

PART 3

VESSEL TRAFFIC SERVICES (VTS)

ATLANTIC, ST-LAWRENCE, GREAT LAKES AND EASTERN ARCTIC

The purpose of this section is to describe to shipboard personnel the ship reporting procedures to be followed by vessels when within or intending to enter a Vessel Traffic Service Zone

RESPONSIBILITIES

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

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

- (a) direct the master, pilot or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction;
- (b) direct the vessel to use any radio frequencies in communications with coast stations or other vessel that may be specified in the direction; and
- (c) direct the vessel, at the time, between the times or before or after any event that may be specified in the direction,
 - to leave a VTS Zone;
 - to leave or refrain from entering any area within a VTS Zone that may be specified in the direction; or
 - to proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel, as well as the master, pilot or person in charge of the deck watch of a vessel, shall comply with a direction given to it or them by an MCTS Officer. Notwithstanding, the master, pilot or person in charge of the deck watch may take any action that may be required to ensure the safety of life, the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

TRAFFIC CLEARANCE

A "Traffic Clearance" is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. The traffic clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the traffic clearance is predicated alter to the detriment of safe navigation, the traffic clearance may be delayed or other conditions may be attached to the traffic clearance.

A Traffic Clearance is required prior to:

- entering a VTS zone;
- commencing a departure manoeuvre;
- commencing a manoeuvre that may be detrimental to safe navigation;
- proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or involved in a collision .

COMMUNICATIONS

Radiotelephone procedures used in communicating with an MCTS Centre are those specified by the International Telecommunications Union in the *"Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services"*.

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

- at any place on board the ship, where the ship is at anchor or moored to a buoy; and
- in the vicinity of the ship's conning position, where the ship is underway.

A continuous listening watch may be suspended if an MCTS Officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

☞ All times given in local VTS zone reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on designated VTS sector frequencies should be kept to the minimum consistent with the safety requirement of the situation.

Communication Difficulties

Where a ship, for any reason other than ship board radio equipment failure is unable to obtain the required traffic clearance or after receiving a traffic clearance, is unable to maintain direct communication with the appropriate MCTS Centre, the master may nevertheless proceed on his route, but shall take all reasonable measures to communicate with the appropriate MCTS Centre as soon as possible.

Ship Board Radio Equipment Malfunction

In the event of a ship board radio equipment failure where the ship is unable to obtain the required traffic clearance or after receiving a traffic clearance, is unable to maintain direct communication with the appropriate MCTS Centre,

The vessel shall:

- (a) if it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zones Regulations* and/or the; *Eastern Canada Vessel Traffic Services Zone Regulations*, or
- (b) if it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain there until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zones Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.

ZONE DESCRIPTIONS

Eastern Canada

The Eastern Canada VTS Zone consists of the Canadian waters on the east coast of Canada south of the sixtieth parallel of north latitude and in the St. Lawrence River east of 66° 00' west longitude except the waters within Ungava Bay and the waters within the VTS Zones referred to in the *Vessel Traffic Services Zone Regulations*.

Arctic Canada

The Arctic Canada VTS Zone includes those waters of Ungava Bay, Hudson Bay and James Bay south of the parallel of 60° north latitude and the waters to which the *Arctic Waters Pollution Prevention Act* apply.

It excludes MacKenzie Bay and Kugmallit Bay south of the parallel of 70° north latitude and east of the meridian of 139° west longitude.

Local Zones

Local VTS zones are as specified in the *Vessel Traffic Services Zone Regulations* and described in the VTS Zone Schedules of this Part.

ZONE APPLICATION

Eastern Canada VTS Zone (ECAREG)

With respect to the Eastern Canada VTS Zone, the *Eastern Canada Vessel Traffic Services Zone Regulations* apply in respect of:

- a) every ship of 500 tons gross tonnage or more;
- b) every ship that is engaged in towing or pushing a vessel, where the combined tonnage of the ship and the vessel being towed or pushed is 500 tons gross tonnage or more; or
- c) every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the:
 - i) *Oil Pollution Prevention Regulations*;
 - ii) *Pollutant Substances Regulations*;
 - iii) *Dangerous Goods Shipping Regulations*;
 - iv) *International Maritime Dangerous Goods Code (IMDG)*; and
 - v) *Dangerous Chemicals and Noxious Liquid Substances Regulations*.

Participation is mandatory.

Arctic Canada VTS Zone (NORDREG)

With respect to the Arctic Canada VTS Zone (NORDREG) the provisions of this section apply to every ship of 300 tons, gross tonnage, or more. Participation is voluntary; however, mariners are encouraged to participate fully to receive the maximum benefit.

Local VTS Zones

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations apply in respect of:

- (a) every ship twenty metres or more in length;
- (b) every ship engaged in towing or pushing any vessel or object, other than fishing gear, where
 - (i) the combined length of the ship and any vessel or object towed or pushed by the ship is forty-five metres or more in length; or
 - (ii) the length of the vessel or object being towed or pushed by the ship is twenty metres or more in length;

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations do not apply in respect of:

- a) a ship engaged in towing or pushing any vessel or object within a log booming ground;
- b) a pleasure yacht that is less than 30 metres in length; and
- c) a fishing vessel that is less than 24 metres in length and not more than 150 tons gross tonnage

REPORTS

Change in information

A report shall be made whenever a significant change occurs in the information previously provided in any report made pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zones Regulations* except where the report was made when departing from a VTS Zone.

Non-routine Reports

Pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* and the *Vessel Traffic Services Zones Regulations* a report indicating the vessel's name, position and a description of the incident shall be made prior to the vessel proceeding as soon as the master becomes aware of any of the following conditions:

- (i) the occurrence on board the ship of any fire;
- (ii) the involvement of the ship in a collision, grounding or striking;
- (iii) any defect in the ship's hull, main propulsion systems or steering systems, radars, compasses, radio equipment, anchors or cables;
- (iv) any discharge or probable discharge of a pollutant from the ship into the water;
- (v) another ship in apparent difficulty;
- (vi) any obstruction to navigation;
- (vii) any aid to navigation that is functioning improperly, damaged, off-position or missing;
- (viii) the presence of any pollutant in the water;
- (ix) the presence of a ship that may impede the movement of other ships; and
- (x) any ice and weather conditions that are detrimental to safe navigation.

Notes:

- (1) Items (vi), (vii) and (viii) are not required if the information has been previously promulgated by a Notice to Shipping.
- (2) Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

ECAREG/NORDREG Information Requirements

☉ ECAREG/NORDREG zone reports shall be communicated directly to ECAREG/NORDREG or to the nearest Canadian Coast Guard MCTS Centre. All times given in ECAREG/NORDREG zone reports shall be Co-ordinated Universal Time (UTC).

Dependent upon the reporting requirement, various elements of the following may be required to be reported.

- (a) the name of the ship;
- (b) the radio call sign of the ship;
- (c) the name of the master of the ship;
- (d) the position of the ship;
- (e) the time the ship arrived at the position;
- (f) the course of the ship, if any;
- (g) the speed of the ship, if any;
- (h) the prevailing weather conditions (including ice if applicable);
- (i) the estimated time that the ship will enter the Eastern Canada or Arctic Canada VTS Zone;
- (j) the estimated time that the ship will depart the berth;
- (k) the destination of the ship;
- (l) the estimated time of arrival of the ship at the destination;
- (m) the route the ship intends to take through the Eastern Canada or Arctic Canada VTS Zone to arrive at the destination;
- (n) the name of the last port of call of the ship;
- (o) the draft of the ship;
- (p) any dangerous goods, listed by class, or pollutant, that is carried on board the ship or a vessel being towed or pushed by the ship;
- (q) revoked;
- (r) any defect in the ship's hull, main propulsion systems or steering systems, radars, compasses, radio equipment, anchors or cables;
- (s) any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water;
- (t) the name of the Canadian or United States agent of the ship; and
- (u) the date of expiration of a certificate referred to in Article VII of the *International Convention on Civil Liability for Oil Pollution Damage, 1969/1992*, the International Oil Pollution Prevention Certificate, the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, the Certificate of Fitness and the Certificate of Compliance, the ISM Safety Management Certificate and the ISM document of compliance, if any issued to the ship.

ECAREG Zone Reports**Prior to Entering the Zone**

A report containing all the required information listed, except item (j), shall be made 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed for the last port of call.

This report is not required where:

- (i) the ship is on a voyage between two ports within the zone; and
- (ii) the ship is entering the zone directly from the Arctic Canada Traffic Zone, and is in possession of a valid NORDREG Clearance.

Entering at Zone Boundary

A report containing the required information listed in (a), (b), (d), (h) and (i), shall be made immediately before the ship crosses the zone boundary when entering the zone.

This report is not required when entering directly from a local VTS zone.

Arrival at Berth

A report containing the required information listed in (a) and (b), as well as the following information:

- i) port of arrival; and
- ii) time of arrival;

shall be made on arrival of the ship at a berth.

Departing Berth

A report containing the required information, except item (i), shall be made two hours before a ship departs a berth.

A traffic clearance to depart a berth is valid for one hour from the estimated time of departure. Where a traffic clearance to depart berth has expired because of a revised time of departure, a new traffic clearance is required. In this case, the report need only contain the ship's name, call-sign, position and revised time of departure.

This report is not required where the ship is proceeding to another berth in the same port.

Exiting the Zone

A report containing the required information listed in (a), (b), (d) and (h), shall be made immediately before the ship crosses the seaward boundary.

In a case where exiting a zone coincides with entering a local VTS zone, this report is not required. Procedures as local VTS Zone reporting requirements shall be followed.

NORDREG Zone Reports

NORDREG reports shall be addressed to NORDREG CANADA and communicated either directly to NORDREG CANADA or to the nearest Canadian Coast Guard MCTS Centre. The master of a ship shall ensure that these reports are made in accordance with the stated requirements.

Prior to Entering the Zone

A report containing the required information listed, except item (j), but also including the following information:

- i) ice class (type or Arctic class category), if applicable, and Classification Society;
- ii) amount of oil on board (fuel and cargo), if such amount exceeds 453 m³ (15,988 ft³); and
- iii) date of issue of Arctic Pollution Prevention Certificate, if carried and name of Classification Society;

shall be made a minimum of 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

If the ship is entering the zone directly from the Eastern Canada VTS Zone, and is in possession of a valid ECAREG Clearance, only items (i) (ii) and (iii) need be reported.

Entering at Zone Boundary

A report containing the required information listed in (a), (b), and (d), shall be made immediately before the ship crosses the zone boundary when entering the zone.

Arrival at Berth

A report containing the required information listed in (a), (b), and (j), as well as the following information shall be made on arrival of the ship at a berth:

- (1) port of arrival; and
- (2) time of arrival;

Departing Berth

This report is not required where the ship is proceeding to another berth in the same port.

A report containing the required information listed in (a), (b), (h), (j), (k), (l), (m), (p), the amount of oil on board (fuel and cargo), if such amount exceeds 453m³ (15,988ft³) and any change to previously reported items (r), (s), (t), (u), shall be made not more than two hours and not less than one hour before departing a berth.

If the estimated time of departure changes by more than one hour, a report shall be made containing the revised estimated time of departure.

A report shall be made when the ship has departed the berth, giving the actual time of departure.

1600 UTC Report

A report containing the required information listed in (a), (b), (d) and (h) shall be made daily at 1600 UTC.

Exiting the Zone

A report containing the required information listed in (a), (b), (d) and (h), shall be made immediately before the ship crosses the seaward boundary.

ECAREG/NORDREG Report Contacts

ECAREG/NORDREG reports can be sent to:



St. John's MCTS Centre

P.O. Box 5667

ST. JOHN'S NL A1C 5X1

Telephone - (709) 772-2083

Telex - 016-4530

Facsimile - (709) 772-2597

Telegraphic Identifier - CCGTC SNF

E-mail ECAREGSNF@INNAV.GC.CA

Halifax MCTS Centre

P.O. Box 1000

DARTMOUTH NS B2Y 3Z8

Telephone - (902) 426-4956

Telex - 019-22510

Facsimile - (902) 426-4483

E-mail: HLXECAREG1@INNAV.GC.CA

*Iqaluit MCTS Centre

P.O. Box 189

IQALUIT NU X0A 0H0

Telephone - (867) 979-5724

Facsimile - (867) 979-4236

Telex (Telefax) 063-15529

Telegraphic Identifier - NORDREG CDA

E-mail IQANORDREG@INNAV.GC.CA

Rivière au Renard MCTS Centre

P.O. Box 100

RIVIÈRE AU RENARD QC G4X 1S0

Telephone - (418) 269-3843

Facsimile - (418) 269-5514

Email: RARECAREG@INNAV.GC.CA

“*Note: Operational from approximately mid-June to mid-November.”

Local VTS zone reports

With respect to local VTS Zones as specified in the *Vessel Traffic Services Zones Regulations* the master of a ship shall report to an MCTS Officer in accordance with the following requirements.

Information Required

Dependent upon the reporting requirement the following information may be required to be reported.

- (a) the name of the ship;
- (b) the radio call sign of the ship;
- (c) the position of the ship;
- (d) the estimated time that the ship will enter the VTS zone;
- (e) the destination of the ship;
- (f) the estimated time that the ship will arrive at its destination;
- (g) whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship;
- (h) the estimated time that the ship will depart the berth; and
- (i) the estimated time at which the ship will next arrive at a location requiring a report.

Entering a Zone

At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information listed in (a), (b), (c), (d), (e), (f) and (g).

