



Transport
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LOCAL AUTHORITIES' GUIDE

VESSEL OPERATION RESTRICTION REGULATIONS



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Canada 

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VORR AT A GLANCE

The *Vessel Operation Restriction Regulations (VORR)*, established under the *Canada Shipping Act, 2001 (CSA 2001)* allow any level of government (federal, provincial, municipal and territorial government authorities) to ask the federal government to restrict the use of all boats, either pleasure craft or commercial vessels on all bodies of water in Canada. They may help achieve safety, environmental or public interest objectives. Such restrictions may:

- Prohibit all boats
- Limit engine power or type of propulsion
- Impose speed limits
- Restrict towing activities on any sporting or recreational equipment including wake surfing
- Prohibit a sporting, recreational or public event or activity

Restrictions can apply at all times or be specific to certain times of the day, week, month or year. They can also target a particular type or types of craft on a waterway or part of it.

NOTE:

VORR are the last resort for solving problems. Involved stakeholders working together can often find more timely, effective and affordable solutions. If, however, parties cannot agree on an alternate solution, the VORR can be an efficient way to resolve the conflict related to the use of the waterway.

REMEMBER:

Contact your regional Transport Canada office for advice and instructions before you start the application process. Note that local community groups or citizen collectives/associations must come to a local authority¹—not Transport Canada—when they want to address waterway concerns and conflicts.

Use the *Local Authorities' Guide*² (LAG) when applying for a vessel restriction. It will help you—as the representative of a local authority—to meet all the requirements associated with the application. For example, you must:

- Clearly explain the problem and contributing causes.
- Identify and describe all alternative options you have considered and tried.
- Document and summarize your public consultations.
- Document and summarize impact assessments and cost-benefit analyses of regulatory intervention.
- Accurately identify and describe the body of water you want regulated under VORR.
- Identify and describe ways to achieve compliance with the new vessel operation restriction.
- Describe how you will raise awareness about the VORR among water users (including your communication and signage strategies).
- Describe how you will evaluate the effectiveness of the vessel operation restriction.
- Provide concise and accurate information, in a ready state for review and processing.

¹ VORR use the term “local authority” when referring to a government of a municipality, township, parish, county or regional district, any other government constituted under the laws of a province or territory, or a department of a provincial or territorial government or of the federal government.

² If there are any differences between information in the *Local Authorities' Guide* and any official documents it refers to, the official documents prevail.

Submit completed application packages to your regional Transport Canada office for evaluation (use the *VORR Application Checklist*) – to make sure they meet the requirements of the *Cabinet Directive on Regulatory Management (CDRM)*. The review will assess whether the regulatory proposal is justified and that public consultation was sufficient and well documented. Your regional Transport Canada office sends applications that meet all CDRM requirements to Transport Canada National Headquarters, who in turn have it published in the *Canada Gazette*, an official document that includes proposed laws and regulations as well as those that are already in force.

VORR APPLICATION PROCESS

Governments must follow a well-structured process to address problems on a waterway or any part of it, and to meet the *Cabinet Directive on Regulatory Management (CDRM)* requirements.

Contact your regional Transport Canada office for advice and instructions **before you start the application process**. Note that local community groups or citizen collectives/associations must come to a local authority—not Transport Canada—when they want to address waterway concerns and conflicts.

STEP 1 – CONSULTATION

Consultation is the mandatory process for coming to a solution. Start by looking at solutions such as working with the community for support, educating waterway users or applying existing acts or regulations to unwanted or prohibited behaviours.

Consultation helps clearly determine:

- The exact problem(s)
- The causes of the problem(s)
- The regulations in place that may address the problem(s)
- Any non-regulatory solutions
- The best solutions to address the problem(s)
- The costs and benefits of the possible solutions
- The impacts of a vessel operation restriction on businesses, property owners, and all other stakeholders in the area
- Other people to consult

REMEMBER:

Your regional Transport Canada office can give you help and advice on consultation to help keep the process on track.

