PORT of vancouver | Vancouver Fraser Port Authority

Active Vessel Traffic Management Program

Discussion guide

Phase three engagement: November 1 to November 30, 2022

Canada

We want to hear from you

Acknowledgment

The Vancouver Fraser Port Authority acknowledges that the Active Vessel Traffic Management (AVTM) Program will be implemented within the treaty, traditional, and unceded territories of many Coast Salish peoples throughout the Southern Gulf Islands and Vancouver area.

We want to hear from you

From November 1 to November 30, 2022, we are hosting the third phase of public engagement for the AVTM Program.

Our approach to public engagement is based on two-way communication, open dialogue, and working together to ensure the community, environment, and Canada's trade objectives are all considered during planning for the new active vessel traffic management system. This is an opportunity for us to share updates and hear from you. Your feedback helps us understand your priorities and ensure they are top of mind as we design and implement the AVTM Program.

How your input will be used

During this phase of engagement, we want your feedback to help:

1. Finalize the draft anchorage code of conduct
2. Improve our approach to information sharing and complaint resolution

Phase one	Phase two	Phase three	Phase four
Listen and learn	**Learn more and share ideas**	**Feedback on proposed solutions**	**Program updates**
Early 2022	July 11 to August 31, 2022	November 1 to November 30, 2022	To be determined
Completed	**Completed**	**We are here**	**2023**

When you will hear from us next

We will summarize the feedback from the third phase of engagement and share it with the community in December 2022.

Sign up for the newsletter to learn about AVTM Program updates and upcoming engagements at portvancouver.com/avtm

To learn more and provide feedback, you can:

Attend an in-person open house

We are hosting open houses on Pender Island, and in Cowichan Bay and Ladysmith. Drop in to learn about the AVTM Program, provide your feedback on the draft anchorage code of conduct and our approach to information sharing and complaint resolution, and ask questions of the AVTM Program team. Representatives from Transport Canada, Pacific Pilotage Authority, and Canadian Coast Guard will also attend.

November 15, 2022
2:00 to 6:00 p.m.

North Pender Island
Pender Islands Community Hall
4418 Bedwell Harbour Road, North Pender Island

November 16, 2022
2:00 to 6:00 p.m.

Cowichan Bay
Cowichan Station
2375 Koksilah Road, Duncan

November 17, 2022
2:00 to 6:00 p.m.

Ladysmith
Diamond Community Hall
4962 Christie Road, Ladysmith

Attend an online information session

If you cannot attend an in-person open house, sign up for an online information session to learn about the AVTM Program, provide your feedback on the draft anchorage code of conduct and complaint resolution process, and ask questions of the AVTM Program team. Representatives from Transport Canada will also attend.

November 22, 2022
6:00 to 7:30 p.m.

Register at portvancouver.com/avtmengagement

Complete the survey

Read this discussion guide and complete the survey at:

portvancouver.com/avtmengagement

Provide a written submission

Email your submission to:

AVTM@portvancouver.com

Mail your submission to:

Vancouver Fraser Port Authority
Attention: Project communications
100 The Pointe, 999 Canada Place
Vancouver, B.C. V6C 3T4

Phone

604.665.9004

Canada Port Authorities

The mandate of Canada Port Authorities, as outlined in the *Canada Marine Act*, is to facilitate Canada's trade objectives, ensuring goods are moved safety, while protecting the environment, and considering local communities. Canada Port Authorities manage federal lands and waters on behalf of Canadians and in support of national trade objectives. They are accountable to the federal minister of transport.

Did you know?

Canada Port Authorities are not financed by tax dollars. The Vancouver Fraser Port Authority receives revenues from terminal and tenant leases as well as harbour dues and fees charged to shipping companies that call the Port of Vancouver.

Vancouver Fraser Port Authority

The Vancouver Fraser Port Authority is a shared steward of the lands and waters that make up the Port of Vancouver, Canada's largest port. Our jurisdiction borders 16 Lower Mainland municipalities, one Treaty First Nation, and borders and intersects the asserted and established traditional territories of several Coast Salish Nations.

We lease the federal lands that make up the Port of Vancouver to independent terminal operators who handle trade through the port, and we provide marine, road, and other infrastructure to support port growth and function. We ensure safe and efficient movement of marine traffic and cargo within the port, advance environmental initiatives, and conduct project and environmental reviews of projects proposed for port lands and waters.

As the most diversified port in North America, the Port of Vancouver terminals handle trade across five business sectors:

Container

Automobiles

Breakbulk

Bulk

Cruise

Did you know?

The Vancouver Fraser Port Authority is mandated to facilitate Canada's trade in a way that ensures the safe movement of goods, but we do not have the legal authority to decide what goods Canada trades through the Port of Vancouver.

Our vision

For the Port of Vancouver to be the world's most sustainable port

Our mission

To enable Canada's trade objectives, ensuring safety, environmental protection, and consideration for local communities

Our values

- Accountability
- Collaboration
- Continuous improvement
- Customer responsiveness

Our definition of a sustainable port

We believe a sustainable port delivers economic prosperity through trade, maintains a healthy environment, and enables thriving communities through meaningful dialogue, shared aspirations, and collective accountability.

About the Active Vessel Traffic Management Program

As cargo volumes through the Port of Vancouver continue to grow, there is an increasing need to optimize the flow of ship traffic (commercial vessels) in and out of the port.

Coordinated planning and scheduling is needed to address potential conflicts between a variety of ship types serving different commodity sectors, and other modes of transportation that place demands on waterways. This includes accounting for increasing demand, larger ships, tidal windows, use of anchorages for staging, and transit times to and from terminals at the port.

Commercial ships travel under guidance of a captain and crew. When accessing busy and confined waters like the Port of Vancouver, the ship's captain is supported by a licensed marine pilot who determines the safest route, based on their local knowledge and experience of the waterways, to the intended marine terminal. The port authority is developing a new active vessel traffic management system that will prioritize and optimize how piloted ships and tug-and-barge traffic move within the Port of Vancouver.

How will technology support the implementation of the AVTM Program?

The port authority has partnered with DHI/Seaport OPX to develop the technology platform for the centralized scheduling system (CSS). DHI/Seaport OPX has extensive experience supporting ports around the world in developing digital tools to increase safety and efficiency of ship movements. The CSS will be based on DHI/Seaport OPX's NCOS Online system, a multi award-winning vessel traffic forecasting system already utilized on six continents. The system would act as a digital twin (an accurate representation of the physical environment) to the port's waterways and ships informing decisions about the prioritization and sequencing of commercial ships bound for the Port of Vancouver.

The initial technology platform will be focused on ship traffic management with the ability to add additional functions as other core elements of the AVTM Program develop.

As part of the port authority's broader work to optimize and digitize the Port of Vancouver's supply chain, the AVTM Program includes five integrated elements, that the port authority will deliver in stages, to support the evolution of ship traffic management:

Port community system

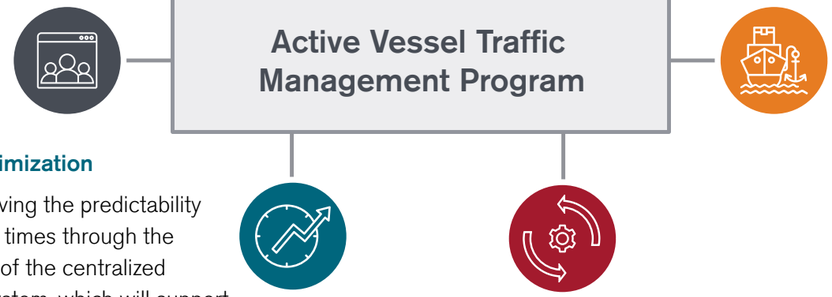
We are establishing a neutral and open digital platform enabling secure information exchange between supply chain stakeholders to enhance port efficiency, productivity, and competitiveness

Centralized scheduling system

We are building a centralized, standardized tool for digitalized port call management to prioritize and sequence ships accessing the port that will improve transparency, efficiency, and reliability for all port users

Anchorage management

We are developing an anchorage management framework to reduce anchorage usage and transits, and an anchorage code of conduct to reduce community effects from ships at anchor



Port call optimization

We are improving the predictability of ship arrival times through the development of the centralized scheduling system, which will support better planning and scheduling of port resources (e.g., tugboats, marine pilots, labour, service suppliers), minimizing potential disruptions, and supporting the resilience of the supply chain

Supply chain collaboration and incentives

We are encouraging collaboration to support efficiency within the Port of Vancouver by exploring incentives for sustainability performance in the supply chain

This work is being done in collaboration with industry partners, Canadian Coast Guard, and Pacific Pilotage Authority, as it will complement safety and navigation services provided by these organizations. We are also working closely with industry stakeholders and Transport Canada, and engaging with Indigenous groups, various levels of government, community groups, and the public.

