



PORT of
vancouver | Vancouver Fraser
Port Authority

Active Vessel Traffic Management Program

Phase three engagement summary report

February 15, 2023

Canada

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Acknowledgement

The Vancouver Fraser Port Authority acknowledges that the port optimization and digitalization initiatives will be implemented within the treaty, traditional, and unceded territories of many Coast Salish peoples throughout the Southern Gulf Islands and Vancouver area.

Thank you to everyone who provided feedback during this phase of engagement for the Active Vessel Traffic Management (AVTM) Program. We appreciate your time and value your input. Your feedback allowed us to learn about your ideas and concerns about the program. We will consider this feedback as planning continues through detailed development and implementation of the program.

About the 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 and intersect the traditional territories and treaty lands of a number of First Nations.

As a federal agency, our mandate under the *Canada Marine Act* is to enable Canada's trade objectives, ensuring goods are moved safely through the Port of Vancouver while protecting the environment and considering local communities. We are accountable to the federal minister of transport.



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

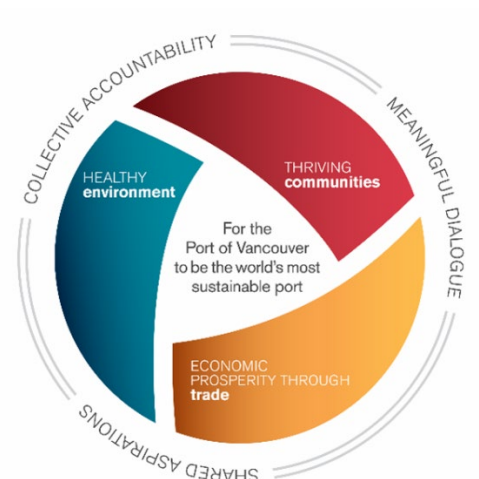


Our values

- 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.



Program partners

Vancouver Fraser Port Authority

Within the Port of Vancouver, the port authority manages ship traffic, including where ships can anchor while waiting to access a terminal.

The port authority is working with Transport Canada, Canadian Coast Guard, Pacific Pilotage Authority, and industry stakeholders, and engaging Indigenous groups, municipalities, community stakeholders, and the public to design a new collaborative system to manage marine traffic flow for commercial ships bound for the Port of Vancouver.

Transport Canada

Transport Canada's role is to develop policies and programs that promote safe, efficient, and green transportation. This includes working with arm's-length Canada 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 the Canadian Coast Guard, is also responsible for ship safety and protecting the marine environment through a number of statutes.

Canadian Coast Guard

The Canadian Coast Guard supports safe ship navigation by providing marine communications and traffic services. The Coast Guard also supports emergency response, as required, and supports Transport Canada in providing oversight of ships at anchor.

Pacific Pilotage Authority

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, including the Fraser River. The marine pilots support the ship's captain to safely access terminals and anchorages.

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 ships) 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, and transit times to and from terminals at the port.

The Vancouver Fraser Port Authority is designing a new AVTM system to manage the flow of commercial marine traffic for ships bound for the Port of Vancouver. This work is being done in collaboration with industry partners, Canadian Coast Guard and Pacific Pilotage Authority, industry stakeholders, and with support from Transport Canada. We are also seeking input from Indigenous groups, various levels of government, community stakeholders, and the public.

The new system will enhance marine safety, enable the efficient flow of goods to and from the Port of Vancouver, and help manage environmental impacts, as well as negative social effects such as ambient noise and light pollution. It will complement safety and navigation services provided by the Canadian Coast Guard's Marine Communications and Traffic Services and the Pacific Pilotage Authority.

Read the [Active Vessel Traffic Management Program overview](#) for more information.

Port optimization and digitalization

The AVTM Program is one component of the port authority's broader work to transform the supply chain through optimization and digitalization 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. This could include:

- **Coordinated data management** across supply chains to support improved end-to-end goods movement planning
- **Better analytical tools** to help improve cargo movement efficiency
- **Identifying and procuring new digital tools** to further improve efficiency, service levels, and supply chain collaboration within the Port of Vancouver
- **Process innovation** to incorporate leading practices and emerging technology

Ship anchorages

Within the Port of Vancouver, the port authority manages ship traffic, including where ships can anchor while waiting to access a port terminal. Outside of the Port of Vancouver's jurisdictional waters, ships are free to anchor in an appropriate location for a reasonable period of time per the common law right of navigation in Canada, 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 these anchorages has increased in recent years as a result of supply chain congestion, weather-related delays, and the increasing size of ships.

In 2018, Transport Canada established an interim protocol requesting the Vancouver Fraser Port Authority to assign anchorages at 33 locations off Vancouver Island and the Southern Gulf Islands when the demand for anchorages in the Port of Vancouver exceeds capacity. These anchorages include Cowichan Bay, Plumper Sound, Ladysmith, Captains Pass, Houston Pass, and Trincomali Channel. 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 uses an algorithm to assign anchorages equitably, considering the following factors:

- Availability of anchorages at the Port of Vancouver
- Size of ship in relation to vacant anchorage sites
- Number of days an anchorage site and the anchorage area have been vacant

These anchorages are illustrated in Figure 1.

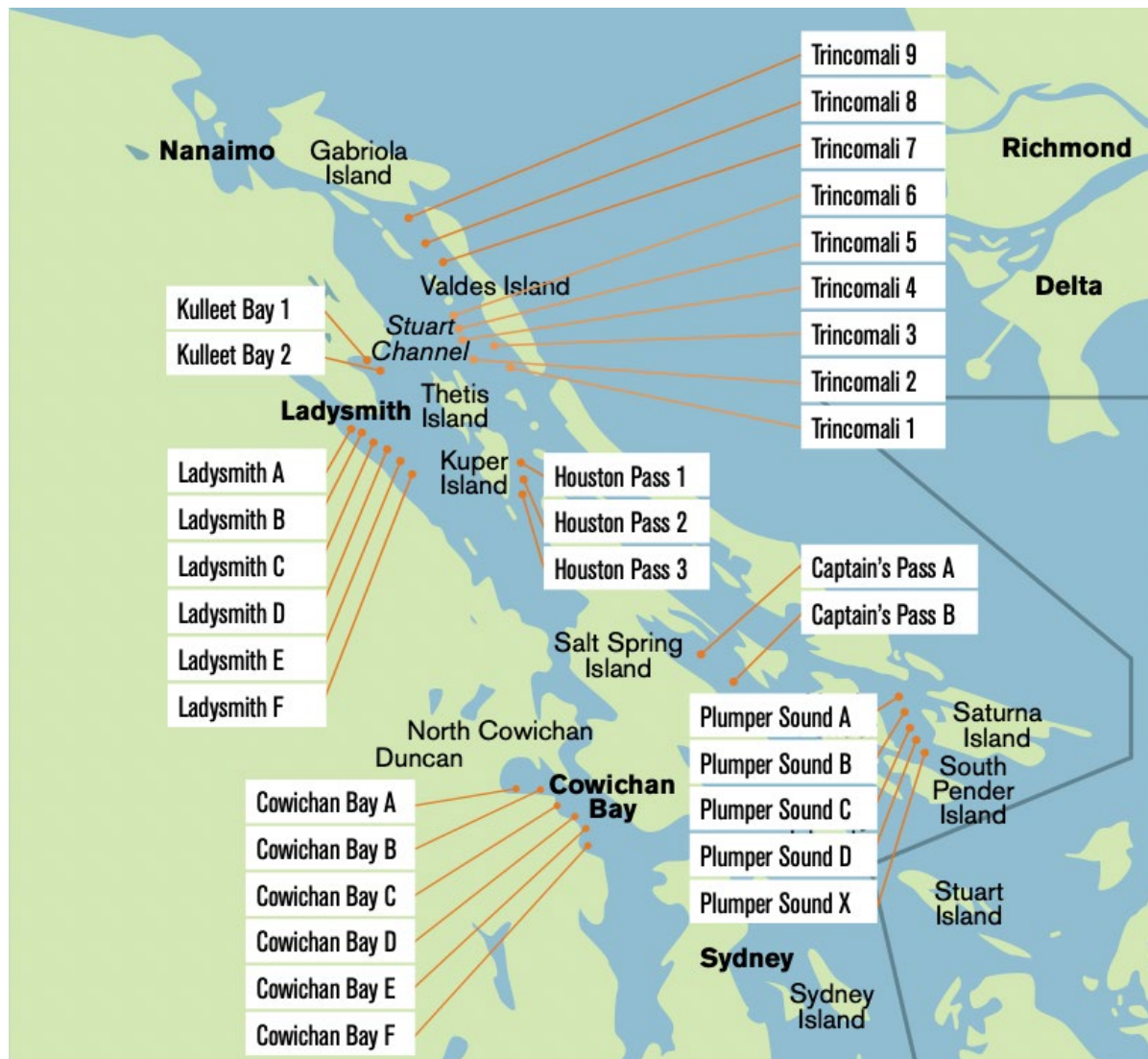


Figure 1: Vancouver Island and Southern Gulf Island ship anchorages assigned by the Vancouver Fraser Port Authority

Executive summary

In November 2022, the Vancouver Fraser Port Authority hosted phase three engagement for the AVTM Program. This phase was conducted to share program updates and collect feedback from the public and other interested parties on the draft anchorage code of conduct and the port authority's approach to information sharing and complaint resolution. The phase three engagement period ran from November 1 to November 30, 2022, during which time the port authority:

- Shared the discussion guide, including the draft anchorage code of conduct
- Hosted a series of in-person open houses on November 15, 16 and 17, 2022 to share updates about the AVTM Program, answer questions from the public, and hear feedback about the draft anchorage code of conduct and information sharing and complaint resolution process
- Hosted an online information session on November 22, 2022
- Used an online survey to collect feedback

Summary of feedback in this phase

Below is a summary of the key themes we heard during phase three engagement. Some of the feedback received falls within Transport Canada's jurisdiction and is outside our scope of authority. We have shared this feedback with Transport Canada. For our response to the feedback, including clarifications about jurisdiction, please see the 'Summary of what we heard during phase three engagement and our response' section of this report.

Protocol for ships at anchor

- Move, remove, or limit anchorages and reduce or modify ship traffic to mitigate the effects of ships on local communities and the environment
- Set limits for ships' length of stay and hours of operation, arrival, and departure
- Restrict permitted activities while at anchor, such as cleaning, maintenance, and other on-deck work
- Make rules for ships in the Southern Gulf Islands equal to or stricter than those in the Port of Vancouver

Compliance with the anchorage code of conduct

- Increase monitoring and enforcement to ensure compliance with the code of conduct
- Implement fees and penalties for non-compliance

Environmental protection

- Improve protection of marine life, ecosystems, and the environment
- Include requirements in the code of conduct for reducing and eliminating pollution, emissions, discharge, noise, and light

Community

- Minimize ships' ongoing impacts on the community, which include affecting the quality of life and health of residents, community identity, and the food supply provided through fishing
- Mitigate noise and light impacts by reducing or changing use, setting limits, and using different technology, such as silencers, insulation, coloured lights, and electric engines/systems

Complaint resolution

- Create new processes that make it easy for people to share and submit concerns
- The port authority and Transport Canada need to prioritize complaint resolution
- Ensure follow up with residents on how concerns have been addressed

Information sharing

While a ship is at anchor, share information about the cargo type, reason for anchoring and anchorage location

- 61% of survey respondents would like to be informed of the above through website updates, 56% via newsletter, and 27% via the PortVan eHub app

Keep the community informed about the AVTM Program on an ongoing basis

- 25% of survey respondents would like to be kept informed through website updates, 21% via e-newsletter, 15% via social media, 13% via online information sessions, 13% via surveys, 10% via open houses, and 4% via videos

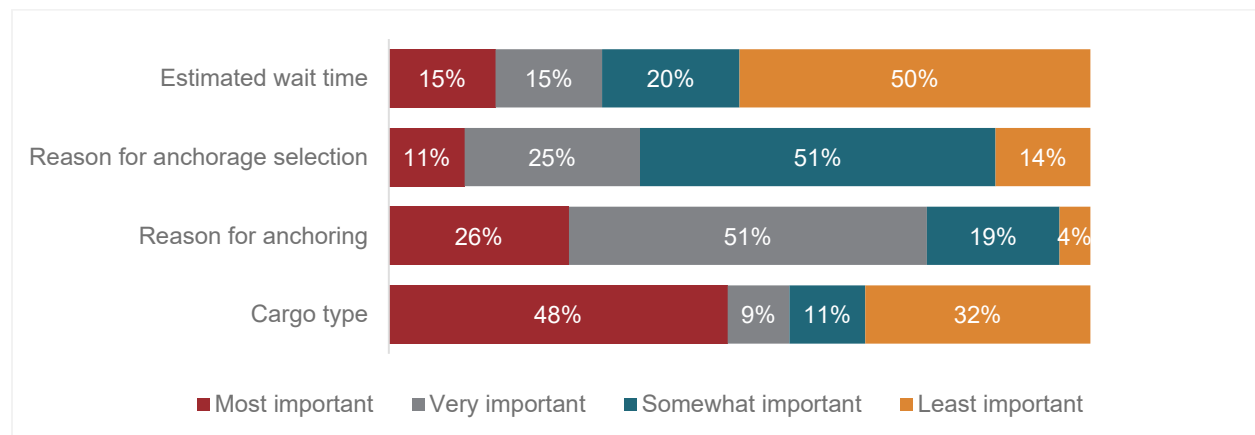


Figure 2: Types of information survey respondents said they would like to receive updates on (and perceived importance)

Summary of previous engagement

Phase one engagement

The first phase of engagement took place in early 2022, during which the port authority began discussions with Indigenous groups, local governments, and community interest groups about opportunities to increase port efficiency and to help better manage the effects of ship traffic on local communities.

The goal of that initial engagement was to seek input/feedback from the above-noted groups to support the port authority in designing and implementing an effective public engagement process.

Please see the [phase one engagement summary report](#) for the feedback we received in the first phase of engagement.

Phase two engagement

In summer 2022, the port authority conducted a second phase of engagement to share information about existing processes and protocols for managing ship traffic and anchorages, and to collect feedback for consideration in developing a new active vessel traffic management system. The engagement period ran from July 11 to August 31, 2022, and included information and feedback about:

- How ship traffic and anchorages are currently managed
- Roles and responsibilities of the port authority, Transport Canada, and Canadian Coast Guard
- How increased port efficiency will help manage the impacts ships have on Southern Gulf Island communities while at anchor
- The initiatives underway to improve port efficiency
- Upcoming opportunities to participate in the active vessel traffic management system design

Please see the [phase two engagement summary report](#) for the feedback we received in the second phase of engagement.

Phase three engagement by the numbers

1	Online information session
2	Written submissions from community organizations
3	In-person information sessions
4	Indigenous group meetings
25	Emails/written correspondence providing feedback
26	Views of the online information session posted on the webpage
57	People attended the virtual information session
~300	People attended the three in-person information sessions
434	People participated in the online survey
1,891	AVTM video views (since August 2021)

Phase three engagement – outreach and results

The following activities took place as part of phase three engagement.

Education and awareness

It is important for us to hear from as many members of the community as possible. To invite and encourage participation, we promoted and advertised engagement through the following activities and channels:

Social media ads

The port authority ran paid social media ads between November 7 and November 21, 2022. Collectively, these ads generated 1,961,746 unique impressions and 2,061 clicks on links to the engagement website. The ads ran on Facebook and Instagram and were targeted to Delta, Vancouver, and Vancouver Island.

Print ads

The port authority ran print ads in the following publications between October 31 and November 14, 2022:

- Chemainus Valley Courier
- Cowichan Valley Citizen
- Gabriola Sounder

- Gulf Island Driftwood
- Ladysmith Chronicle

Radio ads

The port authority ran radio ads on JuiceFM (89.7) from November 10 to November 16, 2022. Fifteen radio spots ran during the week of November 7 and nine radio spots ran during the week of November 14.

Website updates

The port authority's webpage (portvancouver.com/avtm) and engagement webpage (portvancouver.com/avtmengagement) were updated to make information about the AVTM Program available to stakeholders and the public.

See Appendix A for copies of the engagement materials.

Community outreach

On October 28, 2022, the port authority sent invitations to participate in phase three engagement to community groups with interest in the Southern Gulf Island anchorages:

- Anchorages Concern Thetis
- BC School District 39 (Vancouver)
- BC School District 44 (North Vancouver)
- BC School District 45 (West Vancouver)
- BC School District 61 (Greater Victoria)
- BC School District 63 (Saanich)
- BC School District 64 (Gulf Islands)
- BC School District 68 (Nanaimo-Ladysmith)
- BC School District 79 (Cowichan Valley)
- Canadian Marine Advisory Council
- Centre for Marine Affairs
- Chemainus-Thetis-Penelakut Ferry Advisory Committee
- Clear Seas Centre for Responsible Marine Shipping
- Cowichan Bay Ship Watch Society
- David Suzuki Foundation
- Gabriola Island Ferry Advisory Committee
- Gabriolans Against Freighter Anchorages
- Georgia Strait Alliance
- Indigenous engagement
- Ladysmith Anchorage Watch
- Living Oceans
- Natural Resources Defense Council
- North Shore Waterfront Liaison Committee
- Old Point Farm
- Plumper Sound Protection Association
- Raincoast Conservation Foundation
- Ruxton Anchorage Watch
- Salt Spring Island Chamber of Commerce
- Salt Spring Island Ferry Advisory Committee
- Salt Spring Island Harbour Authority
- Salt Spring Island: Protect the Islands Seas
- South Coast Ship Watch Alliance
- Southern Gulf Islands Ferry Advisory Committee

- South Shore Community Liaison Committee
- World Wildlife Fund, Canada

Indigenous engagement

On October 20, 2022, the port authority invited Indigenous groups to meet in order to share program updates and receive feedback on the draft anchorage code of conduct, information sharing, and complaint resolution process. Meetings were held with three Indigenous groups in late November.

Key themes of feedback from these meetings with Indigenous groups include:

- Support for the language acknowledging Coast Salish territories included within the proposed anchorage code of conduct and recommendation to reference the significance of southern resident killer whales
- Interest in anchorage monitoring for compliance at the Southern Gulf Island anchorages
- Recommendation for the port authority to remain flexible to amendments on the proposed anchorage code of conduct in response to emerging community concerns
- Need for future engagement with Indigenous groups should any proposals to increase the number of anchorages arise
- Continued concern about the immediate and cumulative impacts of anchorages, ship and rail traffic on the environment and local communities, as well as on culturally sensitive areas and traditional activities

Local and regional government engagement

During this phase of engagement, the port authority sent notification letters to local and regional government, sharing information about the phase three public engagement process and inviting staff to provide written submissions. We received two written submissions – one from the Municipality of North Cowichan and one from Metro Vancouver.

Key themes of feedback in this correspondence are:

- Concern about level of federal engagement with Indigenous groups at the time when the interim protocol was established in 2018
- Concern about potential ongoing environmental impacts associated with these anchorages including light pollution, noise, anchor drag, and sewage, as well as impact on desired relocation of a sewage treatment outfall in Cowichan Bay
- Interest in the port authority presenting to District of North Cowichan Council in 2023
- Interest in location of potential ship holding and anchoring areas within traffic control zones 2 and 4, located within the port authority's navigational jurisdiction, as they relate to Metro Vancouver underwater utility crossings

Community open houses

The port authority held three in-person public information sessions on November 15, 16 and 17, 2022 on Pender Island, and in Cowichan Bay and Ladysmith, respectively. During these sessions, participants were invited to learn about the AVTM Program, and provide feedback on the draft anchorage code of conduct and proposed approach to information sharing and complaint resolution. Representatives from the port authority, Transport Canada, Pacific Pilotage Authority, and Canadian Coast Guard were available to listen to feedback and respond to questions from the public.

Key themes of feedback received at these community open houses are summarized below. See Appendix B for detailed themes.

