

INTERIM PROTOCOL FOR THE USE OF SOUTHERN B.C. COMMERCIAL ANCHORAGES

Monthly Report #3 – April 2018

The Interim Anchorages Protocol for southern British Columbia commercial anchorages is a voluntary change of procedure and applies to all cargo vessels who request to anchor at one of the 33 identified locations along the south coast of B.C. It came into effect on February 8, 2018 for an initial trial period of six (6) months. The Vancouver Fraser Port Authority manages the assignment of anchorage locations along the south coast in order to balance use more equitably and ensure that no one location is overused. The protocol also introduces voluntary guidelines for noise and light emissions from ships between 7:00 p.m. and 7:00 a.m.

1. HIGHLIGHTS for APRIL

Transport Canada's National Aerial Surveillance Program (NASP) completed 17 coastal flights this month and conducted a total of 1083 ship inspections. No pollution was observed from the commercial ships anchored along the south coast.

Vancouver Fraser Port Authority (VFPA) continued its individual follow up with ships who did not comply with the light and noise guidelines of the protocol. Some residents expressed frustration at having to make a complaint before a ship will dim its lights or reduce noise; however, the response to requests has generally been positive, and we anticipate will continue to improve as ships become aware of the protocol. Transport Canada is also asking individuals who submit reports to provide feedback, so that the Chamber of Shipping and the Shipping Federation of Canada can follow up further when needed with shipping companies.

Our Vancouver Oceans Protection Plan anchorage desk continued to receive inquiries from coastal residents seeking clarification about the interim protocol, and interest in the National Anchorage Initiative remains high. We record all comments and suggestions, and share them with the national Anchorages Project Lead.

2. DATA REVIEW

- Attached with this month's report are pie charts by south coast anchorage groupings showing days at anchor and the distribution among anchorages for each of the months of February, March and April.
- We also include new graphs showing total days at anchor by anchor grouping from February to April.
- The number of vessels at anchor and total anchor days in the south coast have declined from March, but usage remains generally well balanced.
- Transport Canada and VFPA are reviewing assignments for Cowichan Bay, and Houston Pass – data shows that Houston Pass was slightly underutilized in April, and that the allocation model may require adjustment. Similarly, as demand from large vessels remains high, some additional balancing of assignments between the Cowichan and Trincomali groupings may be needed.

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- Some of the demand for south coast anchorages is due to the fact that bulk commodity vessels can require several trips to the Vancouver terminals for partial loading, and the wait time between trips is often > 7 days. Transport Canada will be analyzing the movement data to extract information about ships that needed to make multiple trips to complete loading.
- The source data set, which includes names of vessels with their arrival and sail times, will shortly be posted on our Oceans Protection Plan Pacific Forum engagement website and will be available for download for registered organizational representatives. If you are not a subscriber but would like to receive the information, please contact us at TC.PacificAnchorages-Ancragesdupacifique.TC@tc.gc.ca.
- Detailed data is also available at the Pacific Pilotage Authority public website.

3. ADDITIONAL INFORMATION

- Some coastal residents have suggested that south coast anchorages should impose a time limit on length of stay, and be required to move to another south coast site after a specified period. Until such time as the balancing for even usage has been optimized, no changes will be made; however, the idea may be considered again for the future. Transport also notes that increasing the number of transits increases the risk of marine incidents, and impacts on the environment.
- Correction: the chartlet included with the Interim Anchorages Protocol shows a site called Coal Mine Bay (in the Trincomali grouping). This anchorage is no longer used.
- Interim Protocol Monthly Report #1 has now been posted on Transport Canada's national website at <http://www.tc.gc.ca/en/services/marine/ports-harbours/about-interim-protocol-use-southern-british-columbia-anchorages.html#interim>
- Transport Canada Vancouver Oceans Protection Plan offices will be relocating to a new floor at 800 Burrard on June 8th, and will also be welcoming new faces to the Pacific Anchorage Desk. In order to ensure that we do not miss any important feedback, we've set up a dedicated e-mail address for all inquiries related to anchorages: TC.PacificAnchorages-Ancragesdupacifique.TC@tc.gc.ca

If you have additional comments or suggestions about anchorages, join the conversation at the Oceans Protection Plan Let's Talk Website at <https://letstalktransportation.ca/OPP>
