

| Terminal/Berth Name | PPA Short Code | Controlling Depth (Meters) | Dock Length (Meters) | Maximum Berthing Velocity | Maximum Berthing Angle | Design Vessel Size (Largest) | Design Vessel Size (Smallest) | Largest DWT/Displ. from PPA Records | Longest Vessel from PPA Records | Guidelines & Remarks | Applicable Notices | Bathymetry Survey Date | Bathymetry Last Updated |
|---|----------------|----------------------------|---------------------------|---------------------------|----------------------------|---|---|--|---|---|---|------------------------|-------------------------|
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| <p>Yellow highlight indicates that the information in the cell has been updated. Red text indicates that berthed vessel criteria exceeds berth's design vessel criteria. Green text indicates that berthed vessel criteria is within berth's design vessel criteria.</p> | | | | | | | | | | | | | |
| Alliance East | AGE | 10.7 | 214 | 15 cm/sec 0.29 knots | 10° | DWT: 70,000t L _{OA} : 223.0m Beam: 31.90m Depth: Draft: 13.35m | DWT: 20,000t L _{OA} : 157.0m Beam: 23.0m Depth: ?? Draft: 9.20m | DWT: 93,386t L _{OA} : 229.2m Beam: 38.04m Depth: No. info. S. Draft: 14.90m | DWT: 87,665t L _{OA} : 240.0m Beam: 38.0m Depth: No. info. S. Draft: 13.82m | SWL/Range of dolphin mooring: 50t, H-180°, V-30°; SWL/Range of caisson mooring: 100t, H-360°, V-30°; Refer to 'Notice to Industry 11/2016' for tidal current restrictions. | PPA NTL #11/2016 BCCP Notice #20-002 | 16-Apr-2018 | 9-May-2018 |
| Alliance West | AGW | 10.1 | 218 | 15 cm/sec 0.29 knots | ??? | DWT: 70,000t L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 93,193t L _{OA} : 229.2m Beam: 38.04m Depth: No info. S. Draft: 14.90m | DWT: 93,193t L _{OA} : 229.2m Beam: 38.04m Depth: No info. S. Draft: 14.90m | SWL/Range of dolphin mooring: 50t, H-180°, V-30°; SWL/Range of caisson mooring: 100t, H-360°, V-30°; Refer to 'Notice to Industry 11/2016' for tidal current restrictions. | | 12-Apr-2018 | 9-May-2018 |
| Allied Shipyard | ASY | 2.7 | | | | N/A | N/A | N/A | N/A | | | | 1-Jan-1987 |
| BC Sugar (Lantic) | BCS | 6.4 | 130 | 10 cm/sec 0.19 knots | Perpendicular to dock face | DWT: 40,000t L _{OA} : 200.0m Beam: 30.0m Depth: ?? Draft: 11.0m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 37,713t L _{OA} : 180m Beam: 32.28m Depth: No info. S. Draft: 10.54m | DWT: 32,401t L _{OA} : 180.9m Beam: 30.0m Depth: No info. S. Draft: 9.82m | | | 22-Nov-2016 | 29-Mar-2017 |
| Campbell River Cruise (Wei Wai Kum) | CRC | 10.0 | 311 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 4,200t L _{OA} : 217.75m Beam: 28.8m Depth: No info. S. Draft: 7.00m | DWT: 4,200t L _{OA} : 217.75m Beam: 28.8m Depth: No info. S. Draft: 7.00m | Ebb tide - Unrestricted. Flood tide - Less than 6 knot current at Seymour Narrows. No ship movement during first 40 minutes of flood tide. | | | 15-Dec-2008 |
| Nyrstar Discovery Terminal ex Campbell River Ore | CRO | 10.0 | 173 Dolphin to Dolphin | 10 cm/sec 0.19 knots | 5° | Displ: 43,000t L _{OA} : 190.0m Beam: 30.0m Depth: No Info. Draft: No info. | DWT: No info. L _{OA} : No info. Beam: No info. Depth: No info. Draft: No info. | DWT: 58,186t L _{OA} : 189.9m Beam: 32.26m Depth: No info. S. Draft: 12.93m | DWT: 53,828t L _{OA} : 190m Beam: 32.26m Depth: No info. S. Draft: 12.62m | Ebb tide - Unrestricted. Flood tide - Less than 6 knot current at Seymour Narrows. No ship movement at berth during first 40 minutes of flood tide. Vessel must have a minimum of 12 mooring lines (6 fwd. & 6 aft) SWL/Range of 4 x berthing dolphin bollards: 80t, H-180°, V-30°; SWL/Range of 2 x mooring buoys: 75t SWL/Range of 2 x onshore mooring bollards: 22t Minimum vessel size: 55m to 60m parallel midbody length; Max. air draft (freeboard) for loader at zero tide: 15m | | 6-Dec-2018 | 28-May-2019 |
| Canada Place East | CPE | 9.3 | 485 | 10 cm/sec 0.19 knots | 5° | DWT: 80,000t L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 108,574t L _{OA} : 334.0m Beam: 42.8m Depth: No info. S. Draft: 15.00m | DWT: 12,000t L _{OA} : 348m Beam: 41.2m Depth: No. info. S. Draft: 8.82m | | | 12-Apr-2019 | 21-Feb-2020 |
| Canada Place North | CPN | 11.8 | 270 | 10 cm/sec 0.19 knots | 5° | DWT: 80,000t L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 13,294t L _{OA} : 289.6m Beam: 36.05m Depth: No info S. Draft: 8.50m | DWT: 10,420 L _{OA} : 294.49m Beam: 32.2m Depth: No info. S. Draft: 8.32m | | | 12-Apr-2019 | 21-Feb-2020 |
| Canada Place West | CPW | 8.6 | 290 | 10 cm/sec 0.19 knots | 5° | DWT: 80,000t L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 61,000t L _{OA} : 199.9m Beam: 32.24m Depth: No info. S. Draft: 13.00m | DWT: 8,604t L _{OA} : 300.1m Beam: 32.25m Depth: No info. S. Draft: 8.00m | | | 12-Apr-2019 | 21-Feb-2020 |

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| Canexus / Nexen / Chemtrade aka Canadian Occidental | COC | 9.9 | 150 | 7cm/sec at dolphin #3: 0.14 knots | Perpendicular to dock face | Displ: 93287t L _{OA} : 243.6m Beam: 32.3m Depth: 20.8m Draft: 14.5m | Displ: 74385t L _{OA} : 224.5m Beam: 32.2m Depth: 17.8m Draft: 12.5m | DWT: 62,915t L _{OA} : 209.28m Beam: 32.26m Depth: No info. S. Draft: 12.5m | DWT: 60,732t L _{OA} : 223.13m Beam: 32.2m Depth: No info. S. Draft: 13.02m | SWL/Range of shore mooring: 100t, H-???, V-45°; SWL/Range of dolphin mooring: 50t, H-???, V-??°; SWL/Range of floating mooring: 25t, H-???, V-??°; Shallow patch east of the range line east side of the dock; Berthing & unberthing: 1 knot window at 2nd Narrows; No consideration given for bow/stern thrusters. | | | 17-Aug-2015 |
| Cargill 1 | CG1 | 14.7 | 228 + 52 | 15 cm/sec 0.29 knots | ≤15° | DWT: 70,000t L _{OA} : 250.0m Beam: 35.05m Depth: Draft: 12.25m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 98,697t L _{OA} : 239.99m Beam: 38.04m Depth: No info. S. Draft: 14.48m | DWT: 75,471t L _{OA} : 243.47m Beam: 32.26m Depth: No info. S. Draft: 14.31m | 16 shoreside mooring bollards, SWL: 72t | | 30-Aug-2017 | 9-May-2018 |
| Cargill 2 | CG2 | 11.0 | 205 + 52 | 15 cm/sec 0.29 knots | ≤15° | DWT: 40,000t L _{OA} : 202.0m Beam: 28.04m Depth: ?? Draft: 11.6m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 64,000t L _{OA} : 199.9m Beam: 32.26m Depth: No info. S. Draft: 13.3m | DWT: 62,487t L _{OA} : 200.00m Beam: 32.3m Depth: No info. S. Draft: 13.36m | 16 shoreside mooring bollards, SWL: 72t a) Max LOA 200m; Max BEAM 32.23m. b) If more than 10.5m draft, vessels not to be moored more than 180m East of the West end of the dock. c) If more than 11.5m draft, vessels not to be moored more than 160m East of the West end of the dock. Controlling depth is 10.0m if vessel is stern in and 11.0m if vessel is bow in. | | 30-Aug-2017 | 9-May-2018 |
| Cascadia | CAS | 13.6 | 244 | 8 cm/sec 0.16 knots | ?? | DWT: 96,000t L _{OA} : 245m Beam: Depth: Draft: | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 98,000t L _{OA} : 239.99m Beam: 38.04m Depth: No info. S. Draft: 14.58m | DWT: 45,025t L _{OA} : 243.47m Beam: 32.26m Depth: No info. S. Draft: 14.31m | Shoreside mooring SWL 100 tonnes; The tidal current restriction for berthing/unberthing at Cascadia is 2kts, with trials underway for up to 3 kts; No consideration given for bow/stern thrusters | | 24-Jul-2017 | 22-Sep-2017 |
| Centerm 5 | CT5 | 14.8 | 321 | 15 cm/sec 0.29 knots | 5° at ¼ point | DWT: 105,000t L _{OA} : 353m Beam: 42.8m Depth: ?? Draft: 15.0m | DWT: 45,000t L _{OA} : 200m Beam: 31.0m Depth: ?? Draft: 11.5m | DWT: 131,304t L _{OA} : 363.6m Beam: 45.66m Depth: ?? S. Draft: 15.50m | DWT: 131,304t L _{OA} : 363.6m Beam: 45.66m Depth: ?? S. Draft: 15.50m | SWL/Range of shore mooring: 125t, H-???, V-??°; Distance between vessels: LOA up to 200m - 15 metres; Distance between vessels: LOA up to 250m - 20 metres Distance between vessels: LOA up to 300m - 25 metres Distance between vessels: LOA up to 350m - 30 metres | PPA NTI #03/2018 PPA NTI #04/2018 PPA NTI #02/2016 | | 27-Apr-2015 |
| Centerm 6 | CT6 | 15.2 | 324 | 15 cm/sec 0.29 knots | 5° at ¼ point | DWT: 105,000t L _{OA} : 353m Beam: 42.8m Depth: ?? Draft: 15.0m | DWT: 45,000t L _{OA} : 200m Beam: 31.0m Depth: ?? Draft: 11.5m | DWT: 116,619t L _{OA} : 367.28m Beam: 42.8m Depth: ?? S. Draft: 15.0m | DWT: 115,993t L _{OA} : 371.0m Beam: 42.94m Depth: ?? Draft: 14.1m | SWL/Range of shore mooring: 125t, H-???, V-??°; SWL/Range of dolphin mooring: 125t, H-???, V-??°; Distance between vessels: LOA up to 200m - 15 metres; Distance between vessels: LOA up to 250m - 20 metres Distance between vessels: LOA up to 300m - 25 metres Distance between vessels: LOA up to 350m - 30 metres | PPA NTI #03/2018 PPA NTI #04/2018 PPA NTI #02/2016 | | 27-Apr-2015 |
| Chemainus | CHN | 11.7 | 213 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 61,860t L _{OA} : 200.0m Beam: 32.26m Depth: ?? S. Draft: 13.5m | DWT: 50,761t L _{OA} : 204.4m Beam: 32.31m Depth: ?? S. Draft: 12.64m | Terminal operator informs PPA that the berth is not in use. | | | 3-Dec-2015 |
| Cowichan Bay 1 | CB1 | 8.8 | | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 43,700t L _{OA} : 183.01m Beam: 31.15m Depth: ?? S. Draft: 12.0m | DWT: 37,450t L _{OA} : 185.5m Beam: 29.0m Depth: ?? S. Draft: 10.0m | Terminal operator informs PPA that the berth is not in use. | | | 1-Nov-1995 |