Program partners

Progam partner	Role in ship traffic management
Vancouver Fraser Port Authority PORT of vancouver Vancouver Fraser Port Authority	Within the Port of Vancouver, the port authority manages ship traffic and where these ships can anchor while waiting to access a port terminal. The port authority is leading the strategic and operational planning of commercial ship traffic through the Port of Vancouver with the development of the AVTM Program. We are well positioned to lead this work given our role as shared stewards of the Port of Vancouver and relationship to industry stakeholders within the supply chain.
Transport Canada Transport Canada	Transport Canada's role is to develop policy and programs that promote safe, efficient, and green transportation. This includes working with arm's-length Canadian Port Authorities, such as the Vancouver Fraser Port Authority. Transport Canada has authority for anchorages outside of designated port authority jurisdictions, including prohibiting anchorages in very limited circumstances. Transport Canada, with support from Canadian Coast Guard, is also responsible for ship safety and protecting the marine environment through a number of statutes. One way that Transport Canada supports the port authority-led AVTM Program is by participating in industry workshops, and public and Indigenous engagement sessions.
Canadian Coast Guard	Canadian Coast Guard supports safe ship navigation by providing marine communications and traffic services. The Coast Guard also leads emergency and spill response, and supports Transport Canada in providing oversight of ships at anchor.
Pacific Pilotage Authority PPA	The Pacific Pilotage Authority's principal mandate is to provide safe, reliable, and efficient marine pilotage, and related services in the coastal waters of British Columbia (B.C.), including the Fraser River. The marine pilots support the ship's captain to safely access terminals and anchorages.

Program benefits

We will begin to implement the AVTM Program in 2023, starting with the rollout of the centralized scheduling system. As we implement the program, we expect the following benefits:

Stengthened marine safety

Reducing congestion and actively managing marine traffic in the busiest, most confined waters of the port

Reduced environmental impacts

Reducing noise impacts to southern resident killer whale habitat by limiting unnecessary vessel movements

Improved efficiency and reliability of the flow of goods

Optimizing processes through the gateway, such as vessel-scheduling, for all supply-chain partners

Minimized social impacts

Reducing overall anchorage usage in the Southern Gulf Islands and implementing an anchorage code of conduct for vessels at anchorage

Port of Vancouver optimization and digitization

The AVTM Program is one component of the port authority's broader work to transform the Port of Vancouver's supply chain through optimization and digitization initiatives.

Together with industry and Transport Canada, and with input from Indigenous groups, municipalities, community stakeholders, and the public, we are exploring how we can improve safety, security, compliance, efficiency, and shipping trade service quality within the Port of Vancouver. We expect this will include the following five core components:

Optimization

Initiatives and digital tools will ensure the highest levels of operation reliability, making the Port of Vancouver the gateway of choice

Data acquisition and governance strategy

Building a strong foundation of data capture and sharing through strong data governance

Analysis and insight strategy

Leveraging our digital backbone to develop supply chain analytic tools that measure gateway performance and support critical operations decision-making of transportation service providers

Engagement strategy

Undertaking clear and effective engagement that builds trust and collaboration among gateway stakeholders

Digital technology strategy

Developing a suite of digital tools, anchored by a centralized repository that stores data, to support data management and analytics

Creating an insight-driven gateway

An example of a port optimization and digitalization initiative is the West Coast Supply Chain Visibility Program. We are collaborating with Transport Canada, the Prince Rupert Port Authority, and other Pacific Gateway partners to develop an insight-driven gateway.

Using business and technology insights, this program will create a comprehensive system of record for data related to goods movement and provide insights to unlock the full economic potential of the Pacific Gateway.

By the end of 2022, the program aims to have visibility into the movement of 95% of all cargo through the west coast of Canada.

Ship traffic management and the environment

Protecting the environment is part of our mandate as a Canada Port Authority, and our vision is for the Port of Vancouver to be the world's most sustainable port. To us, a sustainable port supports a healthy environment, economic prosperity through trade, and thriving communities.

While the current process of managing ship traffic focuses on regulatory marine safety, the new system will expand to consider the needs of communities, customers, and supply chain leaders. It will also help manage environmental and social impacts of ship traffic. Higher degrees of efficiencies resulting from a new active vessel traffic management system aim to reduce ships' time at anchor, mitigating the impacts of light and noise to humans and wildlife. We are leveraging our existing practices and initiatives underway to inform our efforts to strengthen environmental protection.

Protecting marine ecosystems

We know from our work on the Enhancing Cetacean Habitat and Observation (ECHO) Program over the past five years that by limiting ship speeds we can reduce noise impacts in southern resident killer whale habitat. Through the port authority-led ECHO Program, we have access to a large advisory working group to support future port optimization and digitization initiatives. The advisory working group includes:

- Government agencies
- Members of the marine transportation industry
- Indigenous communities
- Conservation and environmental groups
- Scientists

Through various regulations, Transport Canada requires that ships at anchor either retain onboard, or treat sewage system discharge and bilge system

water before it is released. Ballast water must also be exchanged or treated prior to entering Canadian waters. Transport Canada, Canadian Coast Guard, and the port authority work together to remind ships of these requirements when they are in the Port of Vancouver. Transport Canada also stipulates that a ship must always track their anchor. Any movement outside of the anchor "swing circle" (the expected movement of a ship around its anchor) may indicate anchor dragging, and immediate action is required.

Additionally, Fisheries and Oceans Canada is gathering information to determine impacts, if any, to the sea bottom in areas where anchorages have been in place for some time. Once this study is complete, the port authority will review the outcomes, and work collaboratively with relevant parties to explore solutions.

Collisions and spills

Outside of the Port of Vancouver, the port authority has no jurisdiction over marine collision or spill response. Increased levels of training have been provided to fire and emergency response personnel, and Canadian Coast Guard has established enhanced readiness requirements under the Oceans Protection Plan. The Western Canada Marine Response Corporation has also increased its spill response capacity and expanded its presence across the southern coast.

Anchorage management

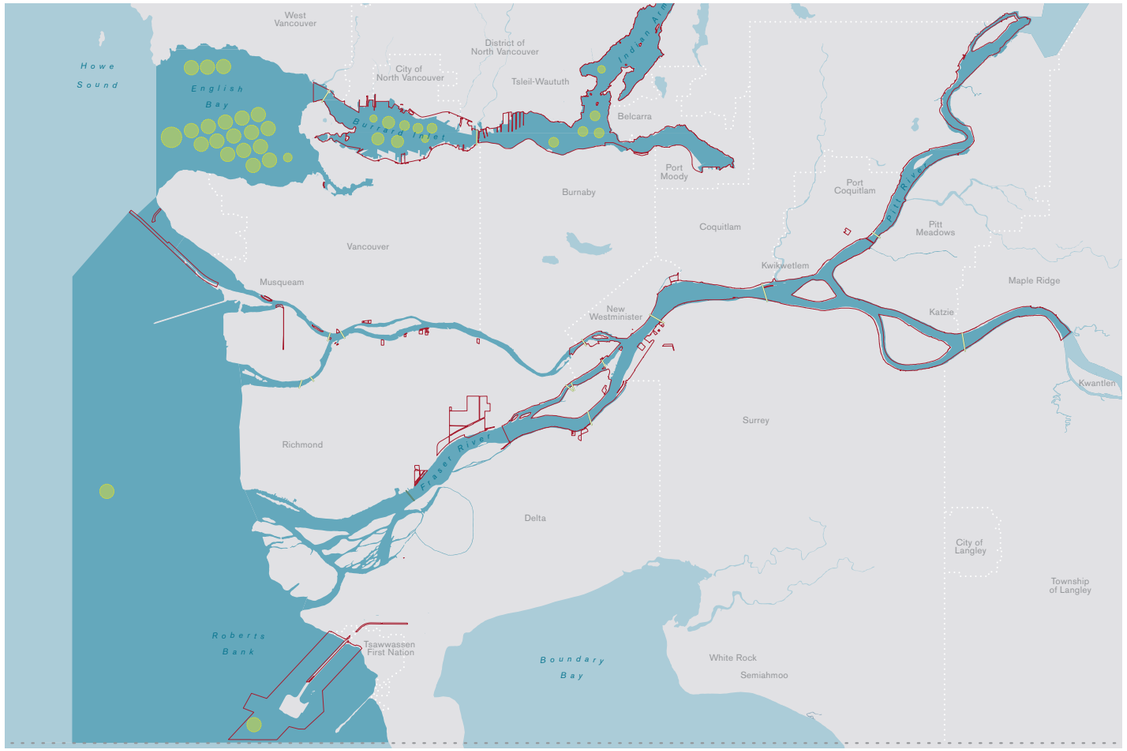
Within the Port of Vancouver, the port authority manages ship traffic and where these ships can anchor while waiting to access a port terminal for cargo operations.

Under the *Canada Marine Act,* the port authority may set fees for ships, persons, and goods within its navigational jurisdiction. All ships that call on the Port of Vancouver pay fees for harbour use, which includes anchorage use within the port authority's jurisdiction.

