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Toronto, Ontario, Canada M5J 1A7

April 1, 2026

VIA EMAIL

Paul Johnson
City Manager
City of Toronto
4th Floor, East Tower, City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Dear Mr. Johnson,

Re: City of Toronto Clerk Correspondence on Motorized Watercraft Exclusion Zones

In response to the Toronto City Council motions from 2024 and 2025 requesting the establishment of Motorized Watercraft Exclusion Zones (MWEZ), the Toronto Port Authority (TPA) confirms its commitment to support the City of Toronto in creating MWEZs within the scope of its jurisdiction.

The TPA's jurisdiction extends from the Humber River in the west to Victoria Park Avenue in the east, aligning with the historical boundaries of the City of Toronto. MWEZs within this area fall under the TPA's responsibility, while exclusion zones outside these boundaries are managed by Transport Canada, typically through the locally administered Vessel Operating Restriction Regulations (VORR) process.

For the 2026 boating season, the TPA is prepared to establish MWEZs at the following locations, as requested by the City:

- Woodbine Beach
- Hanlan's Beach
- Humber Bay Shore (east side of Humber Bay Park)

Precise boundaries for each MWEZ will be defined by the TPA in consultation with the Toronto Police Service Marine Unit.

The TPA recommends implementing MWEZs using electronic charts and maps as a cost-effective solution. Establishing exclusion zones through electronic mapping is a common and effective practice. The TPA will facilitate the development of electronic navigational charts with federal partners which will be available to boaters, and the City will be responsible for communicating the about the MWEZs through its public education campaign and signage. This includes ensuring that maps and information about the MWEZs are readily available to boaters and rental operators.

The Toronto Port Authority
owns and operates:

BILLY BISHOP TORONTO CITY AIRPORT
PORT OF TORONTO
OUTER HARBOUR MARINA

L'Administration Portuaire de Toronto
possède et exploite :

AEROPORT BILLY BISHOP DE TORONTO
PORT DE TORONTO
MARINA DE L'AVANT-PORT



If the City opts to request larger marker buoys, the TPA can supply markers at the specified MWEZ locations with the associated costs being borne by the City. The costs are outlined below. Following discussions with the Toronto Police Service Marine Unit (TPS MU) and City officials, it is advised that, should the City purchase buoys, a minimum of two large buoys per MWEZ be deployed to facilitate prominent signage and support TPS MU's public education and enforcement activities. Installation would involve placing at least two large buoys at each designated beach and shoreline, positioned near either end of each MWEZ. The TPA would procure, install, remove, maintain and store the buoys. Anticipated costs are outlined below.

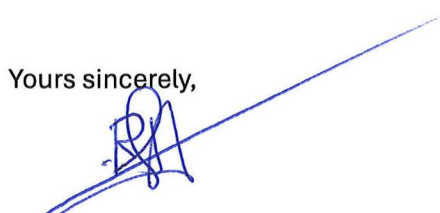
Item	Unit Cost
Large marker	\$11,000
Each tonne weight with chain assembly	\$8,500
Annual sounding, installation and removal per marker	\$28,000
Winter storage and maintenance (e.g., painting) per marker	\$7,000
TOTAL	\$54,500

The minimum cost to purchase two large marker buoys for each of the three proposed MWEZs – a total of six marker buoys – would be approximately \$327,000.

A comprehensive strategy which includes land enforcement by Toronto Police and Municipal Licencing and Standards would also include updates to electronic navigational charts in conjunction with the installation of physical markers, if funded by the City of Toronto.

The Toronto Port Authority proposes the commencement of a pilot program during the 2026 season to evaluate the effectiveness of Motorized Watercraft Exclusion Zones (MWEZs) including through the use of prominent markers and signage, contingent upon City Council's approval of necessary funding. Additionally, the program would measure the impact of land-based enforcement conducted by Toronto Police Services local divisions and City By-law Enforcement Officers targeting unauthorized Personal Watercraft rental operations on City beaches, parks, and launch ramps. Following the pilot, a thorough review of marker requirements should be undertaken through a City-led consultation process at the conclusion of the summer season.

Yours sincerely,


RJ Steenstra
President & CEO