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| Cowichan Bay 2 | CB2 | | | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 47,069t L _{OA} : 199.2m Beam: 30.6m Depth: ?? S. Draft: 11.8m | DWT: 27,104t L _{OA} : 201.02m Beam: 30.87m Depth: ?? S. Draft: 11.52m | Terminal operator informs PPA that the berth is not in use. | | | |
| Crofton 1 | CR1 | 9.2 | 163 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | PPA records show that no piloted vessel has docked at this berth in the last ten years. | | 2019 | 28-May-2019 |
| Crofton 2 | CR2 | 9.6 | 157 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 62,942t L _{OA} : 199.98m Beam: 32.26m Depth: ?? S. Draft: 13.51m | DWT: 50,197t L _{OA} : 213.5m Beam: 31.0m Depth: ?? S. Draft: 12.32m | Bow limit sign marker at barber pole. Bathymetry update from CHS on 22 March 2019. | | 2019 | 28-May-2019 |
| Crofton 3 | CR3 | 10.6 | 136 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 55,175t L _{OA} : 190.0m Beam: 32.26m Depth: ?? S. Draft: 12.57m | DWT: 49,862t L _{OA} : 208.78m Beam: 32.25m Depth: ?? Draft: 12.34m | | | 2019 | 28-May-2019 |
| DeltaPort 1 | DP1 | 14.8 | 335 | 15cm/sec 0.29 knots | 10° | DWT: 60,000t L _{OA} : 273.0m Beam: Depth: Draft: | DWT: 20,157t L _{OA} : Beam: Depth: Draft: | DWT: 123,159 L _{OA} : 349.0m Beam: 45.6m Depth: ?? S. Draft: 15.50m | DWT: 116,294 L _{OA} : 349.07m Beam: 45.6m Depth: ?? S. Draft: 15.00m | Berth is equipped with 200t mooring bollards for head/stern lines & 125t mooring bollards for spring lines. Turning basin off the berth has a limiting draft of 11.6m. Parallel berthing and do not exceed 10cm/sec berthing velocity for vessels larger than design vessel. | PPA NTI #03/2018 PPA NTI #04/2018 PPA NTI #02/2016 | 2019 | 21-Feb-2020 |
| DeltaPort 2 | DP2 | 14.6 | 335 | 15cm/sec 0.29 knots | 10° | DWT: 127,170t L _{OA} : 366.0m Beam: 48.4m Depth: Draft: 15.5m | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 142,020t L _{OA} : 366.52m Beam: 48.35m Depth: ?? S. Draft: 15.50m | DWT: 115,993t L _{OA} : 366.89m Beam: 42.94 Depth: ?? S. Draft: 15.50m | Berth is equipped with 200t mooring bollards for head/stern lines & 125t mooring bollards for spring lines. Turning basin off the berth has a limiting draft of 11.6m. Parallel berthing and do not exceed 10cm/sec berthing velocity for vessels larger than design vessel. | PPA NTI #03/2018 PPA NTI #04/2018 PPA NTI #02/2016 | 2019 | 21-Feb-2020 |
| DeltaPort 3 | DP3 | 14.9 | 430 | 12.5cm/sec 0.24 knots | 5° | DWT: 150,000t L _{OA} : 380.0m Beam: 56.0m Depth: ?? Draft: ?? | DWT: 20,000t L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 146,749t L _{OA} : 365.9m Beam: 51.34m Depth: ?? S. Draft: 15.52m | DWT: 145,368t L _{OA} : 368.04m Beam: 51.06m Depth: ?? S. Draft: 16.03m | Berth is equipped with 200t mooring bollards for head/stern lines & 125t mooring bollards for spring lines. Turning basin off the berth has a limiting draft of 11.6m. | PPA NTI #03/2018 PPA NTI #04/2018 PPA NTI #02/2016 | 2019 | 21-Feb-2020 |
| Duke Point (Nanaimo) | DPT | 13.7 | 170 | 15cm/sec 0.29 knots | Perpendicular to dock face | DWT: 50,800t L _{OA} : 213.4m Beam: 30.4m Depth: ?? Draft: 12.17m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 83,222t L _{OA} : 229.0m Beam: 32.24m Depth: 17.00m S. Draft: 14.54m | DWT: 83,222t L _{OA} : 229.0m Beam: 32.24m Depth: ?? S. Draft: 14.54m | | | | 1-Mar-2009 |

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| Duncan Bay Paper | DBR | 10.0 North 8.0 South | | | | | | DWT: LOA: Beam: Depth: Draft: | DWT: LOA: Beam: Depth: Draft: | DWT: LOA: Beam: Depth: Draft: | DWT: LOA: Beam: Depth: Draft: | PPA records show that no piloted vessel has docked at this berth in the last ten years. NORTH Max 187.0m LOA or 32.2m beam. SOUTH a) Ships over 180.0m or 30.0m beam restricted to daylight only for arrival and the night departure restrictions. b) Ships over 25.0m beam without operating bowthruster restricted to daylight only for arrival and the night departures restrictions. c) Tug package is Cindy Mozel, Seymour Crown, and Carol Lee or equivalent for all vessels. d) Night departure restrictions (over 180m LOA or 25m beam w/out bow thruster): - Max draft of 9.0m. - One additional tug of at least 1200 HP will be provided. - Additional portable dock lighting. - Prevailing conditions taken into consideration. | | | 1-May-2006 |
| Duncan Bay Pulp | DBP | 9.7 | | | | | | DWT: LOA: Beam: Depth: Draft: | DWT: LOA: Beam: Depth: Draft: | DWT: 46,428t LOA: 198.0m Beam: 31.12m Depth: ?? S. Draft: 12.32m | DWT: 46,428t LOA: 198.0m Beam: 31.12m Depth: ?? S. Draft: 12.32m | PPA records show that last piloted vessel docked at this berth in 2009. Tug package is Cindy Mozel, Seymour Crown, and Carol Lee or equivalent for all vessels. | | | 1-May-2006 |
| Esquimalt Graving Dock | EQG | 8.8 | | | | | | DWT: LOA: Beam: Depth: Draft: | DWT: LOA: Beam: Depth: Draft: | DWT: 52,357t LOA: 260.7m Beam: 32.25m Depth: ?? S. Draft: 12.50m | DWT: 8,604t LOA: 300.1m Beam: 32.25 Depth: ?? S. Draft: 8.00m | Length: 358.64m; Breadth: 38.4m; Depth: 11.5m (over sill) | | | 1-Jan-1970 |
| Esquimalt North Wall | EQW | 8.0 | | | | | | DWT: LOA: Beam: Depth: Draft: | DWT: LOA: Beam: Depth: Draft: | DWT: 106,500t LOA: 240.5m Beam: 42.03m Depth: ?? S. Draft: 14.88m | DWT: 7,500t LOA: 294.13m Beam: 32.31m Depth: ?? S. Draft: 8.20m | Length: 244m | | | 1-Oct-1998 |
| Esquimalt South Wall | EQS | 6.6 | | | | | | DWT: LOA: Beam: Depth: Draft: | DWT: LOA: Beam: Depth: Draft: | DWT: 12,782t LOA: 138.06m Beam: 21.37m Depth: ?? S. Draft: 8.00m | DWT: ?? LOA: 143.29 Beam: 21.7m Depth: ?? Draft: 7.46m | Length: 305m | | | 1-Nov-2008 |
| Fibreco | FBR | 12.2 | 220 | | | | | DWT: LOA: Beam: Depth: Draft: | DWT: LOA: Beam: Depth: Draft: | DWT: 92,710t LOA: 229.5m Beam: 36.97m Depth: ?? S. Draft: 14.70m | DWT: 92,710t LOA: 229.5m Beam: 36.97m Depth: ?? S. Draft: 14.70m | a) For arrival 2kt window for First Narrows. b) On departure over 8.5m draft OR 2kts at First Narrows will require two tractors. c) Lineboat always required at this berth for arrivals. | 3-Nov-2016 | | 29-Mar-2017 |
| First Narrows | FN | 15.0 | First Narrows restricted only for vessels with over a 14.0m draft. Windows for such vessels are set for a two (2) knot current & 10% UKC for falling and rising tide. Airdraft restrictions start at: 56.57m for vessels with a beam of 45m or less 56.27m for vessels with greater than 45m beam. | | | | | | | | | | | 15-Jul-2015 | |

