



GFY Marine Group

Agency, Chartering and Consulting

VANCOUVER TANKER TRAFFIC Brief description

All the Vancouver oil terminals (except Kinder Morgan #2) are located East from Second Narrows Bridge, which is a Movement Restricted Area (MRA).

For tankers transiting under the bridge (EB or WB) there are some restrictions:

- Tankers having LOA+Beam less than 265 NOT IN PRODUCT can transit at anytime
- Tankers having LOA+Beam equal or greater than 265 AND all tankers IN PRODUCT are restricted to day light transit only
- Maximum draft allowed for transit is 13 m; on a case to case basis ships with draft bigger than 13 meters may be allowed to transit
- Maximum air draft clearance under Second Narrows is 42 meters; for all incoming ships bound for a terminal locates East of Second Narrows the airdraft on arrival at the pilot station is not allowed to be modified (except if the mast antenna can be folded)
- the inbound (EB) transit windows are calculated based on ship's draft and the above restrictions
- the outbound (WB) transit windows are calculated based on ship's beam and draft
- both (EB and WB) transit windows will then result from the MRA Tables
- usually the ships anchor at Indian Arm both on arrival (to wait for the laycan) and after unberthing (to wait for the transit window), which increases the cost with about CAD4,000 in additional pilotage
- the bigger cost is in towage; due to the restrictions (the tankers have to be escorted through transit and from and/or to the pilot station); the cost is about CAD70K, but due to WS the owner's part is abt CAD15K