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4th CMPA Congress – September 2014

THE CANADIAN PILOT



MESSAGE FROM THE PRESIDENT



The word “congress” is interesting, and it is one that I currently have reason to think about. About a month ago, marine pilots from all around the world gathered in Panama to meet at the XXII Congress of the International Maritime Pilots' Association (IMPA). And early this Fall, the Canadian Marine Pilots' Association will hold its fourth triennial congress at Niagara Falls.

The word “congress” is rooted in two Latin words that originally meant “to walk together.” I can't think of a better expression to describe the spirit of both meetings. Bringing people together, to share ideas, information and points of view, while at the same time providing them with the opportunity to enjoy each other's company in a convivial setting, is truly valuable. While both of the congresses I have in mind are organized by marine pilots, participation at the events includes people from the entire spectrum of the marine transportation sector.

The IMPA Congress was a truly international meeting, with pilots from some 30 countries in six continents participating, along with representatives of other international maritime organizations, such as the UN agency IMO, Intertanko, and the International Association Lighthouses Authorities. Pilotage, like marine navigation itself, benefits from worldwide cohesion in terms of techniques and its professional status. Much of the discussion at the Congress focused on international best practices that promote safety, and new ideas to foster a culture of “continuous improvement”. It is a point of pride for me that the Canadian delegation to the IMPA Congress is always one of the largest and most active. Canada has traditionally played a strong role on the international pilotage stage and I am happy to report that this record of leadership is continuing.

Meanwhile, here at home, Canadian marine pilots are very much looking forward to their 4th triennial Congress, to be held in Niagara Falls from 09 to 12 September. Like the international Congress, this event embraces the entire marine sector and benefits greatly from the presence and participation of representatives from Canadian port authorities, pilotage authority crown corporations, shipping lines, government officials, regulators, industry suppliers and service providers, and pilots from other countries.

What strikes me as particularly noteworthy of the CMPA Congress is the quality of speakers participating and the importance of the topics they are discussing. Prominent public figures, including a former Prime minister and current Members of Parliament, will be there along with some of Canada's most recognized journalists, accomplished academics, and marine industry leaders. These distinguished individuals will discuss forward-looking subjects ranging from the 20-year global political and economic outlook and the impact of digital technology on policy-making to the future viability and navigability of Canada's waters and new ways for pilots to continue ensuring the safe navigation of marine traffic.

The CMPA's ability to convene this outstanding event is due, in part, to the generosity and support of the many agencies and companies that partner with us as sponsors and exhibitors. I know they join me in urging everyone who has an interest in marine transportation to attend. I can assure you that not only will your time have been well spent, but that you will certainly enjoy the every aspect of the program!

Simon Pelletier

OUR GUEST: THE HONOURABLE PERRIN BEATTY, P.C. PRESIDENT AND CHIEF EXECUTIVE OFFICER, CANADIAN CHAMBER OF COMMERCE

CANADA'S NATURAL RESOURCE ADVANTAGE ISN'T A LOTTERY TICKET: WE NEED TO WORK FOR IT



Editor's Note: The CMPA is delighted to welcome the President and Chief Executive Officer of the Chamber of Commerce of Canada, the Honourable Perrin Beatty, as the guest columnist in this issue of *The Canadian Pilot*. Prior to joining the Chamber in 2007, Mr. Beatty was President and Chief Executive Officer of the Canadian Manufacturers and Exporters (1999-2007) and of the Canadian Broadcasting Corporation (1995-1999). Elected to the House of Commons for the first time in 1972, Mr. Beatty had a distinguished political career spanning over 20 years, notably becoming the youngest person ever appointed to a federal Cabinet, in 1979, and serving as Minister in a number of key Departments including National Revenue, Defence, Health and Welfare, and Communications.

The CMPA became a member of the Chamber in 2013 and appreciates the leadership that the Chamber is showing on issues of importance to marine stakeholders and all Canadians, including transportation infrastructure, regulatory collaboration with the United States and responsible resource development and transportation.