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| Fraser River | | 9.5m Design Grade | <p>Due to the dynamic nature of the river agents must contact the dispatch office 24 hours prior to vessel arrival in the river to have their windows confirmed by the Pilot Committee. Outbound vessels must have their windows confirmed 12 hours prior to departure. Maximum vessel size in the river is 270m in length and 32.3m breadth. Special requests for vessels beyond this maximum size will be considered by the pilot committee on a case by case basis. The navigation channel is designed and maintained to provide a transit draft of 11.5m, always subject to tidal assist.</p> | | | | | | | | | | | |
| Fraser Surrey 1 | FS1 | | | | | | | | | Not in service | | | | |
| Fraser Surrey 2 | FS2 | 12.3 | 183 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 75,196t L _{OA} : 225.0m Beam: 32.3m Depth: ?? S. Draft: 14.25 | DWT: 75,196t L _{OA} : 225.0m Beam: 32.3m Depth: ?? S. Draft: 14.25 | Fraser Surrey 2-4 have a combined beam restriction of 53 meters for passing ships. | | | | |
| Fraser Surrey 3 | FS3 | 12.3 | 183 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 58,000t L _{OA} : 189.99m Beam: 32.26m Depth: ?? S. Draft: 12.40m | DWT: 23,930t L _{OA} : 193.8m Beam: 29.05m Depth: ?? S. Draft: 11.20m | Fraser Surrey 2-4 have a combined beam restriction of 53 meters for passing ships. | | | | |
| Fraser Surrey 4 | FS4 | 12.3 | 183 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 93,386t L _{OA} : 229.2m Beam: 38.04m Depth: ?? S. Draft: 14.9m | DWT: 87,665t L _{OA} : 240.0m Beam: 38.0m Depth: ?? S. Draft: 13.82m | Fraser Surrey 2-4 have a combined beam restriction of 53 meters for passing ships. | | | | |
| Fraser Surrey 5 | FS5 | | | | | | | | | PPA records show that no piloted vessel has docked at this berth in the last ten years. | | | | |
| Fraser Surrey 6 | FS6 | 4.0 | 118 | | | | | | | PPA records show that no piloted vessel has docked at this berth in the last ten years. | | | | |
| Fraser Surrey 7 | FS7 | 12.2 | 229 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 82,094t L _{OA} : 229.0m Beam: 32.3m Depth: ?? S. Draft: 14.47m | DWT: 67,145t L _{OA} : 294.17m Beam: 32.2m Depth: ?? S. Draft: 13.5m | | | | | |
| Fraser Surrey 8 | FS8 | 12.2 | 229 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 67,145t L _{OA} : 294.17m Beam: 32.2m Depth: ?? S. Draft: 13.50m | DWT: 67,145t L _{OA} : 294.17m Beam: 32.2m Depth: ?? S. Draft: 13.50m | | | | | |
| Fraser Surrey 9 | FS9 | 12.2 | 244 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 72,927t L _{OA} : 210.0m Beam: 36.0m Depth: ?? S. Draft: 13.84m | DWT: 65,919t L _{OA} : 294.12m Beam: 32.2m Depth: ?? S. Draft: 13.52m | | | | | |
| Fraser Surrey 10 | FS10 | 11.0 | 65 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 75,378t L _{OA} : 224.98m Beam: 32.26m Depth: ?? S. Draft: 14.2m | DWT: 75,378t L _{OA} : 224.98m Beam: 32.26m Depth: ?? S. Draft: 14.2m | Finger Pier Structure (Berth Pocket 192m) | | | | |

| Terminal/Berth Name | PPA Short Code | Controlling Depth (Meters) | Dock Length (Meters) | Maximum Berthing Velocity | Maximum Berthing Angle | Design Vessel Size (Largest) | Design Vessel Size (Smallest) | Largest DWT/Displ. from PPA Records | Longest Vessel from PPA Records | Guidelines & Remarks | Applicable Notices | Bathymetry Survey Date | Bathymetry Last Updated |
|---|----------------|----------------------------|------------------------|---------------------------|---|--|--|---|--|---|--------------------|------------------------|-------------------------|
| | | | | | | | | | | | | | |
| <p>Yellow highlight indicates that the information in the cell has been updated. Red text indicates that berthed vessel criteria exceeds berth's design vessel criteria. Green text indicates that berthed vessel criteria is within berth's design vessel criteria.</p> | | | | | | | | | | | | | |
| Fraser Wharves | FW | 10.7 | 153 | | | DWT: 59,217t LOA: 199.9m Beam: 32.26m Depth: ?? Draft: 9.62m | DWT: 28,084t LOA: 232.37m Beam: 32.26m Depth: ?? Draft: 10.02m | | | Vessels Often Overhangs Dock (Berth Pocket 310m) | | | |
| Ganges Harbour | GAN | | | | | | | | | | | | |
| Gold River Pulp Dock (East) | GRE | 10.9 | 152 | 10 cm/sec 0.19 knots | 10° at ¼ point | Displ: 55,275t LOA: 183.0m Beam: 31.1m Depth: 16.0m Draft: 12.0m | DWT: No Info. LOA: No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 55,183t LOA: 189.99m Beam: 32.3m Depth: ?? S. Draft: 12.57m | DWT: 55,183t LOA: 189.99m Beam: 32.3m Depth: ?? S. Draft: 12.57m | Pilot's discretion on transits during hours of darkness. Dolphin bollards: SWL 75t, H-180°, V-30°; Deck bollards: SWL 40t, H-180°, V-30°; | | | |
| Gold River Pulp Dock (West) | GRW | 9.9 | | | | DWT: 37,744t LOA: 179.97m Beam: 29.8m Depth: ?? Draft: 10.54m | DWT: 37,744t LOA: 179.97m Beam: 29.8m Depth: ?? Draft: 10.54m | | | Pilot's discretion on transits during dark hours. | | | 1-Oct-2010 |
| Gold River Paper Dock | ??? | ??? | 55.2 fendered section | 15cm/sec 0.29 knots | 6° | DWT: 10,000t LOA: 115.6m Beam: 17.5m Depth: No info. Draft: | DWT: No Info. LOA: No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 37,744t LOA: 179.97m Beam: 29.8m Depth: ?? S. Draft: 10.54m | DWT: 37,744t LOA: 179.97m Beam: 29.8m Depth: ?? S. Draft: 10.54m | PPA records show no piloted assignments to this dock in over ten years. | | | |
| G3 Terminal | G3 | 14.8 | 283 dolphin to dolphin | 10 cm/sec 0.19 knots | 10° | Displ: 165,000 LOA: 293.0m Beam: 42.7m Depth: ?? Draft: 14.9m | DWT: 40,000t LOA: 168.0m Beam: 30.5m Depth: ?? Draft: 11.0m | DWT: 83,222t LOA: 229.0m Beam: 32.24m Depth: ?? S. Draft: 14.54m | DWT: 83,222t LOA: 229.0m Beam: 32.24m Depth: ?? S. Draft: 14.54m | Mooring Dolphins - SWL: 250t, H: 0° to 180°, V: 0° to 30°; Breasting Dolphins - SWL: 150t, H: 0° to 30° and 150° to 180°, V: 0° to 30°; | | 27-Jan-2020 | 8-Apr-2020 |
| Harmac East - Island Terminals | HRE | 9.9 | | | | DWT: 50,000t LOA: 223m Beam: 31.4m Depth: 17.0m Draft: 11.6m | DWT: 20,000t LOA: 165m Beam: 23.5m Depth: 12.8m Draft: 9.1m | DWT: 83,222t LOA: 229.0m Beam: 32.24m Depth: ?? S. Draft: 14.54m | DWT: 83,222t LOA: 229.0m Beam: 32.24m Depth: ?? S. Draft: 14.54m | | PPA NTI #05/2016 | | 1-Sep-1993 |
| Harmac West - Pulp | HRW | 10.2 | 122 | 15 cm/sec 0.29 knots | 10° at ¼ point | DWT: 50,000t LOA: 223m Beam: 31.4m Depth: 17.0m Draft: 11.6m | DWT: 20,000t LOA: 165m Beam: 23.5m Depth: 12.8m Draft: 9.1m | DWT: 62,942t LOA: 199.98m Beam: 32.26m Depth: ?? S. Draft: 13.51m | DWT: 50,197t LOA: 213.5m Beam: 31.0m Depth: ?? S. Draft: 12.32m | SWL/Range of shore mooring: 68t, H-360°, V-30°; | | | 1-Nov-1993 |
| Imperial Oil - loco | IOC | 8.2 | 150 | 7cm/sec 0.14 knots | up to 6,000t - 7° up to 15,000t - 2° | DWT: 15,000t LOA: 135.0m Beam: 33.5m Depth: No Info. Draft: 8.8m | DWT: No Info. LOA: No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 15,000t LOA: 135.0m Beam: 33.5m Depth: No Info. Draft: 8.8m | DWT: 15,000t LOA: 135.0m Beam: 33.5m Depth: No Info. Draft: 8.8m | Vessels with an arrival displacement > 6,000 MT may only berth from one hour before to one hour after high tide. | | 16-May-2017 | 22-Sep-2017 |

