CHAMBER of SHIPPING

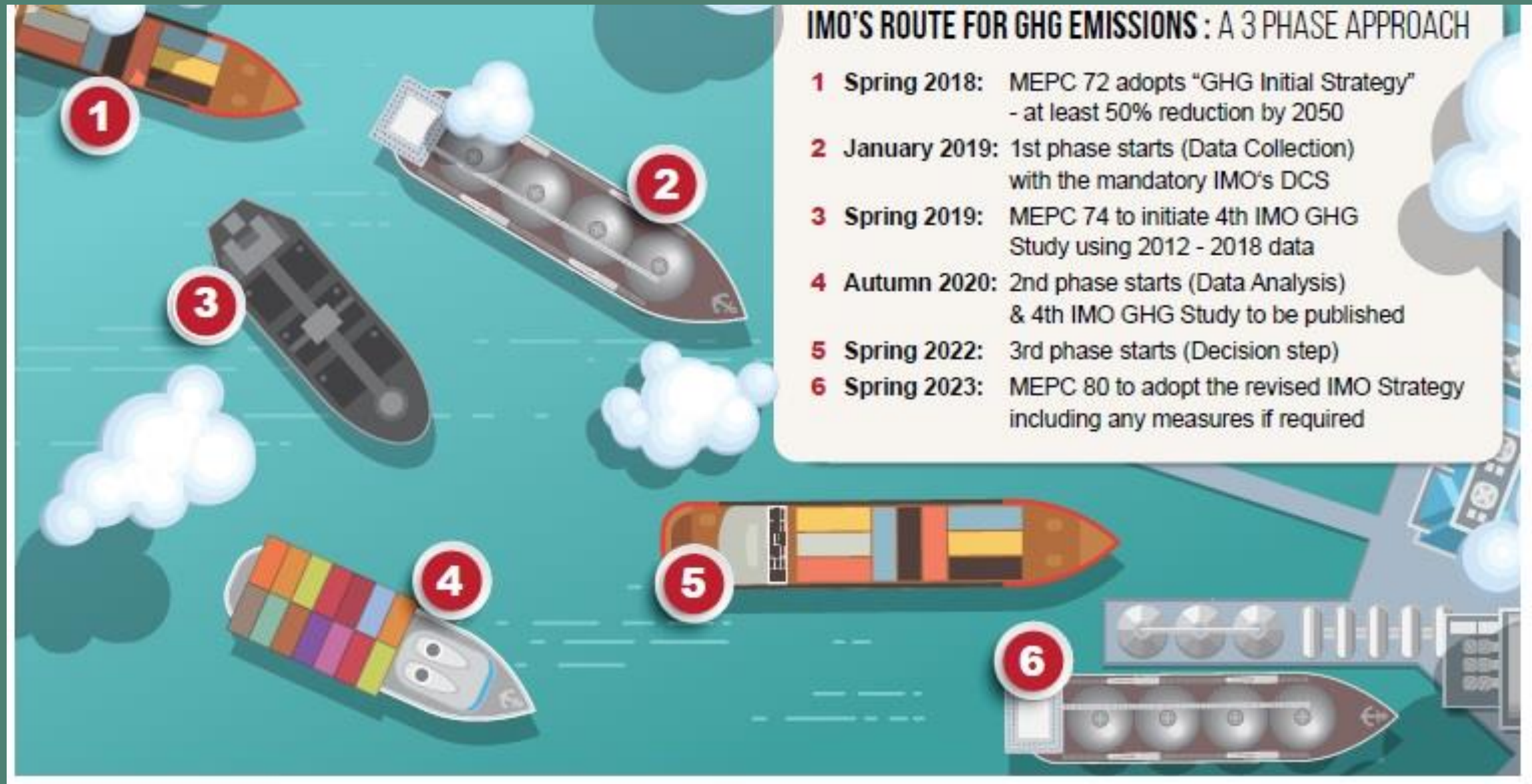
Vancouver Shipping Lunch
Managing and Surviving Complexity

April 24, 2019

Reducing Greenhouse Gases

- Aspirational goal of reducing GHG emissions by at least 50% by 2050
- Main discussion focuses on short-term options
- Lack of support for market-based measures
- Operational measures v. technical measures
- Growing movement for regulated speed reductions