Suggestions for the anchorage code of conduct

Impact to the environment

- Keep anchorages away from environmentally sensitive areas
- Reduce risk of introduction of invasive species by ships at anchor
- Reduce impacts to whales that are negatively affected by ship activity
- Monitor and reduce discharge of ship-source waste

Impact to residents

- Improve ship management at the Port of Vancouver to reduce the number of commercial ships anchoring in the Southern Gulf Islands and their impact to residents' quality of life (e.g., disruption caused by ship noise and lights)

Impact to Indigenous groups

- Provide community elders and members opportunities to tour anchored ships and ask questions
- Consider treaty obligations

Code of conduct for ships at anchor

- Develop and implement a code of conduct that is enforceable
- Make compliance with the code of conduct mandatory
- Increase monitoring to enforce the code of conduct

Infrastructure and planning

- Create more anchorages at the Port of Vancouver to reduce the number of ships anchoring in Southern Gulf Island waters
- Improve turnaround times at terminals to reduce anchorage use and limit unnecessary ship transits

Reduce or remove anchorages

- Eliminate anchorages in the Southern Gulf Islands and/or keep ships at anchor away from residential areas
- Provide clarity on how the code of conduct will help reduce the number of ships at anchor in the Southern Gulf Islands

Noise and light

- Take measures to reduce noise and light produced by ships, such as limiting nighttime ship activity

Jurisdiction

- Clarify who monitors Southern Gulf Island anchorages
- Give more regulatory authority to Southern Gulf Island representatives
- Expand the port authority's jurisdiction to include the Southern Gulf Island anchorages
- Give one authority jurisdiction over all issues

Ship length of stay

- Impose time limits for ships anchoring in Southern Gulf Island waters

Anchorage fees

- Charge ships a fee for anchoring in Southern Gulf Island waters
- Use anchorage fees to provide compensation for those affected by overflow anchorages

Engagement

- Consider including other port authorities in the engagement process
- Give proper and thorough notice of opportunities for community input
- Consider alternatives to anchorages, including a single-point mooring system

Suggestions for complaint resolution

Responsiveness

- Provide follow-ups to complaints, including feedback on resolution status
- Define a reasonable length of time for complaint response and resolution

Complaint submission

- Create alternative forms of complaint submission for increased accessibility
- Establish a hotline for local community members to submit complaints
- Create a central contact for complaint submissions

Complaint resolution

- Provide a history of complaints and responses for ships and agents
- Improve complaint resolution overall

Community online information session

For those who were unable to participate in the in-person open houses, the port authority held an online information session on November 21, 2022. During the session, representatives from the port authority provided an overview of the AVTM Program and gathered feedback through a facilitated discussion on the draft anchorage code of conduct, as well as our approach to information sharing and complaint resolution.

Key suggestions gathered from the facilitated discussion are summarized below:

Suggestions for the anchorage code of conduct

- Introduce anchorage fees and consider applying additional fees for certain cargo ships
- Limit the number of days a ship can spend at anchor in the Southern Gulf Islands
- Provide monitoring and enforcement to ensure ship captains take corrective action
- Review and implement best environmental practices for ships at anchor
- Provide more information on light and noise guidelines
- Consider how other ports, including the Port of Rotterdam, are improving port efficiency and air quality
- Review the port authority's incentive structure to reduce length of stay and enforce penalties for longer stays
- Continue working to improve port efficiency and reduce the need for anchorages

Suggestions for sharing information about ships at anchor

- Provide more information on the process and algorithms used to assign anchorages
- Collect, analyze, and share data on use of the anchorage assignment algorithm
- Share more information related to ship safety and ship-related incidents
- Notify the community when maintenance or noisy activities will be conducted while a ship is at anchor
- Provide information about the types of activities that take place while a ship is at anchor, such as chipping/grinding paint, discharging wash water, or conducting noisy activities
- Confirm that the ship or captain has reviewed the updated code of conduct
- Confirm that the ship has an appropriate hazard response plan

Suggestions for improving complaint resolution process

- Provide more options for submitting complaints (e.g., text messaging) for those living in remote communities where limited internet access can prevent use of online submission forms
- Maintain dialogue when responding to and resolving community complaints, including confirming complaint receipt, sharing next steps and communicating resolutions
- Facilitate direct communications between complainants and ship captains
- Consider including opportunities for a 'human connection' in the community complaint process
- Reference what sanctions would be applied if a ship is not complying with the code of conduct
- Make complaints and resolution visible to the public
- Provide timelines for when people can expect to receive a response/resolution to their complaint
- Provide a local monitoring agency
- Engage community members to assist with monitoring and enforcement
- Improve tracking and reporting of environmental incidents

Online survey – summary of feedback

An online survey was available from November 1 to 30, 2022, at portvancouver.com/avtmengagement. We received 434 responses during this period.

The survey asked participants for feedback relating to the following key areas:

- Draft anchorage code of conduct
- Noise and light pollution
- Environmental protection
- Compliance with the anchorage code of conduct
- Information sharing and complaint resolution

Survey feedback is summarized below. A detailed breakdown of the themes from the survey, including close-ended questions, can be found in Appendix C.

Draft anchorage code of conduct

Do you think there is anything missing from the stated purpose of the anchorage code of conduct?

- Limit circumstances when Southern Gulf Island anchorages can be used
- Include measures to protect marine life and wildlife, such as southern resident killer whales, salmon, and other mammals
- Include stricter language regarding protecting waters with regards to discharges
- Minimize air emissions from ships or their impact
- Add guidelines related to bunkering operations to minimize risk of fuel spills

- Include penalties and consequences for non-compliance, such as banning the shipping company or ship from the region or port
- Include limitations on how long a ship can stay at anchor
- Include restrictions for when a ship can anchor
- Address volume of ships being assigned to certain anchorages inequitably due to size capacity
- Include more wording or protections to minimize the adverse effects of anchorages on residents' quality of life
- Include self-unloading ships
- Include measures for reporting compliance to the public to demonstrate that it is working and being followed
- Respondents also used this section to provide feedback on anchorages, including jurisdiction, ship activity and monitoring, noise, light and environmental impacts, quality of life, and Indigenous rights. As these additional comments replicate feedback provided in subsequent questions within this section, they are not replicated here.

Noise and light pollution

What other measures would you like to see ships take to mitigate dominant noise sources while at anchor?

- General ship-related suggestions:
 - Move anchorages away from residential areas
 - Restrict how long a ship can anchor
 - Remove anchorages, it is the only way of reducing noise and light
- Noise-related suggestions:
 - Set decibel limits
 - Implement time restrictions for when ships can use generators or other loud equipment
 - Minimize use or turn off engines/generators, fans and vents, and lights
 - Switch to quieter sources of power, such as electricity, while at anchor
 - Use quieting devices such as exhaust silencers, sound insulation, deadeners, baffles, mufflers
 - Restrict types of work conducted onboard anchored ships and hours of activity
 - Limit loud blasts, ban whistles and noise from anchor chains
- Light-related suggestions:
 - Use coloured lights instead of white or yellow bulbs
 - Restrict the number of lights
 - Direct floodlights downwards and screen them
- Monitoring and compliance suggestions:
 - Implement fees or penalties to incentivize compliance
 - Promptly address reports of non-compliance
 - Improve monitoring; resident-monitoring should not be necessary
 - Monitor levels of underwater noise

Environmental protection

Do you have any additional considerations, related to environmental protection and discharges from ships, that you would like to share with us?

- General comments:
 - Removing anchorages is the only way to protect the environment
 - Noise pollution is harmful to marine life
 - Ships negatively impact wildlife
 - Discharge restrictions need to be written into law, monitored, and enforced
 - Ship discharge increases the risk of introduction of invasive species
- Specific suggestions:
 - Limit or prevent ships from anchoring in eelgrass beds
 - Limit the length of stay at anchorages
 - Apply rules relating to discharge across all anchorages
 - Implement protocols to limit or prevent anchorages and their potential impact on the marine environment
 - Prohibit harmful emissions from ships while anchored in the Southern Gulf Islands
 - Implement a “just-in-time” arrival system to reduce emissions

Compliance with the anchorage code of conduct

Why, or why not, do you think the practices and procedures will help reduce the effects of ships at anchor?

- Comments about the draft code of conduct and protocols:
 - New protocols will not reduce the number of ships anchoring
 - Existing algorithm does not appear to equitably rotate anchorage assignments Interim protocol has had limited impact
 - Financial penalties or other consequences are required to ensure compliance
 - Monitoring ship discharge is challenging compared to noise and light infractions
 - Code of conduct is insufficient to mitigate the impacts of air pollution and anchor scouring
 - A “best practices” approach allows for more subjectivity in the monitoring and enforcement process
 - Responsibility for monitoring and enforcement needs to be clearly defined
 - Remedial efforts are sometimes not enough to restore the environment following an incident
- Comments about ship and crew behaviours:
 - Expecting international crews to share residents’ values and concerns with respect to environmental impacts of anchorages is unrealistic
 - Effective on-water monitoring and enforcement are necessary to ensure ships follow the rules
 - Anchorage-related decision are profit-driven

Do you have any additional considerations, related to ensuring industry compliance and monitoring, that you would like to share with us?

Comments relating to monitoring approaches and response:

- Canadian Coast Guard has limited incident or spill response capacity in the Southern Gulf Islands
- Random ship inspections should be implemented and supported by the Canadian Coast Guard
- Each island or group of islands should be provided the resources to monitor ships at anchorage
- Comment relating to the application of fees and penalties:
 - Ships with a documented history of non-compliance should not be allowed into Canadian waters without updated equipment or proof of compliance
 - Ships should post a bond that is forfeited in the event of non-compliance
 - Anchorage fees should be assessed as a percentage of the cargo's value
 - Provide the ability to seize ships and other assets to cover the cost of environmental damage
 - Ships that take action to reduce their impacts or go beyond the requirements should be rewarded with a reduction in anchorage fees
 - Non-compliance penalties should be higher than demurrage fees and revenue from penalties should benefit affected Indigenous and municipal communities
 - Regulations should be as stringent as municipal bylaws that restrict environmentally sensitive activity
- Comments relating to jurisdiction and responsibility:
 - Establish a single point of contact for all anchorage-related issues and concerns
 - Apply laws and regulations consistently across current port authority jurisdiction and the Southern Gulf Islands, and add the Gulf Islands to the port authority's jurisdiction
 - Transport Canada should assume responsibility for all aspects of Southern Gulf Islands anchorages
 - Industry has had too much influence in shaping policy, at the expense of residents and the environment

Some participants also used this question as an opportunity to reinforce concerns and suggestions about moving or removing anchorages, implementing fees or penalties, responding to community complaints, and processing suggestions. As these additional comments replicate feedback provided in subsequent questions within this section, they are not replicated here.

Information sharing and complaint resolution

What are your expectations for improvements to the current complaint resolution process?

- Improve complaint response and resolution timeliness
- Develop a way to check the status of complaints and be notified when actions are taken
- Create a centralized, dedicated team for complaint response and resolution
- Provide more options for complaint submission to increase accessibility in areas where internet is limited
- Resolve complaints faster to address issues in real time
- Increase communication around ships at anchor in the Southern Gulf Islands
- Take action to minimize community impact of anchorages
- Development of the code of conduct is encouraging

Some participants also used the survey as an opportunity to reinforce concerns and suggestions about limiting or eliminating anchorages, application of fees and penalties, and activity monitoring. As these additional comments replicate feedback provided in subsequent questions within this section, they are not replicated here.

Do you have any additional considerations related to complaint resolution?

- Provide regular updates to impacted residents relating to anchorage usage, complaints, and complaint resolution
- Add a non-compliance complaint and emergency notification process
- Provide a timeframe for resolution following complaint submission
- Use complaints to help inform, review, and amend the code of conduct
- Complaint resolution process should cover concerns relating to waste discharge
- Complaint resolution process should be more considerate of Indigenous groups

Some participants also used this question as an opportunity to reinforce concerns and suggestions about location and frequency of ships, suggestions for the code of conduct, and impacts of overall ship traffic. As these additional comments replicate feedback provided in subsequent questions within this section, they are not replicated here.

Other feedback

What other questions or feedback do you have related to ships at anchor?

Key themes of feedback include:

- Process and protocol suggestions to reduce use of anchorages in the Southern Gulf Islands
- Questions about ship activity conducted while at anchor, and importance of enforceability
- Opinions and concerns about social impacts of anchorages, including noise, light and visual pollution human health, and recreation, as well as requests to continue engaging with residents
- Policy-related questions, including jurisdiction and responsibility for monitoring and enforcement
- Environmental risk including air quality, impacts to marine life and protected areas, and concerns about anchor dragging
- Engagement including appreciation for the opportunity to provide input and concerns about whether feedback will be considered, as well as suggestions for ensuring input from Indigenous groups, and increasing the number and location of open houses in consideration of limited internet access

Feedback received via email

Twenty-five email submissions were received during this phase of engagement. These submissions have been summarized below.

Concerns about potential environmental impacts

- Marine conservation areas in the Salish Sea should not be used for overflow anchorages
- Anchor drag can damage the sea floor
- Ship activity may impair marine mammals, including orca populations
- Increased ship activity in Southern Gulf Island waters increases the risk of ship-source spills
- Ships can introduce invasive species into Southern Gulf Island waters
- Ship activity can harm sea life and contaminate important food sources
- Spill response capacity in the Southern Gulf Islands is insufficient
- Ship emissions are an important contributor to global greenhouse gas emissions
- Gypsum is being offloaded in Plumper Sound, a sensitive marine environment

Requests to limit or remove Southern Gulf Island anchorages

- Significantly reduce usage of Southern Gulf Island anchorages
- Develop a system to remove anchorages if they are unfit for use
- Remove anchorages in the Southern Gulf Islands over time
- Use Southern Gulf Island anchorages for emergencies only

Suggestions for process efficiency

- Improve ship activity management and efficiency in the Port of Vancouver to reduce the need for Southern Gulf Island anchorages
- Implement and enforce a “just-in-time” ship arrival policy
- Build permanent anchoring buoys to reduce the need for Southern Gulf Island anchorages
- Consider community impact when designing the anchorage assignment algorithm
- Consider and learn from ship management systems developed and implemented by other world class ports
- Limit the time ships can stay anchored in the Southern Gulf Islands
- Develop a science-based anchorage placement assessment criteria that considers environmental and public health factors
- Implement fees and penalties to encourage efficient ship transit and port of call

Comments and opinions about code of conduct effectiveness

- Code of conduct is not enforceable
- Code of conduct does not facilitate the decommissioning of Southern Gulf Islands anchorages
- Code of conduct does not address concerns related to environmental impacts of anchorages
- Code of conduct will not improve ship congestion in Southern Gulf Island waters
- Code of conduct is designed to appease residents

Comments about phase three engagement

- In-person open houses could have been better promoted and scheduled at more convenient times
- Project team members attending the open houses were unable to answer questions or address concerns
- Concerns around noise and light pollution overshadowed other valid complaints
- Community consultation could have been more adequate
- Feedback survey had leading questions in favour of anchorages

Comments about community impact

- Ships generate noise that is disturbing for residents and impact their quality of life
- Some anchorages are located too close to the shore
- Ships can negatively affect tourism in the Southern Gulf Islands

Comments about jurisdiction

- All ships anchoring in the Southern Gulf Islands should be subject to the same requirements as those anchoring within the Port of Vancouver
- Transport Canada needs to be more accountable
- An organization that has jurisdiction over decommissioning anchorages in Southern Gulf Island waters should be established

Summary of what we heard during phase three engagement and our response

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.

Anchorage code of conduct

Key theme	Port authority response
Make the anchorage code of conduct mandatory, not voluntary	<p>The anchorage code of conduct will be included in the <i>Port Information Guide</i>, which means it will apply to all ships anchored at the Port of Vancouver. The anchorage code of conduct procedures and guidelines are voluntary in the Southern Gulf Islands but are supported by representatives of the marine industry.</p> <p>When the ship's agent contacts the port authority's Operations Centre to request an anchorage assignment, we will be asking the ship's captain to review and agree to the practices and procedures outlined in the anchorage code of conduct.</p>
Limit the length of stay at anchorages	<p>The AVTM Program is focused on better management of ships at existing anchorages at the Port of Vancouver and anchorages around the Southern Gulf Islands, which fall under the interim protocol. It also aims to enhance the efficiency of the supply chain so that a ship's dwell times at anchor are as short as possible.</p> <p>In addition to the anchorage code of conduct, we are exploring measures to further reduce the overall impacts of ships at anchor, including enhanced anchorage management protocols. These measures will be developed and implemented in 2023, with input from industry.</p>
Include strict rules to ensure environmental protection and noise/light management	<p>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.</p> <p>We recognize that anchorages in Southern British Columbia lie in eco-sensitive coastal waters and have the potential to affect the quality of life of neighbouring communities unless strict mitigations, including the minimization of noise and light pollution, are taken. Using the feedback from past engagement, the anchorage code of conduct includes additional practices and procedures to minimize noise and light pollution while a ship is at anchor. For example, we will require ship agents to request approval from the port authority's Operations</p>

Key theme	Port authority response
	<p>Centre to conduct any external maintenance likely to generate elevated noise levels, including the use of power tools. To minimize the impact on communities, any approval issued by the port authority to conduct external maintenance will be conditional on work being conducted during the hours of 8:00 a.m. to 8:00 p.m. To reduce light impacts, the code of conduct stipulates deck lights be kept at a minimum, while ensuring safety and security of the ship, and that main deck flood lights must be projected downwards and not directed into the surrounding area towards neighbouring residential properties.</p> <p>Ships at anchor at the Port of Vancouver and at anchorages in the Southern Gulf Islands are required to comply with international and Canadian statutes, obligations, and guidelines related to the environment. Transport Canada requires that ships at anchor treat sewage system discharge and bilge system water before releasing it. Ballast water must also be exchanged prior to entering Canadian waters. Transport Canada, the Canadian Coast Guard and the port authority work together to remind ships of these requirements when they are in port.</p> <p>In collaboration with industry, we are exploring additional measures to further reduce the overall impacts of ships at anchor, including enhanced anchorage management protocols to limit usage and transits, and restricting arrival and departure times. These measures will be developed and implemented in 2023, with input from industry.</p>
<p>Provide clarity on how the anchorage code of conduct will help reduce the number of ships in the Southern Gulf Islands</p>	<p>Through the AVTM Program, we are working to reduce the length of time that ships need to anchor by increasing efficiency of ship movements through the Port of Vancouver.</p> <p>The objective of the anchorage code of conduct is to define how a ship is operated while at anchor to reduce noise, light, and other social and environmental impacts from ships.</p> <p>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.</p> <p>In addition to the anchorage code of conduct, and in collaboration with industry, we are exploring measures to further reduce the overall impacts of ships at anchor, including enhanced anchorage management protocols.</p>

Key theme	Port authority response
Remain flexible and consider amendments to the anchorage code of conduct in response to community concerns that may emerge once implemented	We value community feedback and will continue to look for opportunities to refine the anchorage code of conduct throughout the program's implementation. The code of conduct is a living document that will be included in the <i>Port Information Guide</i> and updated as needed.

Noise and light from ships at anchor

Key theme	Port authority response
Add noise-related requirements including time restrictions for noisy activity, decibel limits, and noise-dampening equipment	<p>We heard from previous phases of engagement, that noise pollution continues to affect local communities while a ship is at anchor. When calling the Port of Vancouver, we will ask the ship's captain to agree to the anchorage code of conduct before we assign the ship to an anchorage at the Port of Vancouver or around the Southern Gulf Islands. The anchorage code of conduct includes numerous procedures to reduce noise impacts, such as restrictions on when noisy activity can take place and requirements to monitor and record noise generated by ships.</p> <p>Procedures in the anchorage code of conduct to reduce noise include using all available means to monitor and record noise generated by the ship, run the minimum number of generators, limit using the ship's whistle, avoid using external loud hailers and deck machinery, closing exterior access to machinery spaces and suspend rolling hatch covers from 8:00 p.m. to 8:00 a.m.</p> <p>The code of conduct also requires ship agents to request 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. To minimize the impact on communities, any approval issued by the port authority to conduct external maintenance will be conditional to work being conducted during the hours of 8:00 a.m. to 8:00 p.m.</p> <p>The anchorage code of conduct does not include specific noise decibel limits as it needs to be universally applicable to accommodate varying ship designs and international safety regulations. However, the port authority will continue to work with federal agencies and industry partners to develop solutions.</p>
Add light-related requirements including use of coloured lights instead of standard white or yellow	We heard from previous phases of engagement, that light pollution continues to affect local communities while a ship is at anchor.

