



Vessel Operation Restriction Regulation (VORR)

Overview for Local Authorities





Transport Canada's Role

Transport Canada's Office of Boating Safety is authorized by the Minister of Transport and is responsible for overseeing regulations, standards and policies, enforcement and technical services for recreational vessels. It encourages safe boating practices and compliance with regulations



Presentation Topics

- What is a Vessel Operation Restriction Regulation (VORR)?
- Why can a VORR be beneficial?
- Who can apply for a VORR
- How to apply for a VORR
- When an application can be submitted
- Signage Responsibilities and Enforcement
- Alternative Measures
- Cost-Benefit Analysis
- Regulatory Updates



What is a VORR?

(Vessel Operation Restriction Regulation)

- A means for a municipality and/or township (Local Authority) to restrict users of a waterway and address concerns raised by the operation of vessels
- May be based on concerns other than safety (such as in the public interest or environmental issues);
- Considered to be the last resort option, alternative measures are required prior to the application submission

Universal Shoreline Speed Restriction

10/30 Rule:

No person shall operate a power-driven or electrical propelled vessel at a speed in excess of 10 km/h within 30 m of the shore in the waters of Ontario.

There are exceptions to the rule:

- a) in respect of a vessel that is operated for the purpose of towing a person on water skis or on any other sporting or recreational equipment, if the vessel follows a course away from and perpendicular to the shore; and
- b) in respect of a power-driven vessel that is operated
 - (i) in rivers that are less than 100 m in width or in canals or buoyed channels, or
 - (ii) in any waters referred to in Schedule 6 in respect of which a maximum speed is set out.





What can a VORR be used for?

A VORR can be used to:

- Prohibit the use of any vessel
- Restrict engine power or type of propulsion
- Set speed limits
- Restrict towing activities
- Restrict wake surfing activities (Schedule 7.1) *
- Prohibit a sporting, recreational or public event / activity

The restrictions **may apply** at any time or at specific times of day, the week, month or year.



VORR Schedules



Schedule 1
All Vessels Prohibited



Schedule 2
No Power Driven Vessels
(includes electrical propulsion)



Schedule 3
Power Driven /
Electrical above
7.5kW Prohibited



Schedule 4
Engine Power
Limit



Schedule 6
Speed Restriction
(STANDARD)



Schedule 7
No Power Driven Vessels
Towing a Person
(Skis, Wakeboard, etc.)



Schedule 7.1
Wakesurfing
Prohibited



Schedule 8
Sporting/Recreational
Event Prohibited



Signs may have an arrow indicating the direction of the restriction

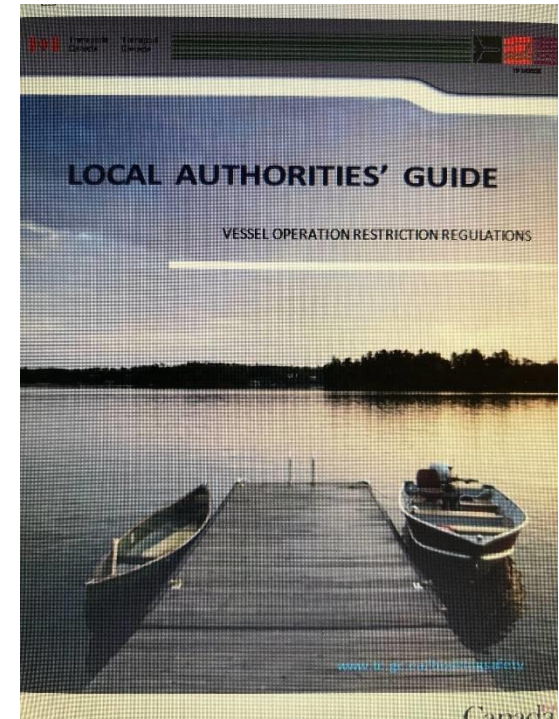


Restrictions may have specific times/dates indicated on the signs

Who Can Apply for a VORR?

Only a local authority can apply for a VORR

local authority means 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.



* LA: Local Authority / LAG: Local Authorities Guide *



How to apply for a VORR

- Using the LAG, a LA can view the requirements needed to submit an application.
- By contacting OBS, we can provide detailed information on alternative measures, consultations, and the application.
- Completed application submission (Sep 15), followed by a consultation period next season (Canada Gazette Part I)
- Full regulation following year (Canada Gazette Part II)

1. Local authority information

Contact name

Type of local authority (refer to definition to ensure you're eligible to apply)

Address

Telephone with area code

Email

2. Existing agreements with other local authorities

Other than you, are there other local authorities around the body of water (with a direct access)?