Exception: Ships already in possession of a valid Traffic Clearance are not required to provide this report.

Arrival at a Calling-In-Point (CIP)

When a ship arrives at a CIP a report shall be made specifying the information listed in (a), (c) and (i).

Arrival at Berth

As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information listed in (a) and (c).

Departure Manoeuvre

Departure manoeuvre is defined as an operation during which a vessel leaves a berth and gets safely underway;

Immediately before commencing a departure manoeuvre, a report shall be made specifying the information listed in (a), (b), (c), (e), (f), (g) and (h).

Immediately after completing the departure manoeuvre, a report shall be made specifying the information listed in (a), (c) and (i).

Manoeuvres

A traffic clearance is required 15 minutes prior to commencing any manoeuvre such as:

- (i) a compass adjustment;
- (ii) the calibration and servicing of navigational aids;
- (iii) a sea trial;
- (iv) a dredging operation;
- (v) the laying, picking up and servicing of submarine cables; or any other manoeuvre that may be detrimental to safe navigation.

Prior to commencing a manoeuvre a report shall be made specifying the information listed in (a) and (c), plus a description of the intended manoeuvre.

As soon as practical after the manoeuvre is completed, a report describing the manoeuvre just completed shall be made.

Variations

Ferries and other vessels on regularly scheduled voyages may be exempted from making routine reports. Formal variations to reporting procedures will be granted only where alternate arrangements to provide essential information are made and where the equivalent procedure or practice is deemed to be as safe as that required in the regulations.

➡ Formal variations may be obtained by submitting a written request to the appropriate Regional MCTS Superintendent, Canadian Coast Guard. In circumstances other than those described above, informal variations may be granted from time to time on a one time only basis by a MCTS Officer where the procedure or practice requested is deemed to be as safe as that required in the regulations.

MARINE INFORMATION

Notices to Shipping

Notices to Shipping (NOTSHIP) issued for the Atlantic, Great Lakes and Arctic areas of Canada are assigned an alphanumeric designator. The alphanumeric designator consists of an alpha character which identifies the Canadian Coast Guard (CCG) Notices to Shipping issuing authority. The alpha character is followed by a number commencing with the number 001 on January 1 each year and subsequently increasing with each new notice until years end. Alpha designators utilized in Canadian Notices to Shipping are as follows:

A – Arctic C – Central M – Maritimes N – Newfoundland Q – Quebec

Broadcast times and radio frequencies for Notice to Shipping broadcasts by CCG Marine Communications and Traffic Services (MCTS) Centres are listed in Part 2 of this publication.

☞ Some Notices to Shipping remain in effect for extended periods of time. To reduce broadcast time, these notices are designated as Written Notices to Shipping and bear the same number as the corresponding broadcast notice. Written Notices to Shipping are printed and distributed to shipping companies, agents and other interested parties and are listed on websites where available. Persons may have their names added to or deleted from the mailing list by contacting the appropriate NOTSHIP issuing authority in their area.

The website for series “A” & “C” written Notices to Shipping is <http://www.ccg-gcc.gc.ca/notship>.

Masters are reminded of the regulatory requirement to report any danger, potential danger or hazard to navigation which they may encounter. Reports should be forwarded to the appropriate MCTS Centre as soon as possible to ensure the widest distribution to mariners through broadcast Notices to Shipping.

Information Updates

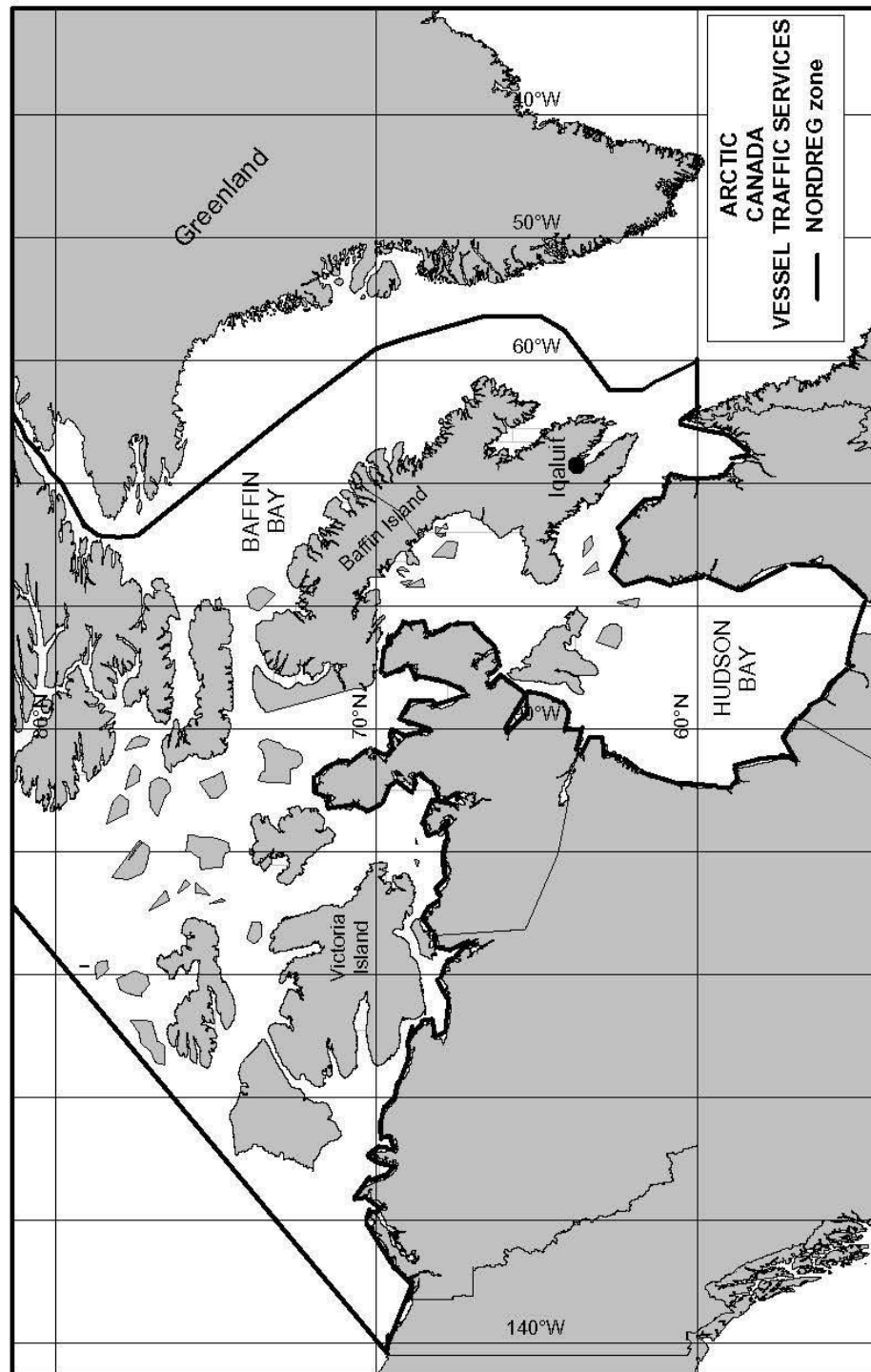
☞ Notices to Mariners contain information which serves to correct charts and related publications. Up-to-date information is available to vessels inbound for Canadian waters on any changes which have occurred between the date of issue of the most recent monthly edition of Canadian Notices to Mariners held on board. Vessels wishing to avail themselves of this service should send their request directly to *ECAREG* or *NORDREG Canada*. Requests may also be routed via any MCTS Centre as listed in Part 2 of this document.

When making this request the following information shall be included:

- ship's name and call-sign
- present position, destination and intended route
- most recent monthly edition of Canadian Notices to Mariners held on board
- list of recent Notices to Shipping held on board.

Ice information, ice routing and icebreaker assistance may be obtained through the Eastern Canada Traffic System (*ECAREG CANADA*) or the Arctic Canada Traffic System (*NORDREG CANADA*). Refer to Notice Number 6 of the Annual Edition, Notices to Mariners or the publication "Ice Navigation in Canadian Waters" for additional information.





VESSEL TRAFFIC SERVICES ZONE SCHEDULES

BAY OF FUNDY VTS ZONE

NOTE: Latitude and longitude positions given for the Bay of Fundy VTS Zone are in NAD 83

The Bay of Fundy VTS Zone comprises all Canadian waters contained within the area bounded by a line drawn in a 270° True direction from Chebogue Point in position 43 43 54.3N, 66 07 08.0W; thence through the following positions: 43°43'54.3"N 66°26'28"W, 43°58'45.3"N 66°27'43"W, 44°09'30.3"N 66°47'01"W, 44°11'50.3"N 66°49'31"W, 44°14'57.3"N 66°52'40"W, 44°17'21.2"N 66°55'08"W, 44°22'30.2"N 67°18'58.1"W, 44°29'50.2"N 67°15'08.1"W, 44°35'30.2"N 67°08'13"W, 44°42'00.2"N 66°58'22"W, 44°46'35.6"N 66°54'09.2"W thence along the Canada/U.S.A. boundary line to the shore at 45°11'30.5"N 67°17'00.6"W; thence following the Canadian shores of New Brunswick and Nova Scotia back to the beginning at Chebogue Point, including Fishing Zone 2.

SECTORS AND BOUNDARIES

Sector	Boundaries
1	The outer limit of the zone, and a line joining the following positions: 45°03'29.2"N 66°27'32.8"W, 44°53'14.6"N 66°36'00.1"W, 44°43'08.8"N 66°44'16.6"W, 44°36'38"N 65°56'28.7"W.
2	From the inner boundary of sector 1 eastward to a line joining 45°19'22.5"N 65°32'05.4"W; and 44°56'54.3"N 65°15'49.4"W, and including the waters of Saint John Harbour northward to a line joining Pleasant Point, 45°16'28.7"N 66°05'47.1"W; and Pokiok, 45°16'38.3"N 66°05'34.5"W.
3	All of the waters encompassed by the shores of New Brunswick and Nova Scotia east of a line joining 45°19'22.5"N 65°32'05.4"W; and 44°56'54.3"N 65°15'49.4"W; which is described as the eastern limit of sector 2

IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (MHz)
1	"Fundy Traffic "	14	156.7
2	"Fundy Traffic "	12	156.6
3	"Fundy Traffic "	71	156.575

NOTE: Mariners are advised that a revised traffic separation scheme in the Grand Manan Basin and approaches to the Bay of Fundy came into force on 1 July 2003.

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
1A	1		Southwest entrance to traffic separation scheme <i>Inward</i>	A point at 44°10'40.3"N 66°48'16"W
1B	1		Southwest exit from traffic separation scheme <i>Outward</i>	A point at 44°16'09.3"N 66°53'54"W
2A	1		Inward traffic only	A point at 44°19'11.4"N 66°34'12.4"W
2B	1		Outward traffic only	A point at 44°23'16.9"N 66°39'28"W
3A	1		Inward traffic only	A point at 44°30'09.3"N 66°15'56.5"W
3B	1		Outward traffic only	A point at 44°32'25.8"N 66°20'46"W

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
4A	1&2		Sector boundary – Inward traffic only	A point at 44°38'53.3"N 66°12'43.9"W
4B	2		Outward traffic only	A point at 44°50'17.8"N 66°14'19.5"W
4C	2		Inward traffic only	A point at 44°44'49.1"N 66°10'32.7"W
4D	1&2		Sector boundary – Outward traffic only	A point at 44°39'38.1"N 66°18'11.2"W
4E	2		Entrance to/exit from traffic separation scheme	A point at 44°49'38.3"N 66°23'40.2"W
5A	2		North exit from traffic separation scheme - Inward traffic only	A point at 45°01'45.3"N 66°04'08.4"W
5B	2		North entrance to traffic separation scheme –Outward traffic only	A point at 45°02'45.3"N 66°09'35.4"W
6	2	Saint John Harbour light and whistle Buoy J		A line joining 45°13'30.4"N 66°05'45.1"W; & 45°12'55.3"N 66°02'36.9"W; & 45°12'59.3"N 66°00'28.2"W
7	2	Partridge Island		A line joining 45°14'10.3"N 66°03'12.1"W; & 45°14'20.3"N 66°00'07.9"W
8	2			A point at 45°15'30.3"N 66°03'31.3"W
9	2			A point at 45°16'10.9"N 66°04'24.9"W
10	2			A point at 45°16'00.5"N 66°05'39.1"W
11	2			A point at 45°15'51.5"N 66°02'37.6"W
1C	1		Outer boundary – Sector 1	A line joining 44°17'21.2"N 66°55'08"W; & 44°22'30.2"N 67°18'58.1"W
1E	1		Outer boundary – Sector 1 Grand Manan Channel	A line joining 44°22'30.2"N 67°18'58.1"W; 44°29'50.2"N 67°15'08.1"W, 44°35'30.2"N 67°08'13"W; 44°42'00.2"N 66°58'22"W; 44°46'35.6"N 66°54'09.2"W; 44°47'39.1"N 66°53'07.5"W
1P	1		Grand Manan Channel	A line joining 44°45'35.7"N 66°50'01.9"W, & 44°45'37"N 66°50'03"W, and thence along the boundary between Fishing Zones 2 & 4 to 44°47'39.1"N 66°53'07.5"W; thence, along the Canada/US boundary to 44°49'31.8"N 66°55'57.3"W, and along the extension of this boundary to 44°50'16.8"N 66°57'05.2"W
2P	1		Campobello Island to The Wolves	A line joining 44°55'57.4"N 66°53'55.3"W; & 44°56'09.8"N 66°44'04.3"W
2R	1		Southwest Wolf Island to sector boundary	A line joining 44°56'10.6"N 66°43'57.7"W; & 44°53'14.6"N 66°36'00.1"W
3Q	1&2		Sector Boundary	A line joining 44°43'08.8"N 66°44'16.6"W, 44°53'14.6"N 66°36'00.1"W, & 45°03'29.2"N 66°27'32.8"W

