

Staff Report



To	General Committee
Subject	2025 Watersport Pilot Project Results
Date	November 26, 2025
Ward	Wards 1, 2, 8 and 10
From	R. Pews, P.Eng; Director of Corporate Facilities
Executive Member Approval	J. Schmidt; General Manager of Community and Corporate Services.
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	FAC007-25

Recommendation(s):

1. That staff in Corporate Facilities (Marina) complete a request for proposal (RFP) to implement a permanent watersport vendors process with a structured permitting system authorized under the Parks Use By-law 2019-059 in line with the permit criteria in Appendix A to Staff Report FAC007-25.
2. That the 2026 Fees By-law be amended to include the following fees under Schedule L Marina:
 - Motorized Watercraft Operator RFQ minimum bid - \$3,500; and
 - Individual vessels registered under each permit - \$500 each.
3. That the change in lineup of services or number of vessels permitted by each vendor be updated based on operator and staff feedback identified in Staff Report FAC007-25.
4. That staff in the Corporate Facilities Department request through Transport Canada that the Legislative and Court Services Department personnel be delegated authority to conduct enforcement measures by way of ticketing under the Canada Shipping Act (2001) as a support function to Marina staff.
5. That the Director of Corporate Facilities be granted authority to modify permit categories and vessel permit quantities based on factors such as safety, risk, and the feasibility of the various users to safely and effectively operate together within Kempenfelt Bay.

Executive Summary:

The purpose of this report is to update General Committee on the results of the watersports pilot project during the 2025 boating season, and to provide recommendations for the 2026 boating season and beyond. Staff have provided the results of the pilot program and any recommended changes to the lineup of services or number of vessels permitted by each vendor based on operator and public feedback.

Key Findings:

The Parks Use By-law 2019-059 permits the marina to develop requirements, and to establish permit system regulated activities within the waterfront and city parks. The established permit system managed and overseen by the Marina staff for the operation of commercial motorized vehicles in Kempenfelt Bay and surrounding area was successful. The pilot project vendors followed the structured permit agreement with little to no concern and paid all fees accordingly.

As a result of the 2025 boating season, staff recommend increasing vessel permits and adding and restricting additional categories. Staff implemented the Commercial Motorized Watercraft Operators pilot program that included four (4) vendor permits, that covered all five (5) categories. Staff recommend the following improvements to the lineup:

1. Personal watercraft (PWC) rentals (**Increase permits to 15 vessels from 10**)
2. Chartered boat rental over 25 feet (**Increase permits to 2 vessels from 1**)
3. Boat rental under 28 feet, (**vs. 25 feet, maximum 5 vessels**)
4. Wake sport lessons (maximum 1 vessel) (**No Change**)
5. Co-Ownership boat club (**Increase to 10 vessels from 5**)

The following categories will not be permitted:

1. Parasailing
2. Remote Power Surf Boards
3. Open Propeller Hydrofoils
4. Any watercraft not approved by Transport Canada

City of Barrie Marina staff will continue to be responsible for evaluating, issuing, and regulating the activities of all permit holders defined in a Request for Proposal (RFP) process. Should the permit holder fail to adhere to the permit conditions or restrictions, penalties under the Parks Use By-law and Canada Shipping Act may be applied by the City's Enforcement Services team.

Public Feedback:

The following is a sample of feedback received by stakeholders:

Citizen Concerns Brought Forward:

No watersport pilot project vendors have been identified by citizens as a concern. All citizen concerns were focused on private watercraft breaking on-water buoy regulations and Transport Canada wake and speed restrictions. Additional concerns from citizens include insufficient Barrie Police Marine Unit presence and the related lack of education about inappropriate or illegal boater behavior.

City of Barrie Marina End of Year Boater Survey:

The City of Barrie Marina boaters completed survey questions related to the watersport pilot project. 72% of boaters believe that increased police presence on the water would significantly reduce poor boating behavior and safety concerns. The City of Barrie Marina boaters support the ongoing management of Kempenfelt Bay watersport vendors and in turn public safety through the marina.

