



Consideration report

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Background

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

On September 1, 2023, the port authority issued a notice of amendment regarding:

- The addition of new and refreshed definitions
- Updating practices and procedures with regards to vessels moving alongside a berth
- The addition of Neptune bank to UKC requirements
- Amendment of overhang requirements for vessels
- Update of First Narrows TCZ Procedures (TCZ-1) Table 1 bulk carriers
- Updated cargo operations at anchor
- Introduction of Active Vessel Traffic Management language and procedures for TCZ-2
- Introduction of vessel safety escort procedures
- Additional information for underwater inspection and cleaning
- Refresh the Port Information Guide with general updates that will not affect intent or application

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

Overview

The port authority received comments during the comment period September 1 to October 3, 2023. This consideration report summarizes comments received along with the port authority's response to comments pertaining to the proposed amendments.

Summary of comment received	Response from Vancouver Fraser Port Authority
<p>Clarity on if 96-hour notification is obligatory for vessels intending to carry out operations at private terminals, while also requiring anchorages within VFPA jurisdiction.</p>	<p>Vessels intending to operate at private terminals while simultaneously requiring anchorages within VFPA authority must still give a 96-hour notice.</p>
<p>Clarification on whether Master will need to submit the notice of arrival, or if agent is acceptable.</p>	<p>The agent is responsible for submitting the 96-hour notice of arrival. The process will be similar to what is currently done for other service requests on the pacific gateway portal.</p>
<p>Considerations be had that the additional information required for the vessel service requests also be consolidated or incorporated in the new 96-hour NOA/PAIR.</p>	<p>VFPA aims to simplify the reporting forms and make them consistent. However, in this case the 96-hour pre-arrival notification and the service request serve two different purposes. The 96-hour is a notification report to support planning and operations, whereas the service request forms are authorizations that are very specific to the activity, location, and time-period.</p>
<p>Clarification is requested on why a 4-hour time for changes was selected and if VFPA considered timeline changes for vessels managing ECHO transiting inbound and managing arrivals under pilot trial for anchoring in Southern Gulf Islands.</p>	<p>VFPA considered various factors when determining this timeframe. The primary goal is to plan anchorage demand and allocation. The 4-hour window was chosen to minimize the workload of agents for resubmitting for small ETA changes. Additionally, any change over four hours will have impact on our planning and assignment procedures.</p>
<p>Adress concerns raised with the service request form for Warping/Shift without a pilot, where one of the conditions, "Linesmen are Employed," must be acknowledged and accepted before form submission. The concern is that this condition is mandatory even for vessels requiring modest warping movements of five to 10 meters, where linesmen are not typically needed.</p>	<p>To address this issue, we will be updating the pacific gateway portal service request form to better align with the procedures outlined in the Port Information Guide for warping.</p>
<p>Comment regarding the definition of "rare cases and urgent situations, the port authority may permit vessels to do cargo offloading and transshipment at anchorage with some restrictions" VFPA recognizing that upset cargo operations would be included.</p>	<p>It's important to note that such cases will be considered on a case-by-case basis while ensuring the fluidity of the port is maintained. Extended use of an anchorage, especially within the inner harbor, by one operator negatively impacts the supply chain and other users. Inner harbour anchorages are intended for short-term use to maintain port fluidity.</p>

<p>Include in the diving operations service request a section to include the permission (or notification) of the terminal or berth facility.</p>	<p>The PGP website has a service request labelled "Other services" that is not exclusive to diving operations. When undertaking diving operations, the onboard procedure should already include obtaining authorization from the terminal or berth facility or notifying them of their presence. The dive operator should also be fully aware of the notification requirements set forth by the terminal.</p>
<p>Regarding Vessel Safety Escort Procedures specifying that vessel Masters or agents must book escort services 48 hours in advance of planned transits. There's a need for clarity regarding whether this implies transferring coordination and potential costs to agents or if it simply outlines VFPA's support for safe vessel movements.</p>	<p>After further consideration and feedback from the industry, the requirement in Section 11.5 and Section 8.14 concerning Vessel Safety Escort Procedures and the 48-hour advance booking for escort services will be placed on hold. VFPA will do further consultations with the stakeholders on this topic.</p>
<p>A recommendation that VFPA provide a definition for "Overhang".</p>	<p>A definition for "Overhang" will be provided by VFPA as follows: "Overhang: The distance beyond the furthest mooring point on the berth to the vessels bow or stern."</p>
<p>Comment that there should be a clear distinction between warping and shifting.</p>	<p>A definition for "Warping" will be provided by VFPA as follows: "Warping: The process by which a vessel employs mooring ropes, cables, or lines to haul and control its movement or position along a designated space, such as the same berth."</p>
<p>Warping vessels should consider additional guidelines for vessels warping at berths inside specific TCZs, particularly where tidal currents, tides, and adjacent vessel traffic could have a more significant impact.</p>	<p>We understand the feedback and recommendations provided regarding Section 8.11 on warping vessels. While the concerns are noted, it is essential to maintain consistency and a standardized approach throughout the port for safety and operational efficiency. We will continue to move forward with the existing provisions, which are designed to ensure safe warping practices across all terminals within the port. These procedures have been established to address a wide range of operational scenarios and safety considerations to protect the interests of all stakeholders, including the vessels, terminal operators, and the port authority. These measures are designed to bolster mitigation efforts and streamline the terminology, replacing "shifting" with "warping" to better reflect current industry practices.</p>

<p>Address concerns that a one process fits all approach for warping needs more consideration.</p>	<p>It's important to note that the procedures/process outlined in "warping" are not intended to change what has been done in the past but rather to provide additional guidance and language modifications to enhance the clarity and safety around warping operations.</p>
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