Consultation is also a component of Transport Canada's review, so hold and document proper consultations before you submit a proposed restriction to your regional Transport Canada office.

TIPS:

- Develop a consultation plan and circulate it to all stakeholders.
- Give all stakeholders an opportunity to review the issue, provide their input and come to a consensus on the best solution. Your chances for success will be higher if you hold and document good consultations. **A survey is not a complete consultation.**
- Remember that Transport Canada does not accept vessel operation restrictions because of the number of supporters, but because of merit and need.

NOTE:

Public consultation is often the most time-consuming phase, but is the most important. Proper public consultation not only informs the public of concerns and problems related to a particular waterway, it allows affected stakeholders to provide input and suggestions for resolution before further government action. It is a way to:

- Explore all possible solutions
- Discover that a restriction may not be the best or desired way to address the issues and/or
- Identify the best alternative options.

The number of affected stakeholders and the waterway in question determine the level of resources you will need to ensure full public consultation. This is important because the quality of consultation will directly affect the alternate solutions put forward and the federal government's ability to process an application, if this is the outcome of the consultations. If you do not carry out proper consultations, Transport Canada cannot support or recommend that your submission move forward. This will likely cause delays, generate requests for more information and even require you to repeat the consultation process.

Steps to successful consultation

A. Identify the stakeholders

Each waterway has a unique set of stakeholders. Your consultation must give all affected stakeholders the opportunity to provide input. The list of affected stakeholders will include government and non-government groups and individuals.

Examples include:

- Advisory councils
- Boat rental agencies
- Commercial operations, tour boats, ferries, logging boats, tow boats, sport and commercial fishing organizations or groups
- Community organizations and service clubs
- Crown Lands
- Department of Justice Canada
- Emergency, safety, and enforcement officials
- Environment Canada
- Environmental groups
- First Nations, Inuit and Métis Communities and peoples
- Fisheries and Oceans Canada
- Foreshore lease holders
- Health Canada
- Heritage Canada
- Individuals who use the waterway
- Local, regional, provincial or federal law enforcement agencies
- Local port or harbour authorities
- Marina operators
- Recreational boaters
- Provincial or federal park authorities
- Provincial, regional or municipal governments
- Provincial Ministry of Environment Offices
- Provincial transportation agency
- Seaplane groups
- Shore residents and property owners
- Ski clubs, pleasure boating groups
- Tourism Ministry
- Transport Canada
- Yacht clubs, boating and sailing organizations

B. Notify stakeholders of waterway concerns

Once you identify the stakeholders, you must inform them of the concerns raised, which are the subject of the consultation.

How you notify each stakeholder of the consultation and how they can provide input, may vary from area to area and for each stakeholder. You must, however, record or note this part of your process for possible future review. Examples of how to ensure notification include:

- Post notices at waterway access points, marinas, ports, park information shelters, community notice boards, local stores, etc.
- Organize public meetings.
- Appear on local radio / TV shows.
- Place notices in mailboxes of homes and businesses in the affected area.
- Contact associations directly and ask them to inform their members.
- Send notifications to government agencies.
- Conduct flyer campaigns.
- Use websites and e-mails.

C. Consult with stakeholders

Explore Alternatives

Two key components of resolving waterway concerns and conflicts are to identify the problem clearly and hold proper consultations. Main elements of the consultation process are trying and evaluating different alternatives. **Many alternatives can achieve the same result as a vessel restriction** without going through the time-consuming and sometimes costly regulatory process.

Non-Regulatory Alternatives

Some can be as simple as users agreeing to respect each other's rights and operate in a courteous and considerate manner, or to follow a voluntary code of conduct. Other alternatives may be:

- Posters at strategic places
- Radio ads
- Public awareness activities

Posting signs is one of the most common forms of a non-regulatory option. A few examples of signs that can improve behaviour and increase awareness of the need for increased safety levels on a waterway are:

- Narrow Channel Ahead – Please Reduce Speed
- Caution – Swimming Area
- Please Reduce Your Wake
- Hazards Near Shore

Even though these signs are generally effective, federal regulations forbid making them look like official Transport Canada restriction signs. If you want to use buoys, refer to the [*Private Buoy Regulations*](#) to learn more about standards that apply. Make sure that any signboards you install on the shore comply with the regulations that may apply in your area.