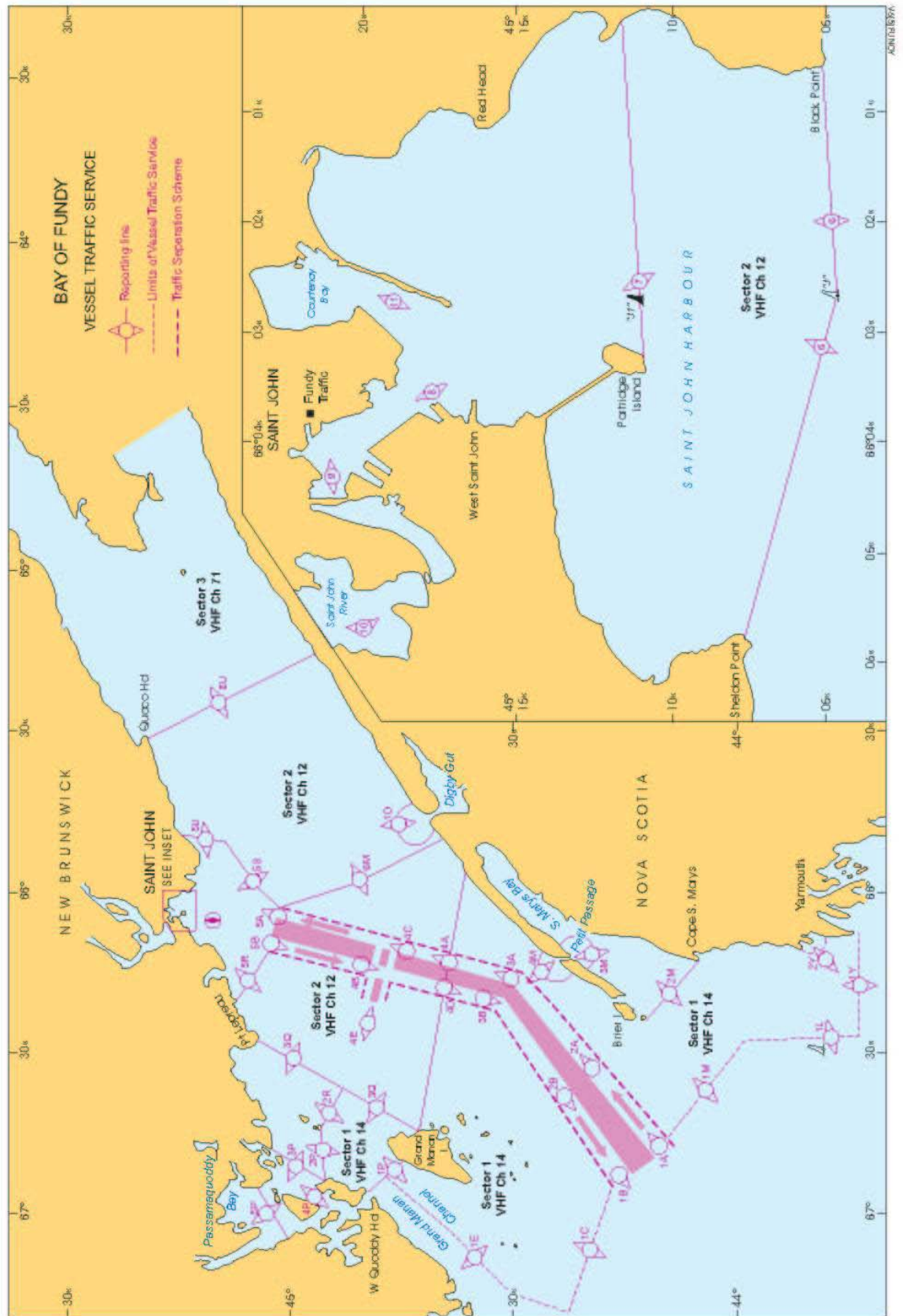
CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
5R	2			A line joining 45°03'00.3"N 66°10'58"W; 45°03'36.3"N 66°12'22"W; & 45°07'06.7"N 66°20'50.8"W
3P	1			A line joining 45°02'19.6"N 66°48'31.1"W; & 44°55'57.4"N 66°53'55.3"W
4P	1		Head Harbour Passage	A line joining 44°56'48.5"N 66°58'14"W; & 44°55'40.6"N 66°56'37.4"W
5P	1		Passamaquoddy Bay	A line joining 45°04'17"N 66°55'12.6"W; & a position on the Canada/US boundary line at 45°01'36.7"N 67°03'56.6"W
1M	1		Outer boundary – Sector 1 southwest of Brier Island	A line joining 43°58'45.3"N 66°27'43"W; & 44°09'30.3"N 66°47'01"W
2M	1		Entrance to St. Mary s Bay	A line joining 44°05'12"N 66°12'42.8"W; & 44°12'08.3"N 66°23'09"W
3M	1		South end of Petit Passage	An arc centered on 44°22'21"N 66°12'12"W; Radius 1½ NM, and extending from shore to shore in the waters of St. Mary s Bay, connecting the following points: 44°23'31.3"N 66°10'53.6"W; 44°21'15.2"N 66°10'46.4"W; & 44°21'19.9"N 66°13'44.1"W.
4M	1		North end of Petit Passage	An arc centered on 44°24'14.5"N 66°12'55"W; Radius 1½ NM, and extending from shore to shore in the waters of the Bay of Fundy, connecting the following points: 44°23'02.8"N 66°14'10.8"W; 44°25'19.6"N 66°14'21.7"W; & 44°25'21.9"N 66°11'31.8"W.
6M	2			A line joining 44°39'56.6"N 65°49'57.2"W; & 45°01'30.3"N 66°02'46"W
5U	2			A line joining 45°08'02.3"N 65°50'56.9"W; & 45°15'24.3"N 65°48'39.9"W
1D	2		Entrance/Exit to Digby Gut	An arc centered on 44°42'38.8"N 65°46'23.9"W; Radius 2 NM and extending from shore to shore in the waters of the Bay of Fundy, connecting the following points: 44°41'03.7"N 65°48'06.6"W; 44°44'00.3"N 65°48'27.5"W; & 44°43'09.9"N 65°43'41.4"W.
5S	2			A line joining 45°01'30.3"N 66°02'46"W; & 45°08'02.3"N 65°50'56.9"W
8U	2&3		Boundary – Sectors 2 / 3	A line joining 45°19'22.5"N 65°32'05.4"W; & 44°56'54.3"N 65°15'49.4"W
1L	1		Outer boundary – Sector 1 west of Yarmouth, N.S.	A line joining 43°43'54.3"N 66°26'28"W; & 43°58'45.3"N 66°27'43"W
1Y	1		Outer boundary – Bay of Fundy VTS Zone near Yarmouth, N.S.	A line joining 43°43'54.3"N 66°07'08"W; & 43°43'54.3"N 66°26'28"W

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
2Y	1		Yarmouth Sound	An arc centered on 43°46'57.3"N 66°09'29.5"W; Radius 1½ NM, and extending from shore to shore in the waters off Yarmouth Sound, connecting the following points: 43°46'08.4"N 66°07'45.2"W; 43°46'29.7"N 66°11'27.7"W; & 43°48'24.5"N 66°10'00.3"W.

All times shall be given in Atlantic Standard Time or Atlantic Daylight Saving Time, whichever is in effect.



HALIFAX HARBOUR AND APPROACHES VTS ZONE

NOTE: Latitude and longitude positions given for Halifax Harbour and Approaches VTS Zone are in NAD 83

The Halifax Vessel Traffic Services Zone comprises all Canadian waters contained within an area bounded by a line connecting points from Point Pennant, 44°25'53.8"N 63°38'56.5"W; to position 44°17'41.3"N 63°35'09.6"W; to the Canadian territorial boundary at 44°14'02"N 63°30'50.3"W; thence, along Canada's territorial boundary to a point at 44°22'43.5"N 63°13'48.5"W, and thence, along a line to Petpeswick (Collies) Head, 44°40'43.3"N 63°09'44.2"W.

SECTORS AND BOUNDARIES

Sector	Boundaries
1	The seaward boundary of the zone, and a line connecting points from Hartlen Point, 44°35'20.5"N 63°27'05.8"W; to position 44°30'13.8"N 63°28'46.7"W; thence, to Duncan Reef light buoy, H1, 44°29'36"N 63°30'34"W, and thence, to the shore west of Duncan Reef, 44°29'36"N 63°31'28.1"W.
2	The inner boundary of sector 1 and the shoreline northward and westward of the inner boundary of sector 1.

IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (MHz)
1	"Halifax Traffic"	14	156.7
2	"Halifax Traffic"	12	156.6

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
1A	1		Boundary limit. Entrance to traffic lane	A point at 44°27'35.6"N 63°12'42.6"W
2A	1		<i>Inward traffic only</i>	A point at 44°27'39.3"N 63°19'37.6"W
1B	1		Boundary limit. Traffic lane exit	A point at 44°23'42.7"N 63°13'35.2"W
1C	1		Boundary limit. Entrance to traffic lane	A point at 44°18'13.2"N 63°19'57.3"W
2C	1		<i>Inward traffic only</i>	A point at 44°22'44.6"N 63°23'21"W
1D	1		Boundary limit. Traffic lane exit	A point at 44°15'46.2"N 63°24'26.4"W
2D	1		<i>Outward traffic only</i>	A point at 44°24'14"N 63°28'09.1"W
1E	1		Boundary limit. Entrance to traffic lane	A point at 44°14'47.8"N 63°31'44.4"W
1F	1		Boundary limit. Traffic lane exit	A point at 44°17'07"N 63°34'29"W
1S	1		Western limit of zone	A line joining 44°25'53.8"N 63°38'56.5"W; & 44°17'41.3"N 63°5'09.6"W
1Y	1		Eastern limit of zone	A line joining 44°40'43.3"N 63°09'44.2"W; & 44°28'42.3"N 63°12'27.6"W
3D	1		<i>Outward traffic only</i>	A point at 44°28'12.6"N 63°29'45.9"W

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
4C	2	Inner Automatic Inward	<i>Vessels inward shall state whether passing east or west of Neverfail Shoal buoy.</i>	A point at 44°31'31.9"N 63°30'31.6"W
4D	2	Inner Automatic Outward	<i>Vessels shall state course and ETA to 3D</i>	A point at 44°31'15.2"N 63°31'16.1"W
5	2	Neverfail Shoal		A line joining points at: 44°34'47.8"N 63°27'34"W; 44°33'23.2"N 63°31'51.9"W; & 44°32'59.3"N 63°33'04.6"W
6	2	Maugher Beach light	<i>Vessels outward shall state if passing east or west of Neverfail Shoal buoy</i>	A line joining 44°36'07.7"N 63°32'02.5"W; & 44°35'50.2"N 63°33'04.7"W
7	2	Ives Knoll	<i>Vessels inward shall state whether passing east or west of Georges Island</i>	A line joining light buoy "HT2", 44°37'50.2"N 63°32'44.7"W; & 44°37'33.9"N 63°33'34.7"W
8	2	Indian Point		A line joining 44°37'37.9"N 63°31'48.8"W; & 44°37'59.1"N 63°31'31.8"W
9	2	Ferry Track	<i>Vessels outward shall state whether passing east or west of Georges Island</i>	A line joining 44°39'47.3"N 63°34'09.9"W; & 44°39'23.7"N 63°34'38.4"W
10	2	Bedford Basin		A line joining 44°40'18.9"N 63°37'25.6"W; & 44°41'22.6"N 63°36'58.3"W

All times shall be given in Atlantic Standard Time or Atlantic Daylight Saving Time, whichever is in effect.

NORTHUMBERLAND STRAIT VTS ZONE

SECTOR AND BOUNDARIES

NOTE: Latitude and longitude positions given for the Northumberland Strait VTS Zone are in NAD 83.

Sector	Boundaries
1	All waters of Northumberland Strait extending west from a line drawn between Cape Cliff, NS, 45°52'42.3"N 63°27'59.3"W, to Rice Point, P.E.I., 46°07'47.9"N 63°13'18.3"W, to a line drawn between Fagan Point, N.B., 46°13'41.8"N 64°13'42"W, to Cape Egmont, P.E.I., 46° 24'04.8"N 64°08'05.3"W.

IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (MHz)
1	<i>"Northumberland Traffic"</i>	12	156.6

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
1	1	Eastern Zone Boundary	A line joining: Cape Cliff, N.S., & Rice Point, P.E.I.	A line joining 45°52'42.3"N 63°27'59.3"W, & 46°07 47.9"N 63°13 18.3"W.
2	1	Eastern Approach Security Zone	A line joining : Cape Tormentine, N.B. & Cape Traverse P.E.I.	A line joining 46°07 24.6"N 63°46 56.5"W, & 46°13 51.2"N 63°38 58"W.
3	1	Western Approach Security Zone	A line joining : Spence Cove, NB, & Gordon Cove, P.E.I.	A line joining: 46°09 15.3"N 63°54 21.6"W, & 46°17 34.1"N 63°43 53.1"W.
4	1	Western Zone Boundary	A line joining: Fagan Point, N.B., & Cape Egmont, P.E.I.	A line joining: 46°13 41.8"N 64°13 42"W, & 46°24 04.8"N 64°08 05.3"W.