Key theme	Port authority response
bulbs, restricting the number of lights that can be on, and screening floodlights	<p>When requesting an anchorage assignment at the Port of Vancouver or in the Southern Gulf Islands, a ship's captain will be asked to agree to the anchorage code of conduct, which includes practices and procedures to minimize light pollution while the ship is at anchor. To reduce light impacts, the code of conduct stipulates deck lights be kept at a minimum, while ensuring the safety and security of the ship, and that main deck flood lights must be projected downwards and not directed into the surrounding area towards neighbouring residential properties.</p> <p>The anchorage code of conduct does not include specific limits on the number of lights, as it needs to be universally applicable to accommodate varying ship designs and international safety regulations. Requesting alternate coloured lighting by ship captains is not possible due to variations in ship design and lighting requirements to ensure safety.</p>

Environmental protection

Key theme	Port authority response
Limit or prevent ships from anchoring in environmentally sensitive areas, including eelgrass beds	<p>Location of anchorages outside of a port authority's jurisdiction, including those in the Southern Gulf Islands, is under the jurisdiction of the Government of Canada. Under the Interim Protocol, the port authority has been temporarily assigned an administrative role to equitably assign these anchorages and coordinate with ship operators to address community concerns.</p> <p>We understand that Fisheries and Oceans Canada is gathering information to determine impacts 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.</p>
Apply rules relating to discharge (e.g., sewage, waste, bilge, scrubber wash water, cleaning materials, black water, grey water, oil sheens, ballast water and chemicals) and introduction and spread of invasive species across all anchorages	<p>Discharges from ships into Canadian waters are governed and enforced by Transport Canada under the Vessel Pollution and Dangerous Chemicals Regulations.</p> <p>Transport Canada requires that ships at anchor treat sewage system discharge and bilge system water before releasing it. Ballast water must also be exchanged prior to entering Canadian waters to avoid the introduction of invasive species.</p> <p>Through the anchorage code of conduct, we are requesting ships anchored around the Southern Gulf</p>

Key theme	Port authority response
	<p>Islands follow the same best practices as the ships anchored at the Port of Vancouver to the extent that it is practical to do so. This means restricting ship discharge in all forms.</p> <p>The discharge of black water (waste from toilets) and grey water (waste from sinks, showers, and drains) into the environment by any ship certified to carry more than 15 passengers or over 400 tons, is not permitted within the Port of Vancouver.</p> <p>Scrubber wash water is required to be retained on board and disposed of at an authorized facility or changing to compliant fuel.</p>
<p>Restrict harmful emissions from ships while anchored in the Southern Gulf Islands</p>	<p>Transport Canada regulates air emissions for ships outside of a port authority's jurisdiction, such as in the Southern Gulf Islands. Air emissions are covered under Transport Canada's Vessel Pollution and Dangerous Chemicals Regulations. To learn about these regulations, visit Transport Canada's website here. As the port authority does not have a role in monitoring air quality in the Southern Gulf Islands, we will defer to Transport Canada who would determine any future air quality initiatives in the area.</p> <p>The port authority monitors air quality, as applicable. Air quality monitoring helps us identify the concentration of pollutants in the air at a given location, which allows us to prioritize actions to take to reduce port-related air emissions and their impact on our environment. Air quality monitoring also helps to inform regional and international strategies so we can collaborate with other ports to reduce the effects of port-related activities on our environment.</p>
<p>Implement a "just-in-time" arrival system to reduce emissions</p>	<p>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.</p>

Compliance and monitoring

Key theme	Port authority response
Conduct random inspections on a regular basis	<p>Through the Port State Control program, Transport Canada conducts random inspections of foreign ships in Canadian waters, to ensure their compliance with national and international regulations.</p> <p>The port authority is working with Transport Canada to determine details regarding monitoring and compliance measures for the anchorages in the Southern Gulf Islands. We are also exploring the establishment of an on-water monitoring service to monitor ships around the Southern Gulf Islands.</p> <p>We will continue to respond to community complaints about ships at anchor by asking the ship's captain to take corrective action.</p>
Provide funding for local monitoring	<p>We are currently exploring the establishment of an on-water monitoring service to monitor ships around the Southern Gulf Islands. To help us learn more about potential service providers, we issued a request for proposals on BC Bid for qualified contractors to provide on-water services to monitor ships anchored in the Southern Gulf Islands from the southern end of Gabriola Island to Boundary Pass, including Plumper Sound, Cowichan Bay, Houston Pass, and Trincomali Channel.</p> <p>We will provide more information, including the location of potential on-water monitoring services in future program updates.</p>
Transfer responsibility for monitoring and enforcement to Transport Canada	<p>Agencies like the Canadian Coast Guard and Transport Canada are responsible for oversight and have programs like the National Aerial Surveillance Program.</p> <p>Additionally, through its Environmental Response program, the Canadian Coast Guard is responsible for ensuring the cleanup of ship-source spills of oil and other pollutants into Canadian waters.</p> <p>As directed by Transport Canada, the port authority's jurisdiction is limited to assigning ships to anchorages around the Southern Gulf Islands.</p> <p>Further details on monitoring and compliance measures for the Southern Gulf Island anchorages are still being determined by Transport Canada.</p>

Key theme	Port authority response
<p>Establish a single point of contact for all issues and concerns related to anchorages, including monitoring, enforcement, and penalties</p>	<p>We value community feedback and 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.</p> <p>To streamline the complaints resolution process, we have established two distinct contact channels for concerns about anchorages in the Southern Gulf Islands.</p> <ol style="list-style-type: none"> 1. For time-sensitive complaints regarding ships currently at anchor, we request individuals fill out an online form. When a complaint about a specific ship's operations is received, our 24/7 Operations Centre acts within two to four hours of receiving an online form submission by contacting the ship's agent and requesting corrective action. We also log these complaints so we can identify trends over time and advise Transport Canada. 2. We receive and respond to inquiries and feedback received from the community through phone calls, emails, webforms, and letters. Visit the port authority's community feedback webpage here to submit a form or email us at community.feedback@portvancouver.com <p>In addition to these two channels, we have a dedicated email inbox for any questions about the AVTM Program. You can send an email to the program team at avtm@portvancouver.com</p>
<p>Apply Port of Vancouver regulations to the Southern Gulf Islands to ensure consistency across regions</p>	<p>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 the Port of Vancouver to the extent that it is practical to do so.</p> <p>The anchorage code of conduct will be included in the Vancouver Fraser Port Authority's <i>Port Information Guide</i>, which means it will apply to all ships anchored at the Port of Vancouver and be strongly recommended for ships calling at anchorages managed under the interim protocol, including around the Southern Gulf Islands. The guide contains a set of localized practices and procedures designed to promote safe and efficient navigation and supports efforts to protect the marine environment.</p> <p>When the ship's agent contacts the port authority's Operations Centre to request an anchorage assignment, we will be asking the ship's captain to review and agree to the anchorage code of conduct.</p>

Key theme	Port authority response
Establish more stringent environmental regulations for the Southern Gulf Islands than those currently in place within the Port of Vancouver	<p>All ships at anchor in Canadian waters are required to comply with international and Canadian statutes, obligations, and guidelines related to the environment.</p> <p>One of the goals of the AVTM Program is to enhance environmental protection. A couple of ways we will do this is through the implementation of a code of conduct for ships at anchor and by increasing efficiency to reduce unnecessary ship movements. Through the anchorage code of conduct, we are asking the captains of ships anchoring at the Port of Vancouver and around the Southern Gulf Islands to agree to and follow the best practices outlined in the code of conduct, to the extent that it is practical to do so.</p>
Introduce fees for ships using anchorages in the Southern Gulf Islands and incentive measures to ensure compliance, such as bonds, fees based on cargo value, escalating penalties, or rate reductions for ships that take action to reduce their impacts or go beyond the requirements	<p>Under the <i>Canada Marine Act</i>, the port authority may set fees for ships, persons, and goods only within its navigational jurisdiction. All ships that call to the Port of Vancouver pay fees for harbour use, which includes anchorage use within the Port of Vancouver.</p> <p>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. While we do not have the authority to introduce fees for anchorage use around the Southern Gulf Islands, we are exploring incentive measures to better manage anchorage use.</p>
Provide the ability to seize ships and other assets to cover the cost of environmental damage	<p>The ability to seize a ship is outside of the role of a Canada Port Authority.</p> <p>As a Canada Port Authority, we are responsible for developing practices and procedures including assignment and management protocols for anchorages.</p>
Prohibit ships with a documented history of non-compliance unless they provide updated equipment or proof of compliance	<p>Under common law navigation rights in Canada, 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).</p>

Information sharing and complaint resolution

Key theme	Port authority response
<p>Create a centralized, dedicated team for complaint response and resolution</p>	<p>We value community feedback and 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.</p> <p>We have established two distinct contact channels for concerns about anchorages in the Southern Gulf Islands.</p> <ol style="list-style-type: none"> 1. For time sensitive complaints regarding ships currently at anchor, we request individuals fill out the online form. When a complaint about a specific ship's operations is received, our 24/7 Operations Centre acts within two to four hours of receiving an online form submission by contacting the ship's agent and requesting corrective action. We also log these complaints so we can identify trends over time and advise Transport Canada. 2. We receive and respond to inquiries and feedback received from the community through phone calls, emails, webforms, and letters. Visit the port authority's community feedback webpage here to submit a form or email us at community.feedback@portvancouver.com <p>In addition to these two channels, we have a dedicated email inbox for any questions about the AVTM Program. You can send an email to the program team at avtm@portvancouver.com</p>
<p>Improve the timeliness for complaint resolution, including providing an expected response time when receiving an enquiry</p>	<p>All complaints sent through the online form are reviewed and actioned. When a complaint about a specific ship's operations is received, our operations centre contacts the ship's agent and requests corrective action. We also log the complaint so we can identify trends over time and advise Transport Canada.</p> <p>Our operation centre aims to contact the ship's agent within two to four hours of receiving an online form submission.</p> <p>Each online submission is actioned. However, we are currently unable to reply to each one directly due to capacity constraints and we need to allocate our resources to support port operations.</p>

Key theme	Port authority response
<p>Provide more details on when noisy equipment can be used, especially use of engines when at anchor, use of compressors, generators, and power equipment</p>	<p>We are using the feedback gathered from this phase of engagement to improve how we share information about the AVTM Program and how we communicate with the community about ships while at anchor, including details on noisy activity.</p> <p>This is an excerpt from the anchorage code of conduct that is relevant to the theme:</p> <p>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.</p> <p>The purpose of the activity authorization process is to minimize impacts to local communities caused by ambient noise and light pollution. Ships 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.</p> <p>Any approval issued by the port authority to conduct external maintenance will be conditional that the work is conducted during the hours of 8:00 a.m. to 8:00 p.m. The port authority may grant an exemption to any of the above requirements for reasons of ship safety or in order to permit essential maintenance, always subject to a successful application and approval from the ship or its representatives.</p>
<p>Provide a transparent system through which the status of complaints and actions taken in response are visible and accessible</p>	<p>At this time, we do not have the capacity to implement this type of system. However, we value community feedback and will be looking at similar opportunities to improve the complaints process.</p>
<p>Provide more accessible options for complaint submission (not just internet)</p>	<p>We value community feedback and aim to provide accessible ways for the community to reach us. If a complaint is related to a ship currently at anchor, we ask community members to fill out the online form that goes directly to our 24/7 operations centre. In the rare event that an individual doesn't have access to the online form, they may call the community feedback line at 604.665.9004.</p>

Key theme	Port authority response
Communicate more frequently with residents, including regular updates relating to anchorage usage, complaints, and complaint resolution	<p>Through this phase of engagement, we sought feedback from the public about what information they'd like to receive and through what channels. We will be reviewing the frequency and content of updates and making changes based on the feedback we've received.</p> <p>We heard from the public that most respondents would like to receive updates online, through our website and e-newsletter. To receive future updates, sign up for our e-newsletter here or visit https://portvancouver.civilspace.io/en/projects/25</p>
Add an emergency notification process, in addition to the non-compliance complaint process	<p>To report an emergency such as a marine pollution incident or spill anywhere in Canada, contact the Canadian Coast Guard Spill Reporting line.</p> <p>Call toll-free: 1-800-889-8852 (24 hours)</p> <p>You may also report marine pollution incidents by contacting a Marine Communications and Traffic Services centre on VHF channel 16. All numbers are reachable 24 hours a day.</p> <p>For more information visit the Government of Canada's marine pollution web page.</p>
Use complaints to help inform updates to the code of conduct and review/amend it often	<p>We value community feedback and will be looking for opportunities to refine the code of conduct throughout implementation. The code of conduct is a living document that will be included in the Vancouver Fraser Port Authority's <i>Port Information Guide</i> and updated as needed.</p>

Indigenous interests

Key theme	Port authority response
Consider and address the impact of anchorages on traditional and cultural use	<p>The development of the proposed anchorage code of conduct for ships at anchorages assigned by the port authority included engagement with Indigenous groups to ensure suggestions are appropriately incorporated.</p> <p>The code of conduct has been revised as a direct result of Indigenous groups' feedback and suggested wording.</p>
Engage with Indigenous groups in advance of any further changes to anchorages in the Southern Gulf Islands	<p>The port authority meets with Indigenous groups who have expressed interest in remaining involved in the engagement process, including those in the Southern Gulf Islands.</p>

	The port authority will continue to engage with Indigenous groups throughout the implementation of the AVTM Program.
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Other

Key theme	Port authority response
Limit/remove anchorages in the Southern Gulf Islands	<p>International laws of the sea allow ships to anchor when needed. This common law, which has been in place for many years, is fundamental for marine safety and protection of life. Outside a port authority's jurisdiction in Canada, ships of any size have the right to navigate and anchor wherever it is safe to do so, including around the Southern Gulf Islands.</p> <p>The location of anchorages outside of a port authority's jurisdiction, including those in the Southern Gulf Islands, is under the Government of Canada's jurisdiction so the port authority does not have the authority to create or remove anchorages beyond the Port of Vancouver.</p> <p>As shipping trade continues to grow, the 28 anchorages at the Port of Vancouver are being used more frequently. When the demand for anchorages at the port exceeds availability, ships need to anchor outside of our jurisdiction, including, but not limited to, the anchorages in the Southern Gulf Islands.</p>
Improve efficiency of ship loading and unloading in the Vancouver harbour to reduce anchorage use in Southern Gulf Island waters	<p>The AVTM Program is designed to enhance efficiency through:</p> <ul style="list-style-type: none"> • Optimizing linkages between road, rail and marine traffic • Better information sharing to support ship operators in managing operational decisions within Georgia Strait and the Port of Vancouver
Implement a just-in-time system for ship arrival so they stay at sea until there is space available for them at the Port of Vancouver	<p>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.</p>

How feedback will be used

The port authority will consider feedback gathered during this phase of engagement as we roll out the new AVTM Program. This includes the implementation of the anchorage code of conduct and identifying improvements to our information sharing and complaint resolution process. In collaboration with industry, and using community input, we are exploring additional measures to further reduce the overall impact of ships at anchor, including anchorage management and assignment protocols.

Next steps

As part of phase four engagement on the AVTM Program, we will continue to share program updates, seek feedback on measures to further minimize community impacts, and invite suggestions for continual improvement.

In the meantime, we encourage you to sign-up for the project newsletter at portvancouver.com/avtmengagement to be informed of the latest updates and be notified of future engagement opportunities.

For questions regarding the project, please contact the project team by email at avtm@portvancouver.com.

Appendix A: Engagement materials

Fall 2022 newsletter update



PORT of
vancouver

Vancouver Fraser
Port Authority

Active Vessel Traffic Management Program

You are receiving this email because you signed up for updates related to the Active Vessel Traffic Management Program.

If you know someone who would like to receive these updates, **please invite them to subscribe to the newsletter.**

Diverse port, multi-faceted solutions

The Vancouver Fraser Port Authority is the federal agency responsible for the shared stewardship of the lands and waters that make up the Port of Vancouver. As Canada's largest port and home to 29 major terminals, the Port of Vancouver handles the most diversified range of cargo in North America: bulk, containers, breakbulk, liquid bulk, automobiles, and cruise. Over 3,000 ships call at the port each year, and with demand predicted to grow, this number will increase.

In response to Canada's continued trade growth through the Port of Vancouver, and ministerial direction from Transport Canada, the port authority is leading the Active Vessel Traffic Management (AVTM) Program. **In our summer update** we shared that the AVTM Program expanded its scope to include five core elements supporting the evolution of ship traffic management for commercial ships bound for the Port of Vancouver. Ship traffic management is multi-layered and complex, and each of these five elements is important to create a better framework for decision-making and to improve the overall efficiency of port operations.

Indigenous group phase three invitation letter

Good afternoon,

Thank you to those who participated in the last phase of engagement for the Active Vessel Traffic Management (AVTM) Program. Please see the engagement summary report [here](#).

The Vancouver Fraser Port Authority (the port authority) is writing to notify you that we will be hosting the third phase of engagement for the AVTM Program from November 1 to 30, 2022. During this phase of engagement, we will be sharing program updates, and seeking feedback on the draft code of conduct, and information sharing and complaint resolution process.

How Indigenous groups can participate from November 1 to 30, 2022

We are offering in-person and virtual meetings throughout November to provide updates on the AVTM Program, and receive your feedback on the draft anchorage code of conduct, and our approach to information sharing and complaint resolution. If this is of interest to you, please let us know by November 4, 2022.

Concurrent public engagement

Please note that public engagement is concurrent during November and we are providing some details here for your information.

- Open houses on Pender Island, Cowichan Bay and Ladysmith
 - November 15, 2022 - North Pender Island from 2:00 to 6:00 p.m. at the Pender Islands Community Hall, 4418 Bedwell Harbour Road, North Pender Island
 - November 16, 2022 – Cowichan Bay from 2:00 to 6:00 p.m. at the Cowichan Station, 2375 Koksilah Road, Duncan
 - November 17, 2022 – Ladysmith from 2:00 to 6:00 p.m. at the Diamond Community Hall, 4962 Christie Road, Ladysmith
- Online information session on November 22, 2022 from 6:00 to 7:30 p.m.
- Discussion guide and online survey at portvancouver.com/avtmengagement

There will be social and print media information going out to the public on November 1, 2022. Should you require these materials for you or your community, please contact us.

What's next?

Feedback from this engagement will help us finalize the draft anchorage code of conduct and improve our approach to information sharing and complaint resolution. Should you not wish to meet, you can expect to receive the discussion guide, draft code of conduct and approach to information sharing and complaint resolution by December 2022.

Thank you,

Phase three municipal invite



October 28, 2022

(Name)
(Position)

Re: Phase three engagement starts November 1, 2022 – Active Vessel Traffic Management Program

Dear (Name):

On behalf of the Vancouver Fraser Port Authority, I'm pleased to share an update on our planning for a new Active Vessel Traffic Management (AVTM) Program, and to invite staff from Moresby (part of North Pender Island Local Trust Area) to participate in our upcoming engagement.

Firstly, I would like to acknowledge and thank you for participating in earlier phases of engagement. The phase two engagement summary report is now available on our [engagement site](#). Your input has helped directly shape the AVTM Program and discussion topics for this next phase of engagement.

We understand that ship traffic and anchorage management are important topics for your community. During phase three engagement, from November 1 to 30, 2022, we are inviting the public to provide their feedback on:

- The draft anchorage code of conduct
- Our approach to information sharing and complaint resolution

We recognize this is a busy time with changes in elected officials and we believe that engaging at the staff level will support effective information sharing while giving you the flexibility to advise and work with your new elected officials regarding this topic in the way that works most effectively for you.

Please connect with me at your convenience if you have any questions or would like to share a written submission on behalf of your local government with feedback on the outlined engagement topics. I can be reached at naomi.horsford@portvancouver.com or 778.231.0462.

Additionally, I invite you to please review and share the information with your colleagues and community constituents about how they can participate in the upcoming engagement process between November 1 and 30, 2022.

How you and your constituents can participate from November 1 to 30, 2022:

Attend open houses on Pender Island and in Cowichan Bay, and/or 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 be in attendance.

- **November 15, 2022 - North Pender Island** from 2:00 to 6:00 p.m. at the Pender Islands Community Hall, 4418 Bedwell Harbour Road, North Pender Island
- **November 16, 2022 – Cowichan Bay** from 2:00 to 6:00 p.m. at the Cowichan Station, 2375 Koksilah Road, Duncan
- **November 17, 2022 – Ladysmith** from 2:00 to 6:00 p.m. at the Diamond Community Hall, 4962 Christie Road, Ladysmith

Attend an online information session on November 22, 2022 from 6:00 to 7:30 p.m.

For those who are unable to participate in the open houses in person, we will provide an online presentation about the AVTM Program, gather feedback on the draft anchorage code of conduct, and our approach to information sharing and complaint resolution and be available to answer any questions. Sign up at portvancouver.com/avtmengagement.

Read the discussion guide and complete the online survey at

portvancouver.com/avtmengagement

Email your feedback to

AVTM@portvancouver.com

Mail your feedback to

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

Phone

604.665.9004

What's next?

Feedback from phase three engagement will help us finalize the anchorage code of conduct and improve our approach to information sharing and complaint resolution. We will summarize the feedback and share it with the community in December 2022.

In the new year, we will reach out to you again to see if there is interest in the port authority staff appearing as a delegation to provide elected officials an update on the AVTM Program and the results of our engagement process.

About the program

Active vessel traffic management is the system by which we prioritize and optimize how tier 1 vessels and tug-and-barge traffic move within the port authority's jurisdiction for vessel safety and environmental protection. The port authority is designing this new system to manage marine traffic flow at the Port of Vancouver and in southern British Columbia, including the Southern Gulf Islands. This work is being done in collaboration with supply chain partners and industry stakeholders. We are also seeking input from Indigenous groups, various levels of government, community stakeholders, and the public.