Canada's natural resource sectors are the engine that powers Canadian prosperity, representing almost one fifth of Canada's GDP, half of our exports and 1.8 million direct and indirect jobs across the country. If these workers were a Province, they would have a population larger than Manitoba and Newfoundland & Labrador combined.

The impacts of the sector go beyond the forest, farm, rig or mine. Resources drive demand for transportation: around 70 per cent of rail carloads and over 80 per cent of the commodities shipped from Port Metro Vancouver, Canada's largest port, are resource commodities. Finance, manufacturing, engineering and professional services – all these sectors have a significant stake in the success of Canada's resource trade.

Some people think Canada's natural resource endowment is like a winning lottery ticket: a stroke of good luck that has little to do with innovation and enterprise. The truth is that while nature gave us trees, ores and mineral deposits, land and animals, it is hard work and smart planning that continues to transform them into the products that support our prosperity and competitiveness.

To trade natural resources, we first need the transportation infrastructure to get these goods to market. In past generations, projects like the Saint Lawrence Seaway, Rideau Canal and the Canadian Pacific

Railway connected Canadians to each other and the world and laid the foundation for the prosperity of future generations. It is time for Canada to build the next generation of infrastructure projects – ports, pipelines, transmission lines, rail and other facilities – to renew Canada's advantages in natural resource development and trade.

Marine pilots will play an essential role in securing the safety of Canada's 21st century trade routes. Despite the excellent safety record Canada's marine transportation sector has achieved over the past decade – for example, not a single oil tanker spill occurred in the 2000s – Canadians are still haunted by visions of disasters like the Exxon Valdez. In a 2013 Ipsos Reid poll, 5 per cent of respondents indicated that tanker ship was the best way to transport oil and gas, compared to 66 per cent for pipeline and 16 per cent for rail.

Misconceptions like these are unfortunately too common across all parts of the resource sector. The Partnership for Resource Trade is a new initiative that seeks to set the record straight about Canada's resources industries, their essential role in Canada's economy and the safety and environmental impacts of their production and transportation. We are looking for people like marine pilots – experienced professionals who are dedicated to safety – to speak out about what they do, how their work is tied to Canada's resource industries, and the contribution it makes to our world-leading standard of living.

If you are interested in learning more, please visit PowerofCanada.ca or contact Scott Willis at scottw@powerofcanada.ca.

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Please do not hesitate to contact us
with your comments and suggestions.

PORT PILOTAGE

Every pilotage assignment is unique, being defined as it is by the type of vessel, weather conditions, time of day, amount and nature of other traffic and fluctuations in characteristics of the water such as depth, current and ice. In a general sense, though, it is possible to divide pilotage assignment into several broad categories. People speak of river pilotage, coastal pilotage, canal pilotage, and winter pilotage. Each one conjures up a distinct environment in which pilots are required to perform essentially the same job, but in quite different circumstances.

One very specific type of pilotage assignment involves the berthing (or docking) of vessels and/ or the reverse procedure of departing from a berth. This type of pilotage assignment – “port pilotage” – is undertaken by virtually all Canadian pilots, at one time or another.

In Atlantic Canada, where compulsory pilotage areas roughly correspond to the waters of the region’s main ports, nearly every assignment begins or ends with a berthing or an unberthing. In fact, some pilotage assignments in this region are known as “movages”, which is to say that the vessels do both, transiting from one berth to another.

On the St. Lawrence, many assignments do not involve berthings, as the vessels in question are in transit in the region and have no need to dock. Berthings at Quebec City are often undertaken by one of a small cadre of pilots that have become very experienced in conducting these maneuvers, making it somewhat less likely that other pilots will perform them. In the Port of Montreal, a group of specially-designated pilots takes care of movages. Winter berthings in the Laurentian region are often undertaken when ice conditions constitute an additional hazard.

Pilotage assignments in the Great Lakes region involving berthing are significantly more common in some districts than in others. They are most common in the Lake Ontario and Harbours District, and it follows from this that pilots in that district berth

more vessels than pilots elsewhere in the Region. The fact remains, however, that almost every Great Lakes pilot has been called on to berth vessels and that no pilots specialize solely in this activity.