If there are other local authorities, is there agreement among you regarding the problem?
 Yes
 No

If yes, please list all local authorities who would have interest in this application.

* LA: Local Authority / LAG: Local Authorities Guide *



Alternative Measures

Category 1

- User Awareness
- Voluntary Code of Conduct
- Informal Agreement

Not Enforceable

Category 2

- Informational Signs (Dead slow, low wake)
- Private Buoys

Not Enforceable
Physical Signage

Category 3

- Use of 10/30 signage (If applicable)

Enforceable
Physical Signage



Local Authorities Responsibilities

Prepare and Submit the Restriction Application

→ Follow VORR application checklist (LAG)

Public consultations

→ Identify the problem, seek regulatory and non-regulatory alternatives

Test alternative solutions

→ Analyze how these solutions are working

Summary of the cost-benefit analysis

→ Demonstrate that the proposed regulation is the best option to consider to solve the problem

Commitment and Communication plan

→ Provide resolution and commitment to place signage and enforce regulation, develop communication plan

Regulatory Enforcement



Preparing for Consultations

Develop a **consultation plan** and timeline

Goals and Objectives (invite people to come up with solutions to solve an issue related to a body of water)

Identify various stakeholders to be consulted

Those who are affected or at risk of being affected

Diversity is essential

First Nations

Inform the OBS early in the process in order to quickly determine if groups will need to be consulted

Identify methods for informing stakeholders that consultations are being held

- Radio
- Newspaper
- Online
- Signage

Inform affected stakeholders **WELL IN ADVANCE**

Consultation Plan
How consultations work
Issues analyzed during consultations
Consultation timeline



Information from Consultations to include in Application

List of **stakeholders** met and a **summary** of their concerns

Report on the means used to reach the users / hard copies, radio and television copies of the announcements made (dates)

Summary of emails, letters and phone calls

Summary of meeting minutes

Proposed alternative solutions, selected and tested and the results obtained



Cost-Benefit Analysis

Phase I

Identify all possible impacts (positive and negative)

- No state intervention
- Draft regulation
- Alternative measures

Economic, environmental and social impacts, not only on local governments but for all users of the body of water

Phase II

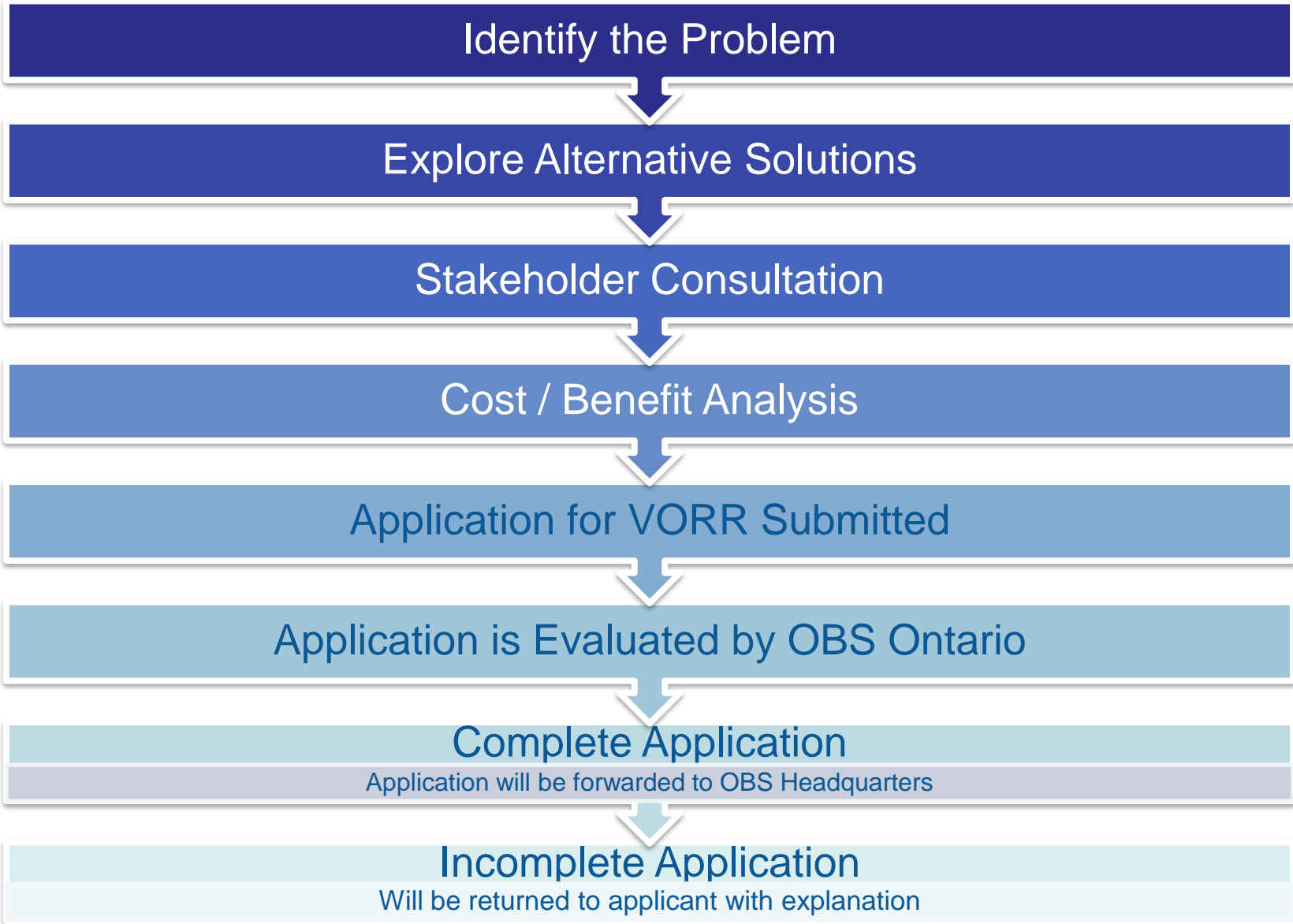
Determine who will enjoy the benefits and who will bear the costs