The new system will enhance marine safety, enable the efficient flow of goods to and from the Port of Vancouver, and help mitigate environmental impacts as well as negative social effects such as ambient noise and light pollution. It will complement existing safety and navigation services provided by the Canadian Coast Guard and Pacific Pilotage Authority.

More information is available at portvancouver.com/marine-operations/avtm/

I look forward to hearing from you and to your organization's participation.

Best regards,

Naomi Horsford

Naomi Horsford
Manager, municipal and stakeholder relations
Vancouver Fraser Port Authority

Newspaper advertisement

**Active Vessel Traffic Management:
Phase Three Engagement**
Share your feedback by November 30



The Vancouver Fraser Port Authority is designing an active vessel traffic management system to manage marine traffic flow for commercial ships bound for the Port of Vancouver to promote enhanced ship safety and environmental protection, while also reducing the effects of ship movements and anchorages on local communities.

Between November 1 to 30, we invite you to learn more and provide feedback on the draft anchorage code of conduct, and our approach to information sharing and complaint resolution.

How to participate and share your feedback

Drop by an open house on Pender Island, Cowichan Bay and/or Ladysmith:

- **November 15 (Pender Island)** – 2:00 to 6:00 p.m. at the Pender Islands Community Hall, 4418 Bedwell Harbour Road
- **November 16 (Cowichan Bay)** – 2:00 to 6:00 p.m. at the Cowichan Station, 2375 Koksilah Road
- **November 17 (Ladysmith)** – 2:00 to 6:00 p.m. at the Diamond Community Hall, 4962 Christie Road

Attend an online information session on November 22 from 6:00 to 7:30 p.m.

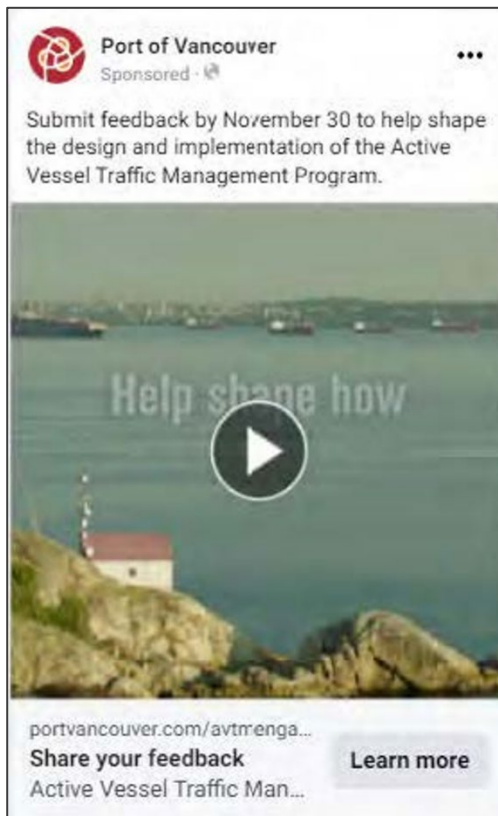
Read the discussion guide and complete the online survey at portvancouver.com/avtmengagement.

To learn more or register for the online information session, visit portvancouver.com/avtmengagement or email us at avtm@portvancouver.com.

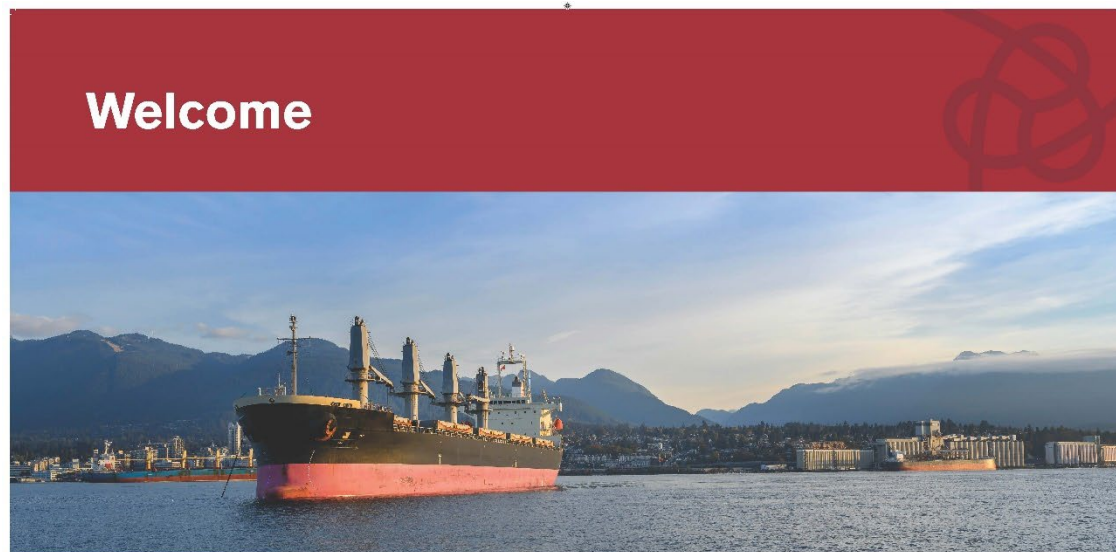
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Social media advertisements



In-person open house display boards



Welcome

Thank you for taking the time to learn about and share your thoughts on the Active Vessel Traffic Management (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 advance the AVTM Program.

COVID-19 safety

There are currently no provincial health guidelines in place with regards to COVID-19. However, for your comfort and safety we have spaced out the room to allow for physical distancing and have provided a safety station with masks and hand sanitizer for those that wish.

Guidelines for engagement

Our guidelines for engagement are designed to help ensure a safe space for all and encourage open discussion, and are outlined below:

- This is a safe space for people to freely and respectfully express their ideas and concerns. There is no judgment, and all ideas are welcome.
- It is okay to disagree respectfully and openly, without being disagreeable
- Your curiosity is welcome and encouraged
- Seek to understand opinions, ideas, and feedback
- Please be respectful of everyone present. Attendees are here because they care about their community and the project.
- Make use of the staff and technical experts in the room. They are here to answer your questions and receive your ideas, concerns, and feedback.

Scan this QR code or go to portvancouver.com/avtmengagement to access our discussion guide and online survey:



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Online information session presentation

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Thank you

portvancouver.com/avtmengagement
avtm@portvancouver.com

Poll

How have you engaged with the program so far?



How to participate

Adjust your audio settings

Message the host if you are having technical difficulties

Ask a question verbally during the discussion periods

Send a written question at anytime

Phone only?
*9 to raise hand
*6 to unmute when prompted

Mute Chat Raise Hand Q&A **Leave**

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Presentation overview

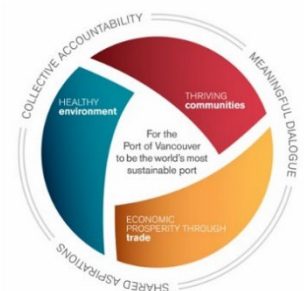
- About the port authority
- About the Active Vessel Traffic Management Program
- Your questions
- Your feedback on the AVTM program
 - Draft anchorage code of conduct
 - Information sharing
 - Complaint resolution

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Our vision

Our vision is for the Port of Vancouver to be the world's most sustainable port.

portvancouver.com/about-us/sustainability/



Vancouver Fraser Port Authority

Active Vessel Traffic Management Program | Phase three engagement summary report

Our engagement process

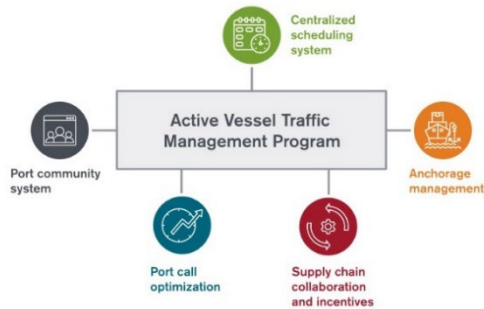


What we're looking for feedback on and why



About the Active Vessel Traffic Management Program

Five core elements of the AVTM program



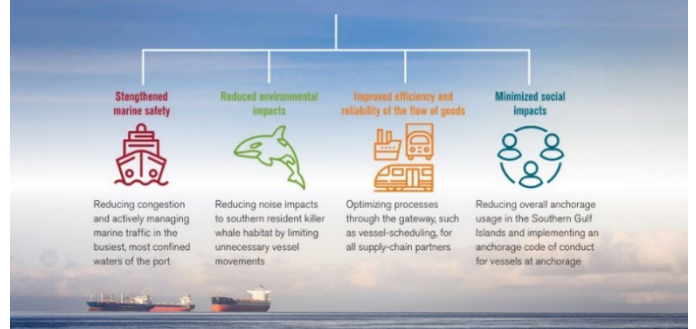
Active vessel traffic management



Program partners

PORT of vancouver Vancouver Fraser Port Authority	Transport Canada	Canadian Coast Guard	Pacific Pilotage Authority
Port authority <ul style="list-style-type: none"> Manage vessel traffic and anchorages within the Port of Vancouver Assign anchorages in the Southern Gulf Islands, in accordance with the Interim Protocol Coordinate with vessels in response to Indigenous, local government and community concerns 	<ul style="list-style-type: none"> Develops policy and programs that promote safe, efficient, and green transportation Works with Canadian Port Authorities on anchorages outside of designated jurisdictions Responsible for vessel safety and protecting the marine environment through a range of statutes (support from Canadian Coast Guard) 	<ul style="list-style-type: none"> Supports safe ship navigation by providing marine communications and traffic services Leads emergency spill response Supports Transport Canada in providing oversight of ships at anchor 	<ul style="list-style-type: none"> Supports the ship's captain to safely access terminals and anchorages

Program benefits



Port optimization and digitalization initiatives



Optimization



Analysis and insight strategy



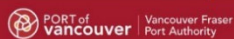
Digital technology strategy



Data acquisition and governance strategy



Engagement strategy



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Indigenous engagement

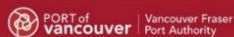
In July 2022 we connected with Indigenous groups requesting meetings and providing opportunities for engagement.

What we heard from during phase two

- Integrate Indigenous knowledge into the review and development of new tools
- Consider the cumulative environmental effects of anchorages and impacts on traditional activities
- Confirm enforcement of protocol and roles and responsibilities of relevant agencies and groups

Current engagement

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



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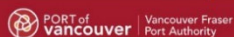
Ship traffic management and the environment

Protecting marine ecosystems

- Leveraging our existing practices and initiatives through the ECHO program
- Collaborating with scientist, environmental groups, industry and government

Transport Canada regulations

- Ships at anchor must retain or treat sewage system discharge and bilge water
- Ballast water must be exchanged or treated before entering Canadian waters
- Ships must always track their anchor

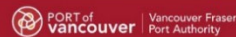
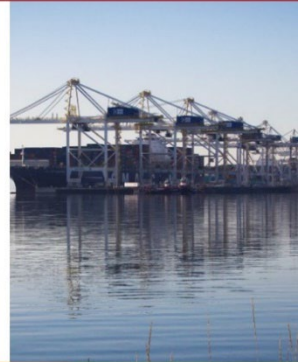


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What we heard during phase two engagement

- Clarify the governance structure and jurisdiction over the Southern Gulf Island anchorages to support effective management and oversight
- Improve efficiency and scheduling of ships movement to reduce anchorage use, with consideration for creating financial incentives to eliminate or reduce anchorage use
- Create and enforce a protocol for ships at anchor to reduce effects of ships on local communities
- Improve environmental management, protect marine life and ensure discharge regulations are followed
- Explore anchorage locations away from residential and environmentally sensitive areas
- Improve information sharing and the complaint resolution process



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Program updates



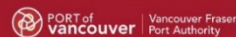
Centralized scheduling system (CSS)

- Procured a technology partner
- Working closely with Canadian Coast Guard and Pacific Pilotage Authority as this will complement the existing safety and navigation services they provide
- Set to launch in 2023 in the Second Narrows Traffic Control Zone



Anchorage capacity and optimization

- Conducting studies to explore ways to optimize existing anchorages within the Port of Vancouver



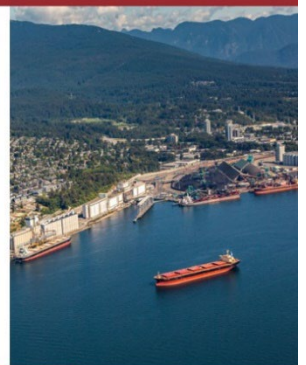
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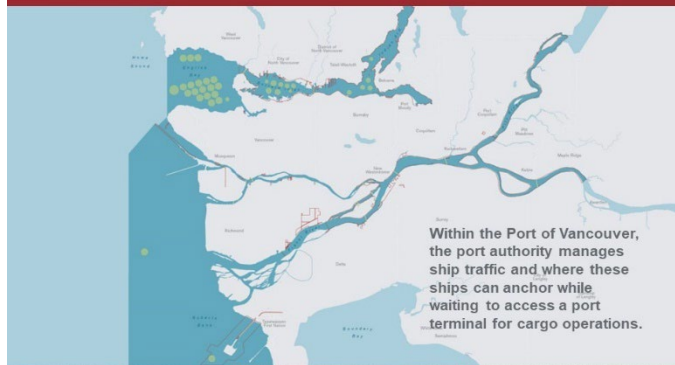
Why do ships need to anchor?

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



Anchorage management – Port of Vancouver



Anchorage management - Southern Gulf Islands



Outside of Port of Vancouver waters, vessels are free to anchor per the common law right of navigation



Through the Government of Canada's interim protocol, the port authority is responsible for assigning 33 designated anchorages



We use an algorithm to assign anchorages



Anchorage management – Southern Gulf Islands



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 assignment algorithm – Southern Gulf Islands

The port authority's operations centre uses the algorithm to select the most appropriate anchorage in the Southern Gulf Islands, based on 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



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:

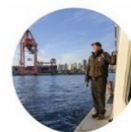
Step 1: Size of ship and anchorage

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:

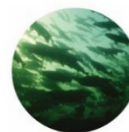
- The ship exceeds the design length or depth of the anchorage
- A safe, but underutilized use of the anchorage, meaning the anchorage is best reserved for larger ships
- The anchorage that best suits the ship from both a safety and efficiency perspective

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.

Draft anchorage code of conduct



Safety and security



Environmental protection



Noise and light pollution



Compliance and monitoring

Our approach to information sharing

Information sharing



Program updates
portvancouver.com/avtm



Engagement updates
portvancouver.com/avtmengagement



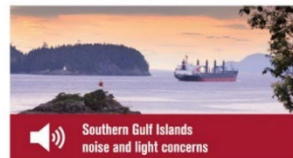
Real-time information about Port of Vancouver operations
Port Van eHub app

Our approach to complaint resolution

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

1

2



Answering your questions...

What else would you like to know about how anchorages are managed today?

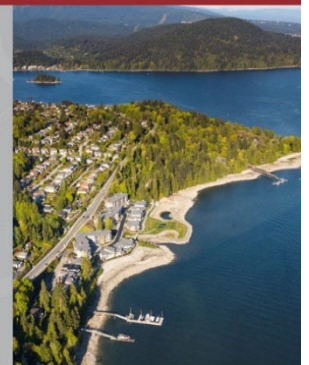
Discussion #1: Draft anchorage code of conduct

What would you like to share with us, for consideration, as we refine the anchorage code of conduct?



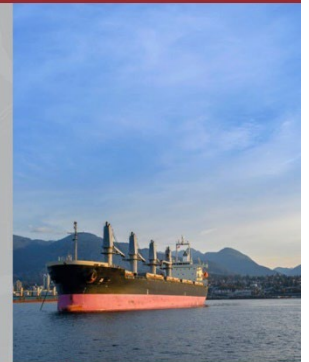
Poll: Draft anchorage code of conduct

Are we on the right track with the draft anchorage code of conduct and its goal to help reduce the effects of ships at anchor on local communities?




Discussion #2: Information sharing

What kind of information would you like us to share with you about ships at anchor? Please pick the two most important to you.



Discussion #3: Complaint resolution

What are your suggestions for improvements to our current complaint resolution process?







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Thank you

portvancouver.com/avtmengagement
avtm@portvancouver.com

Canada

Stay in touch

-  **Learn more**
[at portvancouver.com/avtmengagement](https://portvancouver.com/avtmengagement)
-  **Email us**
[at avtm@portvancouver.com](mailto:avtm@portvancouver.com)
-  **Read the discussion guide, factsheets and other resources**
portvancouver.com/avtmengagement
-  **Complete the survey**
November 1 to 30, 2022
portvancouver.com/avtmengagement
-  **Sign up for program updates**
portvancouver.com/avtmengagement

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Online information session recording

Watch the online information session presentation [here](#).



Phase three FAQ



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Active Vessel Traffic Management Program

Phase three engagement frequently asked questions

This fall, the Vancouver Fraser Port Authority completed the third phase of engagement for the AVTM Program. Between November 1 to 30, 2022, the port authority invited the community to learn more about and provide feedback on the draft anchorage code of conduct and our approach to information sharing and complaint resolution. We held three community open houses, an online information session and ran a digital survey.

Concurrent to public engagement, the port authority undertook Indigenous engagement by inviting 26 Indigenous groups to meet, share program updates, and seek feedback. A summary of key themes and details from the third phase of engagement will be included in the engagement summary report, to be published in early 2023.

This document highlights the most frequently asked questions we received during phase three public engagement.

To learn more about the AVTM Program or contact the project team:

Visit: portvancouver.com/avtm

Email: avtm@portvancouver.com

What is the Vancouver Fraser Port Authority's role in assigning anchorages in the Southern Gulf Islands?

In 2018, Transport Canada put in place temporary measures to reduce the impacts of commercial ships anchored outside of any port authority jurisdictions, including around the Southern Gulf Islands. This Interim Protocol asked the port authority to assist by assigning anchorages around the Southern Gulf Islands with the goal of balancing the distribution of ships.

Within the Port of Vancouver, the port authority manages ship traffic and where ships can anchor while waiting to access a port terminal for cargo operations. Active vessel traffic management is the system by which we prioritize and optimize how piloted vessels and tug-and-barge traffic move within the port authority's jurisdiction for vessel safety and environmental protection.

The port authority is designing this new system to manage marine traffic flow at the Port of Vancouver and in southern British Columbia, including the Southern Gulf Islands. This work is being done in cooperation with supply chain partners and industry stakeholders. We are also seeking input from Indigenous groups, various levels of government, and community stakeholders.

As shipping trade continues to grow, the 28 anchorages within the Port of Vancouver are being used more frequently. When the demand for anchorages at the port exceeds availability, ships need to anchor outside of our jurisdiction, including, but not limited to, the anchorages in the Southern Gulf Islands.

Are the anchorages in the Southern Gulf Islands permanent or temporary?

The right to anchor a vessel is part of the common law right of navigation, and vessels are free to anchor wherever it is safe. An anchorage is defined as a suitable area in which to anchor a vessel.