All times shall be given in Atlantic Standard Time or Atlantic Daylight Saving Time, whichever is in effect.

PLACENTIA BAY VTS ZONE

Placentia Bay VTS Zone comprises all Canadian waters between a line bearing 180° True from Bass Point, 46°55'05"N 55°15'55"W; and a line bearing 180° True from Cape St. Mary's light, 46°49'22"N 54°11'49"W.

SECTORS AND BOUNDARIES

Sector	Boundaries
1	The seaward limit of the zone and a line drawn in a 101° - 281° True direction through position 47°08'05N 54°30'00"W, and extended to the shore.
2	The inner limit of sector 1, and the shoreline north of the zone.

IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (MHz)
1	"Placentia Traffic"	14	156.700
2	"Placentia Traffic"	12	156.600

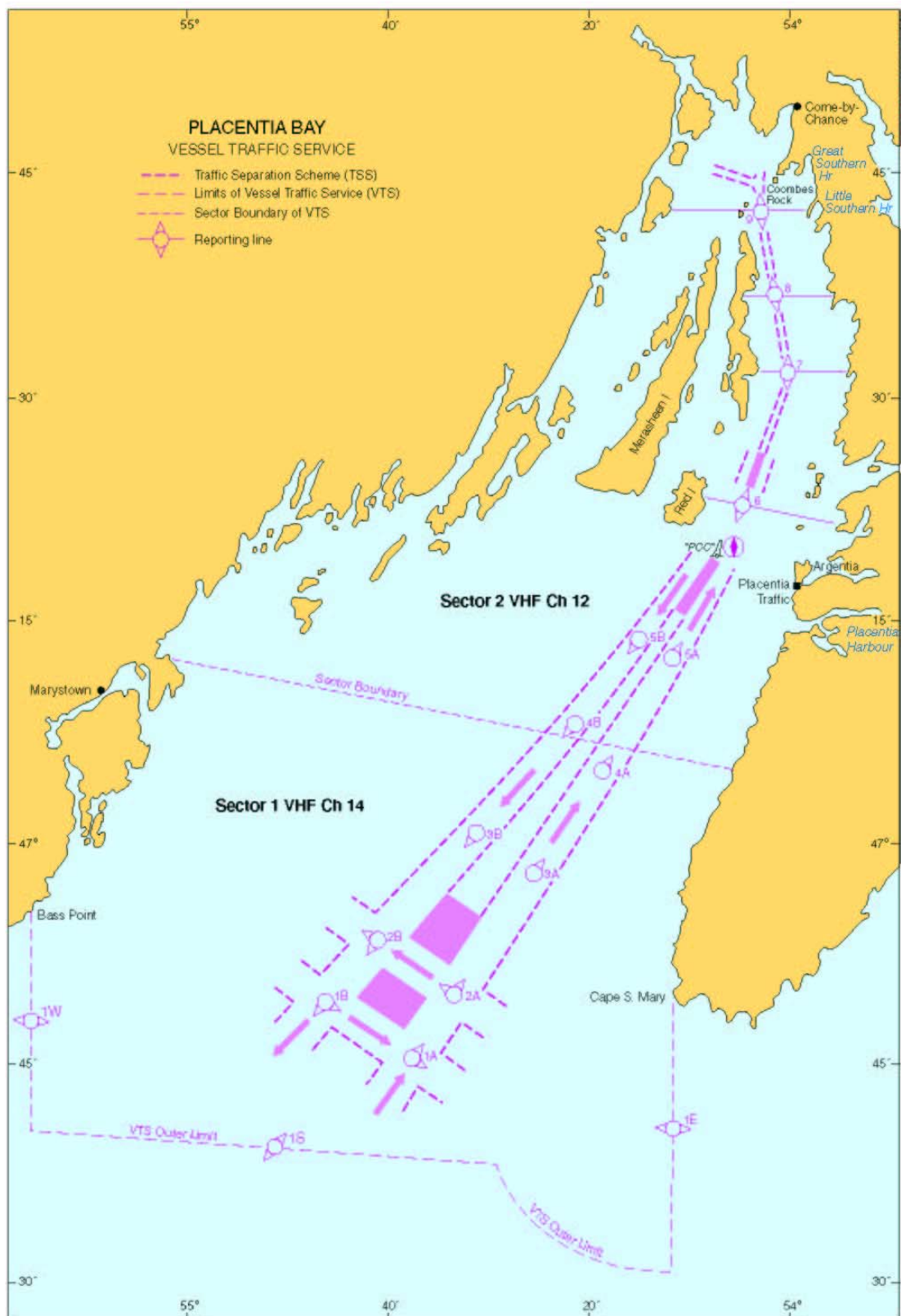
CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
W	1			A line bearing 180° True from Bass Point, 46°55'05"N 55°15'55"W, to the limit of Canadian waters.
1S	1			A line following the Canadian Territorial Sea boundary from position 46°39'55"N 55°15'55"W, to position 46°31'02"N 54°11'49"W
1E	1			A line bearing 180° True from Cape St. Mary's light, 46°49'22"N 54°11'49"W, to the limit of Canadian waters.
1A	1		<i>Inbound</i>	A point at 46°45'25"N 54°37'44"W
2A	1		<i>Inbound</i>	A point at 46°49'46"N 54°33'30"W
3A	1		<i>Inbound</i>	A point at 46°57'52"N 54°25'41"W
4A	2		<i>Inbound</i>	A point at 47°03'21.1"N 54°20'17.9"W
5A	2		<i>Inbound</i>	A point at 47°12'22"N 54°12'08"W
1B	1		<i>Outbound</i>	A point at 46°49'18"N 54°46'15"W
2B	1		<i>Outbound</i>	A point at 46°53'20"N 54°40'56"W
3B	1		<i>Outbound</i>	A point at 47°00'44"N 54°31'18"W
4B	1		<i>Outbound</i>	A point at 47°08'07"N 54°21'38"W
5B	2		<i>Outbound</i>	A point at 47°13'54"N 54°15'24"W
6	2			A line 101° - 281° True through 47°23'01"N 54°05'13"W, and extended to the shore.
7	2			A line 090° - 270° True through 47°31'55"N 54°00'32"W, and extended to the shore.

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
8	2			A line 090° - 270° True through 47°37'01"N 54°01'53"W, and extended to the shore.
9	2			A line 090° - 270° True through 47°42'35"N 54°03'22"W, and extended to the shore.

All times shall be in Newfoundland Standard Time or Newfoundland Daylight Saving Time, whichever is in effect.



PORT AUX BASQUES VTS ZONE

SECTORS AND BOUNDARIES

Port aux Basques Vessel Traffic Services Zone comprises all Canadian waters adjacent to the west and southwest coasts of Newfoundland between a line bearing 232° True from Cape Ray Light, 47°37'17.1"N 59°18'16.8"W and a line bearing 180° True from Rose Blanche Pt. Light, 47°35'57"N 58°41'30"W.

NOTE: Latitude and longitude positions given for the Port Aux Basques VTS Zone are in NAD 83.

Sector	Boundaries
1	From Cape Ray, at 47°37'04"N 59°18'05"W, along the boundary between Fishing Zones 1 and 4, to position 47°29'56"N 59°32'20.4"W; thence along an arc centered on position 47°43'07"N 59°05'59.7"W, and connecting the following points: 47°28'18.1"N 59°30'21.7"W, 47°26'48.2"N 59°28'10"W, 47°25'27.1"N 59°25'46.3"W, 47°24'15.6"N 59°23'12.1"W, 47°23'14.4"N 59°20'28.6"W, 47°22'24"N 59°17'37.4"W, thence, along the Canadian Territorial Sea boundary to position 47°23'37.3"N 58°42'01.9"W; thence 000° True to Rose Blanche Point Light, at 47°36'06.5"N 58°41'40.4"W.

IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (MHz)
1	"Port aux Basques Traffic"	11	156.55

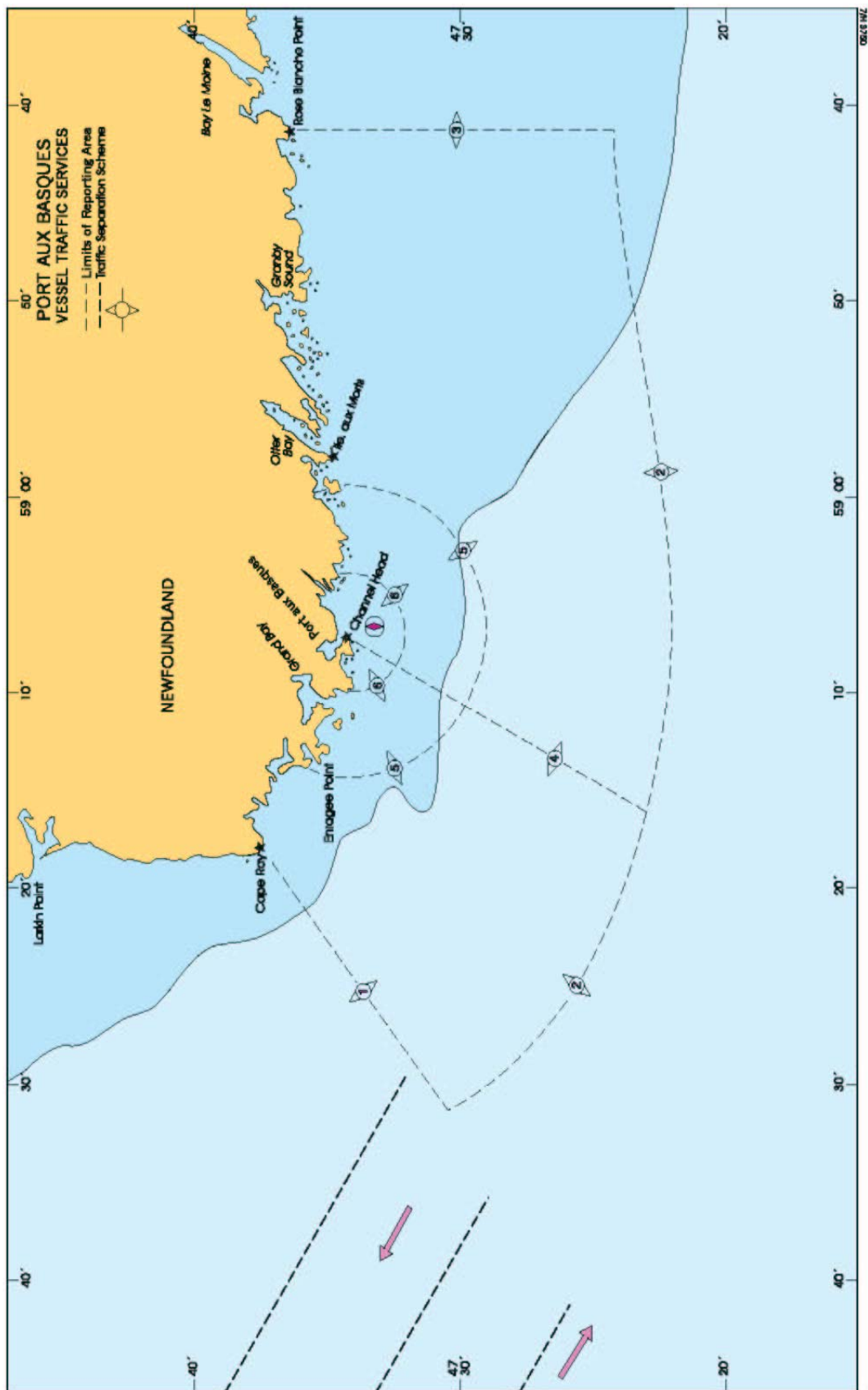
CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
1	1	Cape Ray	Off Cape Ray	From Cape Ray, at 47°37'04"N 59°18'05"W, along the boundary between Fishing Zones 1 and 4, to position 47°29'56"N 59°32'20.4"W.
2	1	Southern limit	Crossing the southern zone limit	An arc, centred on position 47°43'07"N 59°05'59.7"W, and connecting the following points: 47°29'56"N 59°32'20.4"W, 47°28'18.1"N 59°30'21.7"W, 47°26'48.2"N 59°28'10"W, 47°25'27.1"N 59°25'46.3"W, 47°24'15.6"N 59°23'12.1"W, 47°23'14.4"N 59°20'28.6"W, 47°22'24"N 59°17'37.4"W; - thence, along the Canadian Territorial Sea boundary to position 47°23'37.3"N 58°42'01.9"W.
3	1	Rose Blanche	Off Rose Blanche Point	A line bearing 180° True from Rose Blanche Point, at position 47°36'06.5"N 58°41'40.4"W, to the limit of Canadian waters at 47°23'37.3"N 58°42'01.9"W.
4	1	Ferry Track	Crossing the Port aux Basques, N.L., North Sydney, N.S., recommended ferry track	A line from position 47°33'00"N 59°07'27.4"W, to the southern limit of the zone at position 47°22'09"N 59°16'26.6"W.
5	1	5 NM off Channel Head	5 NM off Channel Head.	An arc centered on 47°33'57"N 59°07'24.5"W, Radius 5 NM, and extending from shore to shore, connecting the following points: 47°35'09.7"N 59°00'14.4"W, and 47°28'57"N 59°07'24.5"W, & 47°36'02.8"N 59°14'07"W.