Outside of a port authority's jurisdictional waters, ship operators can anchor for a reasonable period of time per the common law right of navigation, including around the Southern Gulf Islands. Ships have anchored at specific locations in and around the Southern Gulf Islands for years, as these anchorages are in deep water that can accommodate larger ships.

Demand for Southern Gulf Island anchorages has increased in recent years, as a result of:

- **Supply chain congestion**
- **Weather-related delays**
- **Increasing size of ships**



Anchorage management

In 2018, Transport Canada established an interim protocol requesting the Vancouver Fraser Port Authority to assign anchorages at 33 locations in the Southern Gulf Islands when the demand for anchorages in the Port of Vancouver exceeds capacity. The protocol is an interim measure while Transport Canada works toward a long-term approach. The port authority tracks the use of these anchorages and has developed an algorithm to assign anchorages fairly.

The anchorages in the interim protocol are illustrated in figure 1.

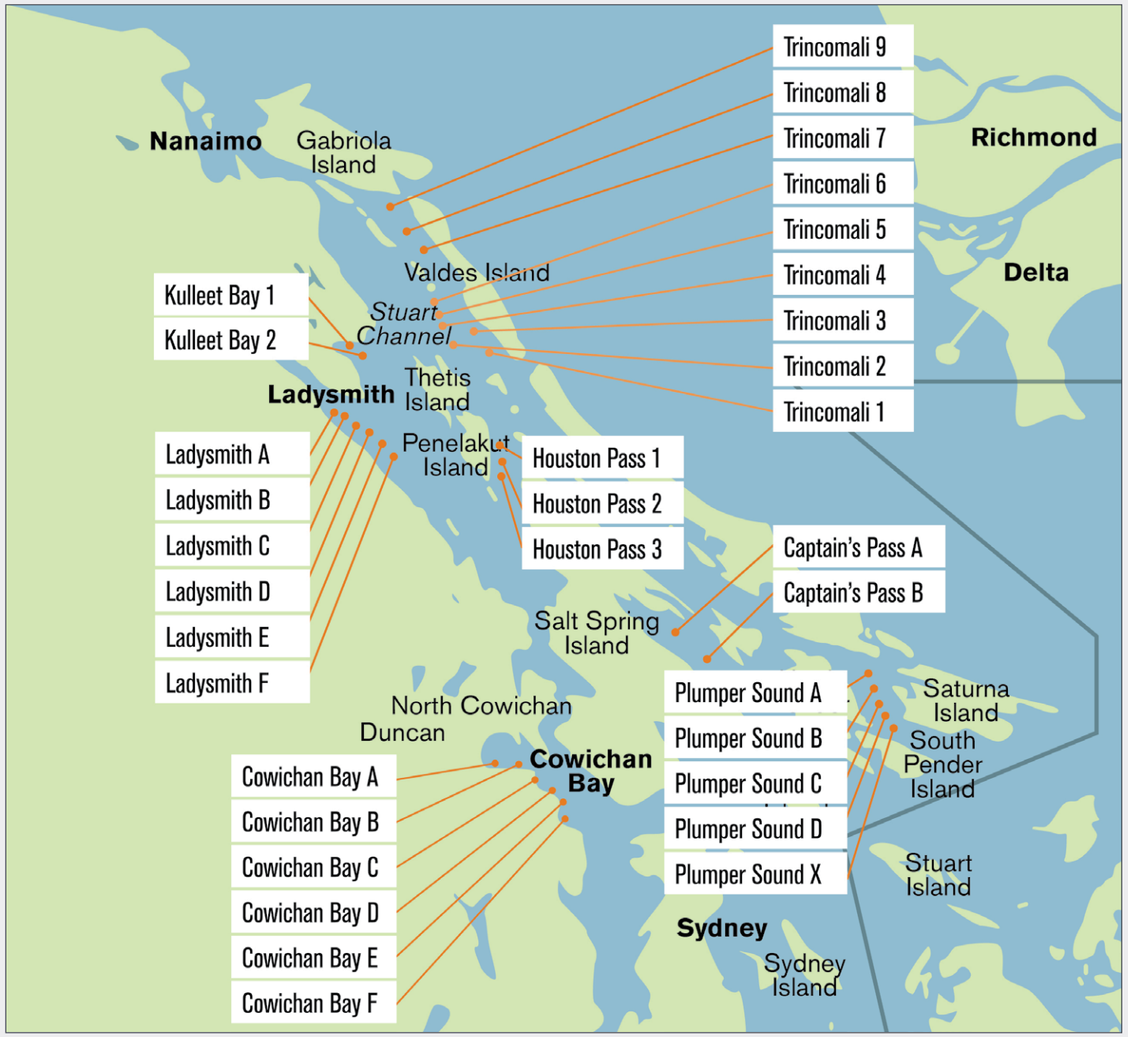
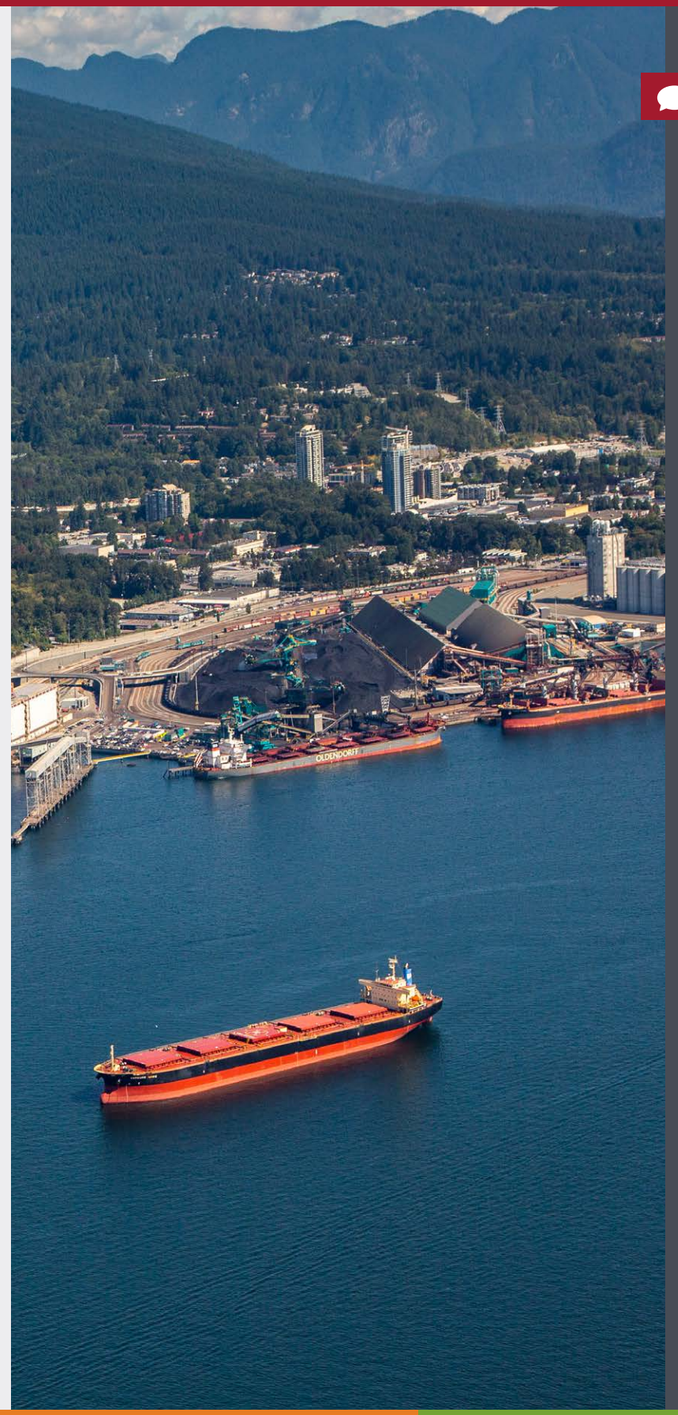


Figure 1: Anchorages around the Southern Gulf Islands assigned by the Vancouver Fraser Port Authority



Important to know:

Why do ships need to anchor?

Anchorages continue to be a key part of the supply chain serving the Port of Vancouver. Ships need to anchor while they are waiting to access a port terminal. In an ideal scenario, a ship would arrive at the terminal just in time for its scheduled window, but many factors influence arrival times, including:

- Inclement weather
- Regulatory inspections
- Cargo availability
- Port services (e.g., refueling, cargo fumigation)
- Ships experiencing mechanical or other equipment-related defects or deficiencies
- Ship logistics (e.g., staging while awaiting appropriate tidal window)
- Terminal efficiency
- Overall efficiency and reliability of the supply chain moving cargo from its origin (via truck or rail) to the port

Canada's trade growth also means anchorages within the Port of Vancouver are being used more frequently. When the demand for anchorages exceeds availability, ships will need to anchor outside of our jurisdiction, including, but not limited to, the Southern Gulf Islands anchorage areas.