Waterfront Business/Not for Profit Partners survey:

The Kempenfelt Bay businesses and not for profit partners completed a survey related to the watersport pilot project. 90% believe that increased police presence on the water would significantly reduce poor boating behavior and safety concerns. 100% surveyed believe with additional control, and new signage and awareness, Kempenfelt Bay will continue to be a safe place to boat, paddle, or sail. The Kempenfelt Bay businesses and not for profit partners support the ongoing management of Kempenfelt Bay watersport vendors and in turn public safety through the marina.

Concerns have been raised regarding the perceived lack of after-hours on-water education and safety enforcement from Barrie Police, and some stakeholders believe that a greater police presence is required to help address private boaters' poor behavior.

Watersport Vendor Feedback:

All watersport vendors were excited and eager to follow all city rules and regulations to ensure the pilot development was a success. Watersport vendors enjoyed the collaboration of all 5 categories connected through Tourism Barrie which drove business on multiple platforms.

Vendor Feedback Quote:

“Concerned for Barrie quickly growing as a known waterfront destination and the issues with PWC and charter boats in Toronto Harbour should serve as a warning to keep being diligent, so we do not face the same problems as Toronto.”
(Anonymous, 2025)

Vendor Feedback Quote:

“As someone who has been in the watersports industry for over two decades, the City of Barrie, together with Barrie Marina, has proven not only to local residents but also to other municipalities that this project is a model of success and a framework worth replicating. Other municipalities looking to introduce more activities can rest assured that it can be managed safely, responsibly, and with long-term success.” (*Anonymous, 2025*)

PWC Geo-fencing Feedback:

Geo-fencing technology was required with the pilot project for PWC rentals to restrict high speed collisions, and PWCs from entering swim zones at high speed. The vendor response to geo-fencing was well received complimenting the lack of vessel damage, safer operations, and control over the vessels play area. The geo-fencing technology was an asset knowing no vessels could enter No Boat zones, giving Kempenfelt Bay stakeholders confidence in the safety of the program. As the community grows into the program, we can confidently report that all rental PWCs cannot enter swim areas at high speed. Geo-fencing must continue to be an ongoing city requirement.

Tourism Barrie Feedback:

Tourism Barrie analytics prove successful development:

In 2025, Barrie’s waterfront beaches welcomed 134,207 unique visitors who made a total of 650,377 visits. On average, each visitor came to the beach about five times, meaning they returned approximately four additional times after their first visit.

This represents a 7.4% increase in unique visitors and a 2.8% increase in total visits compared to Summer 2024.

In conclusion, Tourism Barrie invested \$20,000 in Destination Marketing through the Summer Fun Campaigns to attract visitors to Barrie’s waterfront and downtown. These campaigns successfully highlighted the wide range of experiential waterfront activities available to both residents and visitors.

Looking ahead, the next step is to ensure that the city’s growing visitor traffic translates into real economic benefit. Providing paid activities at Barrie’s waterfront is essential to strengthening the visitor economy. While beaches and open spaces naturally draw large numbers of day trippers, the absence of tourism-related spending limits the overall return for the city and local businesses.

By introducing paid activities, particularly those made possible through the new Watersports Pilot Program, we can enhance the visitor experience, encourage tourism spending, and ensure Barrie benefits directly from this demand. Without opportunities for visitors to spend on activities, rentals, or experiences, tourism risks becoming a cost to the city rather than a driver of growth. Paid activities create revenue streams, support local operators, generate jobs, and expand the economic impact of the waterfront. By giving day trippers, a reason to contribute financially during their visit, Barrie can transform high visitor traffic into sustainable economic growth. (*Kathleen Trainor, Tourism Barrie, 2025*)

Transport Canada Feedback:

Transport Canada is extremely supportive of the municipality taking control over its adjacent waterways. Transport Canada has requested the city to put a detailed summary together of the implementation process to assist other municipalities in following the City of Barrie's lead as these watersports vendors are a Canada wide challenge to safely manage.