The anchorages in the Southern Gulf Islands have existed for many years, and ships have historically used these anchorages because they are located in deep water and can accommodate larger ships. Demand for Southern Gulf Island anchorages has increased in recent years due to supply chain

Appendix B: In-person open house feedback

Anchorage code of conduct

Theme	Summary of questions and suggestions
Environmental impact	<ul style="list-style-type: none"> • Is a response prepared for potential fuel or oil leaks? • Monitor and enforce restrictions on ship discharge • Make environmental protections stricter in the Southern Gulf Islands • Ships should not anchor in environmentally sensitive areas • Ships anchoring cause damage to seabed • How are invasive species brought in by ships being monitored? • Prioritize a healthy ecosystem • Mitigate greenhouse gas emissions from ships • Ship generators are disturbing to wildlife • Protect southern resident killer whales • Provide environmental data on marine species provide a study on ocean floor damage
Impact to residents and community	<ul style="list-style-type: none"> • Ships are anchoring too close to recreational and residential areas • Local citizens should not suffer due to port inefficiencies • Communities within the Southern Gulf Islands do not want to be involved with Vancouver port activity • Anchorages negatively impact the tourism industry • How does the algorithm account for proximity to residences? • Reassess current anchorages based on impact to local communities
Code of conduct enforceability	<ul style="list-style-type: none"> • Code of conduct is not enforceable • Implement consequences for rule infractions • Transport Canada must regulate and enforce rules • Compliance with the code of conduct must be mandatory • Language used in the code of conduct must be stricter
Infrastructure and planning	<ul style="list-style-type: none"> • Improve infrastructure and management in the Port of Vancouver to reduce the need for anchorages in the Southern Gulf Islands • There is no room for large ships in the Southern Gulf Islands • Develop a “just-in-time” system to improve port efficiency • Adopt port authority policies from strong international ports, such as New Zealand or the United States

Theme	Summary of questions and suggestions
Reduce or remove anchorages	<ul style="list-style-type: none"> • Reduce the number of anchorages in the Southern Gulf Islands • Reduce ship activity in Southern Gulf Island waters • Move anchorages away from residential areas • Vessels doing business in Vancouver should only anchor in Vancouver waters • Use Southern Gulf Island anchorages for emergencies only
Noise and light	<ul style="list-style-type: none"> • Noise and light produced by vessels is harmful to mental and physical health • Generator noise can be heard throughout all hours of the day • Establish enforceable limits on vessel noise • Vessels do not follow noise and light protocol and complaints do not work • Do not permit vessel activity at night
Jurisdiction	<ul style="list-style-type: none"> • Establish one governing body with jurisdiction over all issues • Who is responsible for sunken ships in the harbour? • Residents should not be responsible for monitoring vessel compliance • Give the port authority jurisdiction over all Southern Gulf Island anchorages • Give local organizations authority over Southern Gulf Island anchorages • Who is responsible for monitoring vessel discharge?
Vessel length of stay	<ul style="list-style-type: none"> • Ships stay at anchorages for far too long • Create and enforce a time limit for vessel length of stay
Anchorage fees	<ul style="list-style-type: none"> • Charge vessels a fee for anchoring • Provide financial compensation to affected communities using anchorage fees • Put revenue from anchorage fees towards environmental clean ups and protections
Engagement	<ul style="list-style-type: none"> • Include Nanaimo port authority in the engagement process • Give more than two weeks' notice for opportunities for community input • Provide results from studies, such as single-point mooring systems
General negative feedback	<ul style="list-style-type: none"> • This proposal creates a free parking lot for the Port of Vancouver • This proposal is too bureaucratic
Impact to Indigenous groups	<ul style="list-style-type: none"> • Plan for community elders and members to tour anchored ships to ask questions • Consider obligations relating to the Tsawwassen treaty

Theme	Summary of questions and suggestions
Complaint response process	<ul style="list-style-type: none"> • Increase the capacity of port authorities to respond to complaints in a timely and effective manner
General positive feedback	<ul style="list-style-type: none"> • There are currently no problems

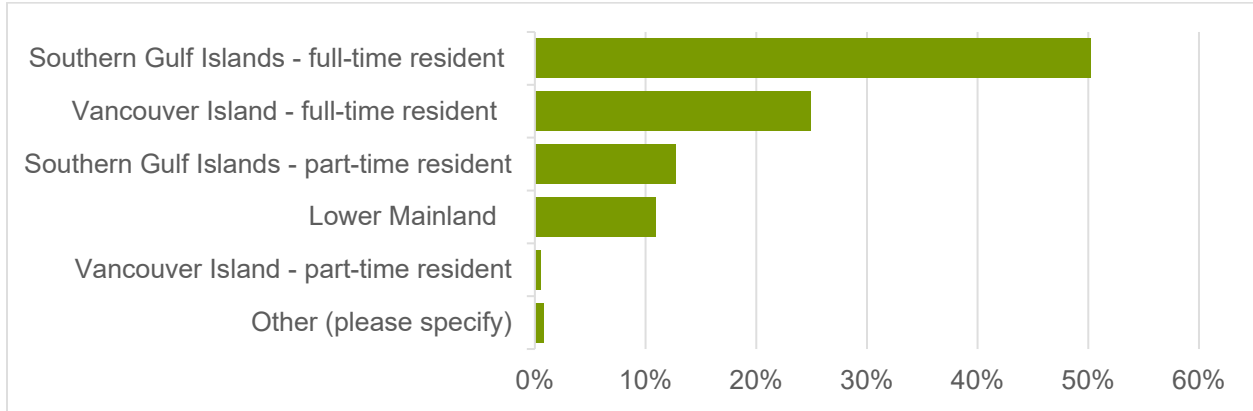
Complaint resolution

Theme	Summary of questions and suggestions
Responsiveness	<ul style="list-style-type: none"> • Many complaints have been made with no response • Provide a response to complaints about cleaning and discharge • Define a reasonable length of time for response • Provide follow ups to complainants including feedback on the status of complaint resolution
Complaint submission	<ul style="list-style-type: none"> • Find alternatives to forms for complaint submissions • Provide a hotline for local community members to report concerns • It is difficult to find the process to submit complaints on the website • There is no central contact for complaint submission
Complaint resolution	<ul style="list-style-type: none"> • Improve complaint resolution • Complaints have been submitted in the past with no resolution • Provide a history of complaints against ships and agents, including number of complaints and number of resolutions
Engagement	<ul style="list-style-type: none"> • Presentation of a plan is not satisfactory public engagement
General positive feedback	<ul style="list-style-type: none"> • There are currently no problems with complaint resolution

Appendix C: Detailed online survey feedback

About the survey participants

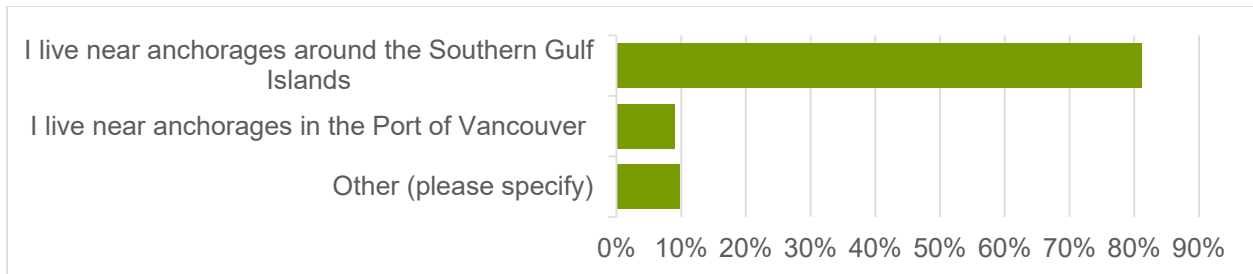
Where do you live?



Summary of other responses

- Prefer not to answer
- Part-time in the Southern Gulf Islands and part-time on Vancouver Island

What is your interest in ships at anchorages assigned by the port authority?



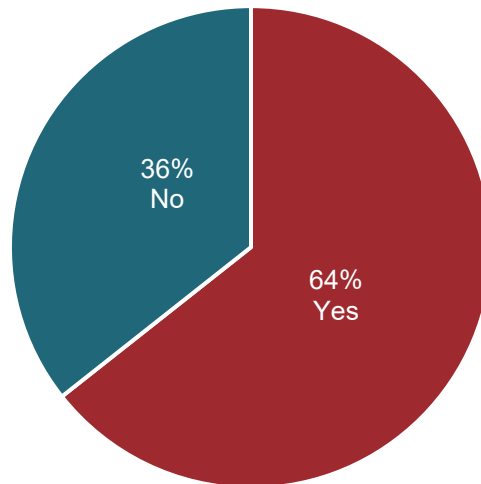
Summary of other responses

- Environmental impact
- Live near other anchorages
- Frequent visitor of the Southern Gulf Islands
- Work in the industry
- Financial/commercial interests
- Community impacts
- Live on Vancouver Island
- Commute via sea bus

Anchorage code of conduct – General

The purpose of the anchorage code of conduct is to enhance ship safety and environmental protection and reduce negative effects on local communities, like ambient noise and light pollution, caused by the presence of ships at anchor in the Port of Vancouver and around the Southern Gulf Islands.

Do you think there is anything missing from the stated purpose of the anchorage code of conduct?



Please explain.

Environment (133 mentions)

Theme	Summary of questions, comments and suggestions
General	<ul style="list-style-type: none"> Ships are anchoring in sensitive environments, protected areas and marine parks Ships negatively impact the environment Code of conduct should include strict rules on environmental protection This contradicts Canada's environmental objectives, such as reducing carbon footprint How will the port address environmental damages outside its jurisdiction?

Theme	Summary of questions, comments and suggestions
Marine life and ecology	<ul style="list-style-type: none"> • Code of conduct needs to create protections for marine life and wildlife (such as southern resident orcas, salmon, mammals) • Do not allow anchorages in areas that whales travel or in ecologically sensitive areas • Code of conduct should include restrictions on dragging or dredging anchors and chains to protect the seabed and marine life • Anchorages should not be in ecologically sensitive areas • Noise and light affect marine life both above and below water • Anchorages (Cowichan Bay D, E, F) are next to Satellite Channel Ecological Reserve
Discharge (spills; black and grey water; dumping)	<ul style="list-style-type: none"> • Ship discharge such as sewage, waste, bilge, scrubber, cleaning materials, black water, grey water, oil sheens, ballast water and chemicals can be harmful to the environment • Code of conduct needs to be stricter in protecting waters with regards to discharges • Dumping causes E. coli, swimmers itch red tides, and unpleasant water and beaches • Anchorages create a higher risk of oil spills • Seafood comes from areas where ships dump substances into the water
Pollution and air emissions	<ul style="list-style-type: none"> • Ships produce air pollution when idling • Code of conduct does not include minimizing air emissions from ships or their impact • Eliminating anchorages is only way to remove greenhouse gases • Carbon produced by ships resulted in an air quality warning in Cowichan Valley
Input from experts	<ul style="list-style-type: none"> • References to studies and articles, including from BC Parks, Nature.com • Data should be made available for analysis to support developing mitigation measures, including from DFO's look into impacts on seabed from long time use as anchorage • There is no evidence or data that shows the environmental impact from ships, including release of carbon, invasive organisms, and toxic run off • No environmental studies have taken place surrounding damage to seabed, as well as noise, light, and discharge pollution • Pay attention to environmentalists
Fuel/energy	<ul style="list-style-type: none"> • Code of conduct does not address how much fuel a ship uses while anchored • Use of fossil fuels is harmful to the environment

Process and protocol (121 mentions)

Theme	Summary of questions and suggestions
Moving or removing anchorage(s) or ships	<ul style="list-style-type: none"> • Anchorage use should be reduced and eventually eliminated • There should not be any anchorages in the Southern Gulf Islands • Eliminating anchorages is the only way to avoid and remove environmental impacts • Move the anchorages closer to Richmond • There should not be any new anchorages
Responses regarding process or system	<ul style="list-style-type: none"> • Develop a just in time arrival system to reduce the need for anchoring • Improve terminal/port management efficiency • Ships should stay at sea until there is space available for them at the port • Anchorages were not designed for these ships • Consider if anchorages are justifiable in the first place • Code of conduct does not address the excessive ships being assigned to certain anchorages due to size capacity (such as Trincomali 7 and 8) • Use mooring buoys and a mooring assist service in the Southern Gulf Islands • Establish current and historical data for total annual freighter days before implementing AVTM program
Implementing fees or penalties	<ul style="list-style-type: none"> • Ships should pay to anchor • The code of conduct is missing penalties and consequences for non-compliance • Current consequences are not harsh enough • What are the repercussions if the code of conduct is not followed? • Why do ships pay to park in the Port of Vancouver but not outside of it?
Ship length of stay	<ul style="list-style-type: none"> • Ships anchor too long • Presence of ships is constant • Restrict the length of stay for all or certain ship • Ships should anchor for short-term stays • Code of conduct does not address length of stay
Safety	<ul style="list-style-type: none"> • Consider safety beyond “ship safety” • Ships should only be able to park for emergency or safety reasons, such as weather events • Waters are unsafe due to the number of ships • Responses regarding navigation hazards • Ships park in front of ferry path between Nanaimo and Gabriola Island
Ship operation times	<ul style="list-style-type: none"> • Ships operate and arrive at all hours of the day and night

Theme	Summary of questions and suggestions
Ship crew behavior	<ul style="list-style-type: none"> • Crews should be made to go onshore • Crews should not use binoculars to look through resident's windows or watch them outside their homes • Tool use, drilling, hammering, and maintenance is constant
Issue reporting/response	<ul style="list-style-type: none"> • The complaint website is not helpful • When issues are reported, the port authority's response is to say that it needs to anchor ships in the area to make money

Community (90 mentions)

Theme	Summary of questions and suggestions
Noise and light	<ul style="list-style-type: none"> • Noise produced by generators, maintenance, horns and anchor dragging are disturbing • There are no standards to use as a basis for noise and light restrictions • The noise allowance in the code of conduct is too high; establish stricter limits • The code of conduct does not address effects on wildlife • Ships need a minimum amount of light for navigating at night • Noise is industrial, not ambient • The environment amplifies noise produced by ships
Economy and community well-being	<ul style="list-style-type: none"> • Ships have decreased residents' enjoyment of their properties • Anchorages have negatively changed the atmosphere of the community • Anchorages provide no benefit to residents • Ships produce vibrations that can be felt by nearby residents • Ships produce a noticeable odor • The code of conduct does not measure or monitor negative effects on the community • The presence of ships can affect the value of houses • Waterfront homes pay high taxes, so anchorages should not be in front of them • Ship accidents can damage community economy and reputation • Living near ships is unpleasant
Quality of life/health	<ul style="list-style-type: none"> • Code of conduct does not feature enough protections to negate the adverse effects on quality of life caused by anchorages • Ship noise and light negatively impact residents' health
Visual aesthetic	<ul style="list-style-type: none"> • The look of ships is unpleasant and negatively impacts view • Ships block view of other islands

Theme	Summary of questions and suggestions
Ship/anchorage proximity to community	<ul style="list-style-type: none"> Ships and anchorages are too close to residential areas Ships should be anchored somewhere else, away from waterfront homes
Impact on recreation or fishing	<ul style="list-style-type: none"> Ships at anchor impact Indigenous rights to harvest marine resources
Information transparency and education	<ul style="list-style-type: none"> Code of conduct does not include reporting compliance to the public, showing that it is working and being followed

Policy (85 mentions)

Theme	Summary of questions and suggestions
Compliance and monitoring	<ul style="list-style-type: none"> Code of conduct needs to be enforceable The code of conduct relies too heavily on self-monitoring What is being done to make sure code of conduct is being followed? Monitor ships for noise, light and dumping while anchored and on the water The port authority is not able to monitor ships or enforce the code of conduct in the Southern Gulf Islands Compliance with the code of conduct should be mandatory Who will monitor and enforce the code of conduct?
Laws, rules, and code of conduct	<ul style="list-style-type: none"> The code of conduct needs to be more specific Do not just reduce impacts and enhance protections, eliminate negative effects entirely The code of conduct is no different than the interim protocol The code of conduct should be temporary until a different solution is found The code of conduct should include self-unloading ships The code of conduct does not cover bunkering operations Appendix 3 (Page 38) and subsequent documents do not address the problems within the Southern Gulf Island anchorages Guidelines do not have legal authority What requirements are included to minimize risk of bunker fuel spill? There should not need to be a code of conduct, as ships should not be parking Anchorage in the Southern Gulf Islands should follow the same rules, restrictions, and regulations used in the Port of Vancouver

Theme	Summary of questions and suggestions
Jurisdiction	<ul style="list-style-type: none"> • Conversations surrounding jurisdiction should be happening • Port authority does not take jurisdictional ownership of the 33 anchorages • Code of conduct is irrelevant if cannot be enforced outside of the port authority's jurisdiction • Gulf Islands are not and should not be part of the Port of Vancouver • Anchorages outside of the Port of Vancouver need to be brought under the port authority's jurisdiction to ensure compliance and enforcement
Federal agencies' involvement	<ul style="list-style-type: none"> • Data should be made available for analysis to support developing mitigation measures, including from DFO's look into impacts on seabed from long time use as anchorage • Transport Canada and the port authority should eliminate anchorages • Environmental impacts are too serious for ships to receive preferential treatment from Transport Canada • Transport Canada does not manage compliance with protocol or the anchorages

Engagement (8 mentions)

Theme	Summary of questions and suggestions
Impacts on Indigenous groups	<ul style="list-style-type: none"> • Anchored ships impact the traditional territory of First Nations in the Southern Gulf Islands, including their rights to harvest marine resources • Indigenous communities and traditional foods should be addressed • Code of conduct should include a directive for obtaining free prior and informed consent/permission from Indigenous Nations
Engagement process	<ul style="list-style-type: none"> • Why was there only a session on North Pender, and not Main, Saturna, Salt Spring, and other affected islands?

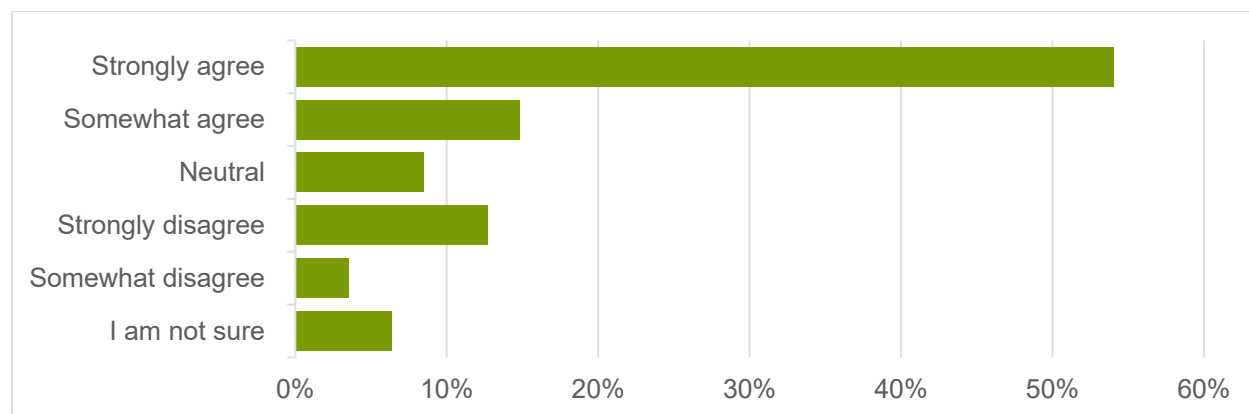
Other (4 mentions)

Theme	Summary of questions and suggestions
General negative feedback	<ul style="list-style-type: none"> • It is possible that ships at anchor could be carrying illegal drugs and distributing them to locals while parked • Port staff should buy property in the Southern Gulf Islands and spend time looking at a ship parked in their view
Finance	<ul style="list-style-type: none"> • Commercial impacts to shipping and effects on Canada's importers and exporters, and their supply chain partners • How much money does the Port make?

Noise and light pollution

We heard through our engagement with the community that noise and light pollution are the top concerns, especially near the remote anchorages around the Southern Gulf Islands. Recognizing these concerns, the draft anchorage code of conduct contains additional practices and procedures to minimize noise and light pollution.

What is your level of support for including these additional practices and procedures in the anchorage code of conduct?



Ships can use a range of approaches to mitigate noise, including adding exhaust silencers and improving sound insulation. What other measures would you like to see ships take to mitigate dominant noise sources while at anchor?

