



**HOPA**

**PORT OF  
OSHAWA**

*PRACTICES AND PROCEDURES*

Date: April 2021

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## INTRODUCTION

These practices and procedures are made pursuant to the Canada Marine Act Section 56, Subsection (1) (b) and have been developed for the purpose of promoting safe and efficient navigation and environmental protection in the waters of the Port of Oshawa.

All marine facilities, tenants, stakeholders, port users and vessels are required to follow all municipal, provincial and federal regulations with regard to security, environmental procedures and response.

This document is designed to provide port users with a single point of reference for Hamilton Oshawa Port Authority operational practices and procedures. These practices and procedures are not to supersede any requirement of the Canada Marine Act, the Canada Shipping Act, 2001, the Pilotage Act, the Marine Transportation Security Act, the Marine Transportation Security Regulations or the Canadian Environmental Protection Act.

Port Authority Operations Regulations, made pursuant to the Canada Marine Act Section 62, Subsection (1) may also apply.

These practices and procedures may be amended from time to time if and/or when circumstances dictate. Emergency amendments may be made to these practices and procedures without notice. Where possible, notice will be given to stakeholders as far in advance as practical.

Please submit any comments or recommendations regarding this document to:

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## DEFINITIONS

“Act” means the Canada Marine Act, as amended from time to time.

“Agent” means the person or company who is authorized by the owner, manager or charter of a vessel to conduct the business of the vessel in the Port.

“Clearance” means granting authorization to carry out a maneuver, operation or task. It can be in written or verbal form and it may be transmitted electronically (fax, email, VHF Radio)

“Dangerous Goods” means a product, substance or organism included by its nature or by the regulations in any of the classes listed in the Transportation of Dangerous Goods schedule.

“Harbour Master” means the person appointed by the Hamilton Oshawa Port Authority as Harbour Master of the Port pursuant to Section 69 of the Canada Marine Act.

“Harbour Masters Office/Port Patrol” means individual who work under the Harbour Master’s direction and are responsible for the harbour operations and security.

“HOPA” or “Port Authority” means the Hamilton-Oshawa Port Authority.

“Hot Work” work involving burning, cutting, grinding, welding or any operation capable of initiating fires or explosions.

“Knot” means nautical miles per hour and is the equivalent of 1,852 metres per hour or 1.85 kilometers per hour.

“Master” means master, owner, agent, operator or person in charge of a vessel.

“MCTS” means the Canadian Coast Guard Marine Communications and Traffic Services.

“Pilot” means an individual who operates a vessel in accordance with the Great Lakes Pilotage Regulations.

“Port” means the navigable waters under the jurisdiction of a port authority and the real property and immovables that the port authority manages, holds or occupies as set out in the letters patent.

“Scaling” will include scraping, sanding, chipping, grinding, sandblasting or hydro blasting and means any way of dislodging paint, rust or other unwanted material from the hull, machinery, superstructure of a vessel or equipment / goods contained on a vessel.

## HARBOUR MASTER'S AUTHORITY

All vessels in the waters of the Oshawa Harbour shall comply with the practices and procedures of the Hamilton-Oshawa Port Authority ("the Port Authority"). The Port Authority has designated the Harbour Master and authorized delegates, including the Oshawa Site Manager to be the persons responsible for ensuring adherence to these practices and procedures.

Instruction to vessels may be made directly to the vessel by the Harbour Master or through the Harbour Masters Office.

### QSL

HOPA Ports has appointed QSL as its exclusive agent and sole stevedore for providing stevedoring services, terminal/warehousing services, cargo handling services and for providing labour to handle such cargo at the east and west terminals and transit sheds in the Port of Oshawa.

## 1.0 PORT OPERATIONS AND SECURITY

### 1.1 HARBOUR MASTERS OFFICE

The Harbour Masters Office is open Monday – Friday: 0700 – 2300 hours, Saturday and Sunday: 0700 - 1500 hours. The office can be reached 24/7 at 905-525-3412 or by email at [hmo@hopaports.ca](mailto:hmo@hopaports.ca)

HOPA provides support and a reporting line. All Port Security related issues are to be reported to 905-525-3412.

In the event of an emergency, call 911.

### 1.2 MARINE COMMUNICATIONS AND TRAFFIC SERVICES

The Harbour Masters Office provides harbour management co-ordination vital to the safety of port operations.

MCTS can be contacted on VHF Channel 16.