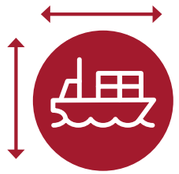
Anchorage assignment algorithm

Anchorage assignment algorithm – Southern Gulf Islands

We heard during the last phase of engagement there is interest in learning more about the algorithm developed by the port authority to assign anchorages around the Southern Gulf Islands.

To request an anchorage, a ship's agent submits a request using the web-based Pacific Gateway Portal. The port authority's operations centre uses the algorithm to select the most appropriate anchorage, based on the information provided by the agent, including:

- Name of ship
- Ship length overall
- Maximum draught



Other information that is requested and taken into consideration when assigning anchorages includes:

- Expected arrival and departure dates
- Cargo type
- Reason for requesting an anchorage
- Condition at anchor
- Requested area
- Terminal where the ship will conduct cargo operations

Important to know:

Why can't all anchorage sites accommodate larger ships?

A ship needs to have enough space to safely swing around its anchor. Many factors go into calculating a safe "swing circle" such as:

- Seabed type (anchoring resistance)
- Wind data
- Tidal currents
- Bathymetry (depths)
- Ship positioning equipment

Additional allowances are also factored in, such as how accurately a ship can drop its anchor in the centre of swing circle.

How the algorithm works

The algorithm is a computerized rating and ranking system. It has a three-step process that uses information in its database about characteristics and usage of anchorages:

Step 1: **Size of ship and anchorage**

All the anchorages on marine charts have been surveyed by Canadian Hydrographic Service and assigned a rating by the Pacific Pilotage Authority for maximum size of ship that can use that location. Based on the length and draft of the arriving ship, the algorithm assigns a category of red, yellow or green indicating the following:

- The ship exceeds the design length or depth of the anchorage
- A safe, but underutilized use of the anchorage, meaning the anchorage is best reserved for larger ships
- The anchorage that best suits the ship from both a safety and efficiency perspective

Step 2: **Balanced distribution**

The second step assesses the most suitable anchorage based on the primary objective of the interim protocol to ensure equitable distribution throughout the Southern Gulf Island anchorages. Each anchorage is evaluated, and a numerical value between 0 and 30 is assigned by the computer program for each of the sub-categories, totaling a maximum of 90 points. The sub-categories consider the following to determine suitability:

- How many days has the site been vacant in the last 30 days
- In the last 30 days, when the anchorage was last used
- For the anchorage grouping overall, what is the average number of days occupied for the last 30 days

We aim to balance the distribution of ships whenever possible. There are a limited number of anchorages in the area that are suitable for larger ships, which may result in these anchorages being used more frequently.

Step 3: **Additional considerations and recommendation**

The final step is the selection of the most appropriate anchorage for the ship based on step one and two. There will be times when more than one anchorage has similar optimization scores. A final selection will be made by the duty officer at the port authority, considering any additional information such as advance knowledge of the next ships to arrive requiring similar anchoring.

Collaborating with industry to co-create solutions

Since 2020, we have been working with industry stakeholders on the development of the AVTM Program. Industry stakeholders have provided comprehensive and thoughtful insights into the complex, immediate, and long-term issues impacting the supply chain and worked with the port authority to co-develop solutions.

With participants nominated by the port authority and industry associations, we recently wrapped up two workshop series to explore topics suggested by the Industry Advisory Panel: the root cause of anchorage use and considerations for developing a centralized scheduling system (CSS) that will standardize and digitalize port call management. Participants representing a wide range of sectors, such as liquid and dry bulk, terminal operators, ship agents and owners, domestic operators, and industry associations provided input that will inform the CSS development and anchorage management priorities. To reach a broader industry audience, the port authority has also been hosting quarterly, industry-specific town halls to provide updates on the AVTM Program.

We continue to host monthly meetings with leadership of industry associations to discuss engagement and provide program updates.

Invited associations include:

BC Marine Terminal Operators Association

Shipping Federation of Canada

Chamber of Shipping

BC Maritimes Employers Association

Western Grain Elevator Association

Cruise Lines International Association

Western Canadian Shippers' Coalition

Lastly, we have assembled—and continue to seek input from—several working groups. A summary of the working groups and workshop series is shown in the table below.

Working group	Description	Number of meetings to date
Indian Arm working group	Struck to review anchorage practices in the Indian Arm as suggested by participants in the root cause of anchorage use workshops.	Three meetings over summer 2022
Navigation working group	Comprised of the key agencies and organizations responsible for safe local navigation including the Pacific Pilotage Authority, Canadian Coast Guard, Fraser River Pilots, and BC Coast pilots to provide advice on proposed changes to ship traffic management and to support implementation within their own organizations.	16 meetings since summer 2021
Domestic working group	Members of the domestic marine industry sharing perspectives, impacts and considerations to address any ripple effects or changes to their industry as a result of deep sea ship traffic management.	Eight meetings since fall 2021
Partner working group	Meeting between leadership of the port authority, Canadian Coast Guard and Pacific Pilotage Authority to ensure AVTM initiatives complement existing services provided by these agencies and to support implementation within their organizations.	Bi-weekly meetings since summer 2021

Workshop series	Description	Number of meetings to date
Root causes of anchorage use	Commodity-specific discussions on the grain, coal, and fertilizer sectors to better understand the unique supply chain and operational issues that cause anchorage usage.	Four meetings over summer 2022
Centralized scheduling system development	Cross-commodity and broad industry representation to discuss operational considerations for the port authority's development of a centralized scheduled system.	Three meetings over summer 2022

Indigenous engagement

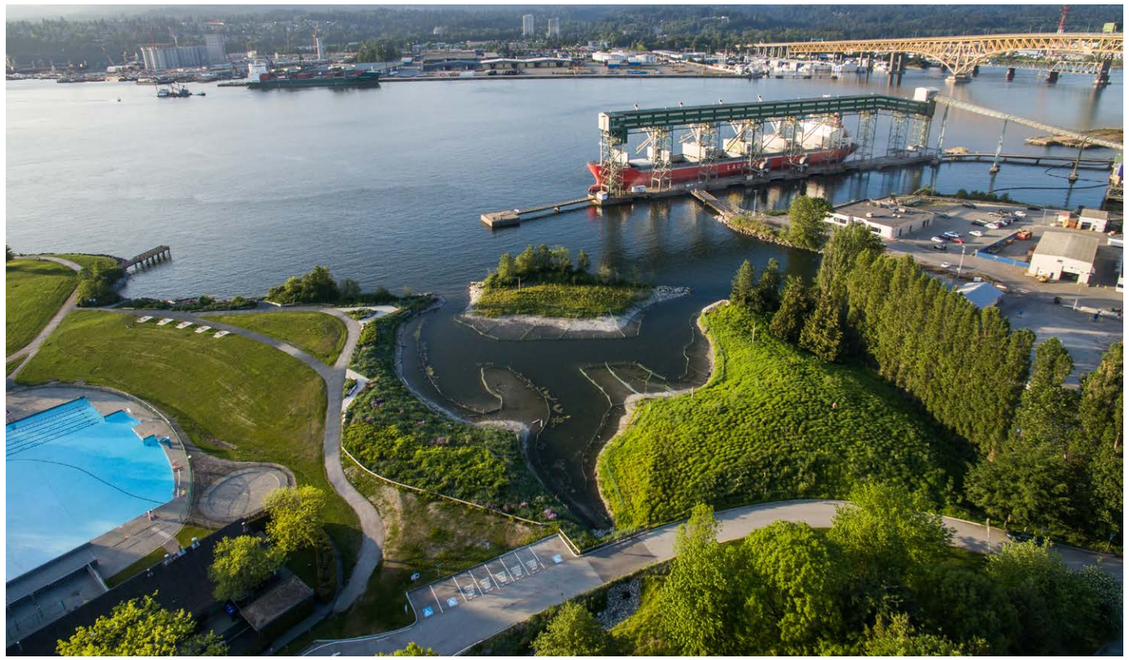
We acknowledge Indigenous groups' interest in this topic and appreciate opportunities to provide updates on how ship traffic is currently managed, what improvements we are exploring, and how we are incorporating input, as well as hearing and responding to questions and concerns.

For thousands of years, Coast Salish First Nations have lived and prospered in the south coast of British Columbia, with complex systems for trade and commerce in the Salish Sea, including Burrard Inlet, the Fraser River, and the Southern Gulf Islands, long before settlers arrived and recognized this area as an ideal trading region.

The port authority acknowledges that the AVTM Program will be implemented within the traditional territories of a number of Coast Salish peoples throughout the Southern Gulf Islands and Vancouver area.

Engagement with Indigenous groups is ongoing. In July 2022, the port authority issued letters to Indigenous groups summarizing opportunities to provide feedback and requesting a meeting to share the input received to date, better understand Indigenous interests, and receive ideas and insights for potential improvements. Following these meetings, the port authority circulated a focused discussion guide to collect written feedback from Indigenous groups.

