

SPECIAL
POINTS OF
INTEREST:

- CMC Annual General Meeting well attended
- DSM gets rolling!
- Downturn in economy bad for our industry. Members facing layoffs up to 70%!
- CMC Towboat Industry Conference postponed until 2011
- ITS coming to Vancouver in 2010

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THE CMC RUDDER

VOLUME 1, ISSUE 1

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Welcome to our new bulletin - the "Rudder"!

Most of you will remember the CMC BULLETIN, which at one time was a regular visitor to your desks and coffee rooms. After several requests from CMC members who obviously appreciated the Bulletin and the information it contained, we have decided to recommence issuing a regular printed news publication.

Please let us know what you think and what you would like to see in the "RUDDER" - your input would be very welcome indeed! It is intended to publish a new issue two or three times a year containing sections dealing

with Regulations, current HR issues, CMC activities and more. For this to be of any real value, your feedback will be essential. If members have a desire to see any particular



topic addressed in the "RUDDER" or have photographs or other news they would like to see in print,

please forward the same to us or call our office to discuss.

We will attempt to keep articles short and to the point. If you need any further information regarding any of the items raised in the newsletter, contact CMC directly and we will gladly supply it.

We also publish various types of information on the CMC web site which is growing daily in the number of hits it receives. It is YOUR web-site as a member of the CMC and your input into what you would like to see there is again requested.

www.comc.cc

35th CMC AGM held May 13th

The 35th Council of Marine Carriers' Annual General Meeting was held at the Terminal City Club in Vancouver on May 13th. The event was well attended with fourteen member companies represented. This year's agenda was a mimic of previous years, covering all the essential topics such as the state of the Council's finances as well

as those of T&B Moorings. The agenda also covered the election of the Board for CMC. Wayne Cammell's two year term as Chairman of the Board came to an end at the completion of the AGM and Leo Stradiotti has taken on that responsibility for the next two years. All of the incumbent Directors agreed to remain as members of the Board

During a short Directors meeting held at the conclusion of the AGM John Bowles from Harken Towing was elected as the new Vice-Chairman of the CMC Board.

See the CMC web site for full detailed minutes of the meeting.

DSM pilot running at last



One of the DSM tugs,
Harken's
"Dorothy Mackenzie"

Five Council of Marine Carriers Member companies recently embarked upon a voyage unique to the Canadian Marine Industry. After several months of planning and negotiation with Transport Canada, Catherwood Towing, Harken Towing, Inlet Navigation, North Arm Transportation and Seaspan International have passed their Risk Assessment testing and are moving ahead with the Domestic Safety Management System implementation. DSM is recognized by Transport

Canada as a process by which participating companies can qualify to enter into the TC Canadian Alternative Compliance Program, permitted under the new Canada Shipping Act (CSA 2001).

Being new, the DSM and CACP concepts are in a pilot project status at the moment, but, two of the companies did so well in the first stages that they were able to gain authority to perform inspections on their own participating vessels on behalf of Transport

Canada. The other three companies passed the risk assessment but since their safety management and preventative maintenance systems are not mature, a little work is required before they can attain this status. Although the system is voluntary, TCMS will maintain a robust monitoring role to ensure continued regulatory compliance. The companies involved in the pilot program are also participating in a new preventative maintenance program through CMC.

The Safety Corner

"WorkSafeBC has designed a premium rebate scheme of up to 15%!"



CMC has been pursuing WorkSafeBC for the establishment of a Partners in Injury and Disability Prevention Program, a strategic initiative by WorkSafeBC that encourages employers to voluntarily develop health, safety, and injury management systems. This program is commonly referred to as a COR Program (Certificate of Recognition). We are working with the British Columbia Maritime Employers Association (BCMEA) and the Washington Group shipyards and Allied Shipyard. WorkSafe had previously recognized BCMEA as a certifying partner to carry out a COR program for its members and has given us the green light to align ourselves with their program, the Waterfront Safety Partnership. Our CMC safety committee approves of this approach.

There are two components, health and safety management and injury management with an overall audit review pro-

gram (audit tool) to ensure standards are being met. WorkSafeBC has designed a premium rebate scheme of up to 15% of WS premiums for successfully achieving and maintaining a Certificate of Recognition. An information and application package is available from BCMEA and the contact person is Donovan Hides, (604) 688-1155 ext 422.

