

### 23A Guidelines for Navigation Under the Confederation Bridge

1. TP 13681 - Guidelines for Navigation Under the Confederation Bridge applies to all vessels intending to transit under the Confederation Bridge (the Bridge) or navigating in its proximity.
2. Confederation Bridge Diagram (see Annex)
3. The central navigation channel, is within the Confederation Bridge Compulsory Pilotage Area established in the [General Pilotage Regulations](#) (made under the [Pilotage Act](#)). Canadian vessels over 1,500 GT and foreign vessels, are subject to compulsory pilotage in the Confederation Bridge Compulsory Pilotage Area, in accordance with the *General Pilotage Regulations*.
4. Pilotage is mandatory on all Canadian vessels over 1500 GT and foreign vessels intending to transit under the bridge and are to use the “central navigation channel” and in the case of a tug and tow, a combination of the Gross Tonnage of the tug and tow is used.
5. No Vessel should transit under the Bridge in inclement weather or ice conditions as outlined in TP 13681 section 5.0 General guidelines for all vessels.
6. Vessels over 500 GT, solely propelled by sail, shall not transit under the Bridge.
7. Reports made pursuant to the [Vessel Traffic Services Zones Regulations](#), vessels subject to the *Vessel Traffic Services Zones Regulations* must, when intending to proceed within 5 nautical miles of the Bridge, also report to Northumberland Traffic:
  - ETA fairway buoy and confirm that Pilot has been ordered and ETA to the Pilot Station when vessel is subject to compulsory pilotage.
  - Draft, displacement in tonnes, air draft and name of local agent if not registered in Canada.
  - When the vessel has a **condition of class**, accident or a malfunction of its machinery, equipment or a deficiency in its crewing that may impair its safe navigation.
  - Where an obstruction or other hazard is identified in the central navigation channel or “near shore” navigation channels.
  - In the case of a towing vessel, where the towing vessel is having or anticipating difficulty in controlling its tow.
8. **Towing vessels:**
  - Must not drop anchor or anchor its tows in such a manner that they may swing across the central navigation channel.
  - Only one vessel or barge shall be towed under the bridge per tug.
  - Must not, when engaged in arranging its tow, obstruct the navigation of other vessels.
  - Must shorten its towing arrangement to the shortest extent possible without compromising safety. When the towline exceeds 75 metres a suitably sized tug should be secured to the stern of the tow.
  - Dead ship being towed are not permitted to transit under the Bridge,

**9. Navigational Guidelines and Restrictions for Vessels over 1500GT transiting the “central navigation channel”**

- The navigation route for vessels over 1,500 GT transiting under the Bridge is through the central navigation channel.

- **Maximum Displacement at Time of Transit**

**Passenger Vessel :** 34,000 Metric tonnes

**Cargo Vessel:** 47,700 Metric tonnes

Vessels exceeding the above maximum displacements need to submit a risk assessment that will include the use of an **escort tug**, as defined in TP 13681 section 3.0 Definitions.

If the vessel is 20% greater than the maximum displacement, then 2 such **escort tugs** need to be included in the risk assessment.

The risk assessment should be submitted to the Atlantic Regional Transport Canada Marine Safety and Security Office<sup>1</sup> and the Atlantic Pilotage Authority **15 business days prior to transit**.

- **Maximum Speed**

**Passenger vessels:** 11 knots over the ground within 2 nautical miles of the Bridge

**Cargo vessels:** 8 knots over the ground within 2 nautical miles of the Bridge

The speed of a vessel transiting may be increased when circumstances demand, and to keep the vessel on track. Speed limits are subject to enforcement actions.

- **Maximum air draft (higher high water, large tides) - 48 meters**

**10. Navigation Guidelines for Vessels 1,500 GT and Under – Transiting the “Near Shore Navigation Channels”**

- Local vessels 1,500 GT and under, that are engaged in local traffic, may utilize the designated “near shore” navigation channels located on either side of the Strait.
- The “near shore” navigation channels are designated between piers **P3 and P4, P4 and P5, P42 and P43, P43 and P44**. Piers are located as follows:

