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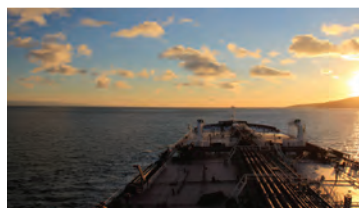
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MESSAGE FROM THE PRESIDENT



The safe transportation of gas and oil products is a subject of great concern for all thoughtful Canadians. On the one hand, energy is an important export and a key contributor to the national economy and prosperity. On the other hand, transporting liquid gas or crude oil over thousands of miles by either pipeline or rail and then transferring it to tankers for even longer distances by water creates risk to the environment.

Currently, there are hearings underway to evaluate two very different pipeline proposals, the Keystone pipeline proposal from Alberta, extending south into the American Midwest and the Northern Gateway proposal to the Pacific coast from northern Alberta. In the case of the Northern Gateway, Kitimat would be a transshipment point where the oil would be transferred to tankers for onward transportation to Asian markets.

Presumably, in the case of both pipelines, after hearings, due consideration by panels of experts and appeals to decision-makers, decisions will be made as to the appropriateness of constructing the pipelines and what their exact route should be.

The question of the safe transportation of such products along Canada's coastal waters requires similar careful consideration. In his Budget documents of 2012, Finance Minister Flaherty cited marine pilotage as an important factor in ensuring the safe transportation of petroleum products by water.

Since then, Canadian pilots have participated in discussions led by the federal Deputy Minister of Transport on the west coast concerning strategies for the safe carriage of petroleum products at sea and

testified before a House of Commons Standing Committee on the same subject. Clearly, the issue is very much on the minds of government policy and decision-makers.

Further evidence of this was provided in February when the Government of Canada announced its intention to commission a pan-Canadian risk assessment study regarding ship-source spills in Canadian waters. An important aspect of the study will be to identify measures to support continuous improvements to marine safety.

In making this announcement, Transport Minister Lebel cited marine pilotage as one of the strong bulwarks that contributes to Canada's safe marine transportation system. As a partner in the country's marine industry and, in that capacity, a contributor to Canada's economic well-being, marine pilots take their responsibilities for safety very seriously. We appreciate the acknowledgement from the Government of Canada for our role in this regard but, more important, we renew our commitment to work with other stakeholders to make sure everything possible is being done to keep Canada's waters and its environment safe.

Simon Pelletier

PORTS & PILOTS

Facing Today's
Challenges Together

Editor's Note: Marine pilots appreciate the constructive and cordial relationship they have with the Association of Canadian Port Authorities (ACPA) and its members and are delighted to welcome ACPA's new Executive Director, Wendy Zatylny, as the guest columnist in this issue of *The Canadian Pilot*.

Before joining ACPA last August, Ms. Zatylny held several senior vice-presidential positions at RX&D, the association representing Canada's research-based pharmaceutical companies. Prior to this, Ms. Zatylny ran her own consultancy for fifteen years acting as a communications consultant to numerous federal departments. She is an avid sailor, owning her own boat, and has cruised the Greek islands, the Caribbean and the North Atlantic.

To anyone working in the maritime sector, it is almost a truism to note that maritime trade underpins the global economy. Today, ships carry over 90 percent of the world's cargo, with pilots and ports playing key roles in transferring trade goods from sea to shore. In 2011 alone, Canada Port Authorities handled over 285 million tonnes of cargo – over 60% of Canada's marine imports and exports representing everything from fuel oils, wheat and potash, to ores and containers. Pilots played a critical role in bringing that cargo safely to its destination.

Canada is also one of the world's most trade-dependent nations. In 2010, close to 60 percent of the country's GDP was related to trade, and our ongoing prosperity depends on continued trade within a highly-competitive global environment. Today, Canadian ports ship or receive goods from more than 160 countries around the world, creating tremendous opportunities for Canadian workers and businesses in terms of jobs and economic growth.

