



# SAFE PORT ACTION PLAN

2021-2022

The 2021-2022 Action Plan summarizes key initiatives that PRPA has undertaken, or is planning to undertake, in the near future.

2021-2022

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# SAFE PORT ACTION PLAN

## 2021-2022

The Prince Rupert Port Authority is continually seeking ways to improve vessel safety for the hundreds of cargo vessels that visit the Port of Prince Rupert every year. A safe harbour ensures we're maximizing protections for large cargo vessels, their cargoes, and their crews—but also for the many other commercial, fishing and recreational vessel users in the port's jurisdiction, the marine environment and the communities that surround it.

PRPA's approach to vessel safety is continually informed by global standards and best practices, local knowledge and experience, and technical risk assessments such as the marine navigational and anchorage areas risk assessment that was updated in 2020. In addition, the introduction of new terminals, new vessels and new cargoes initiate the introduction of new procedures and tools that recognize the specific circumstances introduced with each.

### **THE 2021-2022 ACTION PLAN SUMMARIZES KEY INITIATIVES THAT PRPA HAS UNDERTAKEN, OR IS PLANNING TO UNDERTAKE, IN THE NEAR FUTURE:**

- ☐ Work with marine partners to analyze, develop, test and implement safe practices and procedures specific to LPG tankers' approach, anchorage and berthing at the new Pembina propane export terminal on Watson Island, scheduled for commissioning in 2021.
- ☐ Continue with funding of the Automatic Identification System (AIS) program for installation of AIS units on small commercial vessels (e.g. passenger and fishing vessels) which are not required to have AIS. AIS increases on-water awareness, reduces the likelihood of vessel collisions and increases navigational safety.
- ☐ Invest in additional wind, wave, current, and tide sensors in Prince Rupert to provide real-time marine data to mariners
- ☐ Update the Port Information Guide to:
  - o Include additional information on the composition of bottom sediments at each anchorage;
  - o Ensure Ship Masters are aware that PRPA can order a vessel out of specific anchorages to weather a storm at sea
- ☐ Extend the current "winter anchorage policy", which requires a heightened level of preparation and prevention during traditional storm seasons, to a year-round anchorage policy. The policy includes requirements for a continuous bridge watch, setting a minimum of 10 shackles of anchor cable at the waterline, having a second anchor ready for letting go if winds exceed 20 knots at the ship, and having engines available for immediate use.

- ☐ Introduce a new anchorage practice requiring vessels to arrive in and maintain a condition of heavy ballast until called to berth. In a condition of heavy ballast a vessel's draft is increased and windage is reduced, thereby mitigating the potential for anchor drags.
- ☐ Change MCTS anchorage warning advisories from 25 knots to 20 knots to remind vessels of their continuous anchorage requirements, recognizing that anchor drags can occur in conditions less than 25 knots.
- ☐ Anchorage 7 will be designated only for use in extraordinary circumstances, given its proximity to the turning basin used by ultra large container ships arriving at Fairview Terminal, and the desire to provide additional manoeuvring room for safety purposes.
- ☐ Anchorage 8 will be designated as the Port's fumigation anchorage. This will preclude fully laden grain carriers from returning to the inner harbour upon completion of cargo loading.
- ☐ Undertake anchorage area research with the Canadian Hydrographic Service to ascertain precise bottom types in our anchorage areas to further inform anchorage procedures.
- ☐ Undertake an analysis of anchorages to potentially expand the radius of swing circles to provide additional margins of safety.
- ☐ Work with marine partners to analyze, develop, test and implement safe practices and procedures specific to LPG, methanol and fuel tankers' approach, anchorage and berthing at the new Vopak Pacific liquid bulk terminal on Ridley Island. The terminal is currently under investigation and environmental evaluation, and is pending a final investment decision. Current schedule forecasts for the terminal would see operations commence in 2024.