As part of the third phase of engagement, we will continue to engage with Indigenous groups to share program updates and invite feedback on the draft anchorage code of conduct and our approach to information sharing and complaint resolution.



Summary of what we heard and how we are considering your feedback

The port authority led the second phase of public engagement for the AVTM Program between July 11 and August 31, 2022, which included two online information sessions and an online survey. This phase of public engagement focused on:

- Informing the public on how ship traffic and anchorages are currently managed
- Roles of the Vancouver Fraser Port Authority, Transport Canada, and Canadian Coast Guard
- How increased efficiency will help better manage effects of anchorages on local communities
- What initiatives are underway to improve efficiency
- Upcoming opportunities to participate in the active vessel traffic management system design

During this time, we also met with Islands Trust Council, Capital Regional District, and Cowichan Valley Regional District to provide an update on the AVTM Program and to invite their communities to participate in the engagement process.

The engagement summary reports for phase one and two are available at:
portvancouver.com/avtmengagement

Below is a summary of key themes raised during the meetings with Indigenous groups, public information sessions, and presentations to local and regional government boards/councils, as well as feedback provided through the online survey and other correspondence, with the port authority's response. Some of the feedback and questions we received fall within Transport Canada's jurisdiction, and we have shared this feedback and questions with Transport Canada.

Clarity and enforcement of jurisdictional authority

What we heard	How we are considering your feedback
Responsibility for monitoring compliance within the existing anchorage management approach	The current anchorage management approach in Southern B.C. relies on the interim protocol put in place by Transport Canada in February 2018. The protocol's procedures and guidelines are voluntary and are fully supported by representatives of the marine industry. Any changes to responsibilities and enforcement authorities are the responsibility of Transport Canada.
Introduce fees for ships using anchorages in the Southern Gulf Islands	Under the *Canada Marine Act*, the port authority may set fees for ships, persons, and goods within its navigation jurisdiction. All ships that call to the Port of Vancouver pay fees for harbour use, which includes anchorage use within the Port of Vancouver.
Assign anchorages outside of the Southern Gulf Islands	The port authority only has authority to assign ships to anchorages within the Port of Vancouver, or anchorages outlined in the interim protocol off of Vancouver Island and the Southern Gulf Islands. Anchoring outside of port authority jurisdiction falls under common law navigation rights in Canada, where ships are permitted to anchor in an appropriate location for a reasonable period of time. Such decisions are made by ship captains in consultation with partners (e.g., licensed marine pilots).

Port efficiency

What we heard	How we are considering your feedback
Improve the efficiency and scheduling of ship movements to reduce the overall use of anchorages	As part of the AVTM Program, we are developing a centralized scheduling system to optimize and prioritize ship movements through the Port of Vancouver, increasing efficiency and potentially reducing the amount of time a ship needs to wait at anchor.
Use of penalties and incentives to promote greater efficiency with respect to the scheduling and movement of ships	One of the five core elements of the AVTM Program is to explore supply chain incentives to improve efficiency, reduce social-economic impacts of trade activity, and promote collaboration. The supply chain is complex and we will need to ensure that any initiatives are thoughtfully implemented so there are no unintended outcomes that compromise the competitiveness of the port by adding new costs.

Protocol for ships at anchor

What we heard	How we are considering your feedback
Create a protocol for ships at anchor to reduce the effects on local communities and Indigenous peoples	Together with industry, we are using what we heard from public and Indigenous engagement to inform the development of an anchorage code of conduct that outlines the responsibilities of ships at anchor. One of the objectives of the anchorage code of conduct is to reduce the effects of commercial ship movements on local communities.
The protocol (i.e., an anchorage code of conduct) should inform ship owners/operators that the anchorages are located within traditional territories and explain the importance of the local waters	Based on feedback provided by Indigenous groups, we have updated the draft anchorage code of conduct to include an acknowledgement of traditional territories and the importance of the local waters. The draft anchorage code of conduct can be found in Appendix A. We are asking for feedback from the public and Indigenous groups through the online survey at portvancouver.com/avtmengagement.

Environmental protection

What we heard	How we are considering your feedback
Improve environmental management, protect marine life, and ensure vessel discharge regulations are being followed	Protecting the environment is part of our mandate as a Canada Port Authority, and our vision is for the Port of Vancouver to be the world's most sustainable port. Some of the ways we are fulfilling our mandate are by developing an anchorage code of conduct for ships at anchor and increasing efficiency to reduce unnecessary ship movements. Ships at anchor are required to comply with international and Canadian statutes, obligations, and guidelines related to the environment. See the Ship traffic management and the environment section on page 12 of this discussion guide for more details.
Move anchorages further from residential and environmentally sensitive areas	The port authority does not have authority to create or move anchorage sites outside of the Port of Vancouver, including those in the Southern Gulf Islands. Navigation, including anchoring, is a common law right in Canada. Ships are free to temporarily anchor for a reasonable period of time in any location deemed appropriate by the ship captain in consultation with partners (e.g., licensed marine pilots).

Information sharing and complaint resolution

What we heard	How we are considering your feedback
Improve information sharing and the complaint resolution process, including follow up with residents on how a complaint was addressed	Please see the Information sharing on complaint resolution section on page 29 of this report where we share our current approach. We want to hear from you how we can improve our existing process. Complete the online survey at portvancouver.com/avtmengagement to share your ideas.

Meaningful engagement with Indigenous groups

What we heard	How we are considering your feedback
Address the impacts of anchorages and ship traffic on culturally sensitive areas and traditional Indigenous activities such as fishing and canoe racing	There have been recent improvements and an increase in coordination with Musqueam Indian Band and Tsleil-Waututh Nation with respect to culturally sensitive areas and marine events in Burrard Inlet and the Fraser River, and an ongoing commitment to maintaining and enhancing these relationships and ensuring safety. Meanwhile, Fisheries and Oceans Canada is responsible for existing protocols with respect to impacts on marine life. The proposed anchorage code of conduct for ships at anchorages assigned by the Vancouver Fraser Port Authority will be developed in consultation with Indigenous groups to ensure concerns are considered and potential impacts are mitigated.

Evaluating the success of the AVTM Program

What we heard	How we are considering your feedback
Establish clear and specific criteria to assess the success and impact of AVTM initiatives and make the data available to the public	We will work with industry partners to develop performance indicators to measure progress on the AVTM Program elements and ensure benefits to partners, communities and stakeholders are realized, including improvements in cargo throughput and efficiency for ships calling at the Port of Vancouver.

Explore complementary initiatives

What we heard	How we are considering your feedback
Explore additional complementary activities such as increasing terminal capacity and innovative approaches to increasing anchorage capacity within the port authority's jurisdiction	The AVTM Program is one component of the port authority's broader work to transform the supply chain through optimization and digitization initiatives. We are exploring how we can improve safety, security, compliance, efficiency, and shipping trade service quality within the Port of Vancouver. We also lead the development of common-use infrastructure both on and off port land, while port tenants generally lead terminal improvements. Projects range from minor upgrades of existing infrastructure and widening road and railways, to large-scale terminal reconfigurations and land reclamation to build new terminals. If approved and constructed, the port authority's proposed Roberts Bank Terminal 2 project would increase marine container terminal capacity on Canada's west coast and would play a critical role in supporting Canadian trade.
Mitigate future disruptions to the supply chain and accommodate anticipated growth	Over the past few years, extreme weather events and associated supply chain disruptions have highlighted the importance of the AVTM Program and other national supply chain initiatives to ensure resiliency of the supply chain serving the Port of Vancouver. Our supply chain partners are keen to consider ways to evolve and innovate, from the shippers to the carriers to the terminal operators. We are working with several government agencies to determine how we can action these ideas and build on work that is happening regionally in and around the Port of Vancouver, to support the national agenda.

Program updates

Centralized scheduling system (CSS)

We have procured a technology partner to support the development of a CSS, a technologically-driven solution to help prioritize and sequence of ships through the Port of Vancouver, improving transparency, efficiency, and reliability for all Port of Vancouver users. Using real-time information from supply chain stakeholders, the CSS will enable informed and accurate decision-making for ship movements and will provide data for advance planning and forecasting. We are working closely with Canadian Coast Guard's Marine Communications and Traffic Services and the Pacific Pilotage Authority, as the CSS will complement the existing safety and navigation services provided by these organizations.

The CSS is expected to launch in 2023 with the initial rollout of the program in the Second Narrows Traffic Control Zone because of the complexity and importance of this multipurpose intersection for many port users. Other traffic control zones within the port authority's jurisdiction will be implemented in the later phases of the program.

Anchorage capacity and optimization

The port authority's marine operations team is conducting studies to explore ways to optimize existing anchorages within the Port of Vancouver.

