



# OCEANS PROTECTION PLAN PLAN DE PROTECTION DES OCÉANS

GABRIOLANS AGAINST FREIGHTER ANCHORAGES (GAFA) SOCIETY  
c/o P.O. Box 359  
Gabriola Island, B.C.  
V0R 1X0

**Attention:** Chris Straw, President

*Letter transmitted by e-mail – no paper copy to follow*

Dear Chris,

**RE: Community Groups comments on the Interim Protocol 6-month report**

This is in response to your letter of November 8 on behalf of a number of community associations with comments about the *Interim Protocol* and the national Anchorages Initiative. Please accept this as a consolidated reply from all of the addressees. I also ask that you share this reply with the other associations that you represented.

We acknowledge your point that the *Interim Protocol* does not include any measures to reduce the numbers of ships at anchor outside of port boundaries, and that other permanent actions are needed. As you and others have mentioned, the efficiency of the supply chain is one factor that impacts on anchorages demand – Transport Canada has already started discussions with industry, and more meetings are being scheduled for the weeks to come. As mentioned in our September letter to you, we have been stressing to all parties that long-term, sustainable solutions to meet increased demand cannot be achieved by Transport alone, but require committed collaboration with, and among, industry. And of course, no single component of the supply chain is driving the increase in use of all anchorages – factors such





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as terminal storage, business practices, availability of ships, rail car capacity, investment infrastructure and labour practices, are just a few of the issues that we will be exploring in our discussions.

Your comments about the impact of limiting length of stay or charging a fee sufficiently high to deter long stays are noted. Other writers have made similar suggestions and this is an area that our national team is reviewing – that is, what is the root cause of the ‘early arrival’ behavior, are there international queuing management models that could be applied to Canada, what authorities are needed to begin charging a fee, etc.

Similarly, we agree that further analysis is needed to understand fully why the average length of stay for both coal and grain ships is rising and this is another area that our national team is exploring with the help of consultants. In the case of coal freighters, we know that the size of vessels is increasing which might suggest a need for improvements in loading efficiency; however, in the case of grain carriers, the size of vessels has generally remained stable, but there are other issues such as commodity pricing and rail car availability (just to name a couple of examples) that could be impacting on both the increased length of time at anchor and the number of visits to a terminal in a single voyage.

As you know, source data on ship movements in British Columbia is publicly available through the Pacific Pilotage Authority and Transport is using this information to analyze ship traffic. In addition, we are able to access data from Ports such as tonnage of product in the supply chain and terminal performance statistics, and are supplementing this detail with additional analyses from Transport’s Canada’s Economic Analysis Branch, Quorum Corporation and consultants. Attached to this letter is a short, indicative list of the types of indicators that we are reviewing before proposing ideas for a new anchorages framework. Some of that work is now underway, but much still remains to be done, and will take us well in to 2019.





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We understand your frustration with not receiving more specifics from us as we move forward in our national review, but I want to assure you that no comment has been lost or ignored. We have received excellent and detailed feedback from many coastal residents and stakeholders, including yourself and your colleague community organizations. These ideas and suggestions have been recorded and tabulated so that they can be incorporated into the work of the national Anchorages Initiative. While we have not always been able to respond to each writer individually with specifics on his/her comments, we now have an excellent starting base of data and questions that need to be considered in the detailed analytical phase of the national Initiative. We also anticipate adding to that initial list as we proceed with detailed discussions with industry and with First Nations.

Although progress on the detailed elements of the national review have been slower than first planned, and the Pacific Region *Interim Protocol* is an imperfect tool, I am nevertheless pleased to report that we are receiving excellent cooperation from industry, who actively follow up on anchorage issues that we raise. For example, during the first eight months of the protocol, only one ship elected not to accept the assigned anchorage, and even though we continue to hear from residents about the impact of lights and noise from ships, many more have changed their behavior while at anchor as an acknowledgement that they are anchored near residential areas – and the Chamber of Shipping and the Shipping Federation of Canada assist with follow up.

Lastly, in order to open up the communications on anchorages to a broader audience, our national Initiative team will shortly be launching an anchorages portal on the national OPP Engagement site, *Let's Talk*. Transport will be seeking additional input and comments on further questions to be researched, and as the detailed studies progress, we will also use this site as a 'bulletin board' for posting progress reports from our studies, and findings from our reviews.





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I appreciate your continuing interest in the many issues and questions surrounding anchoring practices, and thank you for your comments to date. I have also heard your request to become more actively involved in the anchorages review initiative as it continues its work into 2019, and will be discussing some options with my colleagues in the weeks ahead.

Yours sincerely,

Yvette Myers, Executive Director  
Oceans Protection Plan, Pacific Region

cc: Alain Paquet





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## LIST OF some of the AREAS UNDER REVIEW BY TRANSPORT CANADA

1. Past, current and future freight traffic profiles at major Canadian ports.
2. Traffic analysis and forecasts inside and outside CPAs. Examples include but are not limited to:
  - Voyage behavior by commodity, e.g. number of ship stops
  - Demand for anchorage by ship type
  - Number of days at anchor by ship by commodity
  - Terminal throughput and efficiency
3. Market trends or factors expected to impact on shipping traffic
4. Impact of new 2020 international environmental regulations on availability of bulk carriers
5. Infrastructure investment plans at CPAs
6. Fee structures and their impact on anchoring demand
7. Assessment of economic drivers guiding voyage decision of deep-sea ship owners.
8. End-to-end analysis of supply chain issues at major Canadian ports.
9. Analysis of project demand for anchorages for the next 10 years, by size of ship.
10. Research and identify measures for quantitatively measuring the impact on anchorages on surrounding communities.
11. Identify tools, technologies and/or practices that could be used to minimize the requirement for anchorages or minimize the impact of use.
12. Cost and feasibility of implementing proposed solutions.
13. Best practices for ships at anchor.
14. Location of anchorages in relation to environmentally protected zones or critical habitat