And we are poised for even greater growth. By the Department of Foreign Affairs and International Trade's count, Canada has concluded new free trade agreements with nine countries since 2006, and is currently engaged in 19 sets of free trade negotiations covering 74 countries. That represents a lot of extra cargo moving through Canadian ports and along Canadian waterways.

Meeting these increased demands is not without its difficulties, however. Indeed, ports and pilots face two related challenges: increased ship specialization requiring sophisticated and unique port cargo handling systems; and larger ships that need deeper and wider channels, berths, and more demanding ship handling. Growing demand for maritime trade has led to larger, more economically efficient ships using Canada's ports more frequently. These ships challenge the efficiency of pilots as well as the cargo handling capabilities of ports.

Meeting growing demand also requires suitable landside and waterside infrastructure. A recent study undertaken jointly by the Association of Canadian Port Authorities and Transport Canada identified a \$5.3 billion gap in funding current and future port infrastructure needs; this gap is divided between rehabilitating inherited port infrastructure (33%) and developing and expanding infrastructure to meet future needs (66%). The recent Budget announcements on infrastructure funding, including the Building Canada program and its various sub-components, might help address some of that need, but the details are still sketchy.

What is certain, however, is the critical importance of collaboration and dialogue amongst all players not only within the maritime sector, but along the entire supply chain. Since I started at ACPA last August, I have been struck by the conviviality that is present in the sector. It is my hope that this will only grow. To that end, I want to echo Capt. Pelletier's words in the last Message from the President, when he endorsed and encouraged "all those occasions when members of the maritime community gather to collaborate...and to sort out problems for the greater good of the marine sector and the economy as a whole." I heartily agree.

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with your comments and suggestions.



PILOTAGE ON THE GREAT LAKES: BACK TO THE FUTURE

Marine pilotage, along with the legislative framework and administrative arrangements related to it, is necessary when the officers responsible for vessels lack expertise for local navigation. This has been the case on the Atlantic and Pacific coasts, as well as on the St. Lawrence River, ever since Europeans began sailing to Canada. Vessels arrived from across the oceans under the command of masters who never, or only infrequently, sailed in Canadian waters.

Unlike the rest of country, maritime traffic on the Great Lakes had no need for a formal pilotage regime until 1959. Commercial vessels that stayed within the Great Lakes themselves were under the conduct of officers with local knowledge. In respect of ships entering the Great Lakes from elsewhere, only small vessels were able to navigate the 14-foot canals and locks between Montreal and Kingston. There were no serious safety hazards or special circumstances that could not be dealt with by experienced ships' officers.

With the opening of the St. Lawrence Seaway in 1959 and the new locks and canals between Montreal and Kingston, deep sea

traffic on the Great Lakes greatly increased, as did the size of the vessels. These larger and more numerous ocean-going vessels created new navigation and safety challenges that could only be met by instituting a formal pilotage regime.

The need for independent, professional pilotage on the Great Lakes was addressed by the Canadian Parliament and the U.S. Congress, both of which passed legislation in 1960. For Canada and the U.S. to act in concert in respect of pilotage legislation for the Great Lakes was a significant achievement and required lengthy negotiations between the two countries. The principles of reciprocity and complementarity, which were ultimately

reflected in the agreement between Canada and the U.S., remain part of the system to this day with mutual recognition of compulsory pilotage areas and of "equivalent" pilot licenses.

The legislative regime established by Parliament in 1960 was not modified until the *Pilotage Act* was passed in 1972. Even then, the basic principles and essential provisions of the earlier legislation were largely maintained. The one important exception to this was the issue of "certification".

It was always recognized that domestic ships' officers with local experience need not have a pilot onboard, but the question as to how those officers would be "certified" as having such experience was not addressed until the *Pilotage Act* of 1972. The Act contained a provision whereby the Great Lakes Pilotage Authority would determine eligibility of ships' officers to be certified as having sufficient local knowledge.

In this regard, it is of more than a little interest to note that it is only in this year – 2013 – that the process by which the Authority determines eligibility has started to be implemented. It took 40 years after passage of the Act for all parties to agree on that process!