Regulatory Alternatives

Another option is to enforce existing Acts and Regulations on prohibited behaviours. For example, section 1007 of the [*Small Vessel Regulations*](#) states “No person shall operate a small vessel in a careless manner, without due care and attention or without reasonable consideration for other persons”.

Hold Aboriginal Consultations, if required

Public consultation with stakeholders, including the First Nations, Inuit, and Métis communities, their governments and organizations, is an important part of the VORR application process. However, since a proposed VORR could adversely impact Aboriginal or Treaty rights protected by section 35 of the [*Constitution Act, 1982*](#), a legal duty to consult Aboriginal people could be triggered.

To find out if your request triggers the legal duty to consult, contact your regional Transport Canada office early in your planning. Transport Canada agents will advise you on whether the proposed VORR could adversely impact Aboriginal or Treaty rights. If the answer is yes, Transport Canada will collaborate with you to meet Aboriginal consultation requirements.

REMEMBER :

- **Even though your proposed restrictions may not trigger the legal duty to consult, local Aboriginal groups should have the opportunity to participate in your public consultation.**
- **Your public consultation may satisfy the legal duty to consult with Aboriginal groups only if your outreach to these groups is well documented, including:**
 - **Extending an invitation to a public meeting**
 - **Providing meeting summaries that include questions and answers, discussions, and proposals**
 - **Preparing a list of concerns raised and how these concerns can be or have been addressed**

D. Compile information

By this stage of the consultation process, you have consulted the stakeholders, documented and considered their comments. If required, hold meetings to compile and summarize responses. You now are ready to decide the best solution to the problem, based on the input you received.

It is important to contact stakeholders to inform them of the results of the consultation and any resulting steps.

If you decide to propose a restriction, you can expect the public and other levels of government to question you about the problem, the alternate solutions you considered and tried, and the thoroughness of your consultations. Have this information available to respond to the many questions you will receive from the various offices involved in processing regulatory amendments. Accurate documentation will allow for proper evaluation and a clear record of events, and will support a case for a restriction, if necessary.

You can learn more about the consultation process in [Guidelines for Effective Regulatory Consultations](#).

STEP 2 – APPLY FOR A RESTRICTION

If there is no workable solution, asking for a restriction might be the only way to solve the problem. Get your [VORR Application Checklist](#) and provide enough information to allow your regional Transport Canada office to review the file and **ensure that the process you followed has met the requirements of the [Cabinet Directive on Regulatory Management \(CDRM\)](#).**

It is in your best interest to contact your regional Transport Canada office for guidance on developing the following information if a vessel restriction is the best solution.

The application must include:

	1. A clear and complete description of the perceived problem(s), an analysis of all probable causes, cause-effect relationship of the problem, and all potential solutions
	2. A summary of alternative regulatory and non-regulatory options you have considered and tried, including reasons for continuing with the proposed restriction, as well as why you selected a particular restriction (see <u>APPENDIX 1</u> and <u>APPENDIX 2</u>)
	3. A summary of the consultation process, which includes: a) A list of all key stakeholders (including those impacted by the proposal), a summary of their position on the issue and means you used to contact them b) Copies of print advertisements used including their date, place and publication c) Dates and stations used for radio and/or television programs d) Copies of minutes of meetings (including a list of issues raised and the proposal for addressing each issue, and any Aboriginal concerns) e) Summary of e-mails/letters/memoranda and telephone calls – for and against
	4. A formal request from the local authority (a copy of a municipal resolution, when it applies, and a completed and signed <u>VORR Application Checklist</u>)
	5. An evaluation of how proposed regulations may impact health, safety, environment, economy, public security, business, trade, society and culture
	6. A copy of the cost-benefit analysis (including an evaluation of how any reductions in administrative or compliance costs may affect business)
	7. A map clearly indicating the boundaries of the site, which shows latitude/longitude (degrees/minutes/seconds)
	8. A description of the waterway including the official name, local name, length, width, depth, types of activity, access points, population, vessel numbers, vessel types, number of users, and other water related activities
	9. A description of how you will enforce the restrictions along with a letter from the local enforcement agency confirming that they can carry this out
	10. The applicant's commitment to produce, post and maintain the signage
	11. A description of how you will raise awareness about the VORR among water users (including your communication and signage strategies)
	12. A description of how you will evaluate the effectiveness of the restriction