We want to hear from you: draft anchorage code of conduct

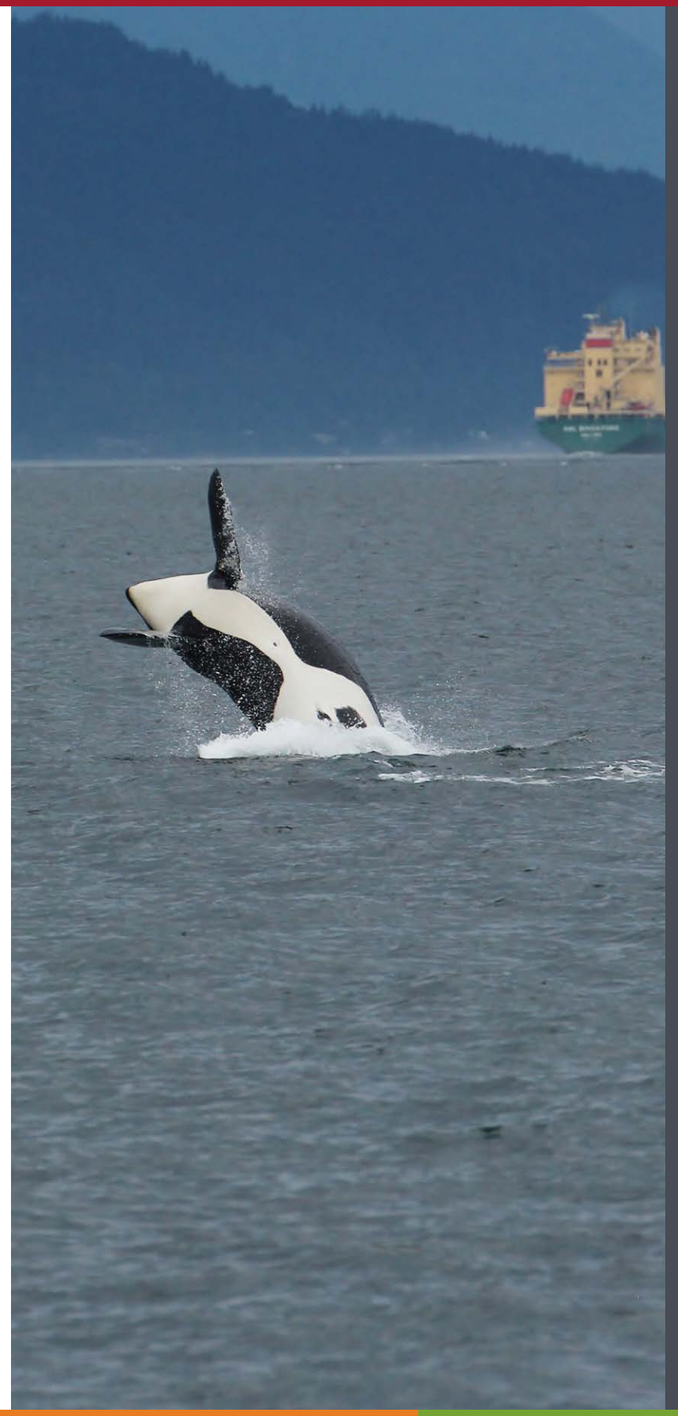
Currently, all ships anchored at the Port of Vancouver are required to follow the localized practices and procedures in the Vancouver Fraser Port Authority's Port Information Guide (pursuant to Section 56 of the *Canada Marine Act*). The guide is designed to promote safe and efficient navigation within the waters of the port and support efforts to protect the marine environment.

We were directed by Transport Canada to work with industry associations and government agencies to develop a draft anchorage code of conduct for ships at anchorages assigned by the port authority at the Port of Vancouver, off Vancouver Island, and in the Southern Gulf Islands. The anchorage code of conduct would apply at all times, except in emergencies when it is the responsibility of a ship captain to take any and all action to ensure safety of their ship consistent with the prevailing circumstances and conditions.

We also heard during our last round of engagement there needs to be a protocol outlining the responsibilities of the agent managing a ship at anchor to reduce effects on the environment and local communities.

For the last few months, using the current practices and procedures outlined in the Port Information Guide as a foundation, we have been working closely with industry to co-create a draft anchorage code of conduct that is operationally feasible, respects existing regulations, and helps address concerns we heard from local communities. Engagement with industry included workshops with leadership of interested industry associations and, to expand our reach, a survey for members of these industry associations.

The objective of the anchorage code of conduct is to promote enhanced ship safety and environmental protection, while also reducing the effects of ship movements on local communities. Anchorages in Southern British Columbia lie in significantly eco-sensitive coastal waters and have the potential to affect the quality of life for neighbouring coastal and Indigenous communities unless strict mitigations, including the minimization of noise and light pollution, are taken.



Restricting "scrubbers" to protect the marine environment

As of March 2022, the discharge of scrubber wash water from exhaust gas cleaning systems (EGCS) into the environment is not permitted while a ship is anchored at the Port of Vancouver. For ships anchored around the Southern Gulf Islands, Transport Canada regulations allow for the discharge of scrubber wash water from an approved EGCS.

Through the anchorage code of conduct, we are requesting ships anchored around the Southern Gulf Islands follow the same best practices as the ships anchored at Port of Vancouver to the extent that it is practical to do so. This means either retaining the scrubber wash water on board to be disposed at an authorized facility or changing to compliant fuel.

What are scrubbers?

Scrubber wash water is the byproduct of ship exhaust gas cleaning systems, which are commonly known as "scrubbers." Scrubbers are used to remove sulphur and other contaminants from ships' fuel exhaust to comply with the International Maritime Organization's 2020 regulation limiting sulphur content in marine fuel. When scrubber wash water is released into the marine environment, it can negatively impact the health of marine ecosystems.

Draft anchorage code of conduct

The rationale for what has been included in the anchorage code of conduct is outlined below. The full anchorage code of conduct can be found in Appendix A.

Safety and security

To enhance safety and security of ships at anchorages assigned by the port authority, we developed regional guidelines for maintenance of an anchor watch. These guidelines will account for local conditions, and are intended to complement the Seafarers' Training, Certification and Watch Keeping Code and other applicable regulations, not replace them.

Noise and light pollution

Our Port Information Guide contains procedures for noise levels and light usage for ships at anchor within the Port of Vancouver. Noise and light pollution represent the main conflicts between ships at anchor and local communities, especially at the remote anchorages off Vancouver Island and in the Southern Gulf Islands. Recognizing these challenges and the shared responsibility between the port authority and industry to reduce the effects of ships at anchor on local communities, the draft anchorage code of conduct contains additional practices and procedures to minimize noise and light pollution.

Environmental protection

Discharges from ships into Canadian waters are governed and enforced by Transport Canada under the Vessel Pollution and Dangerous Chemicals Regulations with additional practices and procedures outlined in the Port Information Guide for ships anchored at the Port of Vancouver.

To protect the significant eco-sensitivity of anchorages assigned by the port authority off Vancouver Island and in the Southern Gulf Islands, the draft anchorage code of conduct requests all ships follow the environmental best practices outlined in the Port Information Guide.

Compliance and monitoring

The port authority's federal mandate is to enable Canada's trade objectives, ensuring safety, environmental protection, and consideration for local communities. We recognize that ensuring compliance with the anchorage code of conduct is important in order to minimize effects from ships at anchor on local communities and meaningfully address feedback. We are finalizing compliance and monitoring measures with Transport Canada and will have more information available soon.

We want to hear from you: information sharing and complaint resolution process

We heard during the last phase of engagement that our approach to information sharing and complaint resolution could be enhanced to ensure the community is up to date about the AVTM Program and community feedback is meaningfully addressed. Read about our current approach below and provide your feedback in the online survey at portvancouver.com/avtmengagement.

Information sharing

We share updates about the AVTM Program:

on the port authority's webpage at portvancouver.com/avtm

and through the program's newsletter

We share engagement updates:

on our engagement page at portvancouver.com/avtmengagement

This page also hosts AVTM Program information and online surveys to collect feedback.

For real-time insight into Port of Vancouver operations:

you can download the Port Van eHub app. The app includes interactive maps for terminals and facilities, major railways, and ships in port. The app also shows the anchorages the port authority assigns around the Southern Gulf Islands and the ships in the area.

Community feedback

Currently, there are two ways to ask questions and share your feedback with us about port activities, including anchorages:

1

Southern Gulf Islands noise and light concerns

For feedback about light and noise related to a specific ship anchored in the Southern Gulf Islands, we ask members of the public to complete this web form. Once the online form is submitted, it generates an automatic email to the port authority's 24/7 port operations centre, who will contact the ship's agent (a local representative of the owner of the ship while in B.C.'s coastal waters) within two to four hours and request corrective action to minimize noise and light when possible and safe to do so. Concerns will also be reported to Transport Canada. Each web submission is actioned, however, at this time we are unable to respond to each one due to capacity constraints.

The web form is the best way to have your complaint actioned. Our 24/7 operations centre is not equipped to receive complaints or requests for information by phone as they are focused on providing essential services to the port including ship traffic management, port security, land operations and emergency management and preparedness.