| Terminal/Berth Name | PPA Short Code | Controlling Depth (Meters) | Dock Length (Meters) | Maximum Berthing Velocity | Maximum Berthing Angle | Design Vessel Size (Largest) | Design Vessel Size (Smallest) | Largest DWT/Displ. from PPA Records | Longest Vessel from PPA Records | Guidelines & Remarks | Applicable Notices | Bathymetry Survey Date | Bathymetry Last Updated |
|---|----------------|----------------------------|----------------------|---------------------------|--------------------------------|--|--|---|--|--|---------------------|------------------------|-------------------------|
| | | | | | | | | | | | | | |
| <p>Yellow highlight indicates that the information in the cell has been updated. Red text indicates that berthed vessel criteria exceeds berth's design vessel criteria. Green text indicates that berthed vessel criteria is within berth's design vessel criteria.</p> | | | | | | | | | | | | | |
| James Richardson | JRI | 14.3 | 183 + 37 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 98,681t L _{OA} : 239.99m Beam: 38.0m Depth: ?? S. Draft: 14.45m | DWT: 87,665t L _{OA} : 240.0m Beam: 38.0m Depth: ?? S. Draft: 13.82m | West mooring dolphin: SWL 50t, V-30° Breasting dolphin: SWL 50t, H-90°, V-30° Deck bollards: SWL 50t, H-180°, V-30° East mooring dolphin: SWL 50t, V-30° | | | 27-Apr-2015 |
| Pembina Vancouver Wharves ex Kinder Morgan 1 | KM1 | 13.7 | 231 | | | DWT: Panamax L _{OA} : 240m Beam: 32.0m Depth: ?? Draft: | DWT: L _{OA} : 200m Beam: 34.0m Depth: ?? Draft: | DWT: 83,478t L _{OA} : 229.0m Beam: 32.24m Depth: ?? S. Draft: 14.6m | DWT: 79,410t L _{OA} : 229.04m Beam: 32.26m Depth: ?? S. Draft: 14.62m | Shoreside mooring SWL range from 45t to 100t horizontal pull. Advise Master to keep ship's lines tight at all times. Arrivals: Loaded under 200m - 1kt window at 1 st Narrows. Loaded over 200m - slack water at 1 st Narrows. Light under 200m - 2kt window at 1 st Narrows. Light over 200m - 1kt window at 1 st Narrows. Departures: Loaded under 200m - 2kt window at 1 st Narrows. Loaded over 200m - 1kt window at 1 st Narrows. Light: 2kt window at 1 st Narrows. | PPA NTI #01/2020 | 17-Feb-2017 | 27-Apr-2017 |
| Pembina Vancouver Wharves ex Kinder Morgan 2/3 | KM2 KM3 | 11.3 | 317 | | | DWT: 50,000t L _{OA} : 240m Beam: 32.0m Depth: ?? Draft: | DWT: L _{OA} : 200m Beam: 34.0m Depth: ?? Draft: | DWT: 83,478t L _{OA} : 229.0m Beam: 32.24m Depth: ?? S. Draft: 14.6m | DWT: 83,478t L _{OA} : 229.0m Beam: 32.24m Depth: ?? S. Draft: 14.6m | Shoreside mooring SWL range from 35t to 100t horizontal pull. Loaded: 2kt window at First Narrows. Light: Under 200m Pilot's discretion; over 200m - 2kt window at 1 st Narrows. | PPA NTI #01/2020 | 16-Feb-2017 | 26-May-2017 |
| Pembina Vancouver Wharves ex Kinder Morgan 4 | KM4 | 12.8 | 161 | | | DWT: Panamax L _{OA} : 230m Beam: 32.0m Depth: ?? Draft: | DWT: L _{OA} : 183m Beam: 27.0m Depth: ?? Draft: | DWT: 93,243t L _{OA} : 229.2m Beam: 38.02m Depth: ?? S. Draft: 14.9m | DWT: 77,673t L _{OA} : 243.82m Beam: 32.29m Depth: ?? S. Draft: 14.33m | Shoreside mooring SWL range from 45t to 150t horizontal pull. Starboard landings unless stated otherwise Loaded: 2kt window at First Narrows. Light: Under 200m Pilot's discretion; over 200m - 2kt window at 1st Narrows. | PPA NTI #01/2020 | 17-May-2017 | 26-May-2017 |
| Pembina Vancouver Wharves ex Kinder Morgan 5 | KM5 | 12.8 | 239 | | | DWT: Panamax L _{OA} : 200m Beam: 34.0m Depth: ?? Draft: | DWT: L _{OA} : 183m Beam: 27.0m Depth: ?? Draft: | DWT: 82,500t L _{OA} : 229.0m Beam: 32.26m Depth: ?? S. Draft: 14.58m | DWT: 82,500t L _{OA} : 229.0m Beam: 32.26m Depth: ?? S. Draft: 14.58m | Shoreside mooring SWL range from 45t to 72t horizontal pull. 9.9m shoal 30m SE of VW5 dolphin / 11m on approach. Loaded: 2kt window at First Narrows. Light: Under 200m Pilot's discretion; over 200m - 2kt window at 1st Narrows. | PPA NTI #01/2020 | 20-Feb-2017 | 27-Apr-2017 |
| Rio Tinto Terminal A Kitimat | KAL | 9.6 | 232 | 10 cm/sec 0.19 knots | 5° | DWT: L _{OA} : 219.0m Beam: 35.0m Depth: ?? Draft: | DWT: L _{OA} : 199.9m Beam: 32.26m Depth: ?? Draft: | DWT: 63,878t L _{OA} : 199.9m Beam: 32.26m Depth: ?? S. Draft: 13.33m | DWT: 49,862t L _{OA} : 208.78m Beam: 32.25m Depth: ?? S. Draft: 12.34m | Dock elevation above MLLW is 8.9m; Max. height from waterline to top of hatch: 13.7m; Usual mooring pattern - Port side alongside, F: 3-1-2, A: 4-0-2, heaving line required; SWL of mooring bollards: 60t | | | 24-Feb-2017 |
| Rio Tinto Terminal A Extension (also referred to as Terminal C) Kitimat | | | 230 | 15cm/sec 0.29 knots | 6° (Panamax) 8° (Handysize) | DWT: L _{OA} : 230.0m Beam: Depth: Draft: | DWT: L _{OA} : 170.0m Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | Under construction (2020) SWL of shoreside mooring dolphins: 100t; SWL of quick release triple mooring hooks: 75t | | | |
| Rio Tinto Terminal B (ex Eurocan Berth 1) Kitimat | KE2 | 9.7 | 137 | | | DWT: L _{OA} : 200.0m Beam: 35.0m Depth: ?? Draft: | DWT: L _{OA} : 199.9m Beam: 32.26m Depth: ?? Draft: | DWT: 51,620t L _{OA} : 199.9m Beam: 32.26m Depth: ?? S. Draft: 12.4m | DWT: 42,149t L _{OA} : 207.63m Beam: 31.68m Depth: ?? S. Draft: 10.62m | Dock elevation above MLLW is 7.0m; Tugs for berthing/unberthing as per pilot discretion; Usual mooring pattern - Stbd. side alongside, F & A: 4-0-2, heaving line required; | BCCP Notice #20-001 | | 28-Jan-2016 |

| Terminal/Berth Name | PPA Short Code | Controlling Depth (Meters) | Dock Length (Meters) | Maximum Berthing Velocity | Maximum Berthing Angle | Design Vessel Size (Largest) | Design Vessel Size (Smallest) | Largest DWT/Displ. from PPA Records | Longest Vessel from PPA Records | Guidelines & Remarks | Applicable Notices | Bathymetry Survey Date | Bathymetry Last Updated |
|---|----------------|----------------------------|----------------------|---------------------------|------------------------|---|---|--|--|--|---------------------|------------------------|-------------------------|
| | | | | | | | | | | | | | |
| <p>Yellow highlight indicates that the information in the cell has been updated. Red text indicates that berthed vessel criteria exceeds berth's design vessel criteria. Green text indicates that berthed vessel criteria is within berth's design vessel criteria.</p> | | | | | | | | | | | | | |
| LNGC Terminal B (ex Eurocan Berth 2) Kitimat | KE1 | 11.5 | | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 72,863t L _{OA} : 225.0m Beam: 32.26m Depth: ?? S. Draft: 14.34m | DWT: 72,863t L _{OA} : 225.0m Beam: 32.26m Depth: ?? S. Draft: 14.34m | Tugs for berthing/unberthing as per pilot discretion | BCCP Notice #20-001 | | 28-Jan-2016 |
| LNGC Jetty (ex Kitimat Methanex) | KMX | 13.0 | | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 51,527t L _{OA} : 183.0m Beam: 32.2m Depth: ?? S. Draft: 13.17m | DWT: 49,414t L _{OA} : 186.0m Beam: 32.2m Depth: ?? S. Draft: 12.22m | | | | 1-Jan-1995 |
| Lynn Terminal 1 (ex Lynn Terminal 4) | LT1 ex LT4 | 12.5 | 235 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 56,816t L _{OA} : 199.9m Beam: 32.2m Depth: ?? S. Draft: 13.52m | DWT: 50,197t L _{OA} : 213.5m Beam: 31.0m Depth: ?? S. Draft: 12.32m | | PPA NTI #06/2016 | 11-Sep-2019 | 21-Feb-2020 |
| Lynn Terminal 2 (ex Lynn Terminal 5) | LT2 ex LT5 | 15.0 | 240 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 96,027t L _{OA} : 243.0m Beam: 38.04m Depth: ?? S. Draft: 14.52m | DWT: 96,027t L _{OA} : 243.0m Beam: 38.04m Depth: ?? S. Draft: 14.52m | | PPA NTI #06/2016 | 11-Sep-2019 | 21-Feb-2020 |
| Lynn Terminal 3 (ex Lynn Terminal 6) | LT3 ex LT6 | 14.8 | 240 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 81,955t L _{OA} : 228.99m Beam: 32.26m Depth: ?? S. Draft: 14.43m | DWT: 81,955t L _{OA} : 228.99m Beam: 32.26m Depth: ?? S. Draft: 14.43m | | PPA NTI #06/2016 | 11-Sep-2019 | 21-Feb-2020 |
| Lynn Terminal 4 (Univar) (ex Lynn Terminal 7) | LT4 ex LT7 | 11.8 | 200 | | | DWT: 55,000t L _{OA} : 213m Beam: 32.0m Depth: 20.0m Draft: 12.0m | DWT: 40,300t L _{OA} : 171m Beam: 25.4m Depth: 15.7m Draft: 11.4m | DWT: 44,999t L _{OA} : 184.0m Beam: 32.23m Depth: ?? S. Draft: 13.0m | DWT: 36,677t L _{OA} : 184.33m Beam: 27.44m Depth: ?? S. Draft: 11.32m | The minimum number of lines required is 4 bow lines, 4 stern lines and 4 spring lines with 2 on the forward section and 2 on the aft section of the vessel. The maximum line pull on all bollards is 75 tonnes Arrivals: a) Lineboat always required b) Stbd. side to - slack water to 1kt ebb at 2 nd Narrows c) Port side to - slack water to 2kt ebb at 2 nd Narrows. Departures: Slack water 2kt ebb at Second Narrows. | PPA NTI #07/2016 | 11-Sep-2019 | 21-Feb-2020 |
| Main Street Dock | MSD | 5.2 | 108 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 679t L _{OA} : 46.8m Beam: 11.9m Depth: ?? S. Draft: 6.26m | DWT: 679t L _{OA} : 46.8m Beam: 11.9m Depth: ?? S. Draft: 6.26m | PPA records show that last piloted vessel docked at this berth was in 2013. | | | 27-Apr-2015 |
| Nanaimo Assembly "A" | NSA | 9.2 | 183 | | | | | | | PPA records show that no piloted vessel has docked at this berth in the last ten years. | | | 1-Jan-2002 |
| Nanaimo Assembly Approach | | 9.0 | | | | | | | | 5% on a rising tide; 10% on a falling tide. | | | 1-Sep-2010 |