	Third IMO GHG Study (million tonnes)						ICCT (million tonnes)		
	2007	2008	2009	2010	2011	2012	2013	2014	2015
Global CO_2 Emissions	**31,959**	**32,133**	**31,822**	**33,661**	**34,726**	**34,968**	**35,672**	**36,084**	**36,062**
International Shipping	881	916	858	773	853	805	801	813	812
Domestic Shipping	133	139	75	83	110	87	73	78	78
Fishing	86	80	44	58	58	51	36	39	42
Total Shipping	**1,100**	**1,135**	**977**	**914**	**1,021**	**942**	**910**	**930**	**932**
% of global	3.5%	3.5%	3.1%	2.7%	2.9%	2.6%	2.5%	2.6%	2.6%


IMO'S ROUTE FOR GHG EMISSIONS : A 3 PHASE APPROACH
1 Spring 2018: MEPC 72 adopts "GHG Initial Strategy" - at least 50% reduction by 2050
2 January 2019: 1st phase starts (Data Collection) with the mandatory IMO's DCS
3 Spring 2019: MEPC 74 to initiate 4th IMO GHG Study using 2012 - 2018 data
4 Autumn 2020: 2nd phase starts (Data Analysis) & 4th IMO GHG Study to be published
5 Spring 2022: 3rd phase starts (Decision step)
6 Spring 2023: MEPC 80 to adopt the revised IMO Strategy including any measures if required
1
2
3
4
5
6

Washington governor promises fight against Trans Mountain

The Canadian Press
FEBRUARY 9, 2019 09:40 PM

Washington Gov. Jay Inslee, left, looks on as B.C. Premier John Horgan talks to reporters after taking part in the signing of a climate agreement on Friday, Feb. 8, 2019, at the Capitol in Olympia, Washington.
Photograph By TED S. WARREN, THE ASSOCIATED PRESS

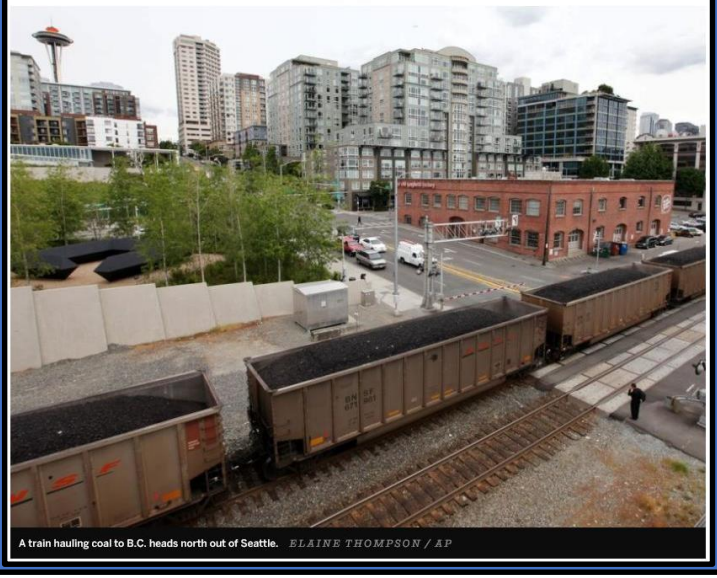
Appeal Court reserves decision on B.C. pipeline law that would impact Trans Mountain

A British Columbia Court of Appeal hearing on proposed provincial legislation that would impact the Trans Mountain pipeline expansion has concluded and a panel of five judges has reserved its decision.

James Kerr: Canada should not be shipping coal overseas for the U.S.

The burning of coal negatively impacts human health and pollutes the environment in the vicinity of a burn facility and, globally, is the biggest contributor to climate change.

JAMES KERR Updated: February 15, 2019



A train hauling coal to B.C. heads north out of Seattle. ELAINE THOMPSON / AP

British Columbia

B.C. vows to curb raw log exports, wood waste with sweeping policy reforms

Foresters have economic concerns following announcement at Truck Loggers Association conference

Jon Hernandez · CBC News · Posted: Jan 17, 2019 8:15 PM PT | Last Updated: January 17

Raw log exports overseas have increased over the past 20 years while numerous processing mills have shut down across the province. (The Canadian Press/Jonathan Hayward)

British Columbia's tanker ban is not new. We should make it law

and as a federal Cabinet Minister in Transport, Fisheries and Oceans and Environment from 1993 to 2004, I ensured that the tanker ban was maintained. Bill C-48, an act to legislate the long-existing ...