Response to Public Feedback:

Barrie Police Marine Unit has identified that they are doing their best to balance Traffic and Marine needs. The Marine Unit attends most major events, completes proactive patrols, and provides on-call support on a part-time basis.

Barrie Police Marine Unit reported that the 2025 boating season resulted in less water-based complaints than previous years.

Financial Implications:

City staff recommend moving forward with a public Request for Proposal (RFP) in preparation for the 2026 boating season. A minimum 3-year contract would be offered. All proponents must be able to meet the program requirements as set out in Appendix A of this report. Interested parties will be asked to submit a proposal through bids and tenders, including an outline of their proposed operation, their established safety program, and other information required to confirm their ability to meet the permit requirements. A maximum of five (5) commercial operator permits will be issued for the 2026 season. As the program grows, Staff recommend that the Director of Corporate Facilities be granted authority to update categories and vessel permit quantities based on factors such as safety, risk, and the feasibility of the various uses to operate safely and effectively together within Kempenfelt Bay.

The City of Barrie Marina staff will provide the ongoing assistance and licensed boat operators to manage the contracts. Waterfront motorized recreational permitting will require cross-functional management of water resources with the city vessel, safety management, documentation, future negotiations, program management, and scheduling of city event impacts.

As part of their application, operators will acknowledge that the following fees are required to be paid prior to a permit being issued:

- Motorized Watercraft Operator RFQ minimum bid - \$3,500
- Individual vessels registered under each permit - \$500 each to the maximum number of vessels permitted per category.

The City of Barrie Marina purchased and installed passive transportation safety zone signage, and “What to know when renting a boat” signage for community awareness of the Small Vessel Compliance Program (SVCP). An example of this may be found in Appendix C. Signs were installed at Tiffin boat launch, the Seasonal Marina, and Transient Marina. Posting these signs drove many conversations with interested parties proving their success in providing information to all boaters.

If an operator requires the use of a transient or seasonal boat slip from which to operate their business, applicable slip fees must be paid in full prior to starting. Rates will be per Fee Schedule L, as approved by Council annually.

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 – General Committee may modify the proposed recommendation by not following the city’s standard Request for Proposal (RFP) process and uphold the existing policy, procedure, or by-law, which permits licensing only for non-motorized operations.

This alternative is not recommended, as it would allow an operator to provide services on the water without oversight or authority from the City.

Alternative #2 – General Committee may choose to end the pilot project and take no further action.

This alternative is not recommended, as it would end the pilot effectively removing the level of control and oversight established over this past season.

Strategic Plan Alignment:

The recommendation(s) included in this Staff Report relate to one key goal identified in the 2022-2026 Strategic Plan.

Thriving Community	X	The commercial motorized waterfront operations proposed are aligned with the Council-approved Waterfront Strategic Plan Update (2023), specifically the pillars, goals and actions related to: - Creating and programming activated public spaces, - Implementing and supporting seasonal programming, - Assisting community-based organizations to develop programming for our residents and visitors, - Revitalize focus destinations, and - Achieve large economic and tourism goals.
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Additional Background Information and Analysis:

A Harbour Master as recognized by Transport Canada is the individual responsible for safe and effective harbour operations. Within the City of Barrie, the Harbour Master, in coordination with Barrie Police, City Enforcement Services staff, and other waterfront stakeholders set and manage regulations, maintain navigational aid, and coordinate both emergency and non-emergency response to ensure port safety.

To support municipal enforcement on the water and as recommended by Transport Canada, the Harbour Master will formally request through Transport Canada the approval to delegate, as required, the Harbour Master’s Enforcement Authority, as defined in the Canada Shipping Act (2001), to the city’s Legislative and Court Services (Enforcement Services) team. This will enable the city to effectively manage and enforce regulations related to operator safety and inappropriate behaviour, when necessary. Although this authority currently resides with Transport Canada through the Harbour Master, Transport Canada has advised that it is not resourced or equipped to enforce on-water regulations and welcomes the city’s assistance in helping to ensure water safety. With Transport Canada’s approval, enforcement staff would be authorized to issue tickets and manage the enforcement process should tickets enter the court system. By-Law would provide support if and when issues arise, similar to how land-based enforcement activities are handled.

