
</tr>
</thead>
</table>
| 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 |