TRAINING The BC Transportation Career Development Association (TCDA) has been up and running since last December. CMC and four other transportation employer associations and companies with representation from related unions worked cooperatively to establish TCDA under the auspices of the BC Industry Training Authority, a quasi crown corporation, which has the responsibility for developing and funding apprenticeship training in BC. TCDA

is presently responsible for 18 trades training including our Deckhand Training Pilot Project.

An industry steering committee led by CMC, assisted a consulting firm (Vanier and Associates) engaged by TCDA, to validate an existing program outline, determine training course time allotments, develop a trainee log book and provide information to allow Vanier to prepare a learning resources gap analysis.

Next steps for the Deckhand Training Pilot Project are development of a learning resource for students and an instructor's guide, determine vessel resources for conducting on-board class instruction and lastly engagement of a training provider to put on the Pilot Project. January 2010 is the targeted start date but given the severity of the downturn in employment in our industry this timing will need to be reviewed as we progress.

CMC Activities

Where to start? In future issues we will update you on specific activities which have occurred since the last issue as well as those which are on-going.

This time though we thought that an overview of our activities without specific detail would be useful. Firstly let's list some of the committees and organizations we interact with—other than CMC in house committees. (sorry about the acronyms!)

- CMAC (Canadian Marine Advisory Council)
- PACMAR (Pacific Marine Review Panel)
- NMAB & PMAB (Coast Guard's National and Pacific Marine Review Panels)
- BCIT & Camosun PAC (Program Advisory Committees)
- WMCC (Western Marine Community Committee)
- Burrard Clean User Group

- and Oiled Birds working group.
- Port Metro Vancouver committees on
 - Olympic Security
 - Fraser River Users
 - Port Strategies
 - North Arm Jetty Users Group
- Joint Towboat Advisory Committee (JTAC)
- ITS (International Tug and Salvage)

Our CMC in-house committees include:

- TRADE (Towboat Reserve and Aquaculture Development)
- TAC (Technical Advisory Committee)
- Joint Industry & CMC Safety Committees
- Human Resources Committee
- Deckhand Training Program Steering Committee.

Minutes of many of these committees can be seen on our web site.

It is obvious that all these committees, and more, take up a majority of the time of the CMC staff. We have represented the member companies over such issues as the modernization of the Navigable Waters Protection Act and the black water and grey water discharge rules under the Pollution Prevention regulations. We are the only industry organization which co-chairs a working group at CMAC—the Tug & Barge Working Group. Lately we were part of a delegation to the Parliamentary Standing Committee on the Environment in Ottawa to lobby for changes to the Migratory Birds Act respecting the criminalization of seafarers. Additionally we are invited to participate in some international activities. For example we recently attended the International Chamber of Shipping joint Transport Canada seminar on the impact of the poor economy on world wide and domestic shipping.

“It is obvious that all these committees, and more, take up a majority of the time of the CMC staff.”

Spring CMAC report

At his second CMAC whilst in the position, the new Director General of Ship Safety, Donald Roussel, is already showing that he has a progressive and purposeful style. His remarks at the opening plenary were comprehensive and demonstrated that he understands the Canadian marine industry and is aware of our issues and problems. His recognition that the economic situation is hitting the industry hard led him to quote the Clerk of the Privy Council, saying that “Our bottom line is not profit, but service...” which gives some hope to an ailing industry. The CMAC Standing Committees and working groups met throughout CMAC week. Of particular interest to us is the Tug & Barge Working Group. Amongst other things, this group is addressing amendments to the Oil Barge Standards, the carriage of deck cargo on oil barges and the establishment of rules regarding Integrated tug and barge combinations. CMAC continues to be our main consultative vehicle with Transport, and some of the traditional groups, such as the Personnel certification committee still exist. Colin Eckford of Seaspan attends CMAC along with Phill Nelson from CMC and our new Chair, Leo Stradiotti has also attended a couple of CMACs. With all the proposed changes to regulations the extra help in representing CMC members has been really appreciated. In the next “Rudder” we will highlight some particular changes to the regulations. As an aside, other recent changes of senior Transport staff include the retirement of the Deputy Minister Louis Ranger and the return of the former Director General Marine Mr. Gerard McDonald, as assistant ADM. The new DM Transport is Ms. Yaprak Baltacioğlu.