2

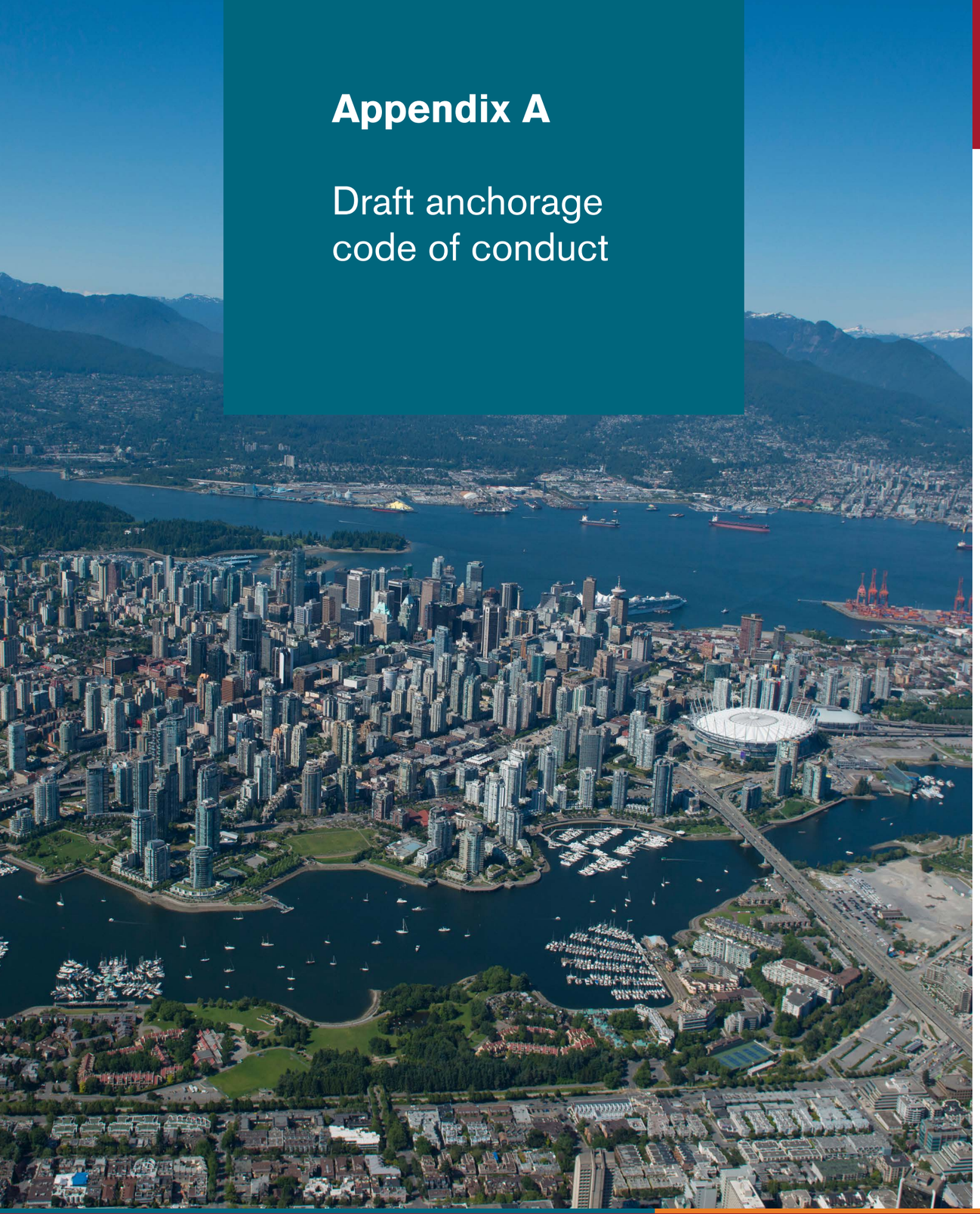
Community feedback line

Through our community feedback line, we receive and respond to inquiries or feedback about port activities, projects, or other matters through phone calls, emails, webforms, and letters.

We are reviewing our current complaint resolution approach and looking at potential improvements, including a technology solution to help manage and track complaints. We will use feedback from this phase of engagement to inform any changes.

What we're looking for feedback on and why

What we want to learn from you		How to share your feedback
Draft anchorage code of conduct	We heard during our last round of engagement there needs to be a protocol outlining the responsibilities of a ship at anchor to reduce effects on local communities. Informed by your feedback, we've been working with industry to develop a draft anchorage code of conduct. Let us know if we are on the right track by reviewing the draft anchorage code of conduct in Appendix A.	**We want to hear from you!** Share your feedback about the anchorage code of conduct, complaint resolution process, and information sharing in the online survey at portvancouver.com/avtmengagement
Complaint resolution	An effective complaint resolution process is important to the port authority to reduce the impacts of port operations, including anchorages, on local communities. Review the Information sharing and complaint resolution process section for our current process and share your suggested improvements.	
Information sharing	Share with us what information about the AVTM Program is of interest to you. Also, what is your preferred way to receive this information.	



Appendix A

Draft anchorage code of conduct

Draft anchorage code of conduct

Advisory to Ship Masters and Agents

Anchorage Code of Conduct

DRAFT

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1. Introduction

The Vancouver Fraser Port Authority (the port authority) is responsible for the assignment and management of anchorages within the boundaries of the Port of Vancouver. However, when anchorages and terminals in the Port of Vancouver are full, a vessel must anchor elsewhere until space becomes available.

The *Interim Protocol for the Use of Southern B.C. Anchorages* was put in place by Transport Canada on February 8, 2018, to address the increased usage of anchorages, and ensure the balanced use of these sites across the region. The protocol applies to cargo vessels anchoring in the area of the Southern Gulf Islands, collectively referred to as the South Coast of B.C., and includes measures that vessels must follow in an effort to minimize disturbances, such as those caused by noise and lights.

The Code of Conduct specifically addresses the responsibilities of ships at anchor for the purpose of reducing negative social impacts. Anchorages in the South Coast of B.C. lie in significantly eco-sensitive coastal waters and the presence of ships at anchor has the potential to disturb local communities, including Indigenous peoples.

For thousands of years, Coast Salish First Nations have lived and prospered in the south coast of British Columbia, with complex systems for trade and commerce in the Salish Sea, including Burrard Inlet, the Fraser River and the Southern Gulf Islands, long before settlers arrived and recognized this area as an ideal trading region.

The port authority acknowledges that the Code of Conduct will be implemented within the traditional territories of a number of Coast Salish peoples throughout the Southern Gulf Islands and Vancouver area.

2. Application

The objective of the Code of Conduct is to minimize impacts on local communities and the environment, caused by the presence of ships at anchor.

Assignment to an anchorage is based on the vessel agreeing to comply with the port authority's applicable practices and procedures for anchored vessels, Transport Canada's Interim Protocol, and the Code of Conduct.

The Code of Conduct applies to all anchorages assigned and managed by the port authority, and shall apply at all times, except when instructed by the port authority or Canadian Coast Guard, and in emergencies when it is the responsibility of the Master to take any and all action to ensure safety of their vessel consistent with the prevailing circumstances and conditions.

Nothing in these practices and procedures relieves the Master of the vessel from his obligations for safety, or from following the requirements under any appliable international or Canadian statutes, regulations, and guidelines.

3. Code of Conduct Content

Appendix 1: Maintenance of an Anchor Watch – Regional Guidelines

Appendix 2: Minimization of Noise and Light Pollution

Appendix 3: Minimization of Overside Discharges

Appendix 4: Conditions for Waiver of Compulsory Pilotage in the Coastal Waters of British Columbia

4. Responsibilities

Master: Responsible for acknowledgement and compliance with the Code of Conduct.

Vessel Agent: Responsible for keeping their principals informed and timely distribution of the Code of Conduct to the Master. The agent is responsible for maintaining effective communications between the port authority and the vessel, and for close coordination with the Master and the ship owner to take swift action to resolve any complaints related to the ship.

VFPA: Responsible for developing practices and procedures including assignment and management protocols for anchorages. The port authority is responsible for working with the vessel agent and Master to take timely action to resolve complaints.

Transport Canada: Responsible for marine transportation policies and programs including compliance with Canada Shipping Act 2001 as it relates to foreign ships.

Canadian Coast Guard, Marine Communications and Traffic Services (MCTS): Monitoring of South Coast of B.C. and communicating safety information (such as deteriorating weather conditions) to anchored vessels.

Pacific Pilotage Authority: Responsible for providing safe and efficient marine pilotage and related services in the coastal waters of B.C.

BC Coast Pilots / Fraser River Pilots: Responsible for providing navigation and anchoring advice to ship's Master and to exercise local knowledge to respond to any questions from the Master related to the application of the Code of Conduct.

Acknowledgement of Code of Conduct

By my signature, I acknowledge that I have read, understand, and agree to comply with the Code of Conduct.

