



Comments on Recent Industry Survey Conducted by the Vancouver Fraser Port Authority (VFPA) Regarding Anchorage Management and Procedures

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Sean Baxter
Acting Director, Marine Operations and Harbour Master,
Vancouver Fraser Port Authority

Dear Mr. Baxter,

I am reaching out on behalf of the Shipping Federation of Canada, the national association representing the owners, operators, and agents of ocean vessels facilitating Canada's imports and exports to global markets. Our membership comprises the majority of shipping lines servicing Canadian ports, major Canadian-based shipowners, mining operators, and various marine agencies across the country.

The purpose of this correspondence is to offer additional feedback on the recent industry survey conducted by the Vancouver Fraser Port Authority (VFPA) regarding anchorage management and procedures at the port of Vancouver. While our West Coast members have already provided their insights through the survey, we believe that further input is essential to comprehensively address success measures for the improved allocation, utilization, and management of port anchorages.

To effectively address potential disruptions in the supply chain and manage the dynamic demands of shipping traffic, the Federation strongly advocates for maintaining or expanding anchorage locations. This is especially crucial for handling the fluctuating nature of bulk commodities. We caution against any reduction in this vital capacity. Moreover, we endorse exploring additional anchorage sites, as suggested by the British Columbia Coast Pilots in their 2019 correspondence with Transport Canada (TC), as viable alternatives to those in the Southern Gulf Islands.

Additionally, the Federation recommends introducing greater flexibility in the duration ships spend at anchor to better accommodate the dynamic needs of the shipping industry, particularly in the bulk commodities sector. Procedures should be designed to adapt to circumstances where vessels may need to deviate from mandatory time allocations. We encourage the VFPA to adopt pragmatic and flexible approaches in this regard.

Lastly, we acknowledge the complexity and challenges associated with anchorage allocation and management for the VFPA. We recognize the necessity for the VFPA to incorporate new technology to address these challenges. In this regard, the Federation is prepared to collaborate in the development of new systems, ensuring they are user-friendly and do not unnecessarily increase workload. It is crucial to consider that the effectiveness of any new system is contingent upon the capabilities, training, and familiarity of end-users, namely ship operators and agents.

In conclusion, the Federation shares the objectives of the VFPA in optimizing anchorage capacity and utilization while enhancing port performance. Our recommendations aim to foster collaboration with the VFPA and TC to successfully achieve these objectives. We would welcome the opportunity to meet with the VFPA to discuss our submission and its recommendations further

Sincerely,



Cedric Baumelle,
Director, Marine Operations
SHIPPING FEDERATION OF CANADA

cc: Chris Hall, President and CEO, Shipping Federation of Canada
Karen Kancens, Vice-President, Shipping Federation of Canada
Shri Madiwal, Acting Vice President, Operations and Supply Chain, VFPA