### 1.3 POLICE JURISDICTION

The Durham Police Service provides land and water side policing within the limits of the Hamilton-Oshawa Port Authority and Oshawa Harbour.

### 1.4 ACCESS CONTROL

The Port Authority is a secured facility, with access restricted to authorized individuals with a “need and right” to enter Port areas and facilities.

Individuals requiring access into the Port must check in at the Port Authority Main Office at 1621 Simcoe Street South, Oshawa Ontario.

#### 1.4.1 VISITORS

Visitors must check in at the Port Authority Main Office to obtain a temporary visitors’ pass on arrival.

Visitors will be provided with a visitor pass, which must be worn and visible at all times while on-site. Any pass issued is to be returned to Port Authority Main Office prior to visitor departure from the port unless otherwise instructed. Visitors are not authorized to be in restricted areas or areas unless they are escorted by an employee who is authorized to be in that area and will remain with the visitor, or the visitor has been issued a temporary restricted area access pass for that area.

All visitors must present government issued identification (ID) to security personnel when attempting to enter the port. The purpose of the visit will be verified by security personnel before access is provided. Visitors shall be scheduled in advance. Unscheduled visitors must be authorized by the Port Authority and, if applicable, the Marine Facility Security Officer (MFSO) to have access granted.

Visitors will be advised of specific site security requirements and vehicle control procedures if vehicles must be driven into the port at the time of visit.

### 1.5 EMERGENCY PROCEDURES AND REPORTING REQUIREMENTS



In addition to mandatory requirements under the Canada Marine Act, the Canada Shipping Act, the Canadian Environmental Protection Act etc., a vessel involved in any of the listed incidents must report the incident to the Harbour Masters Office/Port Patrol as soon as possible after the commencement of the incident.

These incidents include but are not limited to the following:

- Fire
- Explosion
- Personal injury or death
- Criminal activity
- Contact with piers
- Vessel collision
- Groundings
- Spills
- Dangerous goods

The emergency service responding to any incident must be given all necessary support from the Master and the crew including, but not limited to, information in respect of any and all 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 elements as stability, access and international connections.

In the event of an incident, the vessel is required to communicate the occurrence by any of the following methods:

- continuous sounding of the ship's whistle or siren;
- Harbour Masters Office/Port Patrol: 905-525-3412
- MCTS: VHF channel 16
- Fire Department, Police, Ambulance 911

The Port Authority, in executing its duty to ensure the safety of all port users, is mindful of the additional cost of such services for the vessel and will only require such services if deemed necessary.

## 1.6 REPORTING OF SPILLS

In the event of an environmental spill/incident in the Port of Oshawa, the Harbour Master's Office/Port Patrol (905-525-3412) and Spills Action Centre (1-800-268-6060) are to be immediately notified.

## 1.7 AIDS TO NAVIGATION

All Navigational Aids in Oshawa are charted through the Canadian Hydrographic Service to assist mariners transiting the waterways as required through the Canada Shipping Act.

Under no circumstances should an Aid to Navigation be altered / moved / removed in any way without the approval of the Harbour Master and the Canadian Coast Guard.

## 1.8 EXCLUSION ZONES

Exclusion zones may be permanently or periodically established in the interest of safe navigation. The exclusion zones will be established by the Port Authority through MCTS via a Notice to Shipping or broadcasted via marine VHF radio.

## 2.0 HARBOUR MOVEMENTS

### 2.1 VESSELS AND CARGOES

Under section 32 (3) of the Port Authority Operations Regulations, a vessel is to provide the Harbour Masters Office, at minimum 24 hours notice prior to entering the Port of Oshawa. The owner, agent or the person in charge of the vessel is required to provide the following information for the purpose of traffic clearance. This information includes, but is not limited to the following:

- Name of vessel, including port of registry
- Gross registered tonnage
- Last port of call
- Next port of call
- Cargo
- Name of Pilot (if applicable)

The vessel, owner or the person in charge must also provide the Harbour Masters Office with a crew list and pre-arrival notice for the vessel.

**The presence of dangerous goods on board must be included in the pre-arrival notification.**

### 2.2 OVERRIDING CONDITIONS

In the interest of marine safety and/or environmental protection, the Port Authority may require that a vessel or operation secure the services of tugs, pilots, or other agencies or services, as necessary. Such services will be at the expense of the vessel owner.

### 2.3 EMERGENCY DOCKING, LAY UP AND REPAIRS

Vessels requiring a location for emergency docking, lay up or repairs must notify the Harbour Masters Office of the vessel's intention. The Harbour Masters Office will assist in facilitating the interface between the vessel and marine facility. It is the vessels responsibility to obtain clearance approval from the marine facility.