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|---|----------------|----------------------------|---|---------------------------|----------------------------|--|--|---|---|--|--------------------|------------------------|-------------------------|--|
| | | | | | | | | | | | | | | Disclaimer: Berth information in these columns has been obtained from the terminal operators |
| Yellow highlight indicates that the information in the cell has been updated. Red text indicates that berthed vessel criteria exceeds berth's design vessel criteria. Green text indicates that berthed vessel criteria is within berth's design vessel criteria. | | | | | | | | | | | | | | |
| Nanaimo Assembly "B" | NSB | 12.0 | 183 | | | Displ: 37,945t LOA: 200.0m Beam: 32.26m Depth: No. info. Draft: 9.0m | DWT: No Info. LOA: No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 55,183t LOA: 189.99m Beam: 32.3m Depth: ?? S. Draft: 12.57m | DWT: 17,100t LOA: 199.99m Beam: 32.26m Depth: ?? S. Draft: 9.60m | Controlling Depth for arrival / departures is 8.0m. Two mooring dolphins north of berths B & C are fitted with 100t double bitt bollard. Wharf mooring bollards : SWL 30t | | | 1-Jan-2002 | |
| Nanaimo Assembly "C" | NSC | 11.7 | 183 | | | Displ: 37,945t LOA: 200.0m Beam: 32.26m Depth: No. info. Draft: 9.0m | DWT: No Info. LOA: No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 55,183t LOA: 189.99m Beam: 32.26m Depth: ?? S. Draft: 12.57m | DWT: 49,924t LOA: 208.73m Beam: 32.2m Depth: ?? S. Draft: 12.34m | Controlling Depth for arrival / departures is 9.0m. Two mooring dolphins north of berths B & C are fitted with 100t double bitt bollard. Wharf mooring bollards : SWL 30t | | | 1-Dec-2003 | |
| Nanaimo Passenger Terminal | NPT | 10.0 | 230 | 15cm/sec 0.29 knots | Perpendicular to dock face | Displ: 69,100t LOA: 312.0m Beam: 48.0m Depth: ?? Draft: 8.8m | DWT: No Info. LOA: No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 11,928t LOA: 294.0m Beam: 32.3m Depth: ?? S. Draft: 8.30m | DWT: 9,500t LOA: 317.25m Beam: 36.8m Depth: ?? S. Draft: 8.30m | | | | 1-Sep-2012 | |
| Neptune 1 | NP1 | 15.3 | 230 | | | DWT: 100,000t LOA: 185.32m Beam: 43.66m Depth: Draft: 15.24m | DWT: LOA: Beam: Depth: Draft: | DWT: 185,897t LOA: 290.0m Beam: 47.05m Depth: ?? S. Draft: 17.97 | DWT: 180,077t LOA: 295.0m Beam: 46.05m Depth: ?? S. Draft: 18.12m | Lineboat required for arrivals and departures. Apply Neptune Bank (inner harbour) UKC guidelines as applicable. | | 24-Aug-2016 | 15-Jan-2019 | |
| Neptune 2 | NP2 | 14.9 | 229 | | | DWT: 65,000t LOA: 178.61m Beam: 39.93m Depth: Draft: 14.63m | DWT: LOA: Beam: Depth: Draft: | DWT: 83,688t LOA: 229.0m Beam: 32.24m Depth: ?? S. Draft: 14.52m | DWT: 81,920t LOA: 229.99m Beam: 32.29m Depth: ?? S. Draft: 14.43m | Lineboat required for arrivals. | | 21-Nov-2016 | 29-Mar-2017 | |
| Neptune 3 | NP3 | 13.6 | 155 | | | DWT: LOA: Beam: Depth: Draft: | DWT: LOA: Beam: Depth: Draft: | DWT: 82,057t LOA: 229.0m Beam: 32.3m Depth: ?? S. Draft: 14.5m | DWT: 81,586t LOA: 229.07m Beam: 32.26m Depth: ?? S. Draft: 14.52m | Controlling Depth on Approach - 13.5M. Lineboat required for arrivals. | | 21-Nov-2016 | 29-Mar-2017 | |
| Neptune Bank | NB | 14.5 | UKC 5% of draft on a rising tide and 10% on a falling tide. a) Please refer to the VFPA Port Information Guide for First Narrows transit tug requirements. b) For vessels going to harbour anchorages, pilot must be ordered within windows that allow for UKC. | | | | | | | | | | | 15-Jan-2019 |
| Northland Cruise Terminal | NCT | 21.2 | 325 | 15cm/sec 0.29 knots | 6° | Displ: 58,000t LOA: 313m Beam: 38.6m Depth: N/A Draft: 8.6m | DWT: No Info. LOA: No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: LOA: Beam: Depth: S. Draft: | DWT: LOA: Beam: Depth: S. Draft: | Mooring dolphins #1 & #8: SWL 100t, H-90°, V-30° Mooring dolphins #2 to #7: SWL 50t, H-180°, V-30° | | | 1-May-2004 | |
| Ogden Point North "A" | ONA | 9.7 | 239 | 10 cm/sec 0.19 knots | 2° | DWT: LOA: Beam: Depth: Draft: | DWT: LOA: Beam: Depth: Draft: | DWT: 82,305t LOA: 228.89m Beam: 32.31m Depth: ?? S. Draft: 14.58m | DWT: 8,293t LOA: 261.31m Beam: 32.25m Depth: ?? S. Draft: 8.10m | Shoreside mooring bollards: Yellow - 200t at V=50°, Red - 100t at V=50°, Black - less than 50t at V=25° Shoreside mooring cleats: 15t at V=25° Dolphin with three hooks: 150t per hook at V=25° Dolphin with four bollards: 150t per bollard at V=25° Dolphin with one bollard: 250t per hook at V=25° On approach, 8.7m patch is 40m off the dock face. | PPA NTI #06/2019 | | 1-Oct-2012 | |

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|---|----------------|----------------------------|----------------------|---|--|--|---|---|---|---|--------------------|------------------------|-------------------------|
| | | | | | | | | | | | | | |
| Yellow highlight indicates that the information in the cell has been updated. Red text indicates that berthed vessel criteria exceeds berth's design vessel criteria. Green text indicates that berthed vessel criteria is within berth's design vessel criteria. | | | | | | | | | | | | | |
| Ogden Point North "B" | ONB | 9.8 | 240 | | 2° | DWT: 80,000t L _{OA} : 348m Beam: 41.4m Depth: Draft: 8.5m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 75,019t L _{OA} : 225.0m Beam: 32.31m Depth: ?? S. Draft: 14.2m | DWT: 10,749t L _{OA} : 317.25m Beam: 36.8m Depth: ?? S. Draft: 9.0m | Shoreside mooring bollards: Yellow - 200t at V=50°, Red - 100t at V=50°, Black - less than 50t at V=25° Shoreside mooring cleats: 15t at V=25° Dolphin with three hooks: 150t per hook at V=25° Dolphin with four bollards: 150t per bollard at V=25° Dolphin with one bollard: 250t per hook at V=25° | PPA NTI #06/2019 | | 1-Oct-2013 |
| Ogden Point South "A" | OSA | 10.1 | 298 | | 2° | DWT: 80,000t L _{OA} : 348m Beam: 41.4m Depth: Draft: 8.5m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 75,356t L _{OA} : 224.95m Beam: 32.2m Depth: ?? S. Draft: 13.84m | DWT: 12,000t L _{OA} : 348.0m Beam: 41.2m Depth: ?? S. Draft: 8.82m | Shoreside mooring bollards: Yellow - 200t at V=50°, Red - 100t at V=50°, Black - less than 50t at V=25° Shoreside mooring cleats: 15t at V=25° Dolphin with three hooks: 150t per hook at V=25° Dolphin with four bollards: 150t per bollard at V=25° Dolphin with one bollard: 250t per hook at V=25° | PPA NTI #06/2019 | | 1-Oct-2012 |
| Ogden Point South "B" | OSB | 9.7 | 239 | | 2° | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 31,727t L _{OA} : 176.82m Beam: 29.4m Depth: ?? S. Draft: 9.56m | DWT: 9,500t L _{OA} : 317.25m Beam: 36.8m Depth: ?? S. Draft: 8.30m | Shoreside mooring bollards: Yellow - 200t at V=50°, Red - 100t at V=50°, Black - less than 50t at V=25° Shoreside mooring cleats: 15t at V=25° Dolphin with three hooks: 150t per hook at V=25° Dolphin with four bollards: 150t per bollard at V=25° Dolphin with one bollard: 250t per hook at V=25° | PPA NTI #06/2019 | | 1-Oct-2012 |
| Pacific Elevator 1 | PE1 | ?? | 188 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: S. Draft: | DWT: L _{OA} : Beam: Depth: S. Draft: | 8.6m at extreme south end of berth. PPA records show that no piloted vessel has docked at this berth in the last ten years. | | | 27-Apr-2015 |
| Pacific Elevator 2 | PE2 | 12.3 | 226 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 93,099t L _{OA} : 229.2m Beam: 38.0m Depth: ?? S. Draft: 14.9m | DWT: 93,099t L _{OA} : 229.2m Beam: 38.0m Depth: ?? S. Draft: 14.9m | Bow sign at 10.0m. PPA records show that no piloted vessel has docked at this berth since June 2016. | | | 27-Apr-2015 |
| Pacific Elevator 4 | PE4 | 13.2 | 210 | 10cm/sec 0.19 knots | 6° | DWT: 110,000t L _{OA} : 245m Beam: 38.05m Depth: 20.07m Draft: 14.9m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 87,337t L _{OA} : 225.0m Beam: 32.26m Depth: ?? S. Draft: 14.25m | DWT: 84,104t L _{OA} : 235.0m Beam: 32.29m Depth: ?? S. Draft: 14.6m | Mooring dolphins: SWL 150t, H-90°, V-30° Linear distance between North & South dolphins is 270m; UKC for rising tides is 5% and for falling tides is 10%. Official terminal name is Viterra Pacific Terminal. | | 24-Jul-2017 | 22-Sep-2017 |
| Suncor/BPT/PetroCan - East | --- | 5.3 | 40 | | 15° | Displ: 7,000t L _{OA} : 85m Beam: No info. Depth: No info. Draft: No info. | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: L _{OA} : Beam: Depth: S. Draft: | DWT: L _{OA} : Beam: Depth: S. Draft: | The East dock (047° - 227°) is used to for small, domestic trading barges when the West berth is unavailable. Vessels to be berthed starboard side to. Pilot order times - 1.5hrs before slack water at 2nd Narrows. | | | 27-Apr-2015 |
| Suncor/BPT/PetroCan - West | PET | 11.2 | 90 | 13.5 cm/sec 0.26 knots; 20.0 cm/sec 0.39 knots | 20k to 66k tonnes - 5° Below 20k tonnes - 10° | Displ: 66,000t L _{OA} : 222m Beam: No info. Depth: No info. Depth: | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 74,905t L _{OA} : 228.0m Beam: 32.29m Depth: ?? S. Draft: 14.57m | DWT: 74,898t L _{OA} : 228.6m Beam: 32.26m Depth: ?? S. Draft: 14.17m | The West dock (054° - 234°) is the primary berth; all deep sea tankers berth at this dock starboard side alongside; Pilot order times - 1.5hrs before slack water at 2nd Narrows. | | 16-May-2017 | 22-Sep-2017 |