MEMBER NEWS!

We would like to reserve some space in the Rudder for the members. If your company has any news that you wish to share with other members then this is the place to do that! Please let us know. Although things are pretty bad with some companies facing lay-offs of up to 70% of their seagoing staff. Here at CMC we understand that many member companies are struggling with the economy and there is not a lot of good news about, but there are one or two bright spots to report.

Catherwood Towing recently put their new tug into service. The "Sea Imp IX" was delivered from Sylte shipyard in Maple Ridge on May 12th. Ernie Catherwood wasted no time putting her to work! The "Sea Imp IX" is 16.3m in length and is powered by twin 19 liter Cummins engines producing a total of 1000 horsepower. The boat has some special features, such as being set up with Catherwood's Fortech tracking system. This permits internet and email access to and from the office and boat at all times, allowing the emailing of log sheets, vessel orders and other documents. Power train data is also automatically transmitted through this system in real time and on a continuous basis. Catherwood now operate 12 vessels.

Hodder Tugs over the operations of Riverside Towing earlier this year. They expect that merger of the two companies will prove successful by combining operations rather than competing against each other.

SMIT has advised that SMIT Harbour Towage Westminster office has now re-located to the main SMIT office at 2285 Commissioner Street in Vancouver. There will no longer a SMIT office in New Westminster. The company expects that the move will streamline efficiencies and maximize overall SMIT resources, thus enhancing quality of service to their customers. The SMIT Harbour Towage Westminster tug fleet and crews remain at the same location on the River.

Washington Marine Group are happy to announce that they were the successful bidder on the RFP process for the tug basin tenancy at Roberts Bank. This continues over 30 years of service in the area and clears the way for them to have a home for their new docking tug the "Resolution" when she goes into service in the near future.

Bridging the Fraser River

Work on the river for the new Port Mann bridge commenced June 15th. No wake zones are requested in vicinity of all marine construction areas. Work will be ongoing 24/7 until July 2013. See the CMC web site for up-to-date information weekly. After five years of consultation with CMC and the marine users, construction activities for the new Golden Ears Bridge are now complete. The bridge opened for road traffic on June 16th. The Pitt River Bridge deck is also complete, but there will be considerable activity over the next year or so, until the old swing bridges are dismantled.

2010 Olympics Marine Security

We are involved in several security related groups at the moment, the main focus of all of them being the issue of security in and around the Olympic venues. Our concern though is entirely over the how the Olympics will affect the CMC members ability to continue to go about their business.

It does appear that there will be only a minimal impact upon the towing industry.

By all accounts the areas of particular concern to the authorities, namely the Integrated Security Unit—an interdepartmental enforcement group headed by the RCMP and including as members such agencies as the Canadian Armed Forces, Municipal Police Departments, Transport Canada and the Canadian Coast Guard.

The main venues that are covered by Marine Security are Coal Harbour in Vancouver, The eastern end of False Creek, that part of the Middle Arm in Richmond adjacent to the new Speed Skating Oval and the eastern shore line of Howe Sound. In the main Vancouver Harbour, there will be an Exclusion Zone around Canada Place and the Convention Center extending eastward to Centerm and Ballan-

business to a patrol vessel and will be escorted, or watched over, to their destination. The same will apply in False Creek. Surrounding those two areas and in the Middle Arm, a limited access zone will be in place where vessels will be monitored but permitted to proceed. There will be restrictions on the carriage of packaged dangerous goods through the harbour, but not on the bulk shipment of petroleum products or chemicals.

We can expect that access to the Port will be tightened up. However, the Port Pass issued through the Chamber of Shipping will be sufficient for most access requirements. We will see more RCMP patrol boats in the harbour, the River, Howe Sound and Burrard Inlet throughout the Olympic period, from January 26th to March 4th, 2010.



February 12 to 28, 2010
March 12 to 21, 2010

tyme Pier. Vessels wishing to enter this zone will be asked to state their