Vessel's Name: *(Ship's Stamp)*

Master: *(Signature / Date)*

Vessel Agent: *(Signature / Date)*

Appendix 1: Maintenance of an Anchor Watch – Regional Guidelines

The guidelines in this section are based on local experience and are not intended to negate compliance with the International Regulations for Preventing Collisions at Sea 1972 (Colregs) or the requirement for the Master or person-in-charge of a vessel at anchor to maintain a continuous navigational watch in compliance with the Seafarers' Training, Certification and Watch Keeping (STCW) Code Chapter VIII Section A-VIII/2 Part 3 S/No. 51, and other applicable regulations.

- Local weather conditions can deteriorate quickly on the passage of a frontal system. Therefore, the ship's position must be frequently checked using all means available and marked on the chart in use. The largest scale chart of the area should be made available.
- Maintain the vessel's Automatic Identification System (AIS) in transmission mode
- Ensure ship's main engines are readily available for use
- Continuously observe meteorological and tidal conditions including wind strength and the state of the sea
- Maintain close attention to Marine VHF channels 12 and 16 (or otherwise as directed). Channel 11 is also to be monitored in the Southern Gulf Islands.
  - Advise the Master immediately should a warning be received of deteriorating weather conditions or if there is an indication that the vessel may be dragging her anchor
  - In the event of sustained winds of 25 knots and above, the vessel's main engines should be brought to immediate notice and, if necessary, used to relieve weight on the anchor chain
  - Note: Utilizing VHF Channel 12, MCTS will broadcast an Anchorage Warning Advisory to all vessels in Vancouver Harbour when the following criteria has been met:
    - Winds reach or exceed 25 knots from any direction or,
    - At the discretion of the MCTS Shift Supervisor after consultation with the port authority's Operations Centre
- For the purpose of minimizing windage and optimizing propeller immersion and rudder effect, vessels without sufficient cargo onboard should consider using ballast to adjust ship's draft. Take all applicable measures to protect the environment from pollution in all its forms.

Ship's Master is responsible for maintaining safety of their vessel at all times.

Nothing in these guidelines shall supersede the requirements or instructions provided by of Canadian Coast Guard, the port authority, and Transport Canada.

Appendix 2: Minimization of Noise and Light Pollution

Vessels anchored near coastal communities can cause negative social impacts, including ambient noise and light pollution. The ship's Master is responsible to ensure that when occupying an anchorage assigned by the port authority that all measures to reduce ambient noise and light pollution are taken for the purpose of minimizing impacts to local communities and the environment.

1. Noise

Vessels shall seek to restrict all forms of noise emission by:

- Using all available means to monitor noise generated by the ship, and regularly enter noise readings and activities that may generate noise into an appropriate log
- Only run the minimum number of generators and fans required for safe operations and preservation of cargo
- Limit the use of the ships whistle, except as required under the Collision Regulations
- Avoid the use of external loud hailers
- Avoid use of deck machinery
- Close exterior access to machinery spaces
- Suspend rolling of hatch covers during the hours of 20:00-08:00 daily

For the purpose of managing noise-generating activities, the port authority has established an activity authorization process to monitor vessel maintenance activities and ensure relevant details on these activities are available for local communities. The purpose of the activity authorization process is to minimize impacts to local communities caused by ambient noise and light pollution.

Vessels at anchor must receive approval from the port authority's Operations Centre to conduct any external maintenance likely to generate elevated noise levels, including the use of power tools. Any approval issued by the port authority to conduct external maintenance will be conditional that the work is conducted during the hours of 08h00-20h00. The port authority may grant an exemption to any of the above requirements for reasons of vessel safety or in order to permit essential maintenance, always subject to a successful application and approval from the vessel or its representatives.

The vessel's Agent may request authorization to conduct any external maintenance or any other vessel activities likely to generate elevated noise levels through the Pacific Gateway Portal, Vessel Service Request, and by contacting the port authority's Operations Centre.

2. Light Pollution

For the purpose of reducing negative social impacts such as light pollution:

- Ensure that deck lights be kept at a minimum consistent with the safety and security of the vessel
- Ensure that main deck flood lights are projected downwards and not directed into the surrounding area, towards neighbouring residential properties

3. Anchoring Procedure

Where practical and safe to do so, Pilots and Masters are required to walk out an anchor (rather than letting go) during the hours of 20:00-08:00 at anchorages which are in proximity to residential properties.

Appendix 3: Minimization of Overside Discharges

Discharges from vessels into Canadian water are governed and enforced by Transport Canada under the Vessel *Pollution and Dangerous Chemicals Regulations*. For the purposes of the Act, the following substances are prescribed pollutants:

- Oil and any oily mixture
- Garbage
- Organotin compounds that act as biocides

Oil discharges to water can be toxic to marine life, are difficult to clean up, and can last for years in ocean sediment and the marine environment. The presence of garbage, dry cargo, and other debris in waters as a result of accidental or intentional release results in a number of environmental impacts. These range from damage to marine habitat, entanglement of wildlife, ingestion of plastics and other unsuitable items by marine mammals and birds.

In the context of the significant eco-sensitivity of the locations to which vessels may be assigned to an anchorage in Southern B.C., it is therefore important to restrict discharges from vessels in all forms. Masters are therefore requested to exercise due diligence in the management of:

- Liquid waste products
- Deballasting operations
- Retention of garbage
- Retention of hold washings
- Use of wash water on deck

The discharge of black water (waste from toilets) and grey water (waste from sinks, showers, and drains) into the environment by any vessel certified to carry more than 15 passengers or over 400 tons, is not permitted within the Port of Vancouver unless an overview of the Transport Canada approved waste water treatment plant is provided to and accepted by the port authority. All vessels should retain black/grey water on board, using pump out facilities as appropriate, or arranging for a collection barge/vessel to properly dispose of the waste while in the port. Any new applicable regulations must be adhered to at all times by vessels at anchor.

Exhaust Gas Cleaning Systems

Exhaust gas cleaning systems (often referred to as scrubbers) are an International Marine Organization approved mechanism to remove sulphur oxides, nitrogen oxides and particulate matter from a ship's engine and boiler exhaust gases.

The discharge of wash water from exhaust gas cleaning systems (EGCS) and from fuel combustion machinery (excluding engines in use for propulsion) into the environment is not permitted while a vessel is at anchorage in the Port of Vancouver. This applies to the wash water from open-loop and closed-loop systems but does not apply to inert-gas scrubbers required by tankers for cargo operations and compliance with safety procedures.

While in the Port of Vancouver, ships fitted with hybrid scrubbers shall switch to the closed-loop mode and operate the scrubber in a zero-discharge mode. Bleed-off from closed-loop scrubbers is prohibited and all EGCS wash water must be retained on the vessel in a holding tank or be disposed of at an authorized reception facility. If wash water cannot be recirculated, vessels must switch to compliant fuel. The change-over should be effected as soon as possible after arrival to anchorage with ECGS overboard discharge valves should shut and secured/sealed in the closed position. All vessels are required to electronically submit a 24 hour pre-arrival declaration through the Pacific Gateway Portal.

Vessels which are assigned an anchorage by the port authority's Operations Centre outside of the Port of Vancouver, are similarly requested to support this program to the extent that it is practical to do so.

Appendix 4: Conditions for Waiver of Compulsory Pilotage in the Coastal Waters of British Columbia

We draw your attention to the following extract from the Canadian General Pilotage Regulations Section 10 under which The Authority may waive compulsory pilotage in respect of a ship if:

(A) The ship is in distress

(B) A person on board the ship requires medical evacuation

(C) The ship is engaged in rescue or salvage operations

(D) The ship is seeking refuge

(E) A licensed pilot is not available to perform the functions of a pilot and the following conditions have been met:

- the owner, Master or agent of the ship has complied with Sections 12* and 13**, and
- all persons in charge of the deck watch are familiar with the route and the marine traffic control system in the compulsory pilotage area that the ship is entering; or

The Authority may waive compulsory pilotage in respect of a ship that:

(A) Is warping and is not using its engines or a tug except as a line boat for the handling of the ship's lines

(B) Is proceeding directly and, if applicable, in accordance with an established traffic separation scheme, to a pilot boarding station located within a compulsory pilotage area for the purpose of embarking a licensed pilot; or

(C) Is proceeding directly and, if applicable, in accordance with an established traffic separation scheme, out of a compulsory pilotage area after disembarking a licensed pilot at a pilot boarding station located within that area.

* Section 12: Notice to Obtain Pilots

** Section 13: Required Information in Notice

PORT of vancouver | Vancouver Fraser Port Authority

Active Vessel Traffic Management Program

Please submit your completed survey by November 30, 2022

Online: portvancouver.com/avtmengagement

Email: AVTM@portvancouver.com

Mail: Vancouver Fraser Port Authority
Attention: Project communications
100 The Pointe, 999 Canada Place
Vancouver, B.C. V6C 3T4

Phone: 604.665.9004

For questions regarding the AVTM Program, please contact us at AVTM@portvancouver.com

portvancouver.com/avtm

Canada