Transport Canada designed the [VORR Application Checklist](#) to help you to prepare applications for [Vessel Operation Restriction Regulations \(VORR\)](#). Make sure you check off each document you are submitting. Don't forget to sign the checklist and attach it to your application package.

STEP 3 – TRANSPORT CANADA EVALUATION

Once your regional Transport Canada office receives an application (with participation from other federal and provincial departments, if necessary), it is responsible for ensuring the application meets the requirements of the *Cabinet Directive on Regulatory Management (CDRM)*. Application packages must be completed and submitted in hard copy and electronic formats.

REMEMBER:

There are three common reasons why applications don't meet the regulatory requirements:

- The application does not meet CDRM requirements. For instance, the applicant did not properly examine and try other alternative regulatory and non-regulatory options.
- The applicant did not properly identify the root of the problem. This is critical when examining alternative options or solutions.
- The applicant can address the problem identified by enforcing an existing regulation or act.

After its review, your regional Transport Canada office will either:

- Submit recommended applications to Transport Canada National Headquarters no later than September 15 each year **or**
- Return an incomplete application to the applicant and request more information, which may result in delays

If the application is complete, Transport Canada National Headquarters will prepare the relevant legislative documentation such as the *Regulatory Impact Analysis Statement (RIAS)*. These documents will support the regulatory proposal and summarize the information contained in the application, including:

- An outline of your public consultations
- How you defined the problem
- Why you deemed this restriction the best solution
- How a regulation will affect stakeholders
- How your process satisfied the different facets of the CDRM

Overview of the *Cabinet Directive on Regulatory Management (CDRM)*

Vessel Operation Restriction Regulations (VORR) must comply with the *Cabinet Directive on Regulatory Management (CDRM)*. This directive commits the government to limiting its regulatory activities to those that promote health, safety, security, the protection of the environment and economic and social well-being of Canadians.

Transport Canada is responsible for ensuring that proposed vessel operation restrictions meet CDRM requirements. The directive requires all regulatory authorities (provincial authority³, when it applies, and local authority) to ensure that:

- **A problem or risk clearly exists**, federal government intervention is justified and a regulation is the best option
- Canadians are consulted and given an opportunity to participate in non-regulatory alternatives, or in developing proposals for regulatory changes

³ VORR uses the term "provincial authority" when referring to a department of the government of a province designated by that government to process request to impose restrictions on the operation of vessels in respect of waters within that province.

- The benefits outweigh the costs to Canadians, their governments and businesses
- The regulations present minimal adverse impacts on the capacity of the economy to generate wealth and employment and present no unnecessary regulatory burden
- Systems are in place to effectively manage regulatory resources
- Regulatory authorities must commit to enforcing regulations

STEP 4 – TREASURY BOARD OF CANADA SECRETARIAT EVALUATION

Transport Canada National Headquarters will submit the proposed amendment, along with the accompanying *Regulatory Impact Analysis Statement (RIAS)* to the Regulatory Affairs Sector of the Treasury Board of Canada Secretariat to go through the legislative law-making process. Once accepted by Treasury Board of Canada Secretariat, Transport Canada will pre-publish the amendment in the *Canada Gazette*, Part I. The *Canada Gazette* is published nationally and allows stakeholders one last opportunity to share their concerns on the proposed regulatory changes. If the federal government receives comments during this period that were already addressed during the consultations, or if they receive no comments at all, the government will publish the proposed restrictions in the *Canada Gazette*, Part II and become federal law. If the government receives comments that were not previously addressed, Transport Canada may need to revise the RIAS to address those observations and/or the applicant may need to hold additional consultations. Once the amendments are published in Part II of the *Canada Gazette*, Transport Canada will inform the applicant.