As is the case on the Great Lakes, pilots in the Pacific Region do not specialize in berthing per se, but like the Atlantic Region, almost every pilotage assignment includes a berthing or unberthing; this applies to both ocean-going assignments and assignments on the Fraser River. The exception to this would be some coastal assignments that end in anchorages just outside port waters due to lack of space or other reasons related to traffic management.

At its essence, port pilotage requires the same mastery of local conditions as is necessary for any other type of pilotage. The local knowledge needed, however, is different from that needed when piloting vessels in channels or open waters. Generally speaking, there are more vessels in the port area, and they are of more varied types. The waters are confined, making some maneuvers more difficult. A good understanding of the configuration of the berths themselves is required as is a special feel for the roles of speed and direction in shiphandling.

Pilots involved in berthing must be excellent communicators and collaborators; most such maneuvers require the assistance of tugs and



ensuring that the activities of tug operators are tightly coordinated is crucial.

The particular demands of port pilotage vary, of course, from port to port and are determined to an important extent by unique local conditions. Saint John, New Brunswick, is a case in point. Every six hours, when tides change, it is as if an entirely new harbour manifests itself. At high tide, water levels rise by close to 10 meters creating a starkly different environment than that which exists at low tide. In effect, pilots must master local knowledge for two different sets of conditions at the same location. The Saint John River, which has its basin in the harbour, adds another level of complexity. At certain times, particularly in the Spring, an overabundance of fresh water resulting from thaw or heavy rain and known as a freshet, can actually reverse the flow of the tide. In these circumstances, port pilots must adapt to a significant change in conditions in order to safely bring vessels to berth.

Wherever port pilotage is undertaken, the confined space and the close proximity of a great deal of other traffic mean that the margin for error is very slim. As Port of Saint John pilot, Capt. Don Duffy, puts it, “once you are in the channel, there is no way around, you have got to make things happen!”



FROM OUR PAST:

THE MASSEY TUNNEL AND SHIPPING ON THE FRASER RIVER

In 1959, Queen Elizabeth II came to Canada and, together with U.S. President Dwight Eisenhower, opened the St. Lawrence Seaway. Perhaps less well-remembered, but still very important from the point of view Canada's transportation infrastructure, the Queen also opened the George Massey Tunnel. The 629-metre long tunnel under the Fraser River was an engineering marvel, being the first project in North America to use immersed tube technology. The tunnel responded to an urgent need to accommodate growing traffic in British Columbia's Lower Mainland and, as a key component of the regional transportation system, today carries more than 80,000 vehicles every day.

While the tunnel has about 10 years of useful life remaining, it operates close to capacity throughout the day and is well over capacity during morning and evening rush hours, with traffic queues extending anywhere to one and a half to five kilometers on the Highway 99 corridor.

The BC Government's response to the need for a replacement of this aging infrastructure and for expanded capacity is the construction of a new bridge expected to begin in 2017, after environmental review and stakeholder consultation is completed. The bridge, to be operational by 2022, will have all kinds of consequences for highway traffic and commuter travel. It is expected to unleash pent-up travel demand and may even redirect traffic from other river crossings such as the Alex Fraser Bridge.

The decommissioning of the traffic tunnel below the water and its replacement by a bridge will also have an impact on Fraser River as a marine transportation artery. The practical limit on dredging the River to accommodate new marine traffic, particularly larger vessels that require deeper drafts, is set by the tunnel. While this limit has not yet been reached – in fact, there are shallower points on the river bed that could be dredged first to allow for some vessels needing a deeper draft than is now possible – if it ever were reached, it would represent an almost insurmountable obstacle. The elimination of the tunnel ten or so years down the road will make this potential problem disappear. That's good news for the future of Fraser River as a growing and dynamic waterway.