So, to connect past with present, a pilotage regime for the Great Lakes, caused by the opening of the St. Lawrence Seaway in 1959, is only finally now being fully implemented. This process almost certainly took longer than it should, but the end result is excellent.



CANADA'S SKILLS SHORTAGE AND MARINE PILOTAGE

Many factors affect the performance of the Canadian economy. They include everything from world demand to the cost of credit, security of infrastructure, and even the weather. No single factor, however, is more important than the quality of the Canadian workforce itself. The country's competitiveness and prosperity depends on having a sufficient supply of well-trained workers contributing to economic output.

Two phenomena are gaining more attention as threats to the productivity of Canada's workforce. The first is a change in demographics affecting the population as a whole; Canada is an ageing country. In its most recent report, Statistics Canada noted that, for the first time ever, more people were leaving than entering the workforce.

The second factor has to do with skills. Many jobs in the economy are going unfilled because of a skills shortage. This is the case in sectors ranging from health care to mining to engineering and science. Together, over half a million jobs are currently vacant for lack of qualified people to fill them. That number is expected to grow to a million in a few years. Federal government insiders have described this skills shortage in the Canadian labour market as the biggest challenge facing the country.

Despite the fact there are only about 400 marine pilots, their work ensuring that Canada's maritime shipping operates safely and efficiently means they are important contributors to the country's productivity and well-being. So the general questions

raised by an ageing workforce and skills shortage need to be asked specifically about marine pilots. Is the marine pilot population becoming "too old"? Are there sufficient numbers of skilled and trained candidates available to renew the marine pilot population when required?

A survey undertaken earlier this year by *The Canadian Pilot*, in collaboration with pilot groups and pilotage authorities, provides some interesting – and reassuring – insights on these questions.

The first conclusion from the survey results is that, in general and like the workforce as a whole, the marine pilot cohort is ageing. This is, however, due only in part to the general ageing of the population. The more important contributing circumstance is the fact that the total number of pilots has not grown in the past few years. When new recruits come onboard only when there is a retirement, it is almost inevitable that the average age of a group will increase and this is the case with most pilot groups in Canada.

Over the past 10 years, the average age of pilots has increased in three of the four pilotage regions. The oldest group of pilots is on the west coast of Canada, where the average age of the nearly 100 pilots is 58 years. In the Great Lakes region, the average age of the 55 pilots is 56. In Atlantic Canada, the average age of the 42 pilots is nearly 52 years. The region with the largest number of pilots is the St. Lawrence, where over 180 pilots have an average of about 48 years. As a group, St. Lawrence region pilots have

not aged in the past 10 years, but have actually become younger, although only by less than one year.

Assuming that the total number of pilots across the country remains constant, the ageing of the pilot population will soon mean that a rather large intake of new pilots will be needed. This will only be a problem if there is a corresponding skills shortage among potential candidates for the vacant pilot positions. The first thing to note about this issue is that the current complement of pilots is very highly trained and skilled. Eligibility for a pilot license requires candidates to have had years of service in senior capacities on vessels; virtually all Canadian pilots have graduated from marine training institutes and subsequently attained the rank of master before applying for a pilotage position.

Anecdotal evidence suggests that there is no shortage of interested and qualified marine pilots candidates. In the Pacific region, where the average age is highest, a good number of mariners apply annually for pilot licenses and, each year, several are qualified and placed on waiting lists. In the Laurentian region, the country's largest, registration at the *Institut Maritime du Québec*, is increasing, suggesting a good stream of candidates will be available in years to come.

In any event, Canadian marine pilots and pilotage authorities have not relied only on luck and circumstance to ensure a good supply of candidates for pilot positions. A number of measures have been put in place over the last few years to stimulate



A Man's World? Think Again!

One of the more interesting changes occurring in Canada is related to the country's demographics. Anyone doubting how fast times are changing need only consult Statistics Canada's most recent demographic record. In terms of gender, the single fact that six of the provinces' premiers are women – governing over 85% of the country's population – speaks volumes about the changing role of women in Canadian society.