Once the proposed restriction is published in the *Canada Gazette*, Part II, you, as the applicant, are responsible for notifying the public of the new restrictions on waterway use. You can do this by posting signs in the designated areas or in public places close to the designated site. Remember that the production and posting of signs must comply with the applicable regulations.

Regulatory Impact

The Treasury Board of Canada Secretariat evaluates every regulation that Transport Canada proposes, to identify both the potential benefits and the potential drawbacks it may create. Regulatory proposals with medium or high impact require greater amounts of detail than those with low impact.

As you can imagine, it is useful to know in advance the probable level of impact of any regulatory proposal when designing consultations or collecting information. This knowledge will help you to:

- Decide if a regulatory measure is in the best overall interests of the stakeholders
- Provide an initial and on going assessment of the impact a regulatory change is likely to have

NOTE:

Impact levels may change as you gather new information or complete additional analysis and consultations. Since a good analysis may give a better idea of the amount of effort required to justify a regulatory proposal, we recommend that you do it as early as possible in the process. Contact your regional Transport Canada office for additional information about the impact analysis.

NEXT STEPS

Once you have been granted the right—and only then—to restrict boating on one or many waterbodies on your territory, you, as a local authority, are responsible for producing, posting and maintaining restriction signs.

The success of a restriction depends on people knowing that there is a restriction and what it requires them to do. As on any highway, signs must be easy to see and understand. Signs should be placed on or near the waterway to increase the chance of people behaving the way you want them to.

For the sake of consistency, visibility and understanding, remember that *Vessel Operation Restriction Regulations* and *Private Buoy Regulations* under the *Canada Shipping Act, 2001 (CSA 2001)* govern the appearance as well as the placement of vessel restriction signs. To get help and advice on technical specifications that apply, contact your regional Transport Canada office.

LINDEN LAKE SCENARIO

The following scenario will help you understand the process described in this guide.

Linden Lake is approximately 1.5 kilometres long and a maximum of one kilometre wide, and its eastern half is nearly 600 metres at its widest point. It is surrounded by private property, except for a portion of the western shore that is part of a public park and a public boat launch at the end of Linden Lake Road, adjacent to the park.

The population in the area has grown in recent years, resulting in an increase in swimming, canoeing, kayaking, fishing, waterskiing and wakeboarding. Many long-term residents around the lake expressed their concern and unhappiness with the increased use of the lake, particularly by power boaters “hot-dogging”, wake jumping, and buzzing close to other vessels and their docks. Their concerns ranged from potential damage to docks from wakes, to fears of wakes overturning smaller non-powered craft, and even the disturbance of what was once a quiet restful place to live being affected by noise some residents described as “chaos on the water”.

During a Property Owners Association meeting, members decided to approach the municipality to limit the number of powerboats to those owned by property owners or to ban them from the lake completely. The municipality informed the property owners the responsibility for waterways rested with the federal government, but agreed to help them given the number of safety concerns raised by residents.

The municipality contacted the regional Transport Canada office and expressed the concerns of the members of the Property Owners Association about the activities on Linden Lake and requested a restriction or ban on powerboat use. The regional Transport Canada office gave the municipality representative background information on how the process works and told him/her that there may be non-regulatory options or other regulations already in place to improve the situation on Linden Lake.

The municipality said that the members of the association had taken a vote and 98% of the property owners felt that a restriction was the best way to address their concerns. The regional Transport Canada office advised that before they could help them resolve their concerns, the municipality—as the leader of the entire process—had to conduct proper consultation and an evaluation of the waterway concerns. Proper consultation and an opportunity to become involved in the process must include all users or those with an interest in the waterway and cannot be limited to one specific group.

