

STRAIT OF GEORGIA—ANCHORAGE FOR FOREIGN VESSELS

Question No. 4,370—Mr. Manly:

1. How many designated anchoring places for foreign vessels are in the Strait of Georgia and adjoining channels?
2. Are foreign vessels anchored in these areas allowed to practise (a) chipping (b) maintenance (c) lightering (d) flushing?
3. In (a) 1979 (b) 1980 (c) 1981 (d) 1982, how many charges under the Canada Shipping Act and other pollution-related Acts were laid against foreign vessels anchored in the Strait of Georgia and adjoining channels?
4. What is the role of the Coast Guard with respect to the enforcement of regulations under the Canada Shipping Act?
5. How many persons are involved in the enforcement of these regulations in British Columbia waters?
6. For (a) 1979 (b) 1980 (c) 1981 (d) 1982, what was the average length of time that foreign vessels stayed in designated anchoring places in British Columbia waters?
7. Are crews of foreign vessels allowed to come ashore to dig clams and, if so, what are the regulations governing this and other fishing activities of foreign crews?

Mr. David Smith (Parliamentary Secretary to President of the Privy Council): I am informed by the Departments of Employment and Immigration, Fisheries and Oceans, National Revenue and Transport Canada as follows:

1. There are no anchorage areas specifically designated by regulation in the Strait of Georgia and adjoining channels, except for anchorage areas designated by the National Harbours Board within port areas under its jurisdiction. There is one area in which vessels are prohibited from anchoring except with the permission of the Minister, that is the area designated by the Parry Bay Anchorage Regulations. There are 28 anchoring places designated by the National Harbours Board within Vancouver Harbour and four off Nanaimo Harbour.

There are at least eight other areas which are not officially designated but are commonly used for anchoring; such as Houston Passage, Cowichan Bay, Ladysmith Harbour, Trincomali Channel, Pylades Channel, Plumper Sound, Squamish Chemainus. Other suitable anchorages may also be used by ships at their discretion.

2. (a), (b) and (d) Chipping, maintenance and flushing are not restricted except that the vessel must not contravene the provisions of the Garbage Pollution Prevention Regulations or the Oil Pollution Prevention Regulations.

(c) Foreign vessels would be permitted to lighter cargo from designated anchorage points direct to authorized customs ports, provided such were the continuation of an international voyage and all applicable customs reporting and control requirements were met.

3. The charges laid under the Oil Pollution Prevention Regulations against foreign ships in the Strait of Georgia are as follows:

Year	Reported Incidents	Prosecutions Initiated
(a) 1979	5	2
(b) 1980	4	3
(c) 1981	3	2
(d) 1982 (to date)	1	0

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4. The Canadian Coast Guard enforces regulations made under the Canada Shipping Act by inspection and certification where required. Certain regulations may also be enforced by peace officers, and by Harbour Masters. Any person may "lay an information" under these regulations.

5. In British Columbia, the Coast Guard has 39 Ship Safety officers and 75 Vessel Traffic Management officers involved with enforcing regulations. Additional Transport Canada and Communications Canada personnel are involved with the enforcement of the Ship Station Radio Regulations.

6. Vessels may anchor for a matter of minutes or may be at anchor under exceptional circumstances for months, therefore it is impossible to establish a meaningful "average length of time". Typically vessels remain at anchor from three to seven days, (probably closer to three days).

7. Crew members of foreign fishing vessels authorized to enter the Ports of Vancouver or Victoria must be customs cleared before disembarking on Canadian soil and are entitled to the same rights and privileges as any non-resident visitor. Crew members of foreign vessels are required by the Immigration Regulations, 1978, as amended, to obtain Employment Authorizations (work permits) if they are intending to engage in any commercial fishing operation, including the digging of clams, while in Canadian waters. Such authorizations would be issued only where it could be established that the employment of Canadian citizens or permanent residents would not be adversely affected by the activities of such crew members. If the individual is clam digging for personal consumption (not for sale or barter) a licence is not required. However, he must abide by regulations relative to catch limits, closed times, etc.

If the foreign fishing vessel is anchored in an isolated area along the coast, departmental policy, in the form of a condition of the licence issued to a foreign fishing vessel, is that crew members are not permitted ashore in accordance with Customs and Immigration regulations. Therefore, clam digging would not be permitted. Crew members of foreign vessels, other than fishing vessels, may sport fish subject to their taking out a sport fish licence. Regulations governing other fishing activities of foreign crews are the Coastal Fisheries Protection Regulations and the Foreign Vessel Fishing Regulations.

[English]

Mr. Smith: I ask, Madam Speaker, that the remaining questions be allowed to stand.

[Translation]

Madam Speaker: The questions enumerated by the Parliamentary Secretary have been answered. Shall the remaining questions be allowed to stand?

[English]

Mr. Stevens: Madam Speaker, I am compelled once again to ask the Parliamentary Secretary why he has not replied to a question I asked on January 29, 1981, almost two years ago, that simply requested the total cost of the Prime Minister's