If there is an industry that, traditionally, has been virtually all comprised of men, it is the marine sector. But even here, like in other parts of society, there have been important changes in recent years, with more and more women choosing a career in this sector. It is interesting to note, for example, that there are now five women working as marine pilots on the St. Lawrence River.

The Canadian Pilot sat down with two of them, Captain Ghislaine Saint-Aubin, from the Lower St. Lawrence district, and Captain Manon Turcotte, from the Mid St. Lawrence district, to discuss the changing role of women, their journeys in the maritime sector and their experiences as marine pilots.

For Captain Turcotte, her interest was piqued upon discovering the Quebec Maritime Institute (IMQ) in Rimouski, and the training that it offered. "I developed a fascination for the sector and decided to get involved, without fully knowing, of course, what I was getting myself into." After navigating for fifteen years, mostly on oil tankers on the St. Lawrence and in the Arctic, Captain Turcotte decided to become a marine pilot. "We don't often stop to think about it but, as pilots, we're always pushing the boundaries. Night time navigation in winter between Quebec City and Montreal, for example, while common today, was not something that was done only a few years ago," she offered. "It's the sense of challenge, the constant renewal and the diversity of the profession that attracted me at the beginning, and continues to give me great satisfaction."

While she is occasionally met with surprise when she arrives on a ship's bridge to pilot the vessel, it passes quickly. "Usually, it's when it's the first time a captain is coming across a female pilot, but once we get by the first curve, they quickly realize that it's no different. I have no doubt about my ability to do the work and I'm almost amused by the flicker of astonishment in their eyes, and then to reassure them."

For Captain Saint-Aubin, there's almost nothing she doesn't like about the job. "I'm one of the lucky ones who passionately loves what I do. It doesn't bother me at all to get up in the middle of the night to go pilot a ship on the River." After completing her university studies in geography, Captain Saint-Aubin decided to enroll in the IMQ, and after seven years navigating – mostly on St. Lawrence-Great-Lakes routes – she turned her attention to pilotage.

"To me, the profession offers a great compromise. Not only do I have a deep passion for the River and an appreciation of its great landscapes, but as I'm constantly boarding new ships to pilot, I can help protect this natural jewel and also travel at the same time, without even leaving the country!"

When it comes to the notion of facilitating women's exposure to the profession, both agree that the issue is much larger than just pilotage. "First, we have to interest more women in the maritime sector generally. Once in, I would argue that I had the same opportunities as anyone else to become a pilot," concluded Captain Saint-Aubin.

While there is certainly more work to be done on this front, there are encouraging signs of progress!

recruitment. These measures include familiarization programs, providing persons who do not meet the requirement to have made a certain number of trips in a pilotage district prior to becoming an apprentice, with an alternative. Also, in some cases apprentice periods for pilots have been increased, enabling candidates to gain more experience and assurance before attempting to qualify for a pilot's license.

The ageing phenomenon affecting the country's workforce generally is also at play among Canada's contingent of marine pilots. It does not, however, constitute a reason for concern either now or in the foreseeable future. For the moment, all it means is that pilots have more years of experience than ever before – on average anywhere between 12 and 16 depending on the region. For the foreseeable future, not only does there seem to be plenty of qualified potential candidates interested in a career as a marine pilot, the recruitment procedures are flexible enough to make sensible accommodations that will ensure the best possible choices are available to fill vacancies as they arise. Unlike the situation in many other professions, marine pilotage is not experiencing a skills shortage and, as far as getting older is concerned, it just means getting better!

Editor's Note: We thank the Atlantic Pilotage Authority, the Great Lakes Pilotage Authority, the Corporation of Lower St. Lawrence Pilots, the Corporation of Mid St. Lawrence Pilots and the British Columbia Coast Pilots Corporation for their contribution to this article.

Editor's Note: We thank Capts. Bernard Boissonneault and Daniel Ouimet for their assistance.



PANAMA CANAL EXPANSION: A “GAME CHANGER”?