The City of Barrie Marina Supervisor as Harbour Master will remain the primary point of contact for all water-based activities within the city limits in Kempenfelt Bay. Appointing the City of Barrie Marina Supervisor as Harbour Master has created a single point of contact for all water-based regulations, ensuring consistency of communications and the appropriate coordination and safe separation of permitted water-based activities. The Harbour Master's authority coincides with the city's geographical limits along Kempenfelt Bay.

The City of Barrie Marina will continue to operationally support all aspects of port safety. Within Kempenfelt Bay and Barrie city limits for recreational use, the City of Barrie Marina currently maintains all navigation buoys that are registered with Transport Canada (qty 29), provides safety information and notice to mariners, supports emergency response, attends complaints and non-emergency calls from citizens and tourists, and promotes safety within all aspects of the waterway, both passive and active transportation.

Results From Vendor Locations:

1. Transient Marina Vendors:
 - a. Carefree Boat Club Co-ownership boat club
 - b. DockNLocks Chartered boat over 25 feet
 - c. Simcoe Wakesports Wake sport lessons
2. West of Rotary Island:
 - a. Barrie Watersports PWC rentals
 - b. Barrie Watersports Boat rentals

Throughout the pilot program, the Transient Marina vendors worked cohesively together supporting one another's businesses. The closeness to downtown and waterfront was a great draw for new users and tourists. No Transient slip over-usage concerns were raised by private boaters using the Transient Marina, and open slips were available throughout the summer except for event weekends.

The West of Rotary Island Sea-doo rental vendor was attached to land and integrated with the surrounding wildlife without concerns raised. Restrictions were set to prevent motorized craft from being near the environmental habitat. Significant foot traffic was observed proving the attached to land concept as a success. Rental Boats operated from this location to allow more forgiveness between private vessels within the Transient Marina. The Transient Marina slips were booked as safe harbour and used to advertise rental boats.

All vendors worked well with Tourism Barrie to assist in advertising and promotions. Significant economic development has occurred, bringing new tourists to the Barrie waterfront and the Downtown.

The wake sports vendor believes better opportunities outside the transient marina exist with the foot traffic near centennial beach. To actively pursue foot traffic, their preference would be a beach-side location to capture walk up business at a competitive price. Their ideal location would be a dock installed south of the Centennial Park fountain, opposite the beach. Offerings would be more in-line with walk-up 1 hour rental services.

Consultation and Engagement:

The Harbour Master is authorized by Transport Canada to enforce water safety rules and regulations as outlined in the Canada Shipping Act (2001), including the issuance of tickets and collection of related fines. However, while trained in the requirements of the Canada Shipping Act, neither the Harbour Master nor marina staff have the expertise and infrastructure required to do so. Transport Canada has advised that this authorization can be extended to the city's bylaw team who has this experience through a formal request from the Harbour Master, but staff do not want to make this request without Council's knowledge.

The City of Barrie Marina will remain the primary public contact for boaters on Kempenfelt Bay. Marina staff have direct boat access to the water, and oversight of the marina and Kempenfelt Bay through the Harbour Master. They also monitor Very High Frequency (VHF) radio communications Channel 68 with boat operators during boating season, providing non-emergency response when required.

The following waterfront businesses and not-for-profit partners that use Kempenfelt Bay within the city limits have been included in the developments throughout the 2025 boating season. All support the ongoing Harbour Master designation by Transport Canada and support the city controlling the rental industry to continue to keep Kempenfelt Bay safe.