After reading the *Local Authorities’ Guide* (LAG) and doing some research, the municipality contacted stakeholders and followed the process in the LAG.

The first step was to identify as many waterway users as possible and examine ways of contacting them. During the peak period of use for Linden Lake, information signs were posted at the boat launch, notices on the park bulletin board, police station, city hall, and a few businesses serving waterway users. An ad was even placed in the local paper. The signs and notices explained that the Property Owners Association had concerns about safety and the present use of Linden Lake, and that it was seeking a vessel restriction or some other resolution and anyone wishing to comment should contact the local municipality.

Within the first month there appeared to be quite a split in opinion. Some people agreed that there were problems while others felt that since there were no accidents or injuries, there was no problem.

After discussing the issue further with the regional Transport Canada office and receiving clarification about how it could help resolve some of the issues, the municipality decided to hold a meeting to clarify the problems, and find some possible common ground or understanding. In the interest of fairness, they appointed a person with no strong feelings one way or the other as chair of the meeting. The municipality sent out notices of the meeting and representatives from both groups were in attendance.

Despite some individual opposing views, both groups agreed that wakes from some vessels could cause problems for small craft, and high speed near shore around the swimming areas and possibly the docks along the shoreline was not safe. They also discovered that the noise concerns were mainly from music on board a couple of unidentified vessels during one or two parties that were so loud shoreline residents couldn't sleep. What was not easy to identify was:

- What efforts had the community already made to try and improve the situation other than some members seeking a ban or restriction?
- What could they do next?

This is the point where they identified and explored options. Everyone knew that a vessel restriction was an option but not one they could consider as the only solution at this time.

They explored several options.

- Adopt a voluntary code of conduct among the power boaters who lived in the area where they would not travel at high speed near shore, or cause large wakes around the docks or smaller vessels. Although people agreed that this might work for most local users, it may not help in the case of transient vessels coming from other areas for a day then leaving.
- Advertise existing regulations to increase safety and cooperation among users.
 - Under the *Vessel Operation Restriction Regulations*, all waterways in their province were subject to a 10 km/h speed limit within 30 metres from shore⁴.
 - There was also a regulation against careless operation under the *Small Vessel Regulations*. Careless operation may include, but is not limited to, weaving through other vessels at high speed, jumping waves or wakes, operating an engine at peak RPM causing excessive noise, operating a vessel in circular or criss-cross patterns for extended periods of time in the same location, or causing an excessive wake.
- Although engine noise (muffler requirements) is a federal responsibility, consider regulating excessive noise from music on board vessels by a local by-law if necessary.
- Set times of day when wake boarders and water-skiers would use the largest part of the lake in a counter-clock wise direction. This would be advertised by a sign at the boat launch and be self-policed.

At the end of the meeting, most people were willing to try these options to see if they resolved most concerns.

⁴ See "APPENDIX 2" of this guide (LAG) in order to know the provinces that already have this restriction on their territories.

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Winnipeg, Manitoba R3C 0P6
Tel: 1-888-463-0521

Pacific

(British Columbia)

700-800 Burrard Street
Vancouver, BC V6Z 2J8
Tel: 1-604-666-2681

USEFUL LINKS AND REFERENCES

Canada Gazette

www.gazette.gc.ca

Canada Marine Act

www.laws-lois.justice.gc.ca/eng/acts/c-6.7/

Canada Shipping Act, 2001 (CSA 2001)