Care will need to be taken to ensure that one obstacle is not replaced by another. The new bridge must allow for sufficient clearance to accommodate not only current vessels, but future ones as well. Cruise ships continue to grow in size and some may soon be unable to clear the Lions' Gate Bridge. A new cruise ship facility on the Fraser River could accommodate such giants, but only if the new bridge provides for a clearance of 65 metres or more. This would mean that cruise ships could still serve Vancouver without having to sail under Lions Gate.

Exchanging a river bed tunnel for a bridge that soars to the sky is not only a solution for surface traffic congestion; it promises to ensure the relevance and vibrancy of one of the west coast's most important waterways – the Fraser River.

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***Editor's Note:** This article continues our series of stories, launched three years ago, highlighting events from the past that have special meaning for marine pilots. We thank Capt. Mike Armstrong, a Fraser River Pilot and CMPA Director, for his assistance.*



A LOOK BACK...

A reception was held in Halifax on January 23th, 2014, to underline the launch of the website (www.smartatlantic.ca) that makes available the information provided by the inshore weather buoy recently deployed at Herring Cove. Deployment of the Buoy was made possible following a joint financial contribution by the federal government and the Government of Nova Scotia. This project is the result of a 10-year effort by the CMPA, in collaboration with the Atlantic Pilotage Authority, the Halifax Port Authority, the Canadian Coast Guard, the Halifax Marine Research Institute and the Marine Environmental, Observation, Prediction and Response Network (MEOPAR). The Honourable Peter Mackay, federal Minister of Justice and Regional Minister for Nova Scotia, and the Honourable Labi Kousoulis, Nova Scotia Minister of the Public Service Commission, Information Management and the Voluntary Sector, notably participated in the event.

CMPA PRESIDENT, CAPT. SIMON PELLETIER, IS ELECTED PRESIDENT OF THE INTERNATIONAL MARITIME PILOTS' ASSOCIATION

100 years after the opening of the famous Canal that profoundly changed global shipping patterns, the International Maritime Pilots' Association (IMPA) held its 22nd Biennial Congress in Panama last April. Canada's delegation at the event was once again among the largest, continuing a well-established tradition extending over two decades. During the Congress, CMPA President, Capt. Simon Pelletier, who had been serving as IMPA Vice-President since 2008, was elected President for a four-year term.

Capt. Pelletier said that his election as IMPA President denotes that there is an appreciation of Canada's pilots and pilotage system. He also said that his priority will be to ensure that IMPA continues to maintain constructive relationships with international maritime stakeholders - in particular the International Maritime Organization (IMO) based in London.



On November 15, 2013, in Saint John, the Mekaines – a “Q-max” vessel, the largest type of LNG carriers in the world – was berthed starboard side-to, at the Canaport LNG Terminal, the first time this maneuver was executed at the Terminal. This achievement resulted from a concerted effort between Saint John pilots, the Atlantic Pilotage Authority, the Terminal and the Maritime Simulation and Resource Centre in Quebec City. Canaport is the first LNG terminal in Canada.



CALENDAR OF EVENTS

JUNE

- 03 Meeting between the CMPA and the Pilotage Committee of the Shipping Federation of Canada (Montreal)
- 10 Meeting of the CMPA Finance Committee, Ottawa
- 10-12 Green Marine Annual Conference, Saint John
- 11-12 Annual General Meeting of the CMPA, Ottawa
- 30-04 1st Meeting of IMO's Sub-Committee on Navigation, Communications and Search and Rescue (NCSR), London

AUGUST

- 17-21 Annual Conference of the Association of Canadian Port Authorities, Belledune

SEPTEMBER

- 09-12 4th triennial Congress of the CMPA, Niagara Falls

4TH TRIENNIAL CMPA CONGRESS



The 4th triennial CMPA Congress, to be held in Niagara Falls over 4 days in early September, combines thought-provoking presentations with challenging discussion and some very enjoyable social events. It's not too much to say that there is something for everyone and the dates for the meeting should be marked on the calendar of all marine sector stakeholders.