Waterfront Business/ Not for Profit Partners	Individual Contacted	Response
Brentwood Marina	Owner	Supportive
Navy League of Canada Sea Cadets	President	Supportive
Barrie Yacht Club	Commodore	Supportive
Barrie Canoe and Kayak	President	Supportive
Barrie Rowing Club	President	Supportive

Environmental and Climate Change Impact Matters:

The environmental risks related to gasoline and oil used in internal combustion engines have been reduced by limiting gasoline refueling within the City of Barrie's jurisdictional area to licensed fuel stations. The City of Barrie Marina fueling station has access to petroleum spill booms and trained staff in their use to minimize environmental spill risks. Should gasoline or oil be spilled into the water when fueling, petroleum booms can safely limit its spread while the safe removal and cleanup is completed. All vendors must continue to use a licensed fueling station on Kempenfelt Bay such as the City of Barrie Marina or Brentwood Marina for refueling within city limits to minimize environmental risks.

Appendices:

Appendix A – Proposed Permit Conditions and Restrictions for Commercial Motorized Watercraft Operators

Appendix B – Parks Use By-law – included for reference purposes only

Appendix C – Supporting Signage to inform Citizens and Tourists

Report Author:

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Corporate Facilities Department

Pending #: P17/25

APPENDIX “A”

Proposed Permit Conditions and Restrictions

Commercial Motorized Watercraft Operators

City of Barrie Commercial Motorized Watercraft Operator permit holders will be required to adhere to the following conditions:

1. The City of Barrie’s waterfront boat and swim buoy restricted areas must be respected. Safety zone maps to be reviewed with each contract agreement.
2. Speed control in marina zones will be enforced.
3. Care and control of rental vessels is mandatory. Dangerous driving of rental PWC or boats is strictly prohibited, and repeated violations may result in operator’s permits being terminated.
4. No party boats, excessive noise & drinking will be permitted.
5. Refueling in Kempenfelt Bay must occur at a licensed fueling station, such as those found at the City of Barrie Marina or Brentwood Marina. The use of portable fuel containers (i.e., Jerry cans) is prohibited.
6. Use of city lands and locations to be defined within each contract agreement.
7. Advertising will follow city By-Law regulations.
8. Navigational lights at night are required and must fall within Transport Canada (TC) guidelines.
9. Personal Floatation Devices (PFD) are required for all passengers and must fall within TC guidelines.
10. First Aid responder training required within the operator’s daily operational staff, and must fall within TC guidelines.
11. Operators must adhere to all Transport Canada Small Commercial Vessel regulations, and the *Canada Shipping Act, 2001*.
12. Operators must adhere to small Commercial Vessel Safety Guidelines. Small Commercial Vessel Safety Guide - TP 14070 E (2010) (Canada.ca)
13. All vessels that accept a fare are required to be commercially licensed as per TC Guidelines.
14. \$5,000,000 liability insurance or \$350,000 per passenger (TC) whichever is greater.
15. Boat renters require a Pleasure Craft Operator Card (PCOC).

Personal Watercraft (PWC) Rental Specific Contract Agreements:

- 1) PWC (Personal Watercraft) must be two or three seat vessels ONLY. No single unit PWC to control the demographic of the users. Single seat PWC are not considered family friendly and are therefore deemed to be out of scope as a family friendly activity.
- 2) PWC renters require a Pleasure Craft Operator Card (PCOC) – If they do not have one the operator can provide a safety check list to provide a temporary PCOC. If the rental is over 8 hours long the temporary card is not acceptable.
- 3) PWC emergency vessel must be present for rental groups with over 3 PWC rentals at once. The rental company is responsible for clearly understanding the trip plan and experience of the renter thus understanding the scope of the voyage.
- 4) Understanding the trip plan and experience of the rider will define the Play Zone. If experienced and with a buddy system in effect, geo fencing can be removed and longer distance travel allowed.
- 5) GPS & Geo Tracking requirements: PWC must have geo trackers on each vessel. Geo fencing creates areas that will limit the power of the unit down to an idle which is ideal for inside the marinas as well as close to the shorelines and beaches for public safety. GPS control will also prevent PWC colliding with each other for renter safety. (GPS/Geo Trackers are common in the PWC rental industry). Geo tracking also provides safety alerts if the rider is in distress, the PWC is not starting, and reports data back to the operator if help is needed.
- 6) PWC must have Intelligent Brake and Reverse (IBR). IBR is required to promote safe handling, and care and control. Without IBR the PWC can be unpredictable and dangerous if inexperienced operators only have throttle control with no brakes.
- 7) To support a PWC vendor and place them in the correct location to operate free of obstruction in Lake Simcoe and provide safe harbour, the Transient Marina Heritage Park docks will be provided. No shuttling of the public by boat is necessary, and adequate land for the operation and equipment storage is available.