Process and protocol (209 mentions)

Theme	Summary of questions and suggestions
Moving or removing anchorage(s) or ships	<ul style="list-style-type: none"> • Move or remove ships, it is the only way to reduce noise and light • There should be no anchoring in the Southern Gulf Islands, south coast Vancouver Island, or Vancouver • There should be fewer ships, and they should be there less often • Anchor the ships in industrial areas • Certain ships, such as those with multiple generators, should not be permitted to anchor; modern ships that are able to comply can be permitted
Ship operation times	<ul style="list-style-type: none"> • Need to address noise at night, such as from generators; only work during the day • Lights and engines/generators are used 24/7, which impacts local communities • Implement time restrictions for when ships can use generators, maintenance equipment • Only arrive and drop anchor or bring up the anchor during the day • Establish noise level limits for the day and night

Theme	Summary of questions and suggestions
Responses regarding process or system	<ul style="list-style-type: none"> • Need to implement a just in time arrival system and improve scheduling to reduce the need to anchor for long durations • Use of anchorages is compensating for lack of efficiency at the Port of Vancouver • Do not allow ships to enter Canadian or local waters until there is space for them • Code of conduct does not matter if issues are getting worse with more ships and delays • Implement traffic control lanes • Ban offloading of freight while at a temporary anchorage • Decrease traffic at the Port of Vancouver until it is manageable • The port authority should pursue infrastructure and supply chain improvements • Use mooring buoys; install permanent moorings at each anchorage • Have a more equitable rotation of anchorage selection • Only modern ships that are able comply should be allowed to anchor in the Southern Gulf Islands
Ship crew behavior	<ul style="list-style-type: none"> • Eliminate or reduce maintenance, non-essential repairs, activities that use generators, or work while at anchor • Limit back and forth traffic for ship staff who are off work by having minimum staff contingent stay on the ship • Do not allow playing amplified music • Request anchor chains to be walked out on arrival to reduce noise
Implementing fees or penalties	<ul style="list-style-type: none"> • Implement fees or a levy for anchoring • Use fines to incentivize compliance • Implement penalties, such as banning non-compliant ships • Use earnings from fees for an environmental fund • Provide discounts to electric or hybrid ships
Ship length of stay	<ul style="list-style-type: none"> • Reduce time at anchor • Set limits for length of stay and time of day • Ships should be present less often • Improve scheduling so ships do not anchor for long periods of time • Impacts, such as noise and light, are present 24/7
Issue reporting/response	<ul style="list-style-type: none"> • Constant need to complain should not be necessary • Reporting complaints via phone has had mixed results for residents • It is currently left to residents to report non-compliance • There should be investigations into noise sources and mitigation after monitoring detects levels outside of set limits

Theme	Summary of questions and suggestions
Safety	<ul style="list-style-type: none"> • What are the impacts on safety from reducing ship noise during poor weather? • Need to consider onboard safety • Need to adhere to ships' safe practices • Unlikely that safety requirements for lighting result in such wide divergence of use

Community (108 mentions)

Theme	Summary of questions and suggestions
Noise and light	<ul style="list-style-type: none"> • Turn off engines/generators, fans and vents, and lights, or minimize use • Set noise decibel limits • Reduce noise using silent sources of power, exhaust silencers, sound insulation deadeners or mufflers • Restrict types of work onboard and hours of activity • Use coloured lights instead of white or yellow bulbs • Dim or restrict the number of lights • Limit loud blasts; ban whistles • Do not allow noise from voices, music, radios, phones, tape players • Limit noise from anchor chains • Direct floodlights downwards; screen them • Enforce and train for minimal energy consumption while onboard • Weather conditions need to be considered; calmer weather carries sound • Standards for noise and light are not provided • Ships are noisy despite mitigation efforts
Quality of life/health	<ul style="list-style-type: none"> • Noise negatively impacts quality of life, sleep, comfort of being outside, enjoyment of property, and physical and mental health • Prolonged exposure to noise can lead to potential development of health impacts like cardiovascular issues • Vibrations are felt in homes, which is irritating • There are no decibel limits that are in line with noise protection standards from the World Health Organization
Community economy and livability	<ul style="list-style-type: none"> • Ships and anchorages impact the community • View of ships will not enhance property values and is detrimental to tourism • Communities pay taxes, ships do not • Ships impact community's sense of peace and tranquility • Ship vibrations are felt in homes

Theme	Summary of questions and suggestions
Ship/anchorage proximity to community	<ul style="list-style-type: none"> • Anchorages are too close to shore (such as T7) • Only anchor in areas away from communities • Communities close to anchorages are not in industrial zones
Information transparency and education	<ul style="list-style-type: none"> • Current practices are only permitted because the general public has little knowledge of what is happening • Information is hard to find, particularly regarding noise and light, in the Port Information Guide (P.37) • Ships need to be aware of the importance of rules • Data from monitoring should be available for the public and authorities
Impact on recreation or fishing	<ul style="list-style-type: none"> • Ships are frightening when you are in a small boat
Visual aesthetic	<ul style="list-style-type: none"> • Ships are ugly

Environment (64 mentions)

Theme	Summary of questions and suggestions
General	<ul style="list-style-type: none"> • Anchorages have negative environmental impacts • Any new improvements must be environmentally sound • Move or remove ships, it is the only way to protect the environment
Fuel/energy	<ul style="list-style-type: none"> • Encourage/require ships to be able to run on battery power/electricity; require battery power when at anchor or in a sensitive area • Require/use solar or wind power options • Provide electricity at anchorages from shore • Shut off engines/generators when anchored; use smaller generators • Reduce ships' power requirements • Mandate that all ships entering waters or anchoring are hybrid or electric; Transport Canada could set a mandate for 2030
Marine life and ecology	<ul style="list-style-type: none"> • Noise/underwater noise impact marine life • Protecting marine life should be a priority • Are there approaches for mitigating underwater noise to protect marine life? • Decibel limits should be based on science regarding what is not harmful for marine mammals • Shut off engines while at anchor that can be heard by marine life • Who will ensure marine life are protected? • Underwater noise should be monitored to protect marine life • ships should not be in a sensitive ecosystem

Theme	Summary of questions and suggestions
Pollution and air emissions	<ul style="list-style-type: none"> There should not be any smell from exhaust fumes Fumes blow to shore There should be no idling
Input from experts	<ul style="list-style-type: none"> Port authority should get input from Fisheries and Oceans Canada (DFO) Environmental assessments should be conducted before expansion of the port into the Southern Gulf Islands is finalized

Policy (45 mentions)

Theme	Summary of questions and suggestions
Compliance and monitoring	<ul style="list-style-type: none"> There should be noise monitoring; self-monitoring does not work; log data of readings Implement compliance and enforcement measures; there is no enforcement currently Underwater noise should be monitored How will this be enforced? Who will monitor this? Ships are not complying with noise and light rules Ships need to be aware of the importance of rules Ships need to adhere to their own safe practices Mitigation ideas are not enforceable Test water quality
Laws, rules, and code of conduct	<ul style="list-style-type: none"> Code of conduct language is not strong enough, needs to be more specific Standards for noise and light are not provided Code of conduct has no legal requirements, can be ignored Drafts are adding nothing new to the interim protocol, which has little effect Code of conduct is worse than the interim protocol Islands Trust is key in preservation and protection on land but has no jurisdiction on the water No references to noise and light at dock or anchor in the Port Information Guide Add more measures to code of conduct for noise
Jurisdiction	<ul style="list-style-type: none"> Noise, light, and pollution should be contained to only the Port of Vancouver's "legitimate" area Question spins the actual concern regarding the use of anchorages in the Southern Gulf Islands as part of the operational area of the Port of Vancouver Port Information Guide describes the Port of Vancouver's boundary on page 44, but does not mention jurisdictional area in Gulf Islands with 33 overflow anchorages

Theme	Summary of questions and suggestions
Federal agencies' involvement	<ul style="list-style-type: none"> Transport Canada could mandate that by 2030 all ships entering waters are hybrid or electric

Engagement (15 mentions)

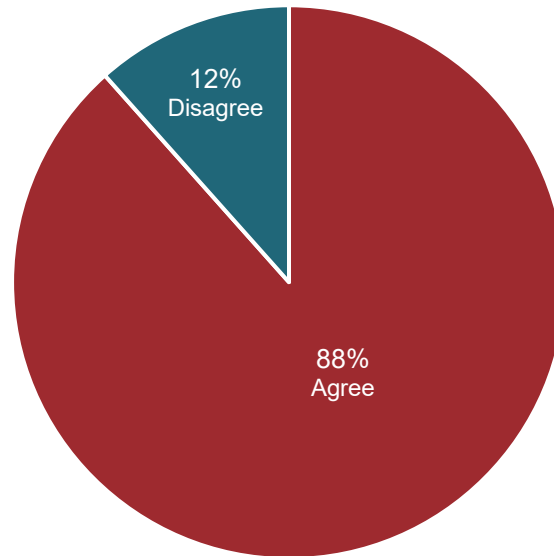
Theme	Summary of questions and suggestions
Port authority study and engagement process	<ul style="list-style-type: none"> Community members or respondents are not expert enough to find the solution requested Survey questions do not acknowledge that the source of the problem is anchorages themselves The survey questions are designed to lead to a planned outcome Information is hard to find, particularly regarding noise and light in the Port Information Guide (P.37), making it hard to answer the survey Questions assume anchorage code of conduct will move forward with ships anchoring in the Southern Gulf Islands; ships should not be anchoring there; therefore, the question does not accommodate every option possible
Impacts on Indigenous groups	<ul style="list-style-type: none"> Provide affected First Nations with compensation

Other (6 mentions)

Theme	Summary of questions and suggestions
General negative feedback	<ul style="list-style-type: none"> If people do not like it, they should not buy anything Mitigation ideas are a waste of time
General positive feedback	<ul style="list-style-type: none"> Current noise levels are acceptable
Finance	<ul style="list-style-type: none"> Economics of making changes cannot be impacted by the survey's public input

Environmental protection

Do you think the anchorage code of conduct should request ships anchored around the Southern Gulf Islands follow the same environmental best practices as the ships anchored at the Port of Vancouver?



Do you have any additional considerations, related to environmental protection and discharges from ships, that you would like to share with us?

Environment (176 mentions)

Theme	Summary of questions and suggestions
Discharge (spills; black and grey water; dumping)	<ul style="list-style-type: none"> • Discharge prevention, including toxic waste, scrubber wastewater, ballast, bilge, scrubber, needs to be written into law • Onboard cleaning results in paint, rust, and dirty water dumping in Southern Gulf Island waters • Discharge is a possible cause of green crab infestation • How can washing up of invasive species be mitigated? • Is dumping ballast water prohibited? • Discharge washes up on shore; there is garbage on beaches, possibly from ships • Use composting toilets and biodigesters for all ships using the port to avoid discharging • How should the community know when ships pump out water whether it is pollution or not? • Discharges can create health risks • The Spill Response Boat travels up Trincomali Channel every day to check for environmental issues with ships at anchor • There should be monitoring for black and grey water discharge collection • Ships must manage their own discharge • Why do ships not perform cleaning processes while in the open ocean instead of near the port? • Ship discharges lasting longer than 5 minutes have been witnessed • Code of conduct restrictions for discharge should be applied to all anchorages
General	<ul style="list-style-type: none"> • Anchorages will have negative impacts on the environment • There should be stronger practices, common sense regarding environmental protection • Given the climate emergency, it is time to be serious about environmental protection • Anchorages are in national parks, marine protected areas, interim sanctuary zones, and marine park reserves • Some environmental damage cannot be mitigated • Pay more attention to specific issues of water movement

Theme	Summary of questions and suggestions
Marine life and ecology	<ul style="list-style-type: none"> • Impacts to wildlife, including whales, dolphins, otters, sea lions, seals • Southern Gulf Island waters are a sensitive marine environment • Implement protocols to limit or prevent anchoring as it can damage sensitive ecosystem and seabed/ocean floor • Identify anchorage sites away from important marine mammal migratory routes and feeding areas • Consider salmon estuary • Impacts to whales, including habitat, and ability to echolocate and hunt prey • What is the impact on wildlife? • Is it possible to secure permanent anchorage latches to the sea floor to avoid ships disturbing it when anchoring in the same areas? • Area has a lot of biodiversity (cited naturediver.com) • The Salish Sea has many rare and threatened species • Green crab infestation threatens Dungeness population
Pollution and air emissions	<ul style="list-style-type: none"> • Do not allow release of harmful emissions while anchored in Gulf Islands; require exhaust purification • Just in time arrival systems will reduce pollution and emissions • Ships that anchor in Southern Gulf Islands emit extremely large quantities of carbon dioxide • CRD and Islands Trust have encouraged the Gulf Islands to cut their emissions in half, which is not possible with anchorages • Constant operation of diesel generators is bad environmental practice • Ships are releasing greenhouse gas emissions and other contaminants like nitrogen oxides and sulphur oxides • Ships produce a lot of fumes; there is black smoke when at anchor • Connect ships to shore power through floating locations / moorings to prevent generator noise and fuel pollution • Would like to see Transport Canada and Fisheries' science-based assessment on exhaust scrubber gases
Input from experts	<ul style="list-style-type: none"> • Environmentalists and marine scientists have expressed concerns for years, more consultation does not help • Would like to see Transport Canada and Fisheries' science-based assessment on exhaust scrubber gases • Experts will advise whether additional protocols are necessary due to the potential uniqueness of the Gulf Islands habitat • Transport Canada should use its jurisdictional powers to protect the environment by either prohibiting anchoring in whale habitat or conducting environmental assessments and implementing mandatory rules • Consult experts to find anchorage locations away from migratory routes and feeding areas for marine mammals

Theme	Summary of questions and suggestions
Fuel/energy	<ul style="list-style-type: none"> Ships should use least polluting fuel available Reduce use of fossil fuels at anchorages; ships should not use fossil fuels Encourage solar and wind power for charging ship batteries at anchor Connect ships to shore power through floating locations / moorings to prevent generator noise and fuel pollution

Policy (120 mentions)

Theme	Summary of questions and suggestions
Laws, rules, and code of conduct	<ul style="list-style-type: none"> Code of conduct needs to be more specific, language is ambiguous Code of conduct should be a requirement, not a “request” The rules should be more strict Does the draft protocol include the same requirements for overside discharges as the Port Information Guide (P. 38)? The code of conduct should apply to all anchorages
Compliance and monitoring	<ul style="list-style-type: none"> There needs to be enforcement, policing, monitoring Environmental practices and code of conduct are not enforceable Monitoring is more difficult in remote anchorages because of the lack of inspection personnel and Coast Guard enforcement Remote monitoring from the port authority makes it necessary for residents to police ships How are ships monitored? How does the port plan to monitor and enforce the code of conduct? A maritime enforcement officer unit should be created to inspect every ship The Spill Response Boat travels up Trincomali Channel every day to check for environmental issues with ships at anchor Why are ships not policed in the Southern Gulf Islands like in Port of Vancouver? How often are ships checked for compliance?
Jurisdiction	<ul style="list-style-type: none"> Gulf Island anchorages should have the same or better protections than the Port of Vancouver Transport Canada should use its jurisdictional powers to protect the environment by implementing mandatory rules The port should not regulate an area they have no jurisdiction in Who has jurisdiction in the Southern Gulf Islands? Ships are in a region with designated legal protection by the <i>Islands Trust Act</i> If compliance cannot be enforced, then the port should avoid using anchorages outside of its jurisdiction

Theme	Summary of questions and suggestions
Federal agencies' involvement	<ul style="list-style-type: none"> • Transport Canada should prohibit anchoring in whale habitats or conduct environmental assessments • Work with Transport Canada to make this a mandate, not a recommendation • Giving the responsibility to Transport Canada is not good enough • Environment Canada should be monitoring ships for compliance • Would like to see Transport Canada and Fisheries' science-based assessment on exhaust scrubber gases • How is the federal government's research into environmental sensitivity of the Southern Gulf Islands impacting policies and enforcement?

Process and protocol (98 mentions)

Theme	Summary of questions and suggestions
Moving or removing anchorage(s) or ships	<ul style="list-style-type: none"> • Ships and anchorages should not be allowed, should be moved, or numbers and frequency should be limited, particularly in the Southern Gulf Islands (including Plumper Sound, Satellite Channel) • Removing anchorages is the only way to protect the environment • There are too many ships in between Chemainus and Ladysmith • There is too much ship traffic • Ships should comply or anchor somewhere else • Southern Gulf Island anchorages should only be used as an emergency solution
Responses regarding process or system	<ul style="list-style-type: none"> • Implement a just in time scheduling process to minimize anchoring • The port should be more efficient; operations should be managed so ships do not need to wait • Ships should wait out at sea until they can load and unload • Current and proposed systems are not good enough • Permanently install moorings • Use and expand English Bay • Build the new Roberts Bank Terminal 2 port area • There should be modified ship systems • Implement systems that reduce number of ships and time spent anchored

Theme	Summary of questions and suggestions
Implementing fees or penalties	<ul style="list-style-type: none"> No free parking for ships; implement a tax system that returns revenue to those most affected Implement financial penalties or consequences for non-compliance, such as banning violators permanently from the Port of Vancouver Are ships paying for current or future damages? What are the penalties/consequences for non-compliance?
Issue reporting/response	<ul style="list-style-type: none"> There should be a hotline for residents to report offenders Remote monitoring from the port authority makes it necessary for residents to police ships Is the expectation for residents to monitor and report issues? Monitoring should be implemented instead of responding to complaints; it should not be up to citizens to complain It is unclear how to report an accidental or purposeful discharge Cleanup response in Sydney is not adequate
Ship length of stay	<ul style="list-style-type: none"> There should be a limit on length of stay at anchorages Some ships anchor for a long time (such as weeks)
Ship crew behavior	<ul style="list-style-type: none"> There should not be any work onboard that goes into the water, such as cleaning, spraying, and scraping

Community (33 mentions)

Theme	Summary of questions and suggestions
Noise and light	<ul style="list-style-type: none"> The presence of noise and light are disturbing Use minimal lighting at night Minimize noise and light in an environmentally friendly way Connect ships to shore power through floating locations to prevent generator noise Noise affects whales as well There should be no noise and light pollution There is noise from onboard work
Impact on recreation or fishing	<ul style="list-style-type: none"> There are health risks for people who fish, swim, dive, boat, or kayak Discharge can negatively impact crabbing and shrimping, and contaminates food sources Water does not look suitable for swimming There should be no discharge around parks and swimming areas

Theme	Summary of questions and suggestions
Economic and community impacts	<ul style="list-style-type: none"> Should be stronger practices in residential area Many people purchased property before anchorages were implemented There is no respect for local communities Anchorages have diminished the value of nearby homes Ships have turned a quiet region into a city-like atmosphere
Ship/anchorage proximity to community	<ul style="list-style-type: none"> People in Gulf Islands live near anchorages, which are close to land Cowichan Bay F is too close to community Ships should anchor away from residential areas
Visual aesthetic	<ul style="list-style-type: none"> Anchorages are not pleasant to look at and impact the beauty of the area
Quality of life/health	<ul style="list-style-type: none"> Noise from nearby ships affects sleep Increase in ships anchoring has negatively impacted quality of life in the Southern Gulf Islands Discharges can create health risks for humans who swim, fish, and boat
Information transparency and education	<ul style="list-style-type: none"> Details on ship discharges, including frequency, should be published in local news or community websites

Engagement (6 mentions)

Theme	Summary of questions and suggestions
Port authority study and engagement process	<ul style="list-style-type: none"> Survey questions are biased, lead to a planned outcome Survey questions force participants to validate an end point for maintaining Southern Gulf Island anchorages instead of having an option to state disagreement with anchorages This survey question should describe what best practices are already in place at the port or provide a link
Impacts on Indigenous groups	<ul style="list-style-type: none"> The Salish Sea provides traditional food sources for Indigenous peoples Indigenous communities should be able to set their own regulations

Other (7 mentions)

Theme	Summary of questions and suggestions
General negative feedback	<ul style="list-style-type: none"> It is ridiculous to ask the public to trust industry players Anchorages are an accident waiting to happen Transport Canada has little influence
General positive feedback	<ul style="list-style-type: none"> Good to see provisions being implemented

You selected “disagree” to the question “Do you think the anchorage code of conduct should request ships anchored around the Southern Gulf Island follow the same environmental best practices as the ships anchored at the Port of Vancouver?”

Please explain.

Policy (19 mentions)

Theme	Summary of questions and suggestions
Laws, rules, and code of conduct	<ul style="list-style-type: none"> Code of conduct should be stricter, especially for anchorages near residential properties
Jurisdiction	<ul style="list-style-type: none"> The port authority does not have legitimate authority over the Southern Gulf Islands; therefore, the code of conduct does not have value
Compliance and monitoring	<ul style="list-style-type: none"> The code of conduct cannot be policed or enforced properly How would this be monitored and enforced? Participation and compliance need to be mandatory, not voluntary
Federal agencies' involvement	<ul style="list-style-type: none"> Transport Canada or the Coast Guard should enforce the requirement for no discharge if the port does not have authority Transport Canada is receiving financial benefits at the expense of residents and tourism

Process and protocol (13 mentions)

Theme	Summary of questions and suggestions
Moving or removing anchorage(s) or ships	<ul style="list-style-type: none"> There should be no anchorages, particularly in the Southern Gulf Islands Number of ships should be limited/reduced Anchor somewhere else
Implementing fees or penalties	<ul style="list-style-type: none"> What are the consequences for ships that do not comply?