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
6	1	2 NM off Channel Head	2 NM off Channel Head	An arc centered on 47°33'57"N 59°07'24.5"W, Radius 5 NM, and extending from shore to shore, connecting the following points: 47°34'27"N 59°04'32.8"W, 47°31'57"N 59°07'24.5"W, & 47°34'12.2"N 59°10'20.4"W.

All times shall be given in Newfoundland Standard Time or Newfoundland Daylight Saving Time, whichever is in effect.



ST. JOHN'S VTS ZONE

SECTOR AND BOUNDARIES

St. John's Vessel Traffic Services Zone comprises all Canadian waters between a line bearing 090° True from Cape St. Francis Light, 47°48'32"N 52°47'09.6"W, and a line bearing 090° True from Bull Head Light 47°18'39"N 52°44'52"W, including the Port of St-John's.

NOTE: Latitude and longitude positions given for the St.John's VTS Zone are in NAD 83.

Sector	Boundaries
1	A line from Cape St. Francis, 47°48'31.5"N 52°47'09.6"W easterly to the Territorial Sea boundary at position 47°48'29.5"N 52°25'30.1"W; thence along the Territorial Sea boundary to position 47°18'36.3"N 52°25'14.8"W, thence, westerly to North Head, 47°18'38"N 52°44'46"W

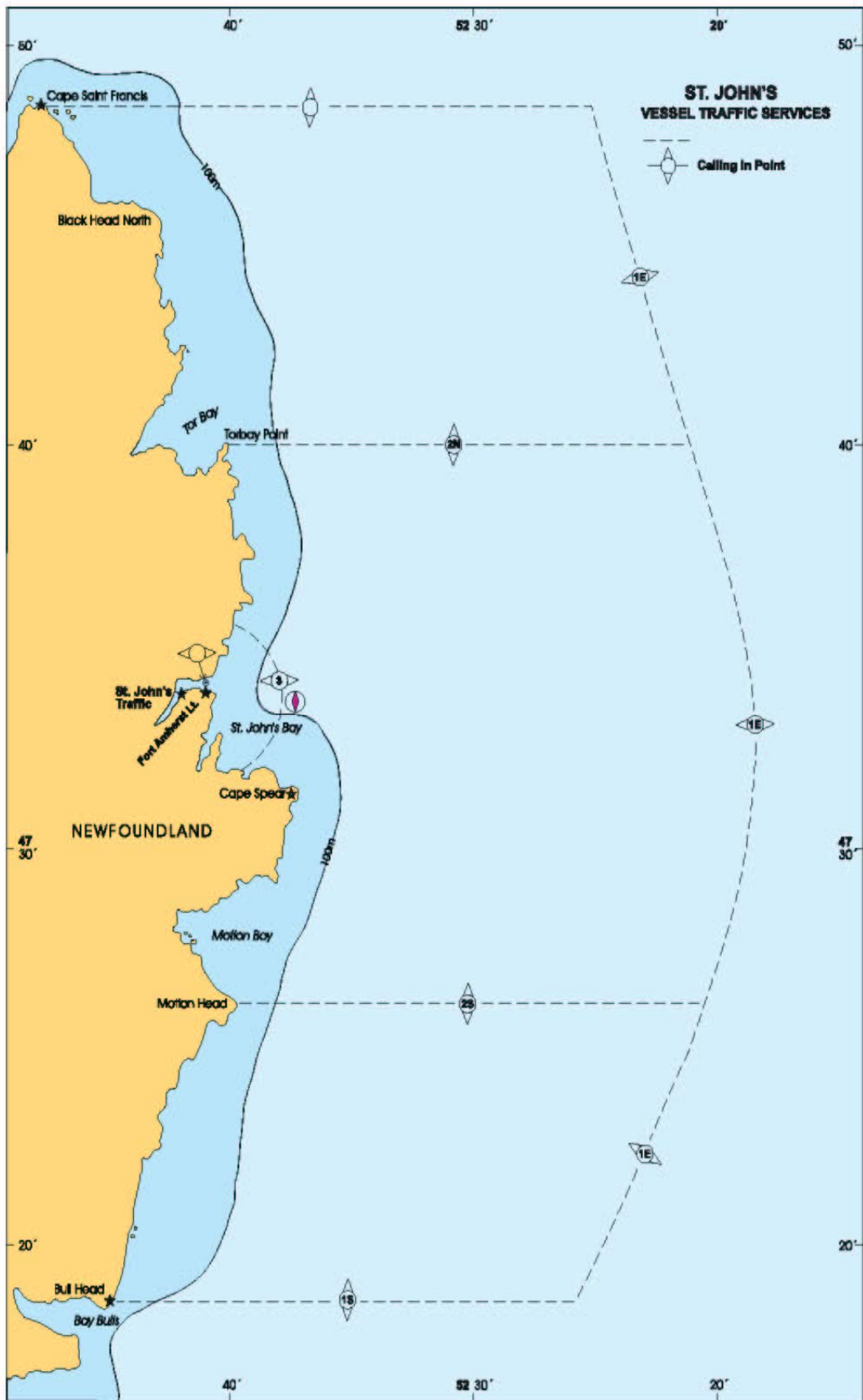
IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (MHz)
1	<i>"St. John's Traffic"</i>	11	156.55

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GEOGRAPHIC DESCRIPTION
1N	1	Cape St. Francis	A line from 47°48'31.5"N 52°47'09.6"W, to the limit of Canadian territorial waters at 47°48'29.5"N 52°25'30.1"W.
1E	1	Eastern Zone Limit	A line following the Canadian Territorial Sea Boundary from 47°48'29.5"N 52°25'30.1"W, to 47°18'36.3"N 52°25'14.8"W.
1S	1	North Head	A line from 47°18'38"N 52°44'46"W, to the limit of Canadian territorial waters at 47°18'36.3"N 52°25'14.8"W.
2N	1	Torbay Point	A line from 47°39'56.2"N 52°40'05"W, to the limit of Canadian territorial waters at 47°39'54.8"N 52°21'46.3"W.
2S	1	Motion Head	A line from 47°26'11"N 52°39'33.2"W, to the limit of Canadian territorial waters at 47°26'09.5"N 52°20'50.9"W.
3	1	2 NM off St. John's	An arc centred on Fort Amherst light, 47°33'47.9"N 52°40'49.6"W, and connecting points at 47°35'39.8"N 52°39'45.2"W; 47°33'35.4"N 52°37'53.2"W; and, 47°31'49.5"N 52°40'20.3"W.
4	1	Fort Amherst	A point on the range line at 47°33'56.2"N 52°40'48.2"W, abeam Fort Amherst light at 47°33'47.9"N 52°40'49.6"W.

All times shall be given in Newfoundland Standard Time or Newfoundland Daylight Saving Time, whichever is in effect.



ST. LAWRENCE WATERWAY VTS ZONE

The St. Lawrence Waterway Vessel Traffic Services Zone comprises the waters of the St. Lawrence River extending upstream from the meridian of longitude 66°00'00" West to the upper limits of Montreal Harbour including the Saguenay River and other tributary rivers where vessels enter or leave the St. Lawrence River between the above limits, but excluding that portion of the St. Lawrence Seaway from St. Lambert lock to a position 650 metres downstream from the section of Jacques-Cartier bridge spanning the Seaway.

SECTORS AND BOUNDARIES

Sector	Boundaries
➡ ₁	The longitudinal meridian crossing the St. Lawrence River at 66°00'00"W, and a line at Pointe de Manicouagan joining positions 49°06'04.3"N 68°11'39.7"W; 48°42'00"N 67°52'00"W. (<i>NAD 83</i>)
➡ ₂	The inner boundary of sector 1 and a line at Cap du Basque joining positions 48°00'06"N 69°45'48"W, 47°58'25"N 69°37'51"W, and 47°52'35"N 69°33'02"W; including the Saguenay River. (<i>NAD 83</i>)
3	The inner boundary of sector 2 and a line at Pointe St-Nicholas joining positions 46°42'07"N 71°26'47"W; and 46°43'38"N 71°27'33"W.
4	The inner boundary of sector 3 and a line at Tracy joining positions 46°00'48"N 73°09'49"W, and 46°01'00"N 73°11'00"W.
5	The inner boundary of sector 4 the upstream limit of the zone















IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (MHz)
1	"Escoumins Traffic"	14	156.7
2	"Escoumins Traffic"	9	156.45
3	"Quebec Traffic"	12	156.6
4	"Quebec Traffic"	13	156.65
➡ ₅	"Montreal Traffic"	10	156.50

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
➡ ₁	1		Meridian Longitude 66°00'00"W	Meridian Longitude 66°00'00"W
➡ _{1A}	1	66W	Eastern zone limit <i>Inbound</i>	A point at 50°05'30"N 66°00'00"W
➡ _{1B}	1	66W	Eastern zone limit <i>Outbound</i>	A point at 50°01'25"N 66°00'00W
1C	1	66W	Eastern zone limit <i>Inbound</i>	A point at 49°59'20"N 66°00'00W
1D	1	66W	Eastern zone limit <i>Outbound</i>	A point at 49°52'30"N 66°00'00W
1E	1	66W	Eastern zone limit <i>Inbound</i>	A point at 49°38'40"N 66°00'00"W
➡ _{1F}	1	66W	Eastern zone limit <i>Outbound</i>	A point at 49°34'25"N 66°00'00"W
➡ _{1G}	1	66W	Eastern zone limit <i>Inbound</i>	A point at 49°26'15"N 66°00'00"W

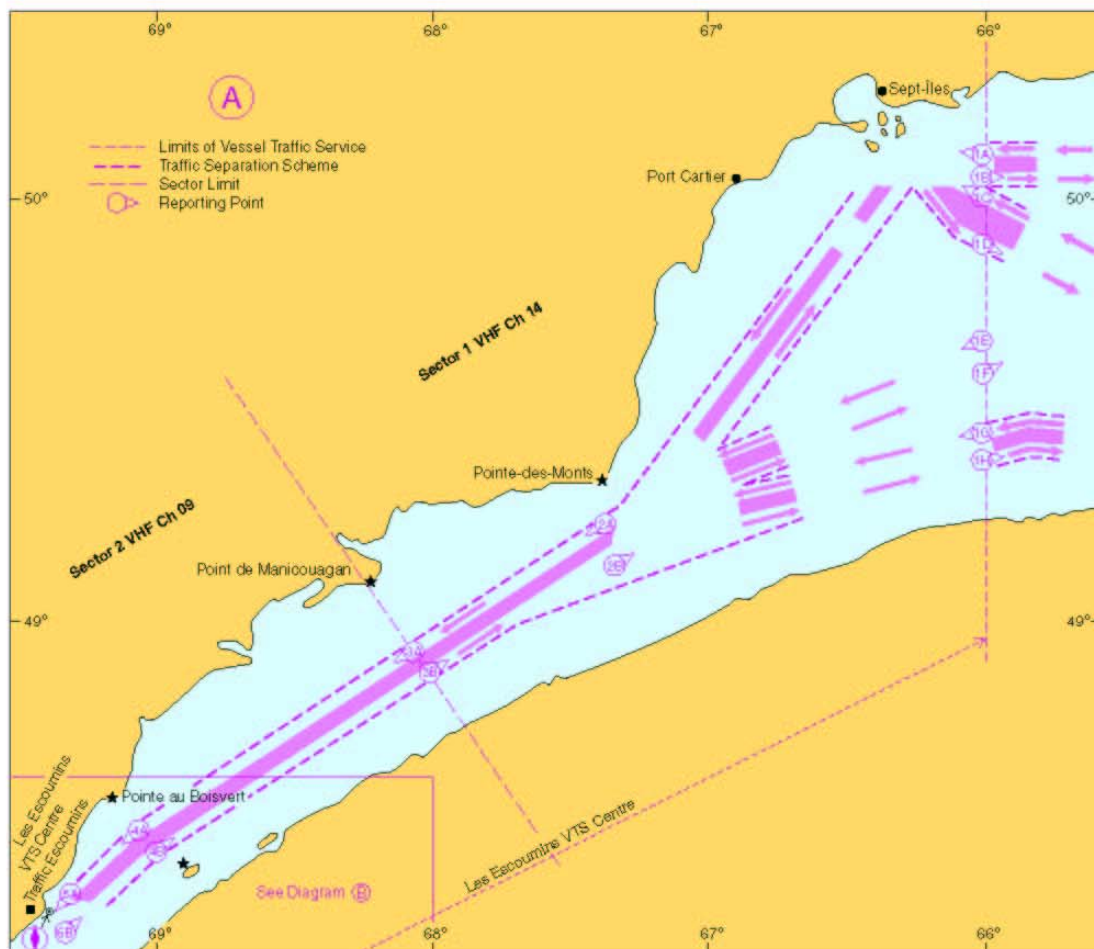
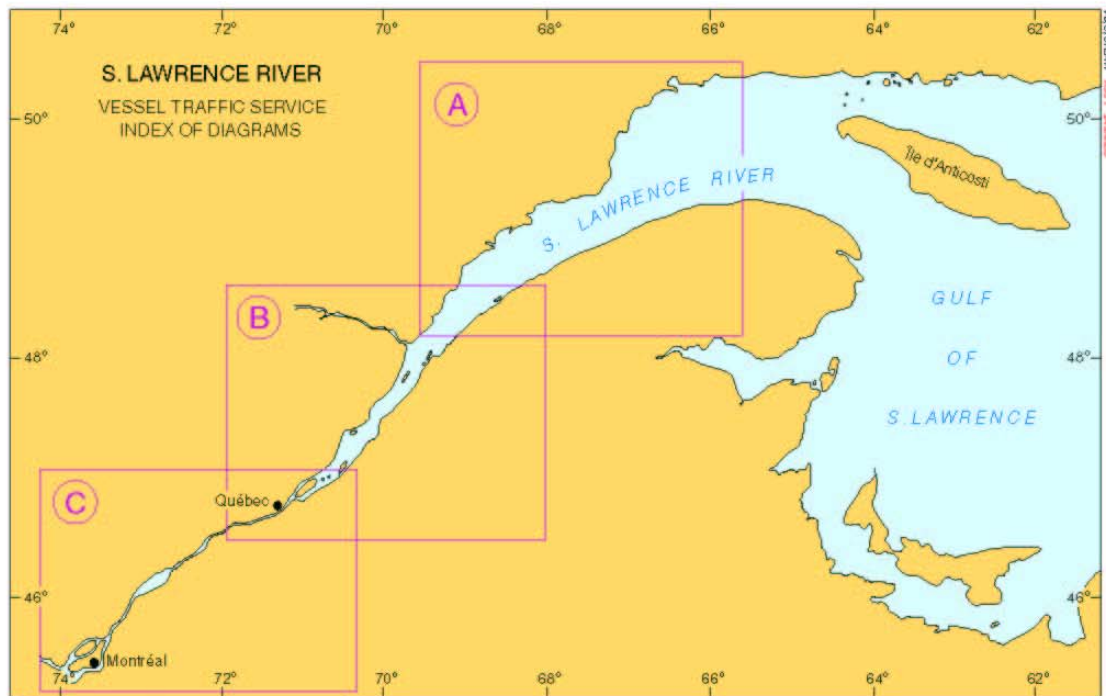
CALLING-IN-POINTS