Operator Documentation to be submitted as part of the application process:

- 1) Certificate of Registry (Small Vessel Register, applies to chartered boats only).
- 2) Transport Canada (TC) Marine Technical Review Board Decision if the vessel is over 8 meters, (25 feet).
- 3) TC Training certificate for Small Non-Pleasure domestic vessel Basic Safety (SDV-BS).
- 4) Transport Canada Training Certificate for Small Vessel Operator Proficiency – (SVOP).
- 5) Transport Canada enrollment in the Small Vessel Compliance Program, (SVCP) is required. Certification to be submitted. (Commercial boats, and Fishing boats ONLY) PWC operators are not required at this time per TC requirements.
- 6) Ontario Boating Pleasure Craft Operator Card – PVOC (all employees operating boats).
- 7) Insurance Certificate
- 8) Police Background check, (Operator only)
- 9) Police Background check – with vulnerable sector check, (When alone with youth under 16 years of age)
- 10) WSIB certificate
- 11) Operator's Safety Plan.

APPENDIX “B”

For Reference Only

Parks Use By-law 2019-059, Sections 2.0.0.0.0 – 6.2.0.0.0

2.0.0.0.0 REQUIREMENT FOR A PERMIT OR AUTHORIZATION

2.1.0.0.0 Every person carrying on, conducting, operating, maintaining, keeping or engaging in any business, event or activity within a park, where a permit or authorization is required by way of a by-law, Special Event Policy or other City Policy, as amended from time to time, shall be required to obtain a permit or authorization prior to the commencement of any such activity.

2.1.1.0.0 No person shall carry on, conduct, operate, maintain, keep or engage in any business, event or activity within a park without a permit or authorization to do so.

2.1.2.0.0 Such permit or authorization shall be obtained prior to the commencement of any such event, business or activity held within a park.

2.1.3.0.0 The person for which the permit or authorization was issued shall ensure that such permit or authorization is displayed and visible at all times.

2.1.4.0.0 No person shall fail to display or keep visible their permit or authorization to conduct the event, business or activity within the park.

2.1.5.0.0 No person shall fail to adhere to or comply with any conditions or restrictions set out in the permit or authorization.

3.0.0.0.0 APPLICATION FOR PERMIT OR AUTHORIZATION

3.1.0.0.0. Any person required to obtain a permit or authorization pursuant to this by-law, Special Events Policy or other City Policy, shall apply in writing or on the appropriate application form as provided by the corporation and shall deposit, at the time of application, all required Fees as set out in the City of Barrie Fee's By-law for each business, event or activity as well as submit any required approvals, inspections or documentation required or as deemed necessary by the corporation.

3.1.1.0.0 Upon being satisfied that the applicant is entitled to obtain a permit or authorization under the applicable provisions, the Issuer shall prepare and issue the appropriate documentation to the said applicant.

3.1.2.0.0 Every permit or authorization shall note the dates and times for which the permit or authorization is considered to be valid for such business, event or activity taking place within the park.

