

Bunkering accreditation requirements and amended bunkering practices and procedures

Background

Under the *Canada Marine Act*, all Canada Port Authorities may establish practices, procedures and safety control zones for ships and safe boating and recreational activities, within port jurisdiction. The Vancouver Fraser Port Authority is the federal agency responsible for maintaining the safe and efficient movement of marine traffic within the Port of Vancouver and has had navigational and safe boating regulations in place within its jurisdiction for a number of years to ensure the safety of all port users.

On April 15, 2020 the port authority issued a notice of amendment regarding:

- Updating the definition of “daytime hours” with respect to personal watercraft
- Formalizing emergency towing line requirements in the event of a fire or other emergency
- Standardizing the Burrard Inlet and Roberts Bank Berth survey requirements and process
- Updating language regarding vessels discharge, specific to incinerators within the port authority’s jurisdiction
- Introducing new registration and annual accreditation requirements for bunker suppliers operating in the Port of Vancouver
- Amending the bunkering practices and procedures to allow for bunkering ships less than 275 metres in length, in the English Bay anchorage area

Following the 30-day public comment period, the port authority reviewed and considered all feedback before making updates to the practices and procedures. The final changes reflect the port authority’s commitment to promoting safety on the water for commercial traffic and recreational boaters alike, and can be found in the [Port Information Guide](#).

Overview

The port authority received nine comments during the comment period April 15, 2020 and May 15, 2020. This consideration report summarizes comments received along with the port authority’s response to comments pertaining to the proposed amendments.

Summary of comment received	Response from Vancouver Fraser Port Authority
The Vancouver Fraser Port Authority (VFPA) received a request for clarification on the reasoning for changing the speed restriction in Traffic Control Zone 1 (TCZ-1) from 10 knots to 9 knots.	Due to hydrodynamic interactions between berthed vessels and vessels transiting TCZ-1, the Port Authority commissioned a passing vessel study. This study was done in cooperation with the Pacific Pilotage Authority (PPA), British Columbia Coast Pilots, Chamber of Shipping, and the Shipping Federation of Canada. One

	<p>of the recommendations of this study to avoid hydrodynamic interaction was to reduce the transit speed from ten to nine knots. You can find more details in the notice to industry dated January 2020 issued by the PPA on February 28th, 2020. The port authority is formalizing this recommendation in the Port Information Guide.</p>
<p>VFPA received a request to clarify the proposed changes made to “at night” in the Port Information Guide.</p>	<p>The purpose of the proposed change to the Port Information Guide in Section 8.20 Personnel Watercraft, was to provide consistent language. By using “civil twilight”, we have made it more specific and have provided an extended operational time. Daytime is the hours between dawn and dusk as defined by the morning and evening civil twilight, respectively.</p>
<p>VFPA received a request to clarify bunker supplier registration requirements and contacting the Port Operations Centre.</p>	<p>We have removed reference to the bunker supplier registration requirements from the Port Information Guide because we’ve communicated the amended registration requirements with all registered bunker suppliers already. Going forward, any operators who would like to become registered can submit a request in writing to the Port Operations Centre. If you are a new bunker supplier to the port, and you contact the Port Operations Centre for further details. You will be asked to provide information such as the type of fuel, location and type of vessel for further screening.</p>
<p>VFPA received a request to clarify what appeared to be changes to the requirement for SIRE vetting of towing vessels as mentioned in the current language but not in the proposed.</p>	<p>The requirements for registering bunker suppliers will be done on an annual basis going forward,sothe description of these requirements will be taken out of the Port Information Guide. We have sent letters to all of our bunker suppliers explaining the upcoming changes to the registration requirements.</p> <p>Requirements specific to SIRE inspections are:minimum one OCIMF Ship Inspection Report Program (SIRE), inspection annually at intervals not exceeding 12 months for vessels/barges as applicable</p>
<p>Concern with opening up English Bay bunkering to all size vessels with only weather limitations as a restriction.</p>	<p>In 2019, a Hazard Identification (HAZID) workshop was conducted to assess the health and safety risks and the environmental impacts from bunkering vessels less than 275 meters in length overall (LOA) in English Bay. The HAZID workshop results indicate that there are no additional risks to vessels of all sizes.</p>
<p>VFPA received a request to update the notice to shipmasters to be aligned with the Port Information Guide.</p>	<p>The notice to shipmasters will be updated with new wording to reflect the changes in the Port Information Guide.</p>

<p>Concern about deletion of wording around Vanterm Berth 4.</p>	<p>After further review, we have determined the wording in the Port Information Guide will remain the same.</p>
<p>VFPA received a request to clarify the following anchoring section of what is being asked of the vessels master and ship’s agent.</p> <p><i>It is the responsibility of the ship’s master to properly anchor the vessel. Should a vessel fail to anchor properly in its assigned anchorage or if reported outside of its assigned anchorage, a pilot will be required to confirm anchorage position and reposition the vessel if is responsible for all associated costs.</i></p>	<p>We have clarified this section of the procedure, to read:</p> <p><i>It is the responsibility of the ship’s master to ensure the vessel is anchored correctly and a proper watch is maintained. In case MCTS and/or the Port Authority Operations Centre determine that the vessel is outside is assigned anchorage area, a pilot will be ordered on behalf of the vessel to confirm the anchorage position and, if needed, reposition the vessel accordingly. The vessel is responsible for all associated costs.</i></p>