Environment (12 mentions)

Theme	Summary of questions and suggestions
General	<ul style="list-style-type: none"> Environmental protections should be stronger The Southern Gulf Islands are a national park reserve The Southern Gulf Islands are an environmentally sensitive area Southern Gulf Islands should have better environmental protections than the Port of Vancouver
Marine life and ecology	<ul style="list-style-type: none"> Ships should be banned from anchoring in the Southern Gulf Island's sensitive ecosystem

Theme	Summary of questions and suggestions
Discharge (spills; black and grey water; dumping)	<ul style="list-style-type: none"> No discharge should be a requirement and law Potential for an oil spill is high
Input from experts	<ul style="list-style-type: none"> There should be full environmental impact assessments before anchorage use is formalized

Engagement (2 mentions)

Theme	Summary of questions and suggestions
Impacts on Indigenous groups	<ul style="list-style-type: none"> Need consultation and consent from Indigenous peoples
Port authority study and engagement process	<ul style="list-style-type: none"> Wording of questions is biased

Community (1 mentions)

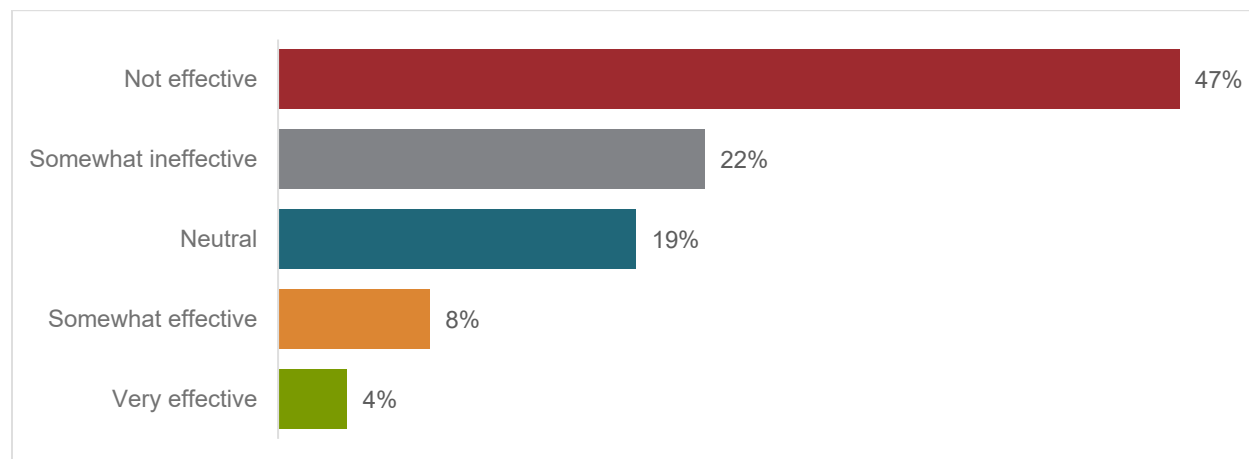
Theme	Summary of questions and suggestions
Ship/anchorage proximity to community	<ul style="list-style-type: none"> Code of conduct should be stricter near residential properties

Other (2 mentions)

Theme	Summary of questions and suggestions
General negative feedback	<ul style="list-style-type: none"> The code of conduct does not have “teeth”; requesting not requiring is “very Canadian”
Finance	<ul style="list-style-type: none"> Transport Canada is receiving financial benefits at the expense of residents and tourism

Compliance

How effective do you think the practices in the anchorage code of conduct will be, to help reduce the effects of ships at anchor on local communities, especially in the remote Southern Gulf Islands?



Why, or why not, do you think the practices and procedures will help reduce the effects of ships at anchor?

Policy (167 mentions)

Theme	Summary of questions and suggestions
Compliance and monitoring	<ul style="list-style-type: none"> Ships do not follow the rules, so effective monitoring and enforcement are necessary Where does monitoring for compliance fall on the list of priorities for the port authority? What monitoring tools does the port authority have at its disposal? More resources need to be applied to on-water monitoring Consider assigning responsibility for monitoring to Fisheries and Oceans Canada (DFO), or another independent organization Monitoring noise and light infractions is relatively straightforward, but overside discharges are more difficult Measures need to be put in place to monitor and assess the results of the new policies Incentive-based policies should be considered to avoid negative impacts
Laws, rules, and code of conduct	<ul style="list-style-type: none"> All requirements need to be mandatory, not voluntary, with a legally binding, signed commitment/undertaking Code of conduct is insufficient to mitigate the impacts of air pollution and anchor scouring Current focus on “best practices” allows for subjective rather than specific, measurable limits; “minimize” cannot be quantified

Theme	Summary of questions and suggestions
Jurisdiction	<ul style="list-style-type: none"> Need to clearly define responsibility for monitoring and enforcement
Federal agencies' involvement	<ul style="list-style-type: none"> Transport Canada has been ineffective in enforcing transiting and fishing restrictions in the Interim Sanctuary Zones, so little optimism regarding enforcement of the proposed code of conduct.

Process and protocol (109 mentions)

Theme	Summary of questions and suggestions
Moving or removing anchorage(s) or ships	<ul style="list-style-type: none"> New protocols will not reduce the number of ships anchoring Anchorage should not be allowed in the sensitive marine environment of Southern Gulf Islands
Implementing fees or penalties	<ul style="list-style-type: none"> Financial or other consequences are required to ensure compliance Fines and penalties need to be sufficient so that they are not simply considered part of the cost of doing business The risk of a major spill warrants the need for fees to provide a world class spill response capacity
Responses regarding process or system	<ul style="list-style-type: none"> Need a better system in place to keep ship moving Focus on reducing/eliminating time at anchorage through scheduling and operational efficiencies Need proactive mechanisms to avoid damage, rather than complaints and fines after the fact Existing algorithm does not appear to equitably rotate the assignment of ships Port perspective compromised by its interest in fostering trade growth
Issue reporting/response	<ul style="list-style-type: none"> Need escalation process if ships do not respond to initial complaint Establish hotline for observed non-compliance Need more monitoring of ships' activities, in addition to responding to complaints
Safety	<ul style="list-style-type: none"> There are incidents involving freighters going down worldwide on a weekly basis; there is a real risk in the Southern Gulf Islands
Ship length of stay	<ul style="list-style-type: none"> Need to impose a time limit for anchorages
Ship crew behavior	<ul style="list-style-type: none"> Unrealistic to expect international crews to share residents' values and concerns with respect to environmental impacts

Environment (57 mentions)

Theme	Summary of questions and suggestions
General	<ul style="list-style-type: none"> The presence of ships at anchorages poses a hazard in a sensitive marine area Remedial efforts after an incident will not restore the environment to its original state Cumulative environmental impacts should be considered
Marine life and ecology	<ul style="list-style-type: none"> Some impacts, such as anchor scouring, cannot be mitigated by a code of conduct Underwater noise impedes communication and navigation for whales Ship noise and contamination are damaging to marine ecology
Discharge (spills; black and grey water; dumping)	<ul style="list-style-type: none"> Current federal “oil spill response” fleet is inadequate Require hatches to be closed and scrubbers to be used to ensure only accidental discharges of effluent occur
Pollution and air emissions	<ul style="list-style-type: none"> Opportunities to provide shore power should be investigated to reduce pollution
Fuel/energy	<ul style="list-style-type: none"> Any ships transiting Canadian waters should be required to use the least-polluting fuel available Systems should operate at minimal requirements to ensure safety and preservation of cargo

Community (47 mentions)

Theme	Summary of questions and suggestions
Noise and light	<ul style="list-style-type: none"> Introduction of the interim protocol has had little impact Noise monitoring data needs to be collected and shared Combined noise impacts from ships at anchor should be below a 3dBA increase from background noise Impacts of noise and light are too much for residents
Economy	<ul style="list-style-type: none"> Need to understand the importance of shipping to the provincial and federal economy
Ship/anchorage proximity to community	<ul style="list-style-type: none"> Compliance and enforcement should be a priority for areas near residential communities
Information transparency and education	<ul style="list-style-type: none"> More information should be shared on why ships need to use anchorages Increase awareness of mechanisms available to report complaints
Quality of life/health	<ul style="list-style-type: none"> Impacts of anchorages on flora and fauna ultimately have an influence on residents’ quality of life
Visual aesthetics	<ul style="list-style-type: none"> Ships at anchor are a visual eyesore

Engagement (4 mentions)

Theme	Summary of questions and suggestions
Port authority study and engagement process	<ul style="list-style-type: none"> Survey question designed to ensure a pre-determined outcome
Impacts on Indigenous groups	<ul style="list-style-type: none"> Indigenous rights and preservation of traditional food sources need to be prioritized

Other (17 mentions)

Theme	Summary of questions and suggestions
General negative feedback	<ul style="list-style-type: none"> Does not respect the Islands Trust and the impact of anchorages on its residents Industrial activity in this sensitive ecological area should be considered criminal and charges pursued Why has it taken so long to update policies and finalize a new code of conduct? This is an attempt to offload a Port of Vancouver issue to an ecologically sensitive area In spite of new systems and processes, increasing trade volumes will at best simply maintain the status quo
Finance	<ul style="list-style-type: none"> Profit motivates decisions made with respect to anchorages

Do you have any additional considerations, related to ensuring industry compliance and monitoring, that you would like to share with us?

Process and protocol (115 mentions)

Theme	Summary of questions and suggestions
Moving or removing anchorage(s) or ships	<ul style="list-style-type: none"> Restrict the number of ships and frequency of stays at Plumper Sound and throughout the Southern Gulf Islands
Implementing fees or penalties	<ul style="list-style-type: none"> Works as a deterrent in other transportation sectors Imposing fees will reduce the duration of anchorages Ships should post a bond that is forfeited in the event of non-compliance Anchorage fees should be assessed as a percentage of the cargo's value Imposing fines after the fact does not mitigate the impact of noise and other disturbance Provide the ability to seize ships and other assets to cover the cost of environmental damage Incentives for ships that take action to reduce their impacts or go beyond the requirements should be rewarded, perhaps with a reduction in anchorage fees Industry should begin to pay into to a disaster preparedness fund for the inevitable accident of a large ship running aground There should also be escalating penalties, above demurrage fees, for any ship that anchors and revenue from these penalties should be for the benefit of affected communities (both Indigenous and municipal)
Responses regarding process or system	<ul style="list-style-type: none"> Track industry-wide statistics on anchorage-related concerns A slot-time system similar to the aviation industry should be considered Look to other countries, such as Finland, New Zealand, and recently the U.S.A., for the changes they made to their arrival system
Ship length of stay	<ul style="list-style-type: none"> Develop "just in time" berthing/arrival system to reduce/eliminate anchorages and the duration of stays
Safety	<ul style="list-style-type: none"> Concern about the risk posed by anchor dragging to the Parkland Gas facility in proximity to Cowichan Bay anchorage #6
Issue reporting/response	<ul style="list-style-type: none"> Reporting on the effectiveness of the complaints process is needed Develop a "live" website to submit documented violations Enable residents to submit photos and information on non-compliance by computer or cell phone Responses to complaints should be provided within four hours of submission

Theme	Summary of questions and suggestions
Ship crew behaviour	<ul style="list-style-type: none"> Some ships have appalling work standards and conditions and we should ensure that living conditions, work, food, etc. are all safe sanitary and sufficient

Policy (71 mentions)

Theme	Summary of questions and suggestions
Compliance and monitoring	<ul style="list-style-type: none"> Canadian Coast Guard does not have the capability to react properly to a ship grounding or a major oil spill in the Southern Gulf Islands Spot/random inspection of ships should be implemented and supported by the Canadian Coast Guard Ships with a documented history of non-compliance should not be allowed into Canadian waters without updated equipment or proof of compliance Each island or group of islands should be provided the resources to monitor ships at anchorage 24/365
Jurisdiction	<ul style="list-style-type: none"> The Gulf Islands should be added to the port authority's jurisdiction A single point of contact needs to be established for all issues and concerns related to anchorages, including monitoring, enforcement, and penalties Transport Canada should assume responsibility for all aspects of Southern Gulf Island anchorages, as the port authority has been unable to demonstrate the capacity/willingness to do so Laws and regulations must be applied consistently across the current port jurisdiction and the Southern Gulf Islands
Laws, rules, and code of conduct	<ul style="list-style-type: none"> Laws and regulations must be applied consistently across the current port jurisdiction and the Southern Gulf Islands Regulations should be as stringent as local municipal bylaws that restrict environmentally sensitive activity such as tree removal Industry has had too much influence in shaping policy, at the expense of residents and the environment

Environment (37 mentions)

Theme	Summary of questions and suggestions
Marine life and ecology	<ul style="list-style-type: none"> Anchorage should not be permitted in areas where fishing, crabbing, rafts, etc. are not allowed or where boats are not allowed if whales are feeding or resting in the area Fisheries and Oceans Canada (DFO) and Transport Canada have started conducting studies of the sea floor to determine where the most sensitive biota and ecosystems even occur; no anchorages should be used without this very basic information informing their location

Theme	Summary of questions and suggestions
General	<ul style="list-style-type: none"> The industry is not doing enough to protect the environment Extend the ECHO program to the Southern Gulf Islands
Fuel/energy	<ul style="list-style-type: none"> Mandate that freighters entering Canadian waters by a certain date (2030) be hybrid or electric, as Finland did Canada has banned use of coal but allow ships to use our waters to ship coal to other jurisdictions Active training of arriving ship masters and enforcement of “Minimum Energy Consumption” on board Use deep water turbines and charging buoys using Maersk technology to create charging stations located away from populated areas
Pollution and air emissions	<ul style="list-style-type: none"> Aerial pollutants to not appear to be addressed
Input from experts	<ul style="list-style-type: none"> The port authority should work with universities and DFO scientists to do more and on-going noise and pollution monitoring

Community (36 mentions)

Theme	Summary of questions and suggestions
Noise and light	<ul style="list-style-type: none"> While light pollution can be a problem, ships’ sided light is essential for navigational safety Strict rules and enforcement of a “Position Lights Only” policy against light pollution
Ship/anchorage proximity to community	<ul style="list-style-type: none"> Use deep water turbines and charging buoys using Maersk technology to create charging stations located away from populated areas
Community livability	<ul style="list-style-type: none"> General concern with impact of anchored ship to peaceful island location Protect the community
Impact on recreation or fishing	<ul style="list-style-type: none"> The quality of kayaking, boating, and camping are being compromised by the impacts of anchorages

Engagement (11 mentions)

Theme	Summary of questions and suggestions
Port authority study and engagement process	<ul style="list-style-type: none"> Survey appears designed to provide a pre-determined outcome Information sessions were not adequately promoted, held on weekday afternoons, and did not allow for meaningful dialogue with residents Residents have been mostly asked to react to published plans rather than being truly involved as partners in their creation

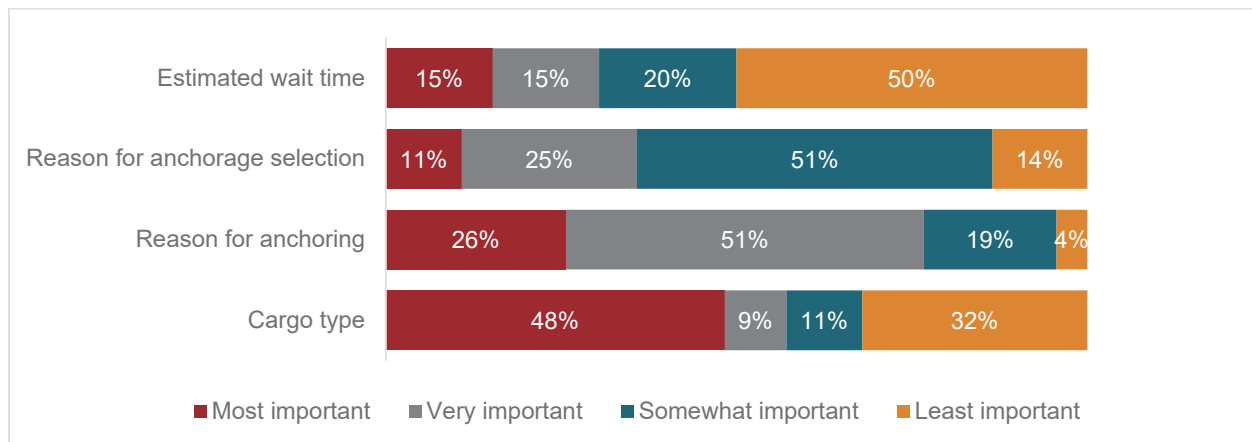
Theme	Summary of questions and suggestions
Impacts on Indigenous groups	<ul style="list-style-type: none"> First Nations and neighbouring communities all oppose the increased use of anchorages and the damage to the marine ecosystem

Other (25 mentions)

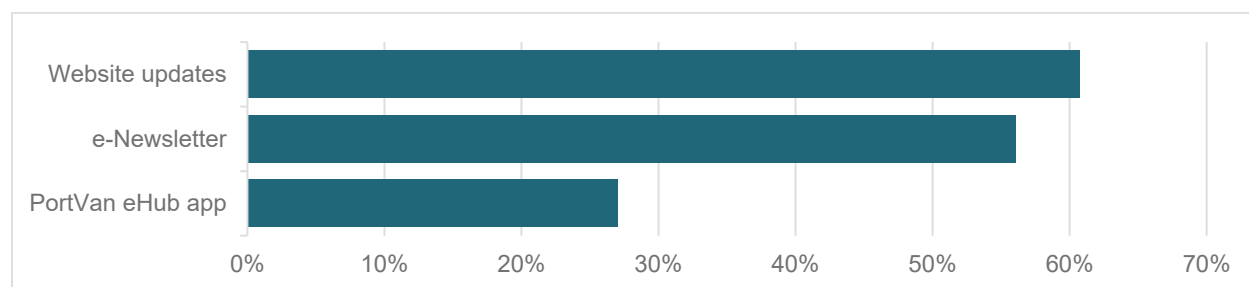
Theme	Summary of questions and suggestions
General negative feedback	<ul style="list-style-type: none"> Port authority and Transport Canada assume that there is evaluated, supported, documented economic benefit in allowing anchorages Eliminate shipping of raw logs
General positive feedback	<ul style="list-style-type: none"> Keep up the good work
Finance	<ul style="list-style-type: none"> Industry will find the cheapest and most expeditious route to conduct business (trade) without consideration for the environment or the local population

Information sharing and complaint resolution

What kind of information would you like us to share with you? Please rank from most to least important.



How would you like to be informed about any of the above?



With the understanding that the focus of the port authority's 24/7 operations centre is on providing essential services to the port, including ship traffic management, port security, land operations and emergency management and preparedness, what are your expectations for improvements to the current complaint resolution process?

Process and protocol (141 mentions)

Theme	Summary of questions and suggestions
Issue reporting/response	<ul style="list-style-type: none"> Complaint response and resolution need to be faster Develop a way to check the status of a complaint or be notified of when action is taken There should be an individual or team dedicated to complaint response and resolution Complaint resolution is a low priority for the port authority and Transport Canada Publish information about complaints that have been made and the actions taken to resolve issues Provide more accessible options for complaint submission; rural areas do not have secure internet connection
Moving or removing anchorage(s) or ships	<ul style="list-style-type: none"> There will be fewer complaints if there are fewer ships anchored Do not let ships anchor in the Southern Gulf Islands Limit ship anchorages rather than increasing them
Implementing fees or penalties	<ul style="list-style-type: none"> Ships will not comply unless there are penalties for policy violations Distribute significant fines or penalties to ship owners who have confirmed rule breaches The current penalties are too lenient
Responses regarding process or system	<ul style="list-style-type: none"> Scheduling needs to be improved to reduce the need for anchorages in the Southern Gulf Islands Keep carriers at sea until they are ready to be loaded or unloaded
Ship length of stay	<ul style="list-style-type: none"> Increasing ship length of stay suggests that complaints have been ineffective so far Do not allow ships to anchor overnight

Theme	Summary of questions and suggestions
Safety	<ul style="list-style-type: none"> The presence of ships in local waters is dangerous for other users Ships will use safety as reasoning to maintain current noise and light levels
Ship crew behaviour	<ul style="list-style-type: none"> Ensure crew know rules and restrictions before anchoring

Community (30 mentions)

Theme	Summary of questions and suggestions
Noise and light	<ul style="list-style-type: none"> Complaints will never be able to resolve noise and light concerns Light and noise produced by anchored ships are disturbing at all hours of the day, including late at night Anchorage that are close to homes result in significantly worse light and noise disturbances
Information transparency and education	<ul style="list-style-type: none"> Provide more communication regarding every ship anchored in Southern Gulf Island anchorages
Quality of life/health	<ul style="list-style-type: none"> The complaint resolution system is only in place to maintain the appearance the port cares about resident quality of life Anchored ships severely impact the quality of life of nearby residents
Community livability	<ul style="list-style-type: none"> Give more consideration to the disruption experienced by residents Minimize community impacts
Ship/anchorage proximity to community	<ul style="list-style-type: none"> Anchorage that are close to homes result in significantly worse light and noise disturbances

Policy (16 mentions)

Theme	Summary of questions and suggestions
Compliance and monitoring	<ul style="list-style-type: none"> Hire full time staff to monitor and enforce compliance with the code of conduct 24/7 monitoring and enforcement is necessary to ensure the success of the 24/7 Operations Centre Monitoring ships should not be the responsibility of residents
Jurisdiction	<ul style="list-style-type: none"> There is confusion regarding jurisdictional responsibilities in Southern Gulf Island waters The port needs to increase its jurisdiction Transport Canada needs to have more involvement in the complaint resolution process
Laws, rules, and code of conduct	<ul style="list-style-type: none"> The development of the code of conduct is encouraging

Environment (12 mentions)

Theme	Summary of questions and suggestions
General	<ul style="list-style-type: none"> • Improve environmental protections • Environmental considerations appear to be secondary to efficiency and economic prosperity
Marine life and ecology	<ul style="list-style-type: none"> • Frequent ship anchoring and activity is damaging to sensitive marine ecosystems • Respond to complaints related to concerns about marine life within 24 hours
Discharge (spills; black and grey water; dumping)	<ul style="list-style-type: none"> • Liquid waste discharge concerns should be covered by the complaint resolution process

Engagement (12 mentions)

Theme	Summary of questions and suggestions
Port authority study and engagement process	<ul style="list-style-type: none"> • Listen to and act on what is said in engagement • This engagement is inaccessible for those who have limited or no internet access • Continue engaging with local communities
Impacts on Indigenous groups	<ul style="list-style-type: none"> • Summarize and circulate complaints and responses to Indigenous communities • Hold regular meetings with Indigenous communities to review complaints and responses

Other (38 mentions)

Theme	Summary of questions and suggestions
General negative feedback	<ul style="list-style-type: none"> • There are no expectations that the port will improve the complaint resolution process • Low expectations are a result of poor experiences with the port authority's complaint submission process in the past
General positive feedback	<ul style="list-style-type: none"> • Hopeful for improvements to the complaint resolution process
Finance	<ul style="list-style-type: none"> • The industry will be unwilling to take ship noise reduction measures due to economic constraints, so complaints will not do anything about noise • The priority of the operations centre is to guarantee economic efficiency rather than address the interests of Southern Gulf Island residents and the environment

Do you have any additional considerations, related to complaint resolution, that you would like to share with us?