For marine facility contact information, contact the Harbour Masters Office/Port Patrol at [hmo@hopaports.ca](mailto:hmo@hopaports.ca)

**Failure to obtain proper clearance will result in a Security Breach notification to Transport Canada.**

### 2.4 ORDER TO MOVE

If the owner or person in charge of any vessel in the harbour is not available, or refuses or neglects to obey an order by the Harbour Master to move a vessel, the Harbour Master at their discretion and at the risk and expense of the owner of the vessel may:

- Take possession and move the vessel;
- Use any reasonable means and force for such purpose;
- Place a Pilot in charge of the vessel;
- Order tugs and linesmen to remove the vessel; or
- Moor and anchor the vessel at any place satisfactory to the Harbour Master.

### 2.5 VESSELS UNDER ARREST

Vessels under arrest in the Port of Oshawa are the responsibility of the designated arresting body placing the vessel under arrest. The arresting body, is to advise the Port Authority, as soon as it is known, when a vessel is arrested, and when the vessel is no longer under arrest. The arresting body shall identify a contact name, together with a 24/7 contact number to the Port Authority. A vessel under arrest will not be cleared to move or depart until approval is given to the Port Authority by the arresting body.

### 2.6 TOWING AND TOWED VESSELS

These measures apply to all vessels towing other non-propelled vessels in the waters of the Port.

Vessels towing a non-propelled vessel are required to have sufficient power to maneuver the towed vessel in all conditions that they may encounter. Such power may be provided by the use of an additional towing vessel(s) to augment the principal towing vessel.

At all times the principal towing vessel is responsible for the safety and the maneuvering of all the vessels involved in the towing process.

If the principal towing vessel is unable to visually ascertain the location of the extremities of the towed vessel in relation to other vessels or structures, the master of the towing vessel shall provide a look-out on the towed vessel. This look-out is to have the ability to communicate with the principal towing vessel.

Any vessel not capable of moving under their own propulsion (including barge, scow or other similar vessel) that have explosives on board shall be moved by a towing vessel (tug). The towing vessel shall remain alongside as long as there are explosives on board.

## 3.0 BERTHING AND ALONGSIDE DOCK ACTIVITIES

### 3.1 TUGS REQUIREMENTS

Vessel owners or persons in charge of the vessel are responsible to ensure that safe navigation practices are followed and operational safety requirements of vessel movements are adhered to at all times.

Vessels maneuvering in the Port, at the discretion of the Master or Pilot, may elect not to use the services of tugs. If circumstances and/or conditions relating to environmental protection, safety of navigation, facilities or in water works play a role, it is at the discretion of the Harbour Master that may require the vessel to secure the service of a tug(s). The cost of the tug and related equipment is at the expense of the vessel owner. Specific tug requirements may be applicable at individual terminals.

### 3.2 VESSEL SUPPLIES / SERVICES

Vessel supplies and/or services may be ordered directly by the vessel or owner's agent to provide service for the purpose of replenishing supplies for the ship stores. The Harbour Masters Office must be notified of any supplies or delivery service that may be outside of the normal operations if port security access is required.

The Port Authority will not be responsible for any charges, fees, liability or demurrage related to any vessel service ordered by the vessel or owner's agents acting on behalf of a vessel.

### 3.3 VESSELS EXTENDING BEYOND A PIER

Vessels must obtain permission from the Port Authority to extend beyond a pier if by doing so the vessel presents a hazard, a hazard to navigation or impacts access to an adjacent berth. Every vessel that extends into the waters of the Port beyond the end of any pier from sunset to sunrise must keep the projected end of the vessel adequately illuminated so as to be readily visible from all directions.

### 3.4 NESTING/RAFTING OF VESSELS

Nesting/rafting of vessels is not permitted in the Port of Oshawa. A vessel may make fast to or secure alongside another vessel at a Port Authority berth only with prior authorization by the Harbour Master. Such authorizations will not be readily given, and extenuating circumstances must exist. This does not apply to bunkering operations.

### 3.5 VESSEL TO VESSEL TRANSFERS (SOLID OR LIQUID BULK)

These measures apply to all vessels engaged in transferring any commodity in the port.

Vessel to vessel transfers will be approved by the Harbour Master 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.

Prior to issuing the approval, the Harbour Master will confirm:

- 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 response procedures are in place; and
- that the operation will remain under constant supervision until completed.