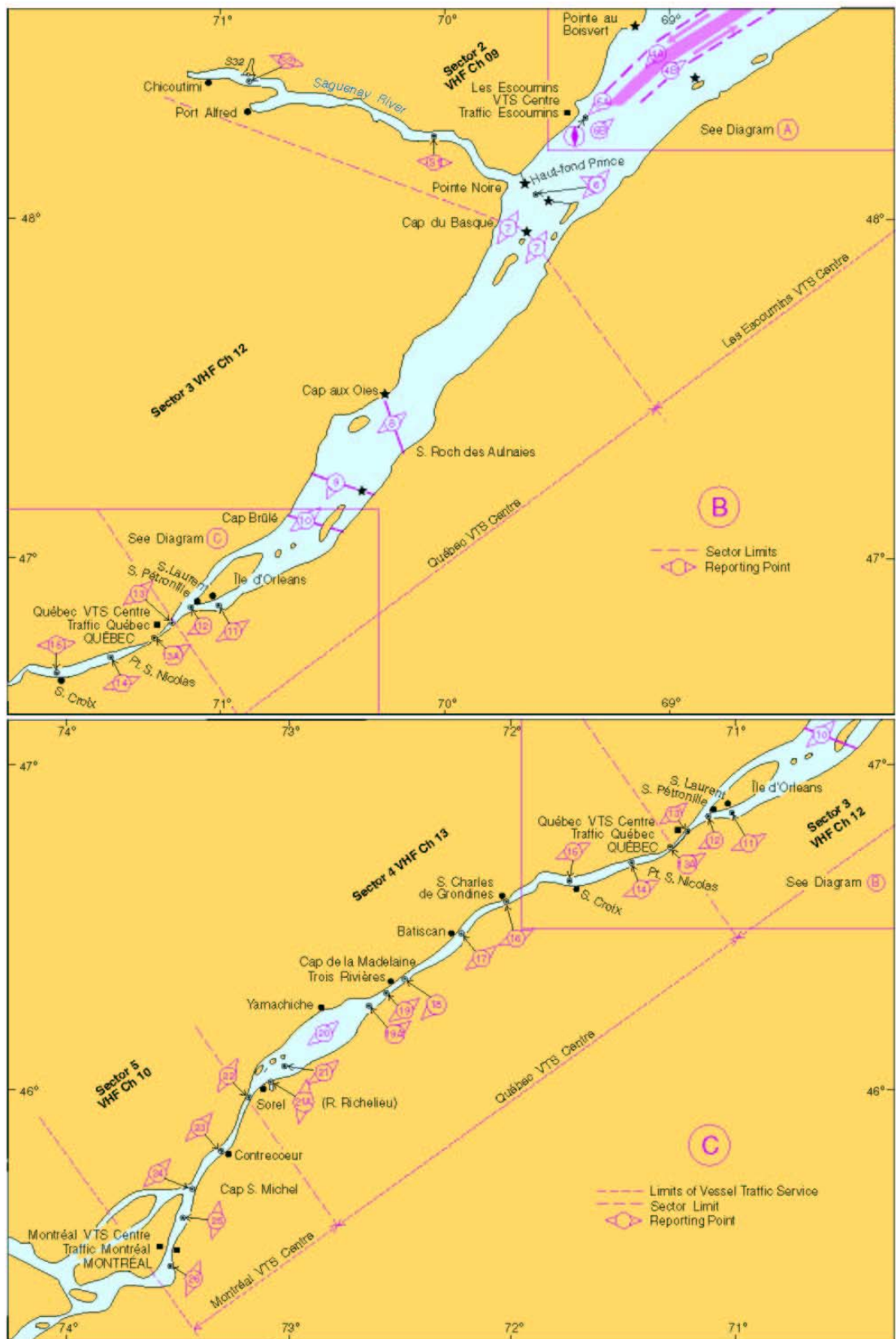
NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
1H	1	66W	Eastern zone limit <i>Outbound</i>	A point at 49°22'00"N 66°00'00"W
 2	1	Pointe des Monts		A line joining 49°19'00"N 67°22'30"W & 48°55'18"N 67°16'18"W
 2A	1	Pointe des Monts	<i>Upbound</i>	A point at 49°13'40"N 67°21'20"W
 2B	1	Pointe des Monts	<i>Downbound</i>	A point at 49°07'30"N 67°19'30"W
 3	1/2	Pointe Manicouagan		A line joining 49°06'04.3"N 68°11'39.7"W and 48°42'00"N 67°52'00"W
 3A	1/2	Pointe Manicouagan	Sector boundary <i>Upbound</i>	A point at 48°55'45"N 68°03'20"W
 3B	1/2	Pointe Manicouagan	Sector boundary <i>Downbound</i>	A point at 48°52'20"N 68°00'00"W
 4	2	Pointe au Boisvert		A line joining 48°33'55"N 69°08'32"W & 48°19'42"N 68°50'18"W
 4A	2	Pointe au Boisvert	<i>Upbound</i>	A point at 48°30'00"N 69°03'00"W
 4B	2	Pointe au Boisvert	<i>Downbound</i>	A point at 48°26'48"N 68°59'20"W
 5A	2		Precautionary area	A point at 48°20'54"N 69°19'36"W
 5	2	Les Escoumins		A line joining 48°19'05"N 69°24'53"W & 48°08'05"N 69°11'14"W
 5B	2	Les Escoumins	<i>Downbound only</i>	A point at 48°15'00"N 69°20'00"W
6	2	Prince Shoal Light		A line joining 48°09'36"N 69°39'00"W; 48°06'30"N 69°36'53"W; & 48°05'38"N 69°34'01"W; and a line joining 48°04'10"N 69°33'19"W; & 48°03'04"N 69°25'29"W
 S1	2	Ile St Louis (SAG)		A line joining 48°15'03"N 70°01'09"W; & 48°15'45"N 70°01'00"W
 S2	2	Chicoutimi		A point at 48°25'20"N 70°52'50"W
7	2/3	Île Blanche	Sector boundary	A line joining 48°00'06"N 69°45'48"W; 47°58'25"N 69°37'51"W; & 47°52'35"N 69°33'02"W
8	3	Cap aux Oies St Roch		A line joining positions 47°29'18"N 70°13'55"W, and 47°18'42"N 70°10'42"W.
9	3	Cap Maillard Stone Pillar	<i>Upbound only</i>	A line joining 47°15'19"N 70°35'12"W; & 47°11'30"N 70°17'36"W
10	3	Cap Brûlé / Beaujeu		A line joining 47°06'31"N 70°43'01"W; & 47°03'18"N 70°27'24"W
11	3	Saint Laurent		A line joining 46°51'33"N 71°00'16"W; & 46°50'09"N 70°59'15"W

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
12	3	Sainte Pétronille (Île d'Orléans)	<i>Upbound only</i>	A line joining 46°50'41.5"N 71°07'57"W; & 46°49'42"N 71°07'42"W
13	3	Quebec		A line joining 46°48'38"N 71°12'12"W; & 46°48'27"N 71°11'18"W
13-A	3	Sillery	<i>Downbound only</i>	A line joining 46°46'19"N 71°14'37"W; & 46°45'50"N 71°13'50"W
14	3/4	St Nicolas	Sector boundary	A line joining 46°42'07"N 71°26'47"W; & 46°43'38"N 71°27'33"W
15	4	Ste Croix		A line joining 46°37'40"N 71°42'00"W; & 46°40'09"N 71°42'16"W
16	4	Grondines		A line joining 46°35'14"N 72°02'26"W; & 46°33'39"N 72°01'18"W
17	4	Batiscan		A line joining 46°30'02"N 72°14'47"W; & 46°29'51"N 72°12'27"W
18	4	Cap de la Madeleine	<i>Upbound only</i>	A line joining 46°21'58.1"N 72°29'47.4"W; & 46°21'47"N 72°28'04"W
19	4	Pointe des Ormes		A line joining 46°18'14"N 72°34'39"W; & 46°17'24"N 72°34'15"W
19-A	4	Port Saint François	<i>Downbound only</i>	A line joining 46°16'21.5"N 72°37'10"W; & 46°16'50"N 72°37'48.5"W
20	4	Yamachiche		A line joining 46°12'53"N 72°49'11.5"W; & 46°12'28.9"N 72°48'55"W
21	4	Ile des Barques		A line joining 46°05'24"N 73°00'43"W; & 46°05'08"N 73°00'13"W
21-A	4	Turcotte Bridge		A point at 46°02'32"N 73°07'09"W
22	4/5	Tracy	Sector boundary	A line joining 46°00'48"N 73°09'49 "W; & 46°01'00"N 73°11'00"W
23	5	Contre coeur		A line joining 45°49'55.3"N 73°16'55.7"W; & 45°50'15"N 73° 17'31"W
24	5	Cap St Michel		A line joining 45°44'05"N 73°26'40"W; & 45°43'30"N 73°25'15"W
25	5	Berth 110		A point at 45°37'54"N 73°29'18"W
26	5	Calling in Point 2		A point at 45°31'36"N 73°31'39"W

All times shall be given in Eastern Standard Time or Eastern Daylight Saving Time, whichever is in effect.





SARNIA VTS ZONE AND SARNIA VTS AREAS

Sarnia VTS Zone

Sarnia VTS Zone is comprised of the waters from Lake Huron Cut light buoy "11" to buoys 1 in the East and West Outer Channels in Lake Erie.

All vessels reporting in the area north of the Harbour Beach/Point Clark line will be answered by Thunder Bay MCTS Centre on behalf of Sarnia MCTS. The identifier "SARNIA TRAFFIC" may still be used.

NUMERICAL C-I-P's identify mandatory calling-in-points under the *St. Clair and Detroit River Navigation Safety Regulations*.

Sarnia VTS Areas

Sarnia VTS Areas are comprised of Canadian waters in Lake Huron from Detour Reef light to Lake Huron Cut light buoy "11", and Canadian waters in Lake Erie from East and West Outer Channel buoys "1" to Long Point light. Ships in these areas are required to guard the International Distress, Safety and Calling Frequency 156.8 MHz (Channel 16).

ALPHABETICAL C-I-P's identify voluntary calling-in-points in the Sarnia VTS Areas.

Application

Within the St. Clair and Detroit Rivers, mariners should be guided by the traffic reporting provisions of the *St. Clair and Detroit River Navigational Safety Regulations*, which apply to all ships required by the *Ship Station Radio Regulations* to be fitted with a bridge-to-bridge radiotelephone.

SECTORS AND BOUNDARIES

Sector	Boundaries
1	The waters of Lake Huron, the St. Clair River and Lake St. Clair from a line running 090° - 270° True through Detour Reef light, 45 56'54"N 83 54'12"W to a line joining Lake St. Clair light 42 27'54"N 82 45'18"W and Lake St. Clair light buoy "24", 42 27'53"N 82 45'03"W.
2	The waters of Lake St. Clair, the Detroit River and Lake Erie from a line joining Lake St. Clair light, 42 27'54"N 82 45'18"W and Lake St. Clair light buoy "24", 42 27'53"N 82 45'03"W to a line running 152° True from Long Point light 42 32'55"N 80 02'57.4"W in Lake Erie.

IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (MHz)
1	"Sarnia Traffic"	11	156.55
2	"Sarnia Traffic"	12	156.6

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GÉOGRAPHIC DESCRIPTION
A	1	Detour Cordwood Point	At Detour Reef light for vessels enroute to or from Lake Michigan A line joining Detour Reef light and Cordwood Point light buoy "1"	For vessels traversing St. Mary's River, a line running 090°- 270° True through 45 56'54"N 83 54'12"W For vessels enroute to or from Lake Michigan, a line joining 45 56'54"N 83 54'12"W & 45 40'53"N 84 18'05"W
			<i>These vessels should specify Cordwood Point.</i>	
B	1	Great Duck Island	A line joining Great Duck Island light and Presque Isle light	A line running from 45 38'30"N 82 57'48"W; to 45 21'24"N 83 29'30"W
C	1	Cove Island	At Cove Island light for vessels enroute to or from Georgian Bay	A line running 000° True from 45 19'37"N 81 44'07"W Call Thunder Bay MCTS on Ch. 26
D	1	Harbor Beach Point Clark	<i>Mariners should specify Point Clark when following Georgian Bay courses and Harbor Beach at all other times.</i>	A line joining 43 50'42"N 82 37'54"W; to 44 04'22.1"N 81 45'25.6"W
1	1	30 minutes north of Lake Huron Cut light buoy "11"	30 minutes north of Lake Huron Cut lighted buoys "11" and "12" (<i>downbound only</i>)	
E	1	Lake Huron Cut light buoy "11"	Lake Huron Cut Light buoy "11"	A line running 090°- 270° True through 43 05'25"N 82 24'38"W
2	1	Lake Huron Cut light "7"	Lake Huron Cut light "7" (<i>downbound only</i>)	A line running 090°-270° True through 43 03'36"N 82 25'06"W
3	1	Lake Huron Cut light buoy "1"	At Lake Huron Cut light buoy "1" (<i>upbound only</i>)	A line running 090°-270° True through 43 00'37"N 82 24'53"W
4	1	Black River	At St. Clair/ Black River Junction light	On north shore of river entrance. 42 58'24"N 82 25'12"W
5	1	Stag Island Upper light	<i>At Stag Island Upper light (upbound only)</i>	A line running 090° True from 42 54'25"N 82 27'57.5"W
6	1	Salt Dock	Marine City Salt Dock light	A line running 110° True from 42 41'16.8"N 82 30'20.5"W
7	1	Light 23	Grande Pointe light "23" (<i>downbound only</i>)	A line joining 42 35'07"N 82 33'23.5"W; and 42 35'04"N 82 33'10"W
8	1	Light 2	A line joining St. Clair Flats Canal light "2" and St. Clair Cutoff Pier light "X32/1" (<i>upbound only</i>)	A line running from 42 31'06"N 82 41'12"W; to 42 30'54"N 82 41'08"W
9	1	Lake St. Clair light	Lake St. Clair light	A line running from 42 27'54"N 82 45'18"W; to 42 27'53"N 82 45'03"W
10	2	Station Belle Isle	Belle Isle light (<i>downbound only</i>)	A line running 150° True from 42 20'24"N 82 57'36"W
10A	2	Rouge River	<i>20 minutes before entering or leaving the Rouge River or Shortcut Canal.</i>	

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GÉOGRAPHIC DESCRIPTION
10B	2	Rouge River	<i>Immediately before entering or leaving the Rouge River or Shortcut Canal</i>	A line running from 42 16'26"N 83 06'36"W; to 42 16'31"N 83 06'33.5"W
11	2	Grassy Island light	Grassy Island light	A line running 090°-270° True through 42 13'30"N 83 08'00"W
12	2	Detroit River light	Detroit River light	A line running 090°-270° True through 42 00'01"N 83 08'30"W
F	2	Southeast Shoal	At Southeast Shoal light	A line from 41 54'33"N 82 30'36"W; to 41 49'35"N 82 27'47"W, thence to 41 32'12"N 82 42'42"W
G	2	Long Point	A line joining Long Point light to the south shore of Lake Erie	A line running 152° True from 42 32'55"N 80 02'58"W; to 42 14'35"N 79 49'44"W

All times shall be given in Eastern Standard Time or Eastern Daylight Saving Time, whichever is in effect.

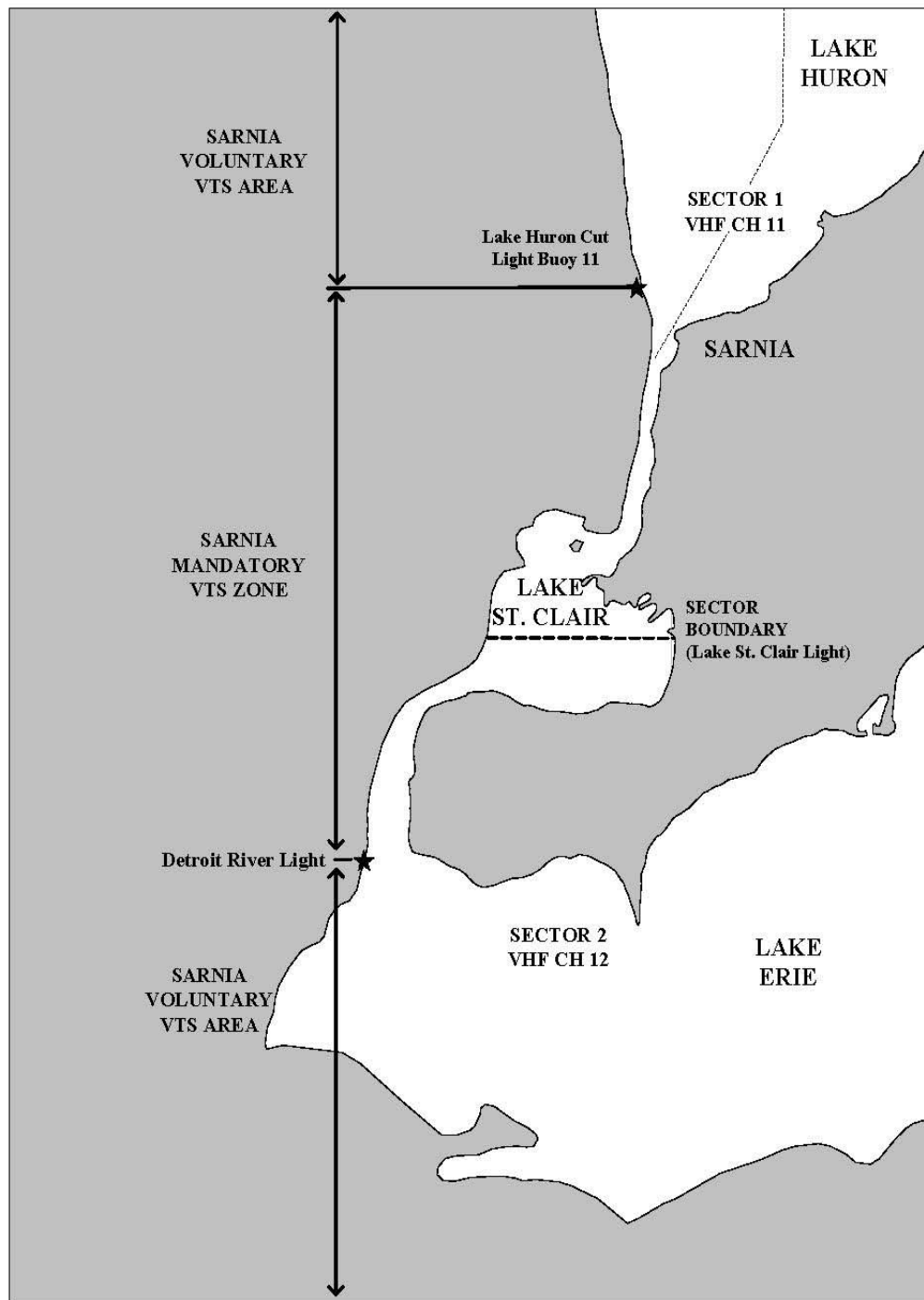
FREQUENCY GUARD GREAT LAKES BASIN

Amendments to the VHF Practices and Procedures regulations which make Channel 13 (156.650 MHz) the dedicated Bridge-to-Bridge frequency in the Great Lakes Basin became effective February 1, 1989. At that time the VHF listening watch requirements for vessels upbound/downbound in these waters were established as follows:

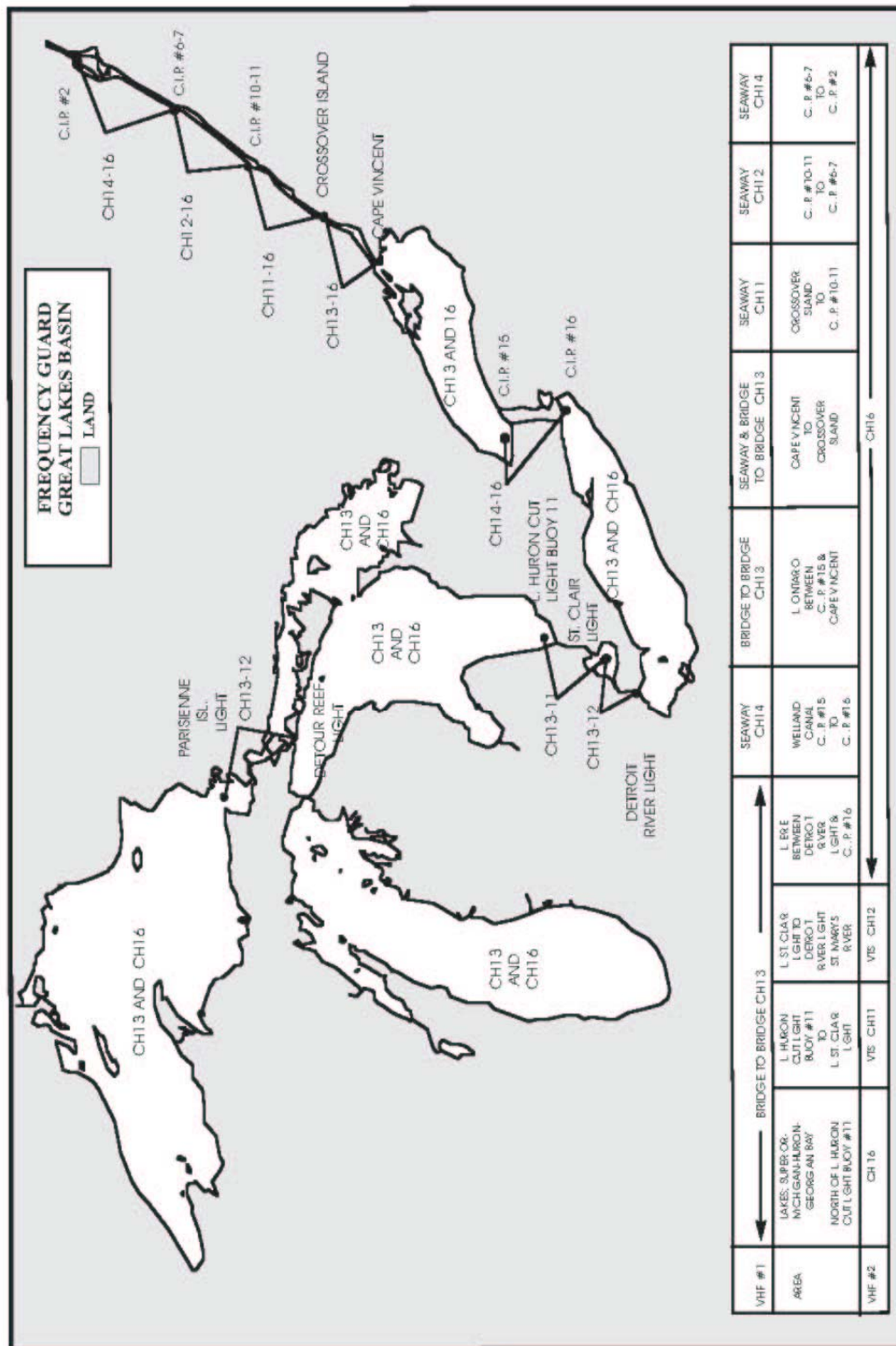
	LOCATION	MONITOR	REMARKS
A)	CIP #2 to CIP #6-7 (Seaway Beauharnois)	Seaway Ch 14 and Ch 16	CH 13 Bridge-to-Bridge exemption through this area.
B)	CIP # 6-7 to CIP 10-11 (Seaway Eisenhower)	Seaway Ch 12 and Ch 16	CH 13 Bridge-to-Bridge exemption through this area.
C)	CIP # 10-11 to Crossover Island (Seaway Iroquois)	Seaway Ch 11 and Ch 16	CH 13 Bridge-to-Bridge exemption through this area.
D)	Crossover Island to Cape Vincent (Seaway Clayton)	Bridge Ch 13 and Ch 16	CH 13 serves both as Bridge and Seaway in this area.
E)	Cape Vincent to mid Lake Ontario (Seaway Sodus)	Bridge Ch 13 and Ch 16	Seaway Sodus also on CH 13 through this area.
F)	Mid Lake Ontario to CIP #15 (Seaway Newcastle)	Bridge Ch 13 and Ch 16	Seaway Newcastle operates on CH 11 through this area.
G)	CIP #15 to CIP #16 (Welland Canal)	Seaway Ch 14 and Ch 16	CH 13 Bridge-to-Bridge exemption through this area.
H)	CIP #16 to Long Point Lake Erie (Seaway Long Point)	Bridge Ch 13 and Ch 16	Seaway Long Point on CH 11.
I)	Long Point to Detroit River Light (Lake Erie)	Bridge Ch 13 and Ch 16	Sarnia MCTS Centre operates on CH 12.
J)	Detroit River Light to Lake St. Clair Light	Bridge Ch 13 and MCTS Centre Ch 12	Sarnia MCTS Centre will monitor CH 16 on behalf of vessels.
K)	Lake St. Clair Light to Lake Huron Cut Light Buoy "11"	Bridge Ch 13 and MCTS Centre Ch 11	Sarnia MCTS Centre will monitor CH 16 on behalf of vessels.
L)	Lake Huron Cut Light Buoy "11" to Detour Reef Light including Cove Island (Lake Huron and Georgian Bay)	Bridge Ch 13 and Ch 16	Thunder Bay and Sarnia MCTS Centres operate on CH 11 Lake Huron.
M)	Detour Reef Light to Ile Parisienne Light (St. Mary's River)	Bridge Ch 13 and Ch 12	USCG Sault control will monitor CH 16 on behalf of vessels.
N)	Ile Parisienne Light through Lakes Superior/Michigan	Bridge Ch 13 and Ch 16	