PROGRAM

TUESDAY, SEPTEMBER 9th, 2014

10:00-15:00 **Golf - Legends on the Niagara**

18:00-20:30 **Welcome Reception at Elements on the Falls**

WEDNESDAY, SEPTEMBER 10th, 2014

9:15-10:30 **Opening Ceremony**

- Remarks by **Capt. Simon Pelletier**, President, Canadian Marine Pilots' Association and 4th CMPA Congress Chair
- Remarks by **Capt. Mike Burgess**, Vice-president, Great Lakes Region, Canadian Marine Pilots' Association and Host Committee Chair
- Welcoming remarks by **Mr. Jim Diodati**, Mayor of Niagara Falls
- Remarks by Government of Canada representative
- Remarks by Government of Ontario representative
- Remarks by **Mr. Nicholas Cutmore**, Secretary-General, International Maritime Pilots' Association
- Declaration of the Opening of the 4th CMPA Congress - 4th CMPA Congress Chair

11:00-12:00 **Canada in a Century of Change - The Right Honourable Joe Clark, P.C., C.C.**

13:30-14:30 **Session I: The World 20 Years From Now**

This session will discuss emerging economic and political developments and what they could mean for Canada and the world.
Chair: Mr. Greg D. Wight, President and Chief Executive Officer, Algoma Central

- **Mr. Alex Himelfarb**, Director of the Glendon school of Public and International Affairs, York University and former Clerk of the Privy Council, Government of Canada
- **Mr. Eric Reguly**, European Business Correspondent, The Globe and Mail

15:00-16:15 **Session II: The Changing Conversation**

This session will examine the impact of digital technology on how people communicate and the way decision-makers are influenced.
Chair: Mr. Rick Dykstra, M.P. St. Catharines

- **Mr. Hershell Ezrin**, Managing Director, Ezrin Communications; Distinguished Visiting Scholar at Ryerson University's Ted Rogers School of Management and former CEO of the Canadian Council for Israel and Jewish Advocacy
- **Ms. Susan Delacourt**, Senior Political Writer, Toronto Star
- **Mr. Mark Blevis**, President, Digital Public Affairs

18:00-21:00 **Reception and Dinner at Château des Charmes**

THURSDAY, SEPTEMBER 11th, 2014

9:00-10:00 **Session III: Global Trends in Maritime Transportation**

This session will look at emerging global trends in maritime technology, infrastructure and trading patterns. **Chair: Capt. Robert Lewis-Manning**, President, Canadian Shipowners' Association

- **Dr. James Winebrake**, Professor and Dean, College of Liberal Arts, Rochester Institute of Technology
- **Mr. Michael Broad**, President, Shipping Federation of Canada

10:30-12:00 **Session IV: Canada's Waters: A Look Beyond the Horizon**

This session will explore emerging developments concerning the waters vital to Canadian shipping on three ocean coasts and the Great-Lakes-St. Lawrence system. **Chair: Mr. Francis Scarpaleggia**, Member of Parliament for Lac Saint-Louis, Chair, National Caucus, Liberal Party of Canada

- **Great Lakes: Dr. Richard D. Stewart**, Director, Transportation and Logistics Research Centre, Business and Economics Department, University of Wisconsin-Superior
- **Oceans: Dr. Doug Wallace**, Chair, Canada Excellence Research Chair in Ocean Science and Technology at Dalhousie University
- **Arctic: Mr. John Higginbotham**, Senior Fellow, Arctic Program, Centre for International Governance Innovation and former Assistant Deputy Minister, Asia Pacific Gateway and Corridor Initiative, Transport Canada

13:30-15:00 **Session V: New Approaches to Navigational Challenges**

This session will look at some navigational challenges pilots face and how they are being addressed. **Chair: Mr. Douglas Smith**, Chair, Great Lakes Pilotage Authority

- **Underkeel Clearance Management Systems: Capt. Jonathon Pearce**, OMC International
- **LNG Terminals: Capt. Donovan W. Case**, Area Manager, Irving Oil Terminals and Pipelines
- **Parallel Index Techniques in Restricted Waters: Capt. Alain Victor**, Marine Simulation and Resource Centre (MSRC)

15:30-16:30 **Session VI: The Role of Remote Control in Navigation**

This session will consider the extent to which both air and marine transportation can rely on remote control for safe navigation.