### 3.6 CREWING AND PROPULSION POWER REQUIREMENT FOR VESSELS

### 3.6.1 CREWING

All vessels within the limits of the Port Authority shall have sufficient crew on board to safely maneuver the vessel along a port facility or to depart a port facility when instructed to do so by the Harbour Master. Crew in sufficient numbers shall be present at all times to monitor the vessel for safety and security purposes, and to ensure that mooring lines and gangways are properly tended and emergencies are responded to.

### 3.6.2 PROPULSION POWER REQUIREMENTS

Propulsion power shall be available at reasonable notice to move the vessel when instructed to do so by the Harbour Master. Before any repairs, maintenance or other works are undertaken that may hinder the vessel's ability to move along or clear a port facility or anchorage, clearance shall be obtained from the Harbour Master. At any time when emergency repairs are commenced on a vessel at a port facility, the master of the vessel will report to the Harbour Master the nature of the repairs and outline the affect it has on the vessel'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 vessel is capable of being safely moved.

Clearance will only be given to position an unmanned vessel within the limits of a port, if the Harbour Master is satisfied that the master of the vessel has adequate 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 required for a fully crewed vessel, the length of notification period will be agreed upon before the clearance is granted.

### 3.7 TURNING PROPELLERS ALONGSIDE

A vessel, when berthed or alongside another vessel at that property in the Port of Oshawa, shall not engage in manoeuvring equipment, or machinery tests, or any other operation that could endanger such property or other vessels, unless authorization has been given by the Harbour Master's Office.

In all cases where authorization is given, additional mooring lines should be run out and the equipment or machinery to be run at minimum speeds.

Other activities occurring in the Port require that the vessel give notice to adjacent vessels or works in progress. The vessel may be required to postpone its tests depending on the requirements of the work or adjacent vessel.

### 3.8 BOAT AND EMERGENCY EQUIPMENT / DRILLS

Vessels wishing to carry out drills, including the launching of a boat, must notify the Harbour Masters Office prior to commencement and upon completion of the drill.

### 3.9 SCALING AND OVER SIDE MAINTENANCE

Vessels alongside and intending to engage their crews in shipboard maintenance work must obtain the Port Authority's authorization in advance and must abide by all regulations pertaining to such activity. This includes painting, chipping, or scraping the vessel's outer hull areas by means of processes such as abrasive sandblasting, needle guns, or electrically powered wire wheels.

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 or abrasive materials do not enter the Port waters.

Substances used for cleaning the hull or coating the hull must be used with care, so that residue, dripping, or spillage does not enter the waters of the Port.

Personnel are to ensure that they are compliant with all applicable regulations, are familiar with Material Safety Data Sheet information and are wearing personal protective equipment at all times.

### 3.10 SHIFTING OF LINES

Vessels berthed at a port facility required to move along the face of the berth may, with prior clearance from the Harbour Master, shift the vessel using the vessel's lines. The Harbour Master will grant this clearance subject to weather conditions, other vessels in the vicinity, any special condition relating to the vessel or berth, and the safety of the operation.

If the vessel is to be moved and the lines are required to be shifted at the port facility, then adequate personnel shall be present both on the vessel and on land. The vessel shall at all times have sufficient crew engaged in the operation to safely make this shift.

No vessel shall move between one berth and another without the clearance of the Harbour Master.

## 4.0 ANCHORAGES

For the purposes of the Port of Oshawa Practices and Procedures please reference Canadian Hydrographic Chart 2050.

There are no designated anchorages assignments in the Port of Oshawa.

Vessels wishing to anchor while waiting for dock availability can proceed to a designated anchorage location such as Port Weller.

## 5.0 DANGEROUS GOODS

Dangerous Goods are substances to which regulations made under the Canada Shipping Act or the Transportation of Dangerous Goods Act apply. Dangerous goods that are to be loaded, unloaded or remain on board the vessel (including barges) within the Port, are to follow all applicable legislation.

### 5.1 MOVEMENT OF DANGEROUS GOODS

The Harbour Master requires pre-notification of the movement of dangerous goods into the Port of Oshawa's area. A minimum of 24 hours advance notification is required for all dangerous good cargoes entering Port waters.

### 5.2 CANADIAN WARSHIPS, NAVAL AUXILIARY SHIPS AND SHIPS UNDER THE COMMAND OF THE CANADIAN FORCES

Any vessel from the Canadian Forces shall be presumed to have explosives on board at all times and that these explosives are stored in accordance with the appropriate standards and guidelines.