The Panama Canal expansion project is now just passed the half-way mark. The \$5.25 billion undertaking is expected to be completed in 2015, a slight delay from the original 2014 target date. The project, which comes 100 years after the original opening, will double the Canal's capacity and allow for ships nearly triple the size of those using it today to pass through it. These huge Post-Panamax ships constitute about 16 percent of the world's container fleet, accounting for about 45 percent of containers shipped. By 2030, these vessels will carry 60 percent of all containers crossing the oceans.

Many say the expansion is a game changer; although just where and how the game will change is unclear. In California – where the Los Angeles and Long Beach ports handle 40 percent of U.S. imports from Asia – there is concern that business will drop 10 to 15 percent as, once the Canal expansion is complete, ships leaving Asia will be able to sail directly to the U.S. East Coast.

Certainly, the U.S. Gulf and East Coast ports are racing to be ready to handle the larger ships and their cargo, spending \$6 to \$8 billion a year of public and private money to modernize.

The Port Authority of New Jersey and New York will spend \$1 billion to raise the Bayonne Bridge, which connects Bayonne, New Jersey with the Staton Island borough of New York, by 64 feet to accommodate the larger ships. The project, which has been fast-tracked by the Obama administration, will also deepen channels near the bridge to 50 feet.

At the Port of Miami, authorities are burrowing twin \$607 million tunnels that will allow big rig trucks entering and leaving the port to bypass downtown Miami streets. At Maryland's deep-harbour Port of Baltimore the railroad tunnel at the port terminals is not large enough for today's double-stacked rail cars. The CSX railroad is planning to build a new intermodal transfer facility to accommodate the trains.

The rush to improve ports is not only happening in the U.S. Ports in the Bahamas, Jamaica, Chile, Peru, Brazil, Colombia and the Dominican Republic have all been spending to upgrade their infrastructure in the hopes that the big ships will use their harbours.

Last year, *Supply Chain Quarterly* examined questions related to the expansion and provided a contrary view to the belief that the project will be a game changer for U.S. East Coast and Gulf Coast ports. The publication suggested that many have failed to consider the significant differences between shippers' and carriers' objectives, and how each party's decisions are shaped. While some objectives may seem similar – maximize revenue and minimize expense, for example – shippers and carriers seek to achieve them through different transportation outcomes. What is beneficial to the shipper may in fact be more costly to the carrier, and vice versa.

The article pointed out that there are five to seven ports on the U.S. East Coast that expect to become major gateways in the post-expansion world – and they are all spending on improvements in anticipation. The reality, according to the author, is that only two or three of these ports will be winners. This is analogous to the shipping industry where carriers have often ordered additional capacity believing that they, and not their competitors, will capture the traffic growth. The result has been over capacity. This may well turn out to be the story for U.S. East Coast ports.



MARITIME COMMUNITY CALENDAR OF EVENTS

APRIL

- 03-04** Meeting of the CMPA Board of Directors, Ottawa
- 10** Annual Conference and 110th Anniversary of the Shipping Federation of Canada, Montreal
- 18** Annual Meeting with Government officials, Canadian Maritime Law Association, Ottawa
- 23-25** Spring Meeting of the Canadian Marine Advisory Council (CMAC), Ottawa
- 29-03** 44th Meeting of the IMO's Sub-committee on Standards of Training and Watchkeeping (STW), London

MAY

- 29-31** Green Tech 2013, Green Marine Annual Conference, Vancouver

JUNE

- 06** Annual General Meeting of the Canadian Maritime Law Association, Toronto
- 12** Annual General Meeting, Société de développement économique du Saint-Laurent (SODES), Quebec City
- 12-21** 92th Meeting of the IMO's Marine Safety Committee (MSC), London

In respect of U.S. Gulf Coast ports, some observers believe the anticipated traffic increases are exaggerated, as most of these ports simply do not have the critical mass or the hinterland to be trans-Pacific hubs.

The prevailing view is that Canadian ports will not be significantly impacted by the Canal's expansion. A Van Horne Institute study that assessed the impact of the expansion on North American freight distribution concluded that the Canadian East Coast ports of Montreal and Halifax are not likely to benefit from the expanded route through the Canal and will remain predominantly linked to the transatlantic market. The study also stated that the expansion is not likely to significantly change the configuration of supply chains in Western Canada and, consequently, is unlikely to have much effect on the ports of Vancouver and Prince Rupert.