Notes

1. Portable VHF equipment may be accepted to meet the Ch13 requirement when a ship is required by the Ship Station Radio Regulations to fit only one radiotelephone installation.
2. In summary, vessels shall monitor Ch 13 Bridge-to-Bridge continuously except in the exempted areas of St. Lambert to Crossover Island and in the Welland Canal where the appropriate Seaway channel must be guarded.
3. Channel 16 shall also be guarded throughout the Great Lakes Basin except from Detroit River Light to Lake Huron Cut Lighted Buoy "11" (Sarnia Vessel Traffic Services Zone) and from Detour Reef Light to Ile Parisienne Light (St. Mary's River). Since vessels will be guarding Ch13 and the VTS frequency through the zones, watch on Ch16 will be maintained by Sarnia MCTS for the Sarnia Vessel Traffic Services Zone and by USCG Sault Control for the Detour Reef Light to Ile Parisienne zone on behalf of vessels in transit.
4. **While the CH13 Bridge-to-Bridge guard is to be maintained continuously (except in exempted waters) the watch on CH16 may be relinquished when reporting at a CIP or exchanging traffic with any station of the maritime mobile service on an appropriate working frequency.**
5. When wishing to contact a Harbour, Bridge or Pilotage authority initial contact should be made on the appropriate working channel as directed.
6. Information contained in the chart and narrative is based on the latest information at time of printing.



SARNIA VTS ZONE & AREAS



STRAIT OF BELLE ISLE – VOLUNTARY VTS ZONE

NOTE: Latitude and longitude positions given for the Strait of Belle Isle Voluntary VTS Zone are in NAD 83.

The Canadian Coast Guard has established a voluntary Vessel Traffic Services Zone in the Strait of Belle Isle, Newfoundland.

The Belle Isle Vessel Traffic Services Zone includes all waters within the Strait of Belle Isle bounded by a line extending from Double Island, Labrador, 52 15 30.0N, 55 32 55.0W, to Northeast Ledge, Belle Isle, 52 02 11.8N, 55 16 05.6W, to White Islands, Newfoundland, 51 34 51.0N, 55 21 05.0W; thence, westerly to Partridge Point Light, Newfoundland, 51 34 52.7N, 55 25 16.1W; thence, westerly along the south shore of the Strait of Belle Isle to Seal Islands, Newfoundland, 51 17 16.2N, 56 45 51.8W; thence, along a line to Forteau Light, Labrador, 51 28 10.2N, 56 57 12.1W; and thence, easterly along the north shore of the Strait of Belle Isle to Double Island, Labrador, 52 15 30.0N, 55 32 55 .0W.

Vessels required to comply with the Vessel Traffic Services Zones Regulations are requested to participate in the system. Fishing vessels are encouraged to maintain a listening watch or contact “*Belle Isle Traffic*” on Channel 14 VHF to obtain up-to-date information on vessels reported transiting the Belle Isle Vessel Traffic Services Zone.

SECTOR AND BOUNDARIES

Sector	Boundaries
1	<p>Eastern Boundary : A line extending from Double Island, Labrador, 52 15’30”N 55 32’55”W, to Northeast Ledge, Belle Isle, 52 02’11.8”N 55 16’05.6”W, to White Islands, Newfoundland, 51 34’51”N 55 21’05”W; thence, westerly to Partridge Point Light, Newfoundland, 51 34’52.7”N 55 25’16.1”W.</p> <p>Western Boundary : A line joining Seal Island, Newfoundland, 51 17’16.2”N 56 45’51.8”W, to Forteau Light, Labrador, 51 28’10.2”N 56 57’12.1”W.</p>

IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (Mhz)
1	“ <i>Belle Isle Traffic</i> ”	14	156.7

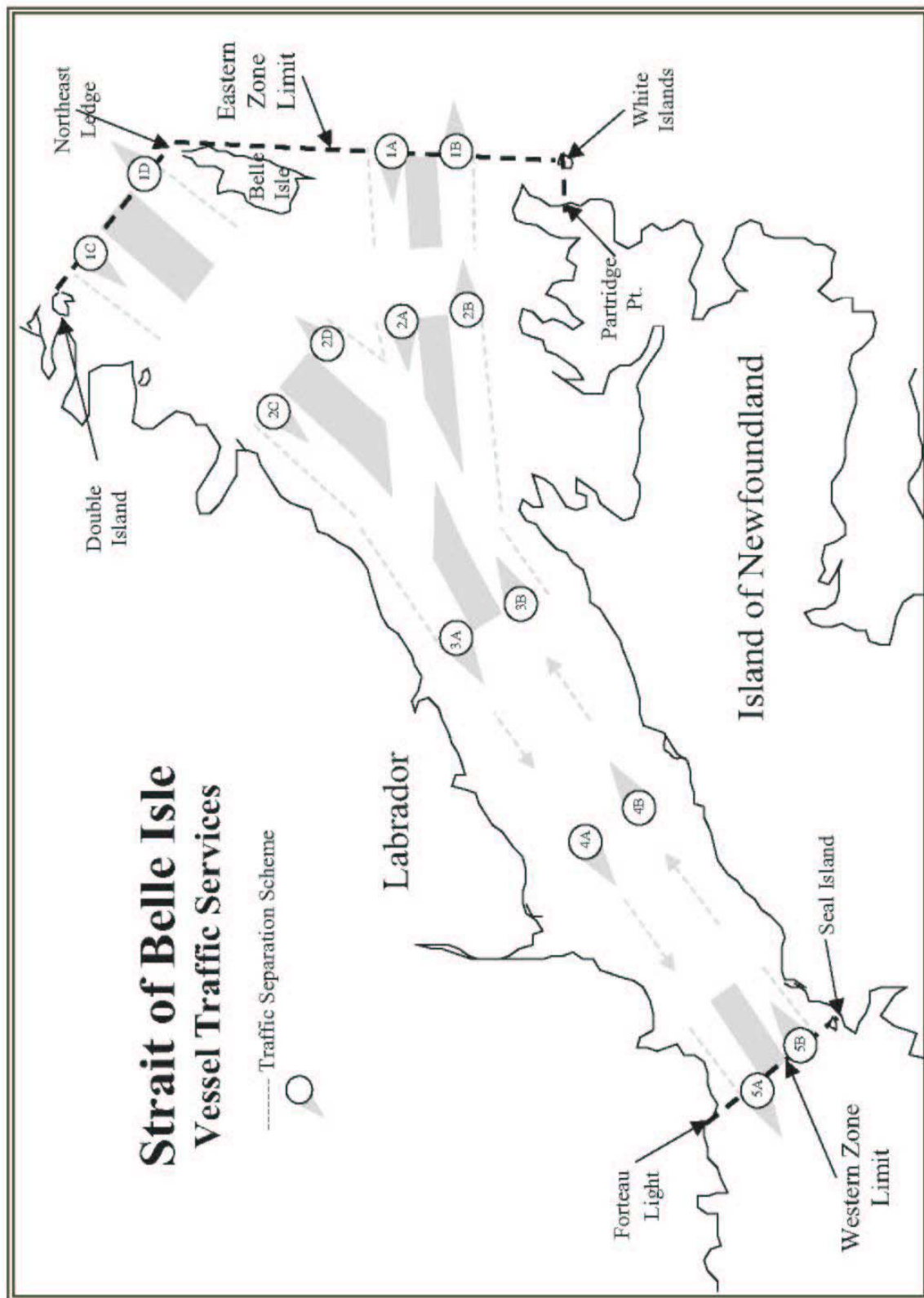
CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
1A	1		Inbound (Belle Isle South Route)	A point at 51 50’29.2”N 55 18’14.6”W
2A	1		Inbound (Belle Isle South Route)	A point at 51 48’23.8”N 55 38’36.3”W
3A	1		Inbound	A point at 51 43’13.8”N 56 07’28.2”W
4A	1		Inbound	A point at 51 33’50.9”N 56 29’59.4”W
5A	1		Inbound	A point at 51 24’07.6”N 56 52’59”W
1B	1		Outbound (Belle Isle South Route)	A point at 51 46’21.4”N 55 18’59.8”W
2B	1		Outbound (Belle Isle South Route)	A point at 51 44’27.1”N 55 37’32.3”W
3B	1		Outbound	A point at 51 39’53.9”N 56 03’54.3”W
4B	1		Outbound	A point at 51 30’30.7”N 56 26’27.1”W
5B	1		Outbound	A point at 51 20 46.4N, 56 49 29.8W

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
1C	1		Inbound (Belle Isle North Route)	A point at 52 09 00.4N, 55 24 40.7W
2C	1		Inbound (Belle Isle North Route)	A point at 51 54 27.4N, 55 45 53.0W
1D	1		Outbound (Belle Isle North Route)	A point at 52 05 48.0N, 55 20 37.7W
2D	1		Outbound (Belle Isle North Route)	A point at 51 51 47.3N, 55 41 04.1W

All times shall be given in Newfoundland Standard Time or Newfoundland Daylight Saving Time, whichever is in effect.



STRAIT OF CANSO AND EASTERN APPROACHES VTS ZONE

SECTOR AND BOUNDARIES






NOTE: Latitude and longitude positions given for the Strait of Canso and Eastern Approaches VTS Zone are in NAD 83.

Sector	Boundary
1	All Canadian waters south of the Canso canal north lock gate, 45°38'58.2"N 61°24'57.3"W, contained within the area bounded by a line connecting points 45°38'23.3"N 60°29'15.3"W, 45°25'48.8"N 60°29'34"W, and the Canadian territorial boundary at 45°24'09.3"N 60°29'34.3"W; thence, along Canada's territorial boundary to a point at 45°18'19.8"N 60°35'03.7"W; and thence, along a line to Cape Canso at 45°18'21.8"N 60°56'16.3"W.


IDENTIFICATION AND FREQUENCIES

Sector	Identifier	Channel	Frequency (MHz)
1	"Canso Traffic"	14	156.7

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
1Y	1			A line from 45°38'23.3"N 60°29'15.3"W, to 45°25'48.8"N 60°29'34"W
1A	1		Entrance to inbound traffic lane	A line from 45°25'48.8"N 60°29'34"W, to the Canadian territorial limit at 45°24'09.3"N 60°29'34.3"W
1B	1		Exit from outbound traffic lane	A line from 45°23'43.9"N 60°29'58.3"W, along Canada's territorial boundary, to 45°22'09"N 60°31'27.8"W
1C	1		Entrance to inbound traffic lane	A line from 45°20'53"N 60°32'39.5"W, along Canada's territorial boundary, to 45°18'36.8"N 60°34'47.7"W
1D	1		Exit from outbound traffic lane	A line from 45°18'20.1"N 60°36'30.3"W, to 45°18'20.8"N 60°41'06.3"W
1E	1		Exit from outbound traffic lane	A line from 45°18'20.8"N 60°41'06.3"W, to 45°18'21.3"N 60°46'04.2"W
1S	1			A line from 45°18'21.3"N 60°46'04.2"W, to 45°18'21.8"N 60°56'16.3"W
 2A	1		Inbound traffic lane	A point at 45°24'40.3"N 60°41'39.3"W
 2B	1		Outbound traffic lane	A point at 45°23'17"N 60°41'39.3"W
 3A	1		Inbound traffic lane	A point at 45°24'32.5"N 60°50'16.3"W
 3B	1		Outbound traffic lane	A point at 45°23'24.5"N 60°50'16.3"W
 4A	1		Inbound traffic lane	A point at 45°24'24.3"N 60°58'45.3"W

CALLING-IN-POINTS

NUMBER	SECTOR	NAME	GENERAL DESCRIPTION AND CONDITIONS	GEOGRAPHIC DESCRIPTION
 4B	1		Outbound traffic lane	A point at 45°23'24.3"N 60°58'45.3"W
5	1	C1-C2 buoys		A line from 45°28'31.3"N 61°01'25.3"W, to 45°21'08.3"N 61°13'49.3"W
6	1	C7-C8 buoys		A line from 45°31'15.3"N 61°05'59.5"W, to 45°20'58.3"N 61°21'43.4"W
7	1	C14 buoy		A line from 45°34'42.3"N 61°15'52.6"W, to 45°31'13.8"N 61°15'40.4"W
8	1	Critchett Point		A line from 45°33'34.3"N 61°19'03.4"W, to 45°32'52.3"N 61°19'44.4"W
9	1	C26 buoy		A line from 45°36'23.2"N 61°22'14.3"W, to 45°36'15.2"N 61°23'13.2"W
10	1	Canal North Lock Gate		Canso Canal North Lock Gate, 45° 38'58.2"N 61°24'57.3"W

All times shall be given in Atlantic Standard Time or Atlantic Daylight Saving Time, whichever is in effect.