Process and protocol (79 mentions)

Theme	Summary of questions and suggestions
Issue reporting/response	<ul style="list-style-type: none"> Publish complaint resolution contact information regularly in all local press Add an emergency notification process in addition to the non-compliance complaint process Create a more accessible issue reporting stream for those in rural communities Provide details on what actions have been taken following a complaint Provide a timeframe for resolution following a complaint Create a department that is dedicated to complaint resolution
Moving or removing anchorage(s) or ships	<ul style="list-style-type: none"> Stop using temporary anchorages in the Southern Gulf Islands There will be fewer complaints if there are fewer ships anchored
Implementing fees or penalties	<ul style="list-style-type: none"> Develop a system to enforce the code of conduct with penalties directly and immediately Penalize ships that spend too much time unloading and loading Give anchorage fees paid by ships to impacted communities Use financial incentives to encourage a better anchoring system
Responses regarding process or system	<ul style="list-style-type: none"> Add more permanent anchorages in the Port of Vancouver to reduce the need for anchorages in Southern Gulf Islands
Ship length of stay	<ul style="list-style-type: none"> Limit the number of days that anchorages can be occupied
Safety	<ul style="list-style-type: none"> Reduce the speed limit for ships in the Swanson Channel
Ship crew behavior	<ul style="list-style-type: none"> Encourage crew members to come ashore and shop at local businesses

Community (25 mentions)

Theme	Summary of questions and suggestions
Noise and light	<ul style="list-style-type: none"> Southern Gulf Island residents have been complaining to the port authority about noise and light pollution for a long time with no resolution Noisy and bright ships often anchor for days at a time

Theme	Summary of questions and suggestions
Community livability	<ul style="list-style-type: none"> Frequent ship traffic has negatively impacted local communities Port authority and Transport Canada's missions are in opposition to community priorities Prioritize a system that makes positive changes and does not negatively impact the community
Information transparency and education	<ul style="list-style-type: none"> Provide regular updates to impacted residents about anchorage use, complaints, and complaint resolution More communication is necessary in general More transparency in the complaint resolution process
Quality of life/health	<ul style="list-style-type: none"> Activities in the Port of Vancouver have a direct impact on residents' quality of life Algorithms used to assign ships need to consider public health and quality of life
Visual aesthetic	<ul style="list-style-type: none"> Ship management planning should consider community aesthetics Commercial ships are ruining the visual aesthetic of the community
Impact on recreation or fishing	<ul style="list-style-type: none"> Anchor dragging, discharge and invasive species have negatively impacted crabbing

Policy (18 mentions)

Theme	Summary of questions and suggestions
Compliance and monitoring	<ul style="list-style-type: none"> The current monitoring system is insufficient There is no real oversight or inspection on board to monitor ship noise, lights, or environmental impact Monitoring ships should not be the responsibility of residents
Laws, rules, and code of conduct	<ul style="list-style-type: none"> Apply the Port of Vancouver's rules and code of conduct across all anchorages Review the code of conduct often Use complaints to help inform the code of conduct
Jurisdiction	<ul style="list-style-type: none"> Give jurisdiction of overflow anchorages to the port authority Create an independent complaint resolution process with jurisdiction over all anchorages

Environment (14 mentions)

Theme	Summary of questions and suggestions
General	<ul style="list-style-type: none"> Mooring ships in the Southern Gulf Islands causes negative environmental impacts Do everything possible to protect the environment Do not allow ships to travel through environmentally sensitive areas
Pollution and air emissions	<ul style="list-style-type: none"> Ships negatively impact the global environment through carbon dioxide emissions
Marine life and ecology	<ul style="list-style-type: none"> Prioritize the preservation of marine life over economic prosperity Ships travel at dangerous speeds around marine life
Discharge (spills; black and grey water; dumping)	<ul style="list-style-type: none"> Liquid waste discharge concerns should be covered by the complaint resolution process Ship discharge is polluting the water
Fuel/energy	<ul style="list-style-type: none"> Transition to more electric ships

Engagement (14 mentions)

Theme	Summary of questions and suggestions
Port authority study and engagement process	<ul style="list-style-type: none"> Come to the Southern Gulf Islands to have face to face consultation Thank you for engaging with residents and making changes based on feedback The overflow anchorages were originally put in place with no consultation This engagement is a being done to appease residents, and nothing will change This survey is flawed due to leading questions
Impacts on Indigenous groups	<ul style="list-style-type: none"> The suggested process does not provide enough consideration for Indigenous groups

Other (11 mentions)

Theme	Summary of questions and suggestions
General negative feedback	<ul style="list-style-type: none"> Concern that nothing will change as a result of the engagement There will be no resolution of complaints The port is not concerned about resident opinions
General positive feedback	<ul style="list-style-type: none"> Thanks to port authority staff who take calls and relay them to ships The new complaint resolution is promising

Closing questions

What other questions or feedback do you have related to ships at anchor?

Process and protocol (95 mentions)

Theme	Summary of questions and suggestions
Moving or removing anchorage(s) or ships	<ul style="list-style-type: none"> Stop using the Southern Gulf Island overflow anchorages Decrease the number of ships anchoring What is being done to reduce the number of ships at anchor? What is the benefit of allowing ships to park in Southern Gulf Island waters?
Responses regarding process or system	<ul style="list-style-type: none"> Coordinate scheduling and arrival times with the Port of Vancouver to minimize anchoring in Southern Gulf Island waters
Safety	<ul style="list-style-type: none"> Provide a detailed outline of the port authority's fire risk assessment for formalizing industrial freighter activity Trincomali 7 and 8 are in a narrow waterway with risk of grounding Reducing anchorages in the port will improve safety
Ship length of stay	<ul style="list-style-type: none"> Reduce time at anchor in the Southern Gulf Islands Ships often sit at anchorages for weeks at a time Anchorage are occupied far too often Ship arrival time and length of stay at Southern Gulf Island anchorages needs to be addressed
Implementing fees or penalties	<ul style="list-style-type: none"> Charge ships more for anchoring in Southern Gulf Island waters What financial consequences are planned for violators? The solution needs to be enforceable by Transport Canada
Issue reporting/response	<ul style="list-style-type: none"> Act on concerns expressed by residents
Ship operation times	<ul style="list-style-type: none"> Ships should not operate at night Ships generate loud noise at all hours of the day

Environment (37 mentions)

Theme	Summary of questions and suggestions
General	<ul style="list-style-type: none"> Where is the concern for the environment? Southern Gulf Island protected study areas should be exempt from anchorage placement Anchorage are environmentally damaging
Marine life and ecology	<ul style="list-style-type: none"> Are marine life migration routes considered when anchorage location decisions are made? Anchor dragging is damaging the sea floor Underwater noise is harmful to southern resident killer whales

Theme	Summary of questions and suggestions
Pollution and air emissions	<ul style="list-style-type: none"> Spending more time than necessary at anchorages results in enormous carbon dioxide emissions
Discharge (spills; black and grey water; dumping)	<ul style="list-style-type: none"> Southern Gulf Island waters are being polluted by ship discharge

Community (31 mentions)

Theme	Summary of questions and suggestions
Noise and light	<ul style="list-style-type: none"> Ships generate loud noise at all hours of the day Ship noise and light is disruptive to residents' sleep
Community livability	<ul style="list-style-type: none"> Southern Gulf Island residents do not receive any of the benefits associated with ships anchoring in Southern Gulf Island waters
Quality of life/health	<ul style="list-style-type: none"> Frequent anchoring is ruining quality of life for Gulf Island residents Anchored ships adversely impact residents' health
Visual aesthetic	<ul style="list-style-type: none"> Cargo ships are visually unpleasant
Information transparency and education	<ul style="list-style-type: none"> Create more awareness relating to how residents can raise concerns about ships Provide progress updates on proposed solutions to ship congestion Continue engaging with residents of the Southern Gulf Islands
Impact on recreation or fishing	<ul style="list-style-type: none"> It is not healthy for fishermen and swimmers to share waters with ships Ship anchorages ruin the experience for kayakers and other outdoor recreation
Ship/anchorage proximity to community	<ul style="list-style-type: none"> Anchorages are too close to residential communities

Engagement (15 mentions)

Theme	Summary of questions and suggestions
Port authority study and engagement process	<ul style="list-style-type: none"> Listen to and act on what is said in engagement Expand open houses to include other islands This engagement is inaccessible for those who have limited or no internet access This survey includes leading questions Why was the Port of Nanaimo not included in these discussions? Thank you for trying to engage all interested parties
Impacts on Indigenous groups	<ul style="list-style-type: none"> Port authority has not taken input from First Nations seriously

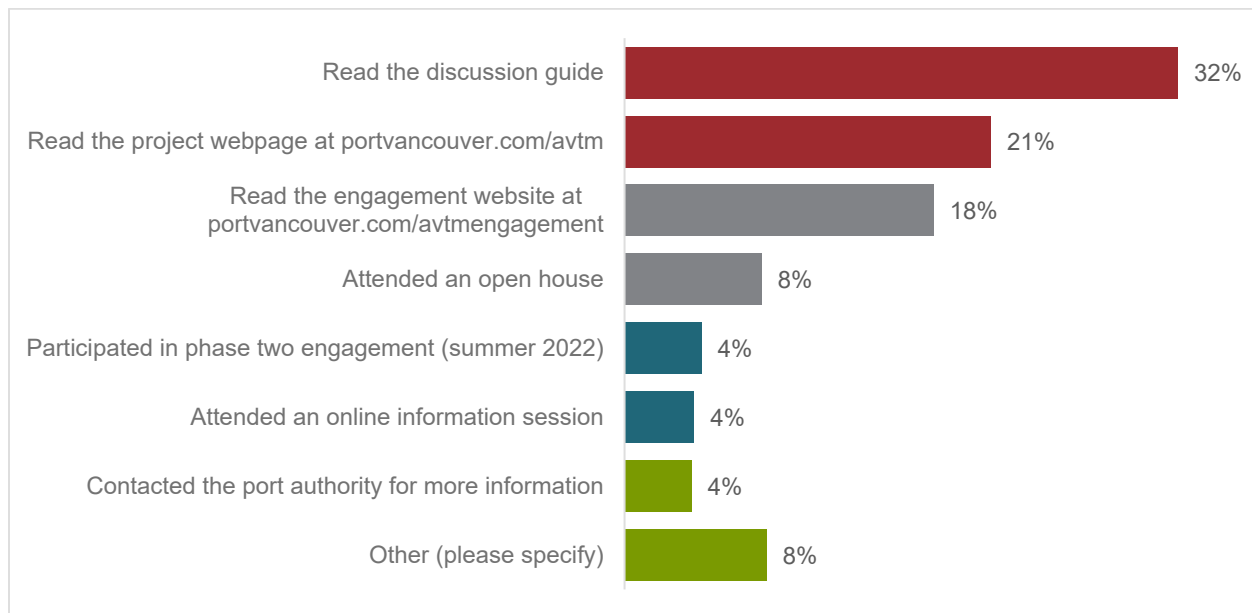
Policy (9 mentions)

Theme	Summary of questions and suggestions
Compliance and monitoring	<ul style="list-style-type: none"> Who is monitoring the ships moored in the Southern Gulf Islands? Monitoring ships should not be the responsibility of residents
Jurisdiction	<ul style="list-style-type: none"> Who has jurisdictional ownership of the newly proposed anchorages near Gabriola Island? Transport Canada does not do anything to regulate ships in their jurisdiction because they say they do not have the authority to do so
Laws, rules, and code of conduct	<ul style="list-style-type: none"> Interested in review of anchorages changes
Federal agencies' involvement	<ul style="list-style-type: none"> What actions are being taken by the Federal Government to improve the logistics of shipping in the Port of Vancouver? Why doesn't Transport Canada develop designated anchorage areas and prohibit anchoring in sensitive areas? The solution needs to be enforceable by Transport Canada

Other (17 mentions)

Theme	Summary of questions and suggestions
Finance	<ul style="list-style-type: none"> Stop using the growth of the Canadian economy as an excuse for poor operations and environmental damage
General negative feedback	<ul style="list-style-type: none"> Residents are disappointed in the lack of effort being made
General positive feedback	<ul style="list-style-type: none"> Thank you for the opportunity to comment

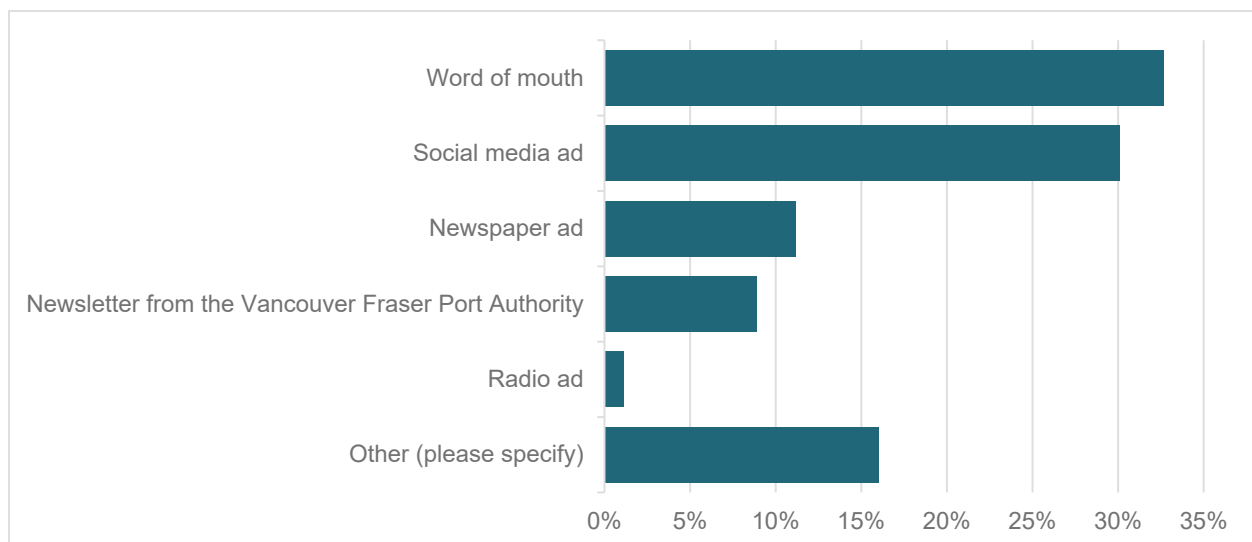
Which of the following did you do before taking this survey?



Summary of other responses

- Discussion with other residents or stakeholders
- Submitted complaints
- Read other AVTM documents
- Research and data gathering
- Observed ships at anchor

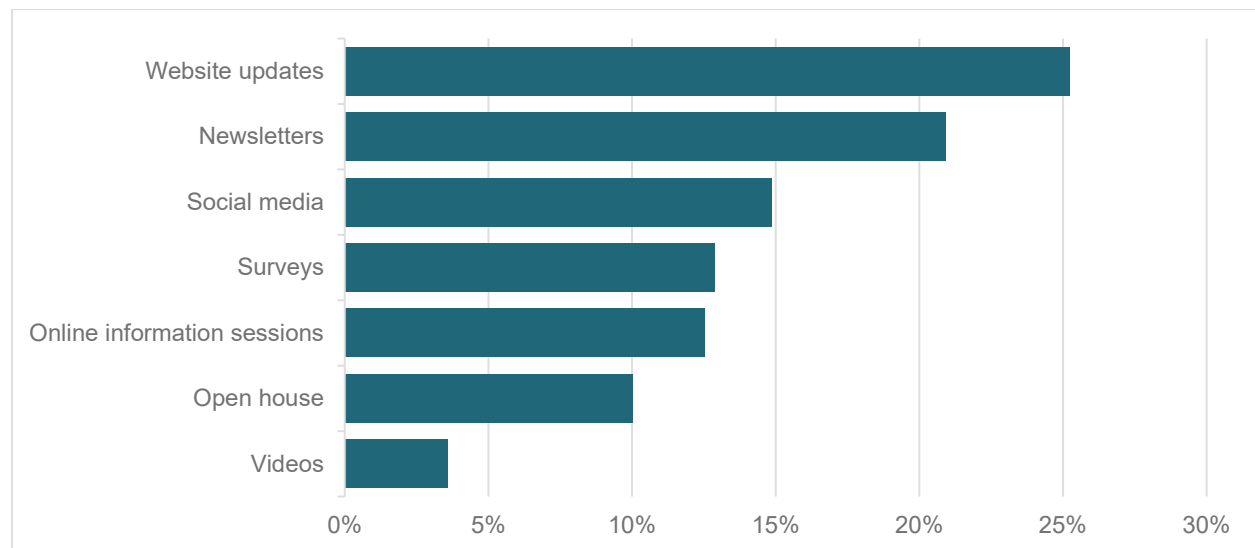
How did you hear about this phase of engagement?



Summary of other responses

- Local community organizations
- Shared by other island residents
- Shared by local politicians
- Non-port authority email newsletters
- Other port authority engagement
- Social media discussion groups

How would you like to learn more about the Active Vessel Traffic Management Program and be engaged in the future?



If you had any challenges accessing or understanding project information, please tell us here.

Engagement (27 mentions)

Theme	Summary of questions and suggestions
Port authority study and engagement process	<ul style="list-style-type: none"> • Engagement was inaccessible for those who are unfamiliar with computers or have limited internet access • The in-person public meetings were noisy and crowded • Provide a printable version of completed surveys for resident records • Host open houses on all Salish Sea islands • Notification and awareness of in-person open houses was insufficient • Public information sessions were too short • Information provided within this engagement was limited • This survey contained many leading questions • There should have been more lead time prior to engagement dates • This engagement felt ingenuine • Provide more open houses • What is the difference between the Information Guide and the Discussion Guide?

Process and protocol (6 mentions)

Theme	Summary of questions and suggestions
Moving or removing anchorage(s) or ships	<ul style="list-style-type: none"> Ships must be removed from the Southern Gulf Islands Reduce anchorage usage in the Southern Gulf Islands
Implementing fees or penalties	<ul style="list-style-type: none"> Charge ships a significant value of their cargo if they anchor
Issue reporting/response	<ul style="list-style-type: none"> This project appears to be entirely centred around complaint resolution
Responses regarding process or system	<ul style="list-style-type: none"> Complaints are a consequence of poor management

Community (2 mentions)

Theme	Summary of questions and suggestions
Noise and light	<ul style="list-style-type: none"> Anchorage cause significant noise that impacts nearby residents
Visual aesthetic	<ul style="list-style-type: none"> People did not buy waterfront property to spend their days looking at anchored ships

Environment (2 mentions)

Theme	Summary of questions and suggestions
General	<ul style="list-style-type: none"> The implementation of anchorages is not in line with the Port of Vancouver's goal of being the most sustainable port The industry and government are decimating the environment in favour of a better profit margin

Policy (1 mention)

Theme	Summary of questions and suggestions
Jurisdiction	<ul style="list-style-type: none"> The discussion guide was unclear about the jurisdictional boundaries of the Port of Vancouver

Other (10 mentions)

Theme	Summary of questions and suggestions
General positive feedback	<ul style="list-style-type: none"> This information was well presented and informative
General negative feedback	<ul style="list-style-type: none"> This is an attempt to justify keeping things as they are