For example, closing a rental business/loss of revenue, property value, waterfront value – changing boats, etc.

Phase III

Project and attempt to forecast the costs and benefits of potential regulatory actions

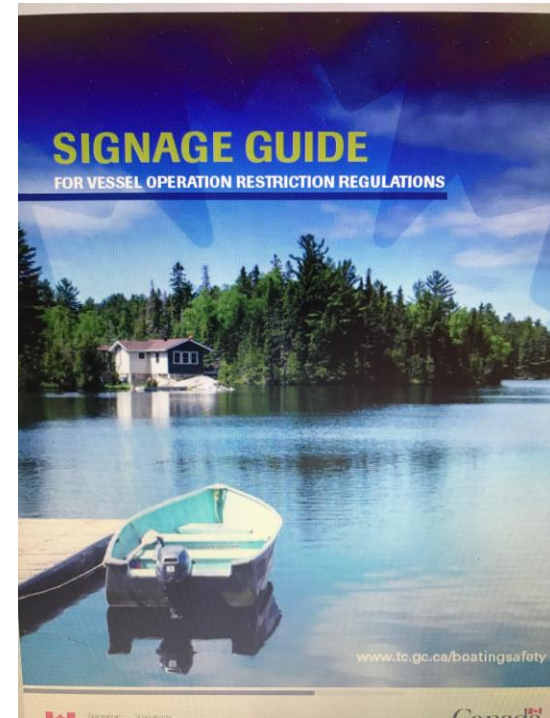
These are the conclusions taken from the cost-benefit analysis



Signage- Responsibility, Maintenance & Enforcement

Once a new vessel operation restriction regulation is enacted, the municipality that applied for the restriction becomes responsible for:

- Informing the public about the new restriction
- Ensuring an enforcement regime is in place as described in your formal application
- Erecting and maintaining signage of the restriction





Signage- Responsibility, Maintenance & Enforcement (Continued)

For a restriction to be enforceable, there must be a clearly displayed sign/buoy showing the correct information regarding that restriction. The following are examples of illegal VORR signage.





Transport Canada's Responsibilities

OBS - Regional

Presentation and explanation of the process to local authorities and stakeholders

Respond to requests for information from LA / users / associations, etc.

Assist applicants throughout the process

Receive and assess restriction application files

Recommend or reject applications for restrictions to the OBS-Ottawa

OBS - HQ

Application assessment

Drafting instructions and other documentation

Consultations

Regulatory impact analysis summary

Assessment and approval by the TBS

Canada Gazette Parts I and II



Looking for more Information?

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