3.1.3.0.0 Permits or authorizations are not transferable.

4.0.0.0.0 NUISANCE ABATEMENT

4.1.0.0.0 Every person required to obtain a permit or authorization under any provision set out by the Corporation, in addition to any other provisions or requirements expressed elsewhere in this by-law or policy, shall:

a) at all times maintain and keep safe and clean and in good condition and repair any object, amusement, vehicle, place, public park or premise for which the permit or authorization is

issued;

b) not breach or violate or cause, suffer, or permit any breach or violation of any by-law of the Corporation or of any Local Board, thereof, or of any statute, Order-in-Council, or Regulation of the Legislature of the Province of Ontario or the Parliament of Canada or of any Agency, Board or Commission thereof, in, upon, or in connection with the business, event or activity for, or in relation to which such permit or authorization was issued;

c) not cause, suffer or commit any nuisance to arise in, on, or in connection with the object, amusement, vehicle, place or activity for which the permit or authorization was issued;

d) not cause, suffer or permit any shouting, noise or other disturbance on, in or in connection with the object, amusement, vehicle, place or activity for which the permit or authorization was issued, which is unnecessary, unreasonable or contrary to any municipal by-law prohibiting the same; and if any such shouting, noise or other disturbance occurs, the permit holder or authorized person shall immediately take steps to cause the same to be abated;

e) not cause, suffer, or permit any obstruction on any highway, lane or public place in front of, or adjoining the place or premise for which the permit or authorization was issued; or,

f) not cause, suffer or permit any profane, offensive or abusive language or disorderly conduct in, on, or in connection with any vehicle, place or activity for which the permit or authorization was issued.

4.1.1.0.0 Every person who acquires a permit or authorization that is issued under any provision set out by the Corporation is responsible for the due performance and observance of all the provisions of this by-law or policy by himself and by his employees and all other persons in or upon the location which is permitted or authorized.

5.0.0.0.0 INSPECTION

5.1.0.0.0 The Municipal Law Enforcement Officer, Provincial Offences Officer, Police Officer or other duly appointed individual may at all reasonable times, inspect or cause to be inspected the premise, facilities, equipment, vehicles, and other property used or kept for hire in connection with the carrying on of a business, event or activity which is permitted or authorized pursuant to the applicable provisions, policies or by-law.

6.0.0.0.0 ENFORCEMENT

6.1.0.0.0 A Municipal Law Enforcement Officer, Provincial Offences Officer, Police Officer, or other duly appointed individual shall enforce the provisions of this by-law.

6.2.0.0.0 No person shall obstruct, hinder, or otherwise interfere with a Municipal Law Enforcement Officer, Provincial Offences Officer, Police Officer or other duly appointed individual in the lawful carrying out of their duties and responsibilities under the provisions of this by-law.

APPENDIX “C”

Supporting Signage to inform Citizens and Tourists:

1) Improve Passive and Active Transportation Zone Awareness:

Signage to inform citizens, tourists, and vendors of passive, active transportation, and swim areas were posted at all boat launches, Marina's, at the vendors kiosk, and a part of the vendors safety plan.

The City of Barrie Marina currently controls all registered buoy locations with Transport Canada to promote safe passive and active boating and swimming. Currently 29 'No Boats Allowed' buoys are registered.



2) Commercial Operated Vessel Warning Signage

Transport Canada advises caution when deciding to hire and charter a vessel. To ensure a vessel is operating legally as a small commercial enterprise and has the appropriate safety measures in place, potential renters should be looking for a [Blue Decal](#).

To promote safety and inform citizens and tourists that commercial boat operators are legitimate, signage was posted on the waterfront for community awareness, “What to know when renting a boat.” The signage explained that commercial boat operators require Small Vessel Compliance Program Certification. This Blue Decal must be posted in plain sight or in the windshield of commercially operated boats.

The Blue Decal also signifies the operator has achieved:

- Adequate insurance,
- Commercially licensed,
- Regulated safety measures are in place,

- Trained staff,
- City approved vendor.



The Small Vessel Compliance Program (SVCP) required to be posted in plain sight or in the windshield of commercially operated boats.