www.laws-lois.justice.gc.ca/eng/acts/C-10.15/

Collision Regulations

www.laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1416/

Commission de toponymie du Québec

www.toponymie.gouv.qc.ca

Constitution Act, 1982

www.laws.justice.gc.ca/eng/const/page-15.html

Contraventions Regulations

www.laws-lois.justice.gc.ca/eng/regulations/SOR-96-313/page-4.html#docCont

Geographical Names Board of Canada

www.nrcan.gc.ca/earth-sciences/geography/place-names/9174

Private Buoy Regulations

www.laws-lois.justice.gc.ca/eng/regulations/SOR-99-335/

Small Vessel Regulations

www.laws-lois.justice.gc.ca/eng/regulations/SOR-2010-91/

Transport Canada

Marine Safety and Security

www.tc.gc.ca/marinesafety

Office of Boating Safety

www.tc.gc.ca/boatingsafety

Treasury Board of Canada Secretariat – Guidelines and Tools

www.tbs-sct.gc.ca/rtrap-parfa/guides-eng.asp

Cabinet Directive on Regulatory Management

www.tbs-sct.gc.ca/rtrap-parfa/cdrm-dcgr/cdrm-dcgrtb-eng.asp

Canadian Cost-Benefit Analysis Guide: Regulatory Proposals

www.tbs-sct.gc.ca/rtrap-parfa/analys/analystb-eng.asp

Guidelines for Effective Regulatory Consultations

www.tbs-sct.gc.ca/rtrap-parfa/erc-cer/erc-certb-eng.asp

Vessel Operation Restriction Regulations

www.laws-lois.justice.gc.ca/eng/regulations/SOR-2008-120/

VORR Application Checklist

www.tc.gc.ca/boatingsafety

APPENDIX 1

Types of Vessel Operation Restrictions

SCHEDULE 1 Waters on which all vessels are prohibited	
SCHEDULE 2 Waters on which motorized vessels (including power-driven vessels and electric powered vessels) are prohibited	
SCHEDULE 3 Waters on which power-driven vessels are prohibited (vessels propelled by an internal combustion engine or a steam engine)	
SCHEDULE 4 Waters in public parks and controlled access bodies of water on which motorized vessels (including power-driven vessels and electric powered vessels) are subject to an engine power limit	
SCHEDULE 5 Waters on which motorized vessels (including power-driven vessels and electric powered vessels) are subject to a maximum speed limit (not standardized, e.g. 6, 14, 22 km/h, etc.) *	
SCHEDULE 6 Waters on which motorized vessels (including power-driven vessels and electric powered vessels) are subject to a maximum speed limit (standardized, e.g. 5, 10, 15, 20, 25 km/h, etc.) *	
SCHEDULE 7 Waters in which towing a person on any sporting or recreational equipment, or allowing a person to wake surf, is prohibited except during the permitted hours	
SCHEDULE 8 Waters in which a sporting, recreational or public event or activity is prohibited	

* Does not apply to a vessel that is required to comply with another speed limit established under the *Canada Shipping Act, 2001 (CSA 2001)* or the *Canada Marine Act*.

APPENDIX 2

Province-Wide Shoreline Speed Limits

Some provinces have adopted speed limits of 10 km/h within 30 metres of shore on all waters within their boundaries. This speed limit applies in the following waters:

- the waters of Ontario, Manitoba, Saskatchewan and Alberta;
- the rivers and lakes in British Columbia and Nova Scotia;
- Nitinat River and Nitinat Lake, upstream of Nitinat Bar, in British Columbia;
- Bras d'Or Lake in Nova Scotia, inland of a line drawn between Coffin Point and Red Head in Great Bras d'Or Channel and the inland end of St. Peters Canal.

This limit is in effect whether it is posted or not. Exceptions include:

- recreational towing (while travelling perpendicular from the shore);
- rivers less than 100 metres wide, as well as canals and buoyed channels; and
- waters where another speed limit is set in schedules 5 and 6 of the *Vessel Operation Restriction Regulations*;
- waters where another speed limit is established under the *Canada Shipping Act, 2001 (CSA 2001)* or the *Canada Marine Act*.

These province-wide limits are an effective, economical and quick way to address local concerns as well as avoid the cost of administering restrictions and posting signs. While signs are not required to enforce the province-wide shoreline speed limit, they do help educate boaters and reduce incidents. If there are concerns raised about ongoing and persistent speeding near shore, local authorities should consider signage as a first step towards addressing the problem. For advice on appropriate signage, contact your regional Transport Canada office.