Chair: Ms. Lorraine Cunningham, Chair, Pacific Pilotage Authority

- **Mr. Michael Bergman**, Marine Industry Director, Jeppesen and President, Comité Radio-Maritime International (CIRM)
- **Capt. Jorge Viso**, Chair, Navigation Technology Committee, American Pilots' Association

18:30-24:00 **Gala Reception and Dinner**

Presentation of CMPA Award for Outstanding Contributions to Marine Safety

FRIDAY, SEPTEMBER 12th, 2014

9:00-10:15 **Session VII: Delivering Pilotage in the Public Interest**

This session will examine the public policy imperatives that a pilotage service should fulfill and different models for doing so. **Chair: Ms. Laureen Kinney**, Acting Assistant Deputy Minister, Safety and Security, Transport Canada

- **Mr. Paul Kirchner**, Executive Director and General Counsel, American Pilots' Association
- **Mr. Richard A. Wagner**, Senior Partner, Norton Rose Fulbright
- **Capt. Frédéric Moncany**, President, Fédération française des pilotes maritimes

10:45-12:15 **Session VIII: Pilotage Around the World**

This session will provide an overview of recent developments affecting pilotage in various jurisdictions around the world and the implications for marine safety and efficiency. **Chair: Capt. Simon Pelletier**, President, Canadian Marine Pilots' Association

- **Capt. Michael Watson**, President, American Maritime Pilots' Association
- **Capt. Ricardo Falcao**, President, Brazilian Maritime Pilots' Association, CONAPRA
- **Capt. Frédéric Moncany**, President, Fédération française des pilotes maritimes
- **Capt. Hans-Herman Luckert**, President, German Pilots' Association
- **Capt. Don Cockrill**, Chairman, United Kingdom Maritime Pilots' Association

13:30-17:30 **CMPA Members: Meeting of the CMPA Board of Directors**

13:30-15:30 **Non-Members: Tour of the Welland Canal**

18:30-22:30 **Farewell Dinner at Edgewater**



BEYOND THE HORIZON:
THE FUTURE AND PILOTAGE
CANADIAN MARINE PILOTS' ASSOCIATION
4TH CONGRESS, NIAGARA FALLS, SEPT. 9-12 2014

A NEW ADDRESS FOR THE ASSOCIATION!

Please note that the head office of the Association in Ottawa moved to a new location at the beginning of May. The new office remains conveniently located in downtown Ottawa at 50 O'Connor Street, Suite 901, Ottawa, Ontario, K1P 6L2.

FROM YOUR VANTAGE POINT

This issue's Vantage Point is courtesy of Capt. Louis Rhéaume, a pilot in the Lower St. Lawrence pilotage district. Cover photographs are courtesy of Capt. Rhéaume (on the left), Capt. Simon Pelletier, also from the Lower St. Lawrence pilotage district (in the middle) and the British Columbia Coast Pilots Corporation (on the right). Photographs in *From our Past* are courtesy of Capt. Mike Armstrong, from the Fraser River pilotage district while photographs in *Port Pilotage* are courtesy of Capt Rhéaume (view of Quebec City's skyline at night), Pierre Coulombe (the Queen Mary II at berth in Quebec City) and the Atlantic Pilotage Authority (a cruiseship entering the Narrows in St. John's).

Marine pilots operate around the clock, coast to coast, at times in fair weather and in spectacular surroundings and, at other times, in conditions that are extremely challenging. We welcome all photographs that convey the experience of pilots and highlight the nature of their work.

2014 ANNUAL GENERAL MEETING

In accordance with section 4 of the CMPA By-Law, notice is hereby given that the Annual General Meeting of CMPA Members will take place at **13:00 on June 11, 2014 at the Sheraton in Ottawa**. The audited annual financial statements will be presented at that time and a chartered accountant will be appointed for the upcoming year.