These vessels include but are not limited to the following:

Canadian warships, naval auxiliary vessels and other vessels under the command of the Canadian Forces, vessels of a visiting force, or any other vessels while they are under the command of the Royal Canadian Mounted Police.

### 5.3 CLEARANCE TO ENTER

Clearance to enter, depart or move within the limits of the Port shall not be granted to vessels that have explosives on board when the visibility is less than 1 nautical mile (1852 metres). Subject to the Harbour Masters approval, this limit may be reduced if additional measures are employed to improve the safety of the maneuver.



## 6.0 ENVIRONMENT

The Port Authority takes its role as a responsible steward of the environment very seriously. We strive to be an active partner in the protection of Oshawa Harbour and view our activities through a 'green' lens, including greenhouse gas reduction, energy savings, pollution prevention and positive stewardship of the air, land and water.

### 6.1 REPORTING OF SPILLS

In the event of an environmental spill/incident in the Port of Oshawa, the Harbour Master's Office / Port Patrol (905-525-3412) and Spills Action Centre (1-800-268-6060) are to be immediately notified.

The on-scene commander will be appointed by the company responsible for the spill. If the source is unknown, the Harbour Master or designate will assume control of the situation.

### 6.2 DISCHARGE OF SEWAGE, SEWAGE SLUDGE OR GREYWATER

Vessels shall not release or discharge sewage, sewage sludge or greywater to the environment in port waters unless written authorization has been provided by the Harbour Master. Authorization may be granted if the effluent has been tested and meets all applicable regulatory thresholds and local environmental standards.

## 7.0 PLEASURE CRAFT

Pleasure craft, whether power driven or sailing, and vessels operating under the guidance of the Small Vessel Regulations, shall not impede the passage of large commercial vessels within the waters of the Port as per Port Authority Operations Regulations Sec 5(b).

### 7.1 SPEED

No vessel shall move in the harbour at a rate of speed that may endanger life or property, and every large vessel when passing any floating property, small vessel or open boat in the harbour shall reduce its speed to ensure the safety of such floating property, small vessel or open boat.

No person shall operate a power-driven vessel at a speed in excess of 5.4 knots (10 km/h) within 30 m of the shore in the Ontario. (Vessel Operation Restriction Regulations section 7(a))

## 7.2 RESTRICTING NAVIGATION FOR PLEASURE CRAFT AND OTHER SMALL VESSELS

The Port Authority may, from time to time, issue restrictions with respect to the movement, location, and speed of such vessels. The Port Authority recognizes the right to navigation of all vessels but also the need for measures to ensure the safety of marine users and navigation.

## 8.0 ACTIVITIES REQUIRING PORT AUTHORITY APPROVAL

Under section 28(1) of the Port Authority Operations Regulations, no person shall conduct an activity set out unless the person obtains an authorization from the Port Authority and complies with the conditions of the authorization.

Approval to carry out the following activities **MUST** be obtained prior to the activity being carried out.

**Failure to receive authorization may result in postponement of activity at owner's/shipping company or agent's expense.**

Requests are to be forwarded to the Harbour Masters Office/Port Patrol via email at [authorization@hopaports.ca](mailto:authorization@hopaports.ca) or by calling 905-525-3412 unless otherwise directed.

The following activities require the prior approval of the Harbour Master as related to the Port Authority Operation Regulations. The process for obtaining this approval will include but not be limited to the following:

### 8.1 CONDUCTING A DIVING OPERATION

- Authorization to a person
- Authorization request must be submitted to the Harbour Masters Office/Port Patrol prior to the activity taking place
- **Dive Authorization Request**

#### 8.2.1 CARRYING OUT HOT WORK IN A DESIGNATED AREA

- Authorization by posted signs or forms

#### 8.2.2 CARRYING OUT HOT WORK ANYWHERE ELSE

- Authorization to a person

- Authorization request must be submitted to the Harbour Master prior to activity taking place
- **Hot Work Authorization Request**