| Terminal/Berth Name | PPA Short Code | Controlling Depth (Meters) | Dock Length (Meters) | Maximum Berthing Velocity | Maximum Berthing Angle | Design Vessel Size (Largest) | Design Vessel Size (Smallest) | Largest DWT/Displ. from PPA Records | Longest Vessel from PPA Records | Guidelines & Remarks | Applicable Notices | Bathymetry Survey Date | Bathymetry Last Updated | |
|---|----------------|----------------------------|--|---------------------------|------------------------|--|---|--|---|---|--------------------|------------------------|-------------------------|-------------|
| | | | Disclaimer: Berth information in these columns has been obtained from the terminal operators | | | | Disclaimer: Berth information in this column has been obtained from the terminal operators | | | | | | | |
| <p>Yellow highlight indicates that the information in the cell has been updated. Red text indicates that berthed vessel criteria exceeds berth's design vessel criteria. Green text indicates that berthed vessel criteria is within berth's design vessel criteria.</p> | | | | | | | | | | | | | | |
| Port Alberni Assembly 1 | AS1 | 10.4 | | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 38,238t L _{OA} : 184.75m Beam: 30.6m Depth: ?? S. Draft: 10.0m | DWT: 38,238t L _{OA} : 184.75m Beam: 30.6m Depth: ?? S. Draft: 10.0m | Starboard side to only due to security fence. | | | 1-Jul-2009 | |
| Port Alberni Assembly 2 | AS2 | 8.5 | | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 55,183t LOA: 189.99m Beam: 32.3m Depth: ?? S. Draft: 12.57m | DWT: 55,183t LOA: 189.99m Beam: 32.3m Depth: ?? S. Draft: 12.57m | | | | 1-Aug-2001 | |
| Port Alberni Assembly 3 | AS3 | 12.2 | | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 61,860t LOA: 200.0m Beam: 32.26m Depth: ?? S. Draft: 13.5m | DWT: 7,637t L _{OA} : 219.4m Beam: 30.83m Depth: ?? S. Draft: 7.71m | | | | 1-Aug-2001 | |
| Port Alice Pulp | PAP | 9.1 | | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 50,761t L _{OA} : 204.4m Beam: 32.26m Depth: ?? S. Draft: 12.64m | DWT: 49,862t LOA: 208.78m Beam: 32.25m Depth: ?? S. Draft: 12.34m | For arrival and departure, daylight only from Drake Island to/from berth. | | | 1-Jul-2009 | |
| Port McNeil (Orca Sand and Gravel) | PNL | 15.4 | 150 | 16 cm/sec 0.30 knots; | 5° | DWT: 88,500t L _{OA} : 225m Beam: 32.2m Depth: 19.5m Draft: 12.5m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 75,598t L _{OA} : 244.72m Beam: 32.24m Depth: ?? S. Draft: 12.81m | DWT: 73,609t L _{OA} : 246.91m Beam: 32.24m Depth: ?? S. Draft: 13.5m | Spring lines: 3 dolphins with SWL 100t; Breast lines: 4 buoys with SWL 75t, quick release hooks; Line boat required a) No current restrictions provided two tugs one of which is 30t BP (tractor) and one of which is a 20T bp (conventional) b) If no 30T tractor current limit of 1.5kts and 2x20t (1800HP) twin screw conventional tugs. | | | 14-Mar-2019 | |
| Port Mellon | PML | 9.5 | 189 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 62,841t LOA: 199.98m Beam: 32.29m Depth: ?? S. Draft: 13.5m | DWT: 44,251t L _{OA} : 213.5m Beam: 31.0m Depth: ?? S. Draft: 12.29m | | PPA NTL #03/2017 | | 1-Nov-2001 | |
| Port Moody Approach Channel | | 13.0 | Approach channel width is 104 metres. UKC: 5% on a rising tide; 10% on a falling tide. Order times: Loaded & Turning - daylight and 2.5hrs before slack water at Second Narrows. All other vessels - 1.5hrs before slack water at Second Narrows. Second Narrows transit: Loaded vessels require 1hr from crossing Reed Point to make Second Narrows transit. If less than 1hr remaining, vessel will go to anchor. | | | | | | | | | | 19-Sep-2019 | 19-Nov-2019 |
| Port Moody Turning Basin | | 12.9 | | | | | | | | | | | | |
| Pacific Coast Terminal Berth #1 (Bulk Liquids Berth) Port Moody | PM1 | 12.8 | 237 | 10cm/sec 0.19 knots | 3° | DWT: 70,000t L _{OA} : 241.0m Beam: 33.5m Depth: 18.28m Draft: 12.8m | DWT: 9,000t L _{OA} : 132.6m Beam: 18.0m Depth: 10.67m Draft: 7.6m | DWT: 52,610t LOA: 195.03m Beam: 32.24m Depth: ?? S. Draft: 12.52m | DWT: 52,579t LOA: 195.13m Beam: 32.24m Depth: ?? S. Draft: 12.5m | Mooring bollards (both berths) SWL: 75 tonnes x 11; 100t x 1, 45t x 1 Berth No. 1 is the western portion of the continuous dock structure and is used for loading bulk liquids. Vessels are berthed port side to the dock. Information book: http://pct.ca/our-operations/vessel-information/ | | 19-Sep-2019 | 19-Nov-2019 | |
| Pacific Coast Terminal Berth #2 (Bulk Solids Berth) Port Moody | PM2 | 12.4 | 293 | 10cm/sec 0.19 knots | 3° | DWT: 70,000t L _{OA} : 241.0m Beam: 33.5m Depth: 18.28m Draft: 12.8m | DWT: 12,000t L _{OA} : 141.7m Beam: 18.28m Depth: 10.97m Draft: 8.23m | DWT: 115,664t L _{OA} : 254.0m Beam: 43.03m Depth: ?? S. Draft: 14.5m | DWT: 115,664t L _{OA} : 254.0m Beam: 43.03m Depth: ?? S. Draft: 14.5m | Mooring bollards (both berths) SWL: 75 tonnes x 11; 100t x 1, 45t x 1 Berth No. 2 is the bulk solids loading facility. Vessels are berthed port side to the dock. Information book: http://pct.ca/our-operations/vessel-information/ | | 19-Sep-2019 | 19-Nov-2019 | |