# PRINCE RUPERT HARBOUR & APPROACHES

PRINCE RUPERT PORT AUTHORITY

 Schedule A: NAVIGABLE WATER  
PRPA Jurisdiction

 Schedule B: PORT LAND  
PRPA Jurisdiction

 Main Roads

 Future Roads

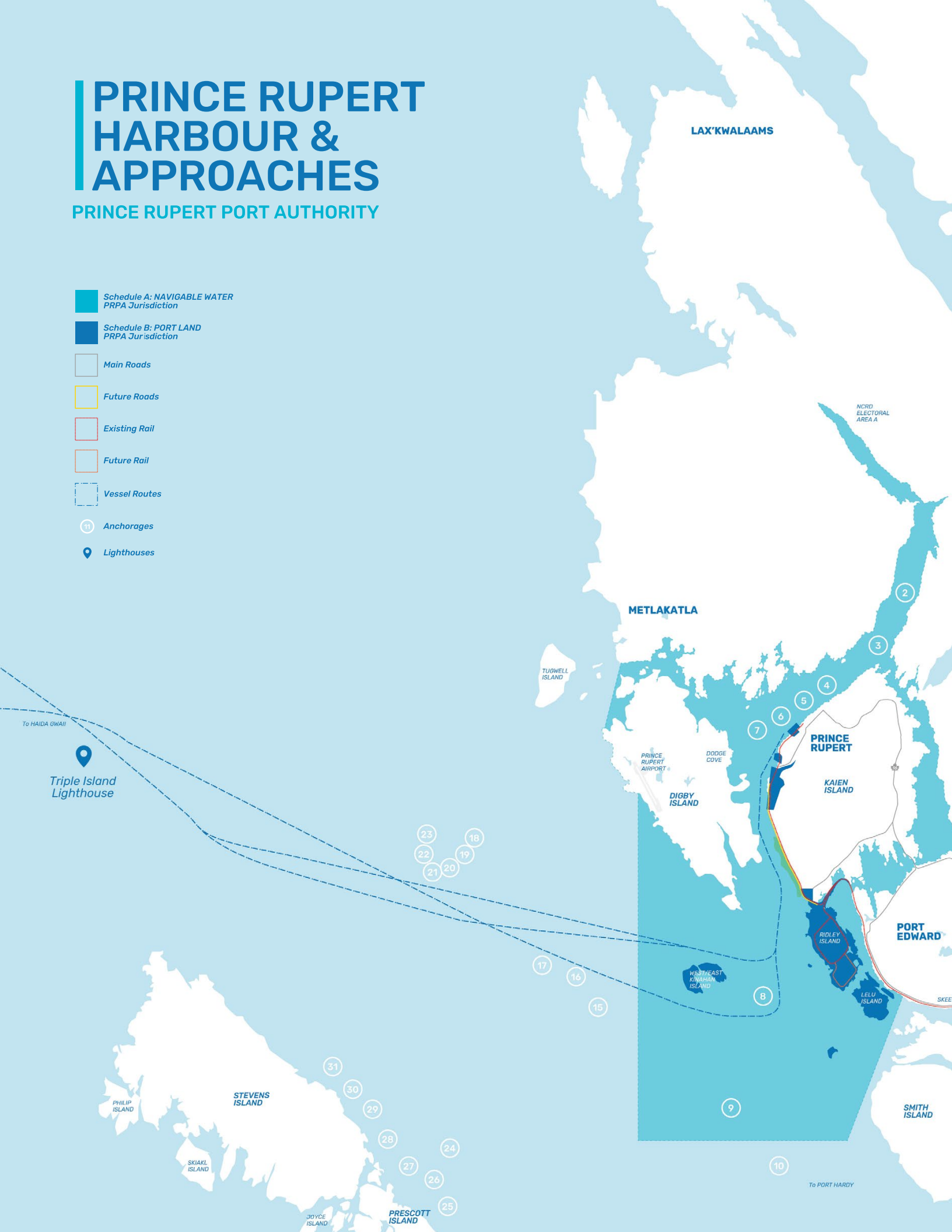
 Existing Rail

 Future Rail

 Vessel Routes

 Anchorages

 Lighthouses





**FOR MORE INFORMATION:**  
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