### 8.3 CONDUCTING SALVAGE OPERATIONS

- Authorization to a person
- **General Authorization Request**

### 8.4 PLACING, STORING, HANDLING OR TRANSPORTING DANGEROUS FOODS, INDUSTRIAL WASTE OR POLLUTANTS

- Authorization to a person
- **General Authorization Request**

### 8.5 BUNKERING OR FUELLING

- Authorization to a person
- **General Authorization Request**

### 8.6 RELEASING OR TRANSHIPPING REFUSE OR OTHER SIMILAR MATERIAL OR SUBSTANCE

- Authorization to a person
- **General Authorization Request**

### 8.7 CARRYING OUT AN OIL TRANSFER OPERATION, A CHEMICAL TRANSFER OPERATION OR A LIQUEFIED GAS TRANSFER OPERATION

- Authorization to a person
- **General Authorization Request**

### 8.8 CONDUCTING A DREDGING OPERATION

- Authorization to a person
- **General Authorization Request**

### 8.9 EXCAVATING OR REMOVING ANY MATERIAL OR SUBSTANCE

- Authorization to a person
- **General Authorization Request**

### 8.10 TRANSSHIPPING, LOADING OR UNLOADING CARGO

- Authorization to a person
- **General Authorization Request**

### 8.11 SETTING OFF A FLARE OR OTHER SIGNALLING DEVICE

- Authorization to a person
- Note: authorization issued for non-emergencies

- **General Authorization Request**

#### 8.12 PLACING OR OPERATING A LIGHT OR DAY MARKER

- Authorization to a person
- **General Authorization Request**

#### 8.13 PLACING, ALTERING, REMOVING OR RELOCATING AN AID TO NAVIGATION, BUOY, MOORING, FLOAT, PICKET, MARK OR SIGN

- Authorization to a person
- **General Authorization Request**

#### 8.14 CASTING ADRIFT A SHIP, LOG OR OTHER OBJECT

- **Prohibited**

#### 8.15 BRINGING RAILWAY ROLLING STOCK ONTO THE PROPERTY MANAGED, HELD OR OCCUPIED BY THE PORT AUTHORITY

- Authorization to a person
- **General Authorization Request**

#### 8.16 BUILDING, PLACING, REBUILDING, REPAIRING, ALTERING, MOVING OR REMOVING ANY STRUCTURE OR WORK ON, IN, OVER, UNDER, THROUGH OR ACROSS LAND OR WATER

- Authorization to a person
- **General Authorization Request**

#### 8.17.1 FISHING IN A DESIGNATED AREA UNDER A SCIENTIFIC PERMIT ISSUED BY THE DEPARTMENT OF FISHERIES AND OCEANS

- Authorization to a person
- **General Authorization Request**

#### 8.17.2 FISHING IN A DESIGNATED AREA WITHOUT A SCIENTIFIC PERMIT ISSUED BY THE DEPARTMENT OF FISHERIES AND OCEANS

- Authorization to a person
- **General Authorization Request**

#### 8.17.3 FISHING ANYWHERE ELSE

- Authorization by posted signs or forms

#### 8.18 CONDUCTING A RACE, REGATTA, TRIAL, DEMONSTRATION, ORGANIZED EVENT OR SIMILAR ACTIVITY

- Authorization to a person

- **General Authorization Request**

#### 8.19 CAUSING A FIRE OR EXPLOSION, CONDUCTING BLASTING OR SETTING OFF FIREWORKS

- Authorization to a person
- **General Authorization Request**

#### 8.20 PLACING A PLACARD, BILL, SIGN OR DEVICE

- Authorization to a person
- **General Authorization Request**

#### 8.21 SELLING OR OFFERING FOR SALE GOODS OR SERVICES

- Authorization to a person
- **General Authorization Request**

#### 8.22 DISTRIBUTING CIRCULARS, LEAFLETS OR ADVERTISING MATERIALS

- Authorization to a person
- **General Authorization Request**

#### 8.23 ENGAGING IN ANY FORM OF SOLICITATION

- Authorization to a person
- **General Authorization Request**

#### 8.24.1 ENGAGING IN ANY TYPE OF RECREATIONAL WATER ACTIVITY IN A NAVIGATIONAL CHANNEL OR IN THE VICINITY OF A COMMERCIAL DOCK

- **Prohibited**

#### 8.24.2 ENGAGING IN ANY TYPE OF RECREATIONAL WATER ACTIVITY ANYWHERE ELSE

- Authorization to a person
- **General Authorization Request**

#### 8.25 VENTURING OUT ONTO ICE

- **Prohibited**

#### 8.26 TRAVELLING AT A REDUCED RATE OF SPEED SO AS TO NOT CAUSE DAMAGE BY BOW-WAVE OR WASH TO OTHER CRAFTS, TOWS, WHARFS OR STRUCTURES OR TO ANY WORK OR PERSON

- Authorization by posted signs or forms