| Terminal/Berth Name | PPA Short Code | Controlling Depth (Meters) | Dock Length (Meters) | Maximum Berthing Velocity | Maximum Berthing Angle | Design Vessel Size (Largest) | Design Vessel Size (Smallest) | Largest DWT/Displ. from PPA Records | Longest Vessel from PPA Records | Guidelines & Remarks | Applicable Notices | Bathymetry Survey Date | Bathymetry Last Updated | |
|---|----------------|----------------------------|--|---|---|---|---|---|---|--|--|------------------------|-------------------------|--|
| | | | | | | | | | | | | | | Disclaimer: Berth information in these columns has been obtained from the terminal operators |
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| Prince Rupert Fairview South | PF2 | 16.6 | 400 | 20 cm/sec 0.39 knots; 15 cm/sec 0.29 knots; 12 cm/sec 0.23 knots | up to 34k tonnes 10° at ¼ point berthing; 34k to 140k tonnes - 7.5° at ¼ point berthing; 146k to 200k tonnes - 5° at ¼ point berthing | Displ: 200,000t L _{OA} : 380m Beam: 57.0m Depth: 29.0 Draft: 14.5m | Displ: 34,000t L _{OA} : 180m Beam: 28.0m Depth: 16.1m Draft: 10.0m | DWT: 156,694t L _{OA} : 366.0m Beam: 51.2m Depth: ?? S. Draft: 15.5m | DWT: 145,368t L _{OA} : 368.04m Beam: 51.06m Depth: ?? S. Draft: 16.03m | SWL/Range of shore mooring: 150t, H-10° to 170°, V-0° to 30°; Fairview South 10% underkeel clearance. | PPA NTI #03/2018 PPA NTI #04/2018 PPA NTI #04-2017 PPA NTI #02/2016 | | 2-May-2018 | |
| Prince Rupert Fairview North | PF4 | 16.6 | 400 | 20 cm/sec 0.39 knots; 15 cm/sec 0.29 knots; 12 cm/sec 0.23 knots | up to 34k tonnes 10° at ¼ point berthing; 34k to 140k tonnes - 7.5° at ¼ point berthing; 146k to 200k tonnes - 5° at ¼ point berthing | DWT: 200,000t L _{OA} : 380m Beam: 57.0m Depth: 29.0 Draft: 14.5m | DWT: 34,000t L _{OA} : 180m Beam: 28.0m Depth: 16.1m Draft: 10.0m | DWT: 156,618t L _{OA} : 366.0m Beam: 51.2m Depth: ?? S. Draft: 15.5m | DWT: 115,700t L _{OA} : 367.28m Beam: 42.8m Depth: ?? S. Draft: 15.0m | SWL/Range of shore mooring: 150t, H-10° to 170°, V-0° to 30°; Fairview North 10% underkeel clearance. | PPA NTI #03/2018 PPA NTI #04/2018 PPA NTI #04-2017 PPA NTI #02/2016 | | 2-May-2018 | |
| Prince Rupert Westview Terminal (Pinnacle Pellets) | PWT | 11.8 | 210 | 20cm/sec 0.39 knots | ≤6° | Displ: 77,500t L _{OA} : 245.0m Beam: 32.2m Depth: 20.0m Draft: 10.0m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 82,688t L _{OA} : 228.99m Beam: 32.26m Depth: ?? S. Draft: 14.4m | DWT: 81,601t L _{OA} : 229.06m Beam: 32.26m Depth: ?? S. Draft: 14.45m | SWL of dolphin mooring 1 to 5: 150t, H-45° to normal, V-30° Line boat required, long spring, head & stern lines required (see tie-up plan under Berth Information). | | | 2-Dec-2004 | |
| Quatsino Narrows | | HW 8.8 LW 6.1 | Max LOA 185.9m; max beam 27.4m. 8.8m transit on HW slack daylight. 6.1m transit on any slack daylight. | | | | | | | | | | | 1-Apr-1999 |
| Ridley Island Coal | RIC | 20.2 | | | | DWT: 250,000t L _{OA} : 325.0m Beam: 50.0m Depth: Draft: 20.0m | DWT: No info. L _{OA} : No info. Beam: No info. Depth: No info. Draft: No info. | DWT: 209,996t LOA: 299.99m Beam: 50.0m Depth: ?? S. Draft: 18.43m | DWT: 209,473t L _{OA} : 300.0m Beam: 50.06m Depth: ?? S. Draft: 18.43m | For Panamax size vessels, two twin screw tugs equalling 5% of DWT spread equally over two bottoms. For Capesize two tractors of at least 50T BP are required. | PPA NTI #02/2019 | | 1-Jan-2009 | |
| Ridley Island Grain | RIG | 14.2 | 240m; dolphin to dolphin | 16 cm/sec 0.30 knots | ≤10° | DWT: 100,000t L _{OA} : 285.0m Beam: 42.0m Depth: ?? Draft: 16.0m | DWT: No info. L _{OA} : No info. Beam: No info. Depth: No info. Draft: No info. | DWT: 93,328t L _{OA} : 229.2m Beam: 38.04m Depth: ?? S. Draft: 14.9m | DWT: 76,279t L _{OA} : 243.8m Beam: 32.2m Depth: ?? S. Draft: 14.02m | Mooring dolphins with quick release hooks; SWL: 100t | PPA NTI #05/2017 | | 1-May-1985 | |
| Rivtow Dock | RSL | | | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: S. Draft: | DWT: L _{OA} : Beam: Depth: S. Draft: | PPA records show that no piloted vessel has docked at this berth in the last ten years. | | | | |

| Terminal/Berth Name | PPA Short Code | Controlling Depth (Meters) | Dock Length (Meters) | Maximum Berthing Velocity | Maximum Berthing Angle | Design Vessel Size (Largest) | Design Vessel Size (Smallest) | Largest DWT/Displ. from PPA Records | Longest Vessel from PPA Records | Guidelines & Remarks | Applicable Notices | Bathymetry Survey Date | Bathymetry Last Updated | |
|---|----------------|---|----------------------|---------------------------|--------------------------|--|---|--|---|---|--------------------|------------------------|-------------------------|--|
| | | | | | | | | | | | | | | Disclaimer: Berth information in these columns has been obtained from the terminal operators |
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| Roberts Bank (Westshore) 1 | RB1 | 22.7 | 295 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 209,996t L _{OA} : 299.99m Beam: 50.0m Depth: ?? S. Draft: 18.43m | DWT: 207,672t L _{OA} : 311.92m Beam: 50.0m Depth: ?? S. Draft: 18.02m | | | | 27-Apr-2015 | |
| Roberts Bank (Westshore) 2 | RB2 | 20.7 | 170 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 182,981t L _{OA} : 291.95m Beam: 45.0m Depth: ?? S. Draft: 18.25m | DWT: 180,361t L _{OA} : 295.05m Beam: 46.06m Depth: ?? S. Draft: 18.12m | Turning basin off the berth has a limiting draft of 11.6m. | | | 27-Apr-2015 | |
| Sechelt | SCH | 15.4 | | 16cm/sec 0.31 knots | 10° | DWT: 88,500t L _{OA} : 225m Beam: 32.2m Depth: 19.5m Draft: 12.5m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 74,973t L _{OA} : 243.06m Beam: 32.29m Depth: ?? S. Draft: 13.92m | DWT: 73,609t L _{OA} : 246.91m Beam: 32.24m Depth: ?? S. Draft: 13.5m | Four mooring buoys - proof load 100 tonnes; Three ship dolphins for berthing and mooring; Berth envelope is 300m x 32m to allow for warping a) Handymax inbound and outbound requires 1800hp tug, 2400hp tractor tug & lineboat; if working thruster, then 2400hp tractor & lineboat. b) Panamax inbound requires 1800hp tug, 2400hp tractor tug & lineboat, regardless of thruster c) Panamax outbound requires 900hp tug, 2400hp tractor tug & lineboat. | | | 1-Jul-2003 | |
| Second Narrows | SN | 1. As per Second Narrows calculator. 2.85 x beam dictating the draft. 2. Air draft 44m (anything over 42m requires Air draft Survey) as per the Port of Vancouver's Port Information Guide. http://www.portvancouver.com/marine-operations/port-information-guide/ | | | | | | | | | | | | |
| Seymour Narrows | SNV | Slack water transits. Safe navigation clearance under Maud Island power cable is 58m. Maximum deep draft is 12m. Maximum LOA: Passenger vessel - 295m, Cargo vessel - 225m Loaded tankers the vessel's dimensions should not exceed 180 X 33 X 12. | | | | | | | | | | | | |
| Shellburn | SHL | 10.6 | 110 | 11 cm/sec 0.20 knots; | 5°; ¼ point berthing; | Displ: 52,800t L _{OA} : 218m Beam: Beam: Depth: Depth: Draft: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 49,746t L _{OA} : 183.06m Beam: 32.23m Depth: ?? S. Draft: 13.3m | DWT: 39,724t L _{OA} : 183.2m Beam: 27.4m Depth: ?? S. Draft: 11.8m | SWL/Range of floating mooring: 75t, H-40°, V-20°; SWL/Range of dolphin mooring: 60t, H-45°, V-25°; SWL/Range of berthing dolphins: 20t, H-45°, V-15°; SWL/Range of berth cleats: 7.5t, H-90°, V-26°; All tankers require at least 10 mooring lines. a) 150m between buoys b) Order times 1.5hrs before slack at 2 nd Narrows. | | 17-May-2017 | 22-Sep-2017 | |
| Squamish 1 | SQ1 | 10.9 | 137 | 10cm/sec 0.19 knots | 10°; ¼ point berthing | Displ: 59,000t L _{OA} : 204.4m Beam: 32.3m Depth: No info. Draft: 12.6m | Displ: 42,000 L _{OA} : 193.3m Beam: 27.8m Depth: No info. Draft: 11.9m | DWT: 62,841t L _{OA} : 199.98m Beam: 32.29m Depth: ?? S. Draft: 13.5m | DWT: 50,197m L _{OA} : 213.5m Beam: 31.0m Depth: ?? S. Draft: 12.32m | Mooring bollards on dock: SWL 75t, H-180°, V-30°, Mooring dolphins: SWL 140t, H-90°, V-30°, Controlling depth alongside 11.5m Controlling depth approaches 10.9m | | 15-Oct-2018 | 15-Jan-2019 | |
| Squamish 2 | SQ2 | 10.3 | 152 | 11cm/sec 0.2 knots | ¼ point berthing | Displ: 55,273t L _{OA} : 183m Beam: 31.1m Depth: 16.34m Draft: 12.0m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 62,942t LOA: 199.98m Beam: 32.26m Depth: ?? S. Draft: 13.51m | DWT: 44,251t L _{OA} : 213.5m Beam: 31.0m Depth: ?? S. Draft: 12.29m | Mooring bollards on dock: 6 x 75t, H-180°, V-30°, Mooring dolphins F & A: 140t, H-90°, V-30°, Controlling depth alongside 11.4m Controlling depth approaches 10.3m | | 15-Oct-2018 | 15-Jan-2019 | |