While there are differing views as to the game changing nature of the Canal's expansion, all agree that it is an important initiative in global shipping. The expanded Canal will eliminate a serious choke point and provide needed capacity for the future. However, unless routing cargo through the expanded Canal improves shippers' supply chain costs – and it is not yet known how much the Canal Authority will charge for the use of the new lane – they will have little incentive to change their preferred shipping routes.

A LOOK BACK...



compulsory pilotage area, the *Alwyn Soppitt* will serve a community that Capt. Soppitt was deeply attached to. Capt. Soppitt passed away on January 1st, 2013.



On December 6th, 2012, the Atlantic Pilotage Authority christened a new pilot boat, the *Alwyn Soppitt*. Born in Northern Ireland, Capt. Soppitt followed his passion for the sea and sailed for many years around the world before settling in Canada. He eventually joined the Saint John Port Authority, an organization he served for 30 years including 15 as President and CEO before retiring in 2011. Being deployed in the Saint John

On December 14th, 2012, at 22:00, during an otherwise typical pilotage assignment on the Fraser River, the bulk carrier *Star Grip* had an engine failure with other vessels and marine infrastructure in close proximity. This screenshot from Pilot Randy Smigel's portable pilot unit shows how he immediately used the vessel's anchor to slow it down as he conducted a 360 degrees turnaround to safely bring the vessel to a halt. Just another day on the job.



Held last January 29-31, the annual e-Navigation Underway Conference examined many important aspects of the International Maritime Organization's e-Navigation implementation plan. Among participants were Mr. Gary Prosser, Secretary-General of the International Association of Lighthouse Authorities, Capt. Simon Pelletier, CMPA President and the executive member of the International Maritime Pilots' Association responsible for e-Navigation, Capt. Gurpreet Singhota, Deputy Director/Head of Operations Safety, Maritime Safety Division, IMO, and Mr. Omar Frits Eriksson, Maritime Innovator at the Danish Maritime Authority.

4th CMPA Congress – Save the Date!



BEYOND THE HORIZON:

THE FUTURE AND PILOTAGE

CANADIAN MARINE PILOTS' ASSOCIATION

4TH CONGRESS, NIAGARA FALLS, SEPT. 9-12 2014

Niagara Falls, Ontario, will be the location for the CMPA's next Congress from September 9–12, 2014. The 4th Congress follows the very successful ones held previously in Québec City (2005), Vancouver (2008) and Halifax (2011). The Congress theme, **Beyond the Horizon: the Future and Pilotage**, provides for an exploration of the key factors and trends that will shape how the world and its economy will be in 10 years and what this means for shipping and pilotage.

"Speakers and discussions at the Congress are intended to appeal to a wide audience in the maritime community. As with past Congresses, Canadian marine pilots look forward to welcoming representatives of shipping lines, ports, pilotage authorities, public interest groups and government officials," CMPA President, Capt. Simon Pelletier said.

Pilots from the Great Lakes region will play host to the event and CMPA Vice-president, Great Lakes region, Capt. Michael Burgess promises that a lively schedule of social events will complement the Congress program. "I am sure every delegate and guest will greatly enjoy the experience and the warm hospitality of the Niagara peninsula. We are working hard to make sure this will be an unforgettable event" Capt. Burgess added.

Information on the 4th CMPA Congress will be available on the CMPA's website (www.apmc-cmpa.ca) this summer.

FROM YOUR VANTAGE POINT

This issue's Vantage Point is courtesy of Capt. Michael Armstrong, a Fraser River Pilot. Cover photographs are courtesy of Capt. Louis Rhéaume, a Lower St. Lawrence Pilot and Capt. James MacKelvie, a Cape-Breton Island Pilot. The photograph on page 3 is courtesy of Capt. Alain Gindroz, a Great Lakes Pilot.

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.