P3) 46° 14' 33.29" N, 63° 42' 53.76" W

P4) 46° 14' 26.92" N, 63° 43' 00.96" W

P5) 46° 14' 20.54" N, 63° 43' 08.16" W

P42) 46° 10' 36.07" N, 63° 47' 53.11" W

P43) 46° 10' 30.16" N, 63° 48' 01.09" W

P44) 46° 10' 24.23" N, 63° 48' 09.02" W

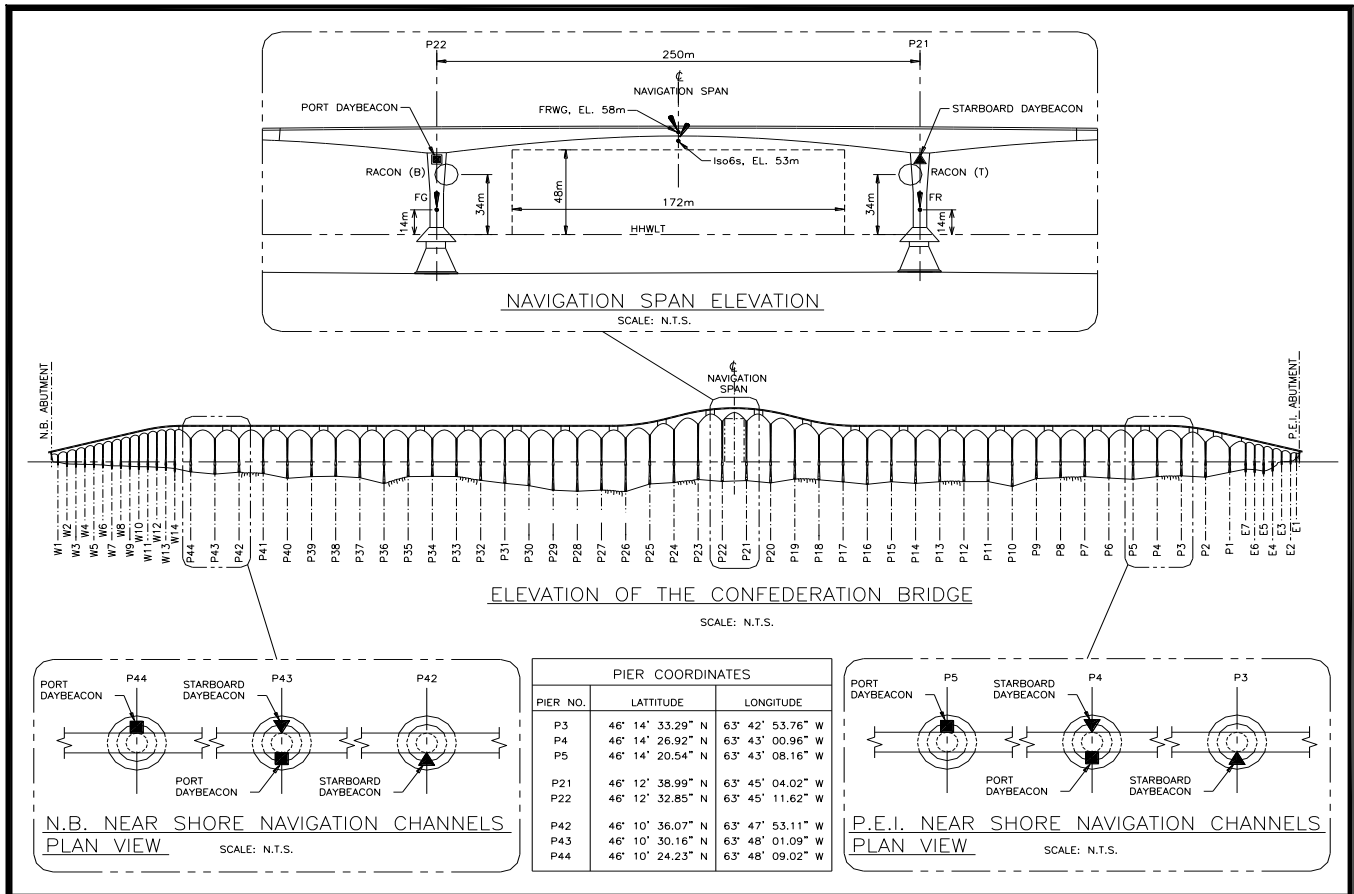
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<sup>1</sup> Transport Canada Marine Safety and Security, Atlantic Regional Office (Charlottetown, PE)  
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**11. Restriction for vessels transiting the near shore channels:**

- Maximum Speed over ground - **11 knots**
- Maximum air draft (higher high water, large tides) - **28 meters**

**ANNEX**



Authority: Transport Canada