| Terminal/Berth Name | PPA Short Code | Controlling Depth (Meters) | Dock Length (Meters) | Maximum Berthing Velocity | Maximum Berthing Angle | Design Vessel Size (Largest) | Design Vessel Size (Smallest) | Largest DWT/Displ. from PPA Records | Longest Vessel from PPA Records | Guidelines & Remarks | Applicable Notices | Bathymetry Survey Date | Bathymetry Last Updated |
|---|----------------|----------------------------|----------------------|---------------------------|---------------------------|--|---|--|--|--|---------------------|------------------------|-------------------------|
| | | | | | | | | | | | | | |
| <p>Yellow highlight indicates that the information in the cell has been updated. Red text indicates that berthed vessel criteria exceeds berth's design vessel criteria. Green text indicates that berthed vessel criteria is within berth's design vessel criteria.</p> | | | | | | | | | | | | | |
| Parkland Marine Terminal ex Stanovan Refinery ex Chevron | STN | 13.3 | 198 | | | DWT: 50,000t L _{OA} : 310m Beam: 32.3m Depth: Draft: | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 61,328t L _{OA} : 213.36m Beam: 32.29m Depth: ?? S. Draft: 12.26m | DWT: 61,328t L _{OA} : 213.36m Beam: 32.29m Depth: ?? S. Draft: 12.26m | Shoreside mooring dolphin #1, #2, #5 & #6 are rated for 100t per hook. The hooks on dolphins #3 and #4 are normally used for spring lines and are rated for 50t each. Normal mooring pattern is 3-2-2 forward & aft. a) 210m between dolphins. b) 9.2m spot East of dock. c) 2kt window at 2nd Narrows. d) No consideration given for bow/stern thrusters. e) Order Times: Ebb tide 1hr before slack water. Flood tide 1hr order time before 1/2kt window providing that at order time current is 2kts or less | | 22-Nov-2016 | 29-Mar-2017 |
| Stewart Bulk Terminal | STW | 10.3 | ??? | 10 cm/sec 0.19 knots | Normal to dolphin face | DWT: 50,000t L _{OA} : 228.6m Beam: 30.5m Depth: No info. Draft: 11.6m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 63,656t L _{OA} : 199.9m Beam: 32.3m Depth: ?? S. Draft: 13.32m | DWT: 50,827t L _{OA} : 204.37m Beam: 32.3m Depth: ?? S. Draft: 12.64m | Berthing and unberthing at ore dock normally daylight only. Controlling depth for approach/departure is 9.7m. | | | 14-Mar-2019 |
| Stewart World Port | STP | 13.8 | 210 | 15cm/sec 0.29 knots | 10°; ¼ point berthing | Displ: 66,000t L _{OA} : 200.0m Beam: 32.0m Depth: ?? Draft: 12.0m | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 54,123t L _{OA} : 189.99m Beam: 32.26m Depth: ?? S. Draft: 12.44m | DWT: 50,748t L _{OA} : 204.4m Beam: 32.3m Depth: ?? S. Draft: 12.64m | Shoreside mooring bollards have a SWL of 150t Starboard side to, daylight for arrivals and departures, near slack and two tractors. Mooring buoy located approximately 40m off the south end for stern lines when going in starboard side alongside. | | | 24-Jan-2019 |
| Tahsis | TSS | 11.4 | | | | | | | | PPA records show that no piloted vessel has docked at this berth in the last ten years. | | | |
| Texada Mines | TEX | 14.0 | 183 | | | DWT: 120,000t L _{OA} : 245.0m Beam: 43.0m Depth: ?? Draft: 15.4m | DWT: 70,000t L _{OA} : 224.0m Beam: 32.0m Depth: ?? Draft: 13.3m | DWT: 93,318t L _{OA} : 229.2m Beam: 38.0m Depth: ?? S. Draft: 14.9m | DWT: 88,233t L _{OA} : 229.93m Beam: 38.0m Depth: ?? S. Draft: 13.82m | Control depth for approach/departure is 12.5m. | | | 1-Dec-2012 |
| Vancouver Dry Dock | ZD1 | | | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 71,900t L _{OA} : 228.6m Beam: 32.26m Depth: ?? S. Draft: 13.5m | DWT: 71,900t L _{OA} : 228.6m Beam: 32.26m Depth: ?? S. Draft: 13.5m | | | | |
| Vancouver Dry Dock Pier | VP1 | 10.0 | 170 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 175,292t L _{OA} : 291.8m Beam: 45.0m Depth: ?? S. Draft: 18.25m | DWT: 175,292t L _{OA} : 291.8m Beam: 45.0m Depth: ?? S. Draft: 18.25m | | | | |
| Vanterm 3 | VT3 | 8.5 | 93 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | PPA records show that no piloted vessel has docked at this berth in the last ten years. | | | 27-Apr-2015 |
| Vanterm 4 | VT4 | 9.8 | 183 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 52,610t L _{OA} : 195.03m Beam: 32.24m Depth: ?? S. Draft: 12.52m | DWT: 52,579t L _{OA} : 195.13m Beam: 32.24m Depth: ?? S. Draft: 12.5m | | BCCP Notice #20-003 | 16-Apr-2018 | 9-May-2018 |

| Terminal/Berth Name | PPA Short Code | Controlling Depth (Meters) | Dock Length (Meters) | Maximum Berthing Velocity | Maximum Berthing Angle | Design Vessel Size (Largest) | Design Vessel Size (Smallest) | Largest DWT/Displ. from PPA Records | Longest Vessel from PPA Records | Guidelines & Remarks | Applicable Notices | Bathymetry Survey Date | Bathymetry Last Updated |
|---|----------------|----------------------------|----------------------|---------------------------|------------------------|---|---|---|--|---|--|------------------------|-------------------------|
| | | | | | | | | | | | | | |
| <p>Yellow highlight indicates that the information in the cell has been updated. Red text indicates that berthed vessel criteria exceeds berth's design vessel criteria. Green text indicates that berthed vessel criteria is within berth's design vessel criteria.</p> | | | | | | | | | | | | | |
| Vanterm 5 | VT5 | 14.2 | 330 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 131,831t L _{OA} : 347.48m Beam: 45.27m Depth: ?? S. Draft: 15.53m | DWT: 131,268t L _{OA} : 361.61m Beam: 45.66m Depth: ?? S. Draft: 15.5m | Controlling depth will reduce to 10.5m when bow is closer than 30m from VT#4. Overall dock length of berths 5 & 6 is 610 metres. | PPA NTL #03/2018 PPA NTL #04/2018 PPA NTL #02/2016 | 16-Apr-2018 | 9-May-2018 |
| Vanterm 6 | VT6 | 14.6 | 280 | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: 131,831t L _{OA} : 347.48m Beam: 45.27m Depth: ?? S. Draft: 15.53m | DWT: 131,268t L _{OA} : 361.61m Beam: 45.66m Depth: ?? S. Draft: 15.5m | Overall dock length of berths 5 & 6 is 610 metres. | PPA NTL #03/2018 PPA NTL #04/2018 PPA NTL #02/2016 | 16-Apr-2018 | 9-May-2018 |
| Watson Island (Porpoise Ch.) | WAT | | | | | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | DWT: L _{OA} : Beam: Depth: Draft: | Not in service. The Watson Island marine terminal berth is currently being refurbished/repurposed for future use. All relevant berth information will be provided by the terminal operator in due course. Daylight only, Slack water required. | | | 1-Sep-2011 |
| Westridge Terminal | WRT | 15.0 | 91 | 5cm/sec 0.1 knot | | Displ: 130,000t L _{OA} : 255.0m Beam: 45.0m Depth: ?? Draft: | DWT: No Info. L _{OA} : No Info. Beam: No Info. Depth: No Info. Draft: No Info. | DWT: 116,715t L _{OA} : 249.9m Beam: 44.03m Depth: ?? S. Draft: 15.12m | DWT: 115,177t L _{OA} : 255.9m Beam: 43.03m Depth: ?? S. Draft: 15.12m | Dolphin mooring points: SWL = 71t; fitted with quick release hooks; Main berth mooring points: SWL = 57t; fitted with quick release hooks; Five dock face fenders of hardwood installed on rubber elements; Distance between dolphins: 300m; Pilot order time - 1.5hrs before slack water at 2 nd Narrows; | | 17-May-2017 | 22-Sep-2017 |
| Woodfibre | WDF | 9.5 | | | | | | | | Not in service | | | 1-May-2001 |
| WWL Vehicle Service 1 | AT1 | 10.7 | 212 | 17cm/sec 0.33 knot | 0° flat berthing | Displ: 47,660t L _{OA} : 228.0m Beam: 32.3m Depth: 14.1m Draft: 11.0m | Displ: 22,630t L _{OA} : 164.0m Beam: 28.0m Depth: 12.0m Draft: 8.4m | DWT: 25,765t L _{OA} : 228.78m Beam: 32.26m Depth: ?? S. Draft: 10.0m | DWT: 26,985t L _{OA} : 232.39m Beam: 32.31m Depth: ?? S. Draft: 10.0m | See remarks under 'Fraser River' section Spring line mooring bollards: 80t, H-180°, V-45°; Bow/Stern/Breast line mooring bollards: 100t, H-Various°, V-10°; Do not use shore mooring bollard No.6 | | | |
| WWL Vehicle Service 2 | AT2 | 10.7 | 200 | 17cm/sec 0.33 knot | 0° flat berthing | Displ: 47,660t L _{OA} : 228.0m Beam: 32.3m Depth: 14.1m Draft: 11.0m | Displ: 22,630t L _{OA} : 164.0m Beam: 28.0m Depth: 12.0m Draft: 8.4m | DWT: 49,856t L _{OA} : 208.78m Beam: 32.256m Depth: ?? S. Draft: 12.34m | DWT: 25,818t L _{OA} : 228.78m Beam: 32.29m Depth: ?? S. Draft: 10.02 | See remarks under 'Fraser River' section Spring line mooring bollards: 80t, H-180°, V-45°; Bow/Stern/Breast line mooring bollards: 100t, H-Various°, V-10°; Do not use shore mooring bollard No.6 | | | |