The Globe and Mail | 6d | OPINION

Canadian canola spat shows China has 'ways of hurting' trade partners for political ends

Last year, Canadian canola shipments to China were worth $2.7 billion

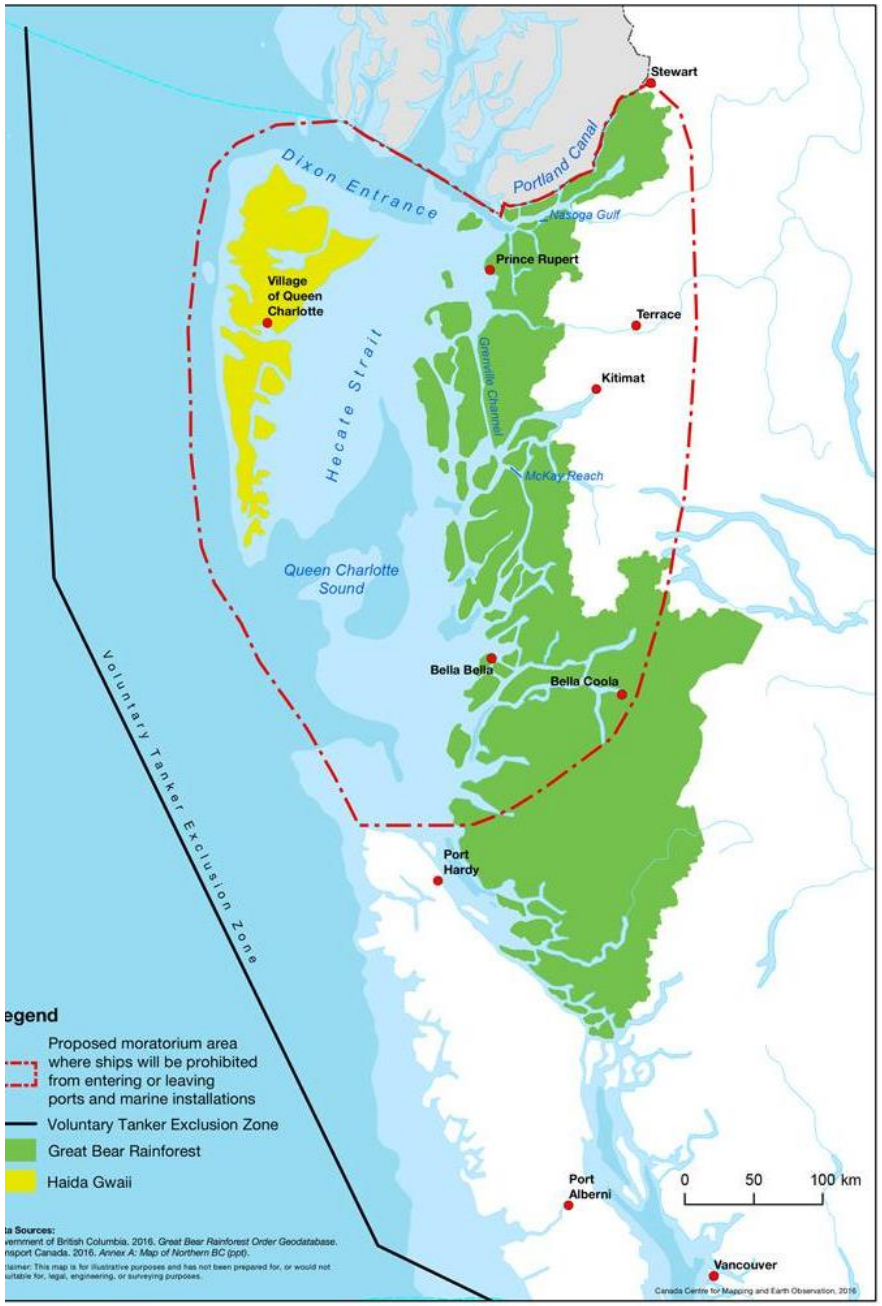
Saša Petricic · CBC News · Posted: Apr 12, 2019 12:41 PM ET | Last Updated: April 12

Transport Canada
@Transport_gc
Following

Since launching the #OceansProtectionPlan, we've introduced the Oil Tanker Moratorium Act to restrict large shipments of oil on BC's north coast ow.ly/Jghf30myVsg

Canadian exporters continue to struggle even with rising oil

Theophilos Argitis, Bloomberg News



Bill C-48, Tanker Moratorium Act

Nation Trade Corridors Fund (NTCF)

- $800 million commitment
- Goals:
  - Improve the flow of goods and people in Canada and exports/imports
  - Adapt to climate change
  - Innovate technologies
- 25% of all projects directly related to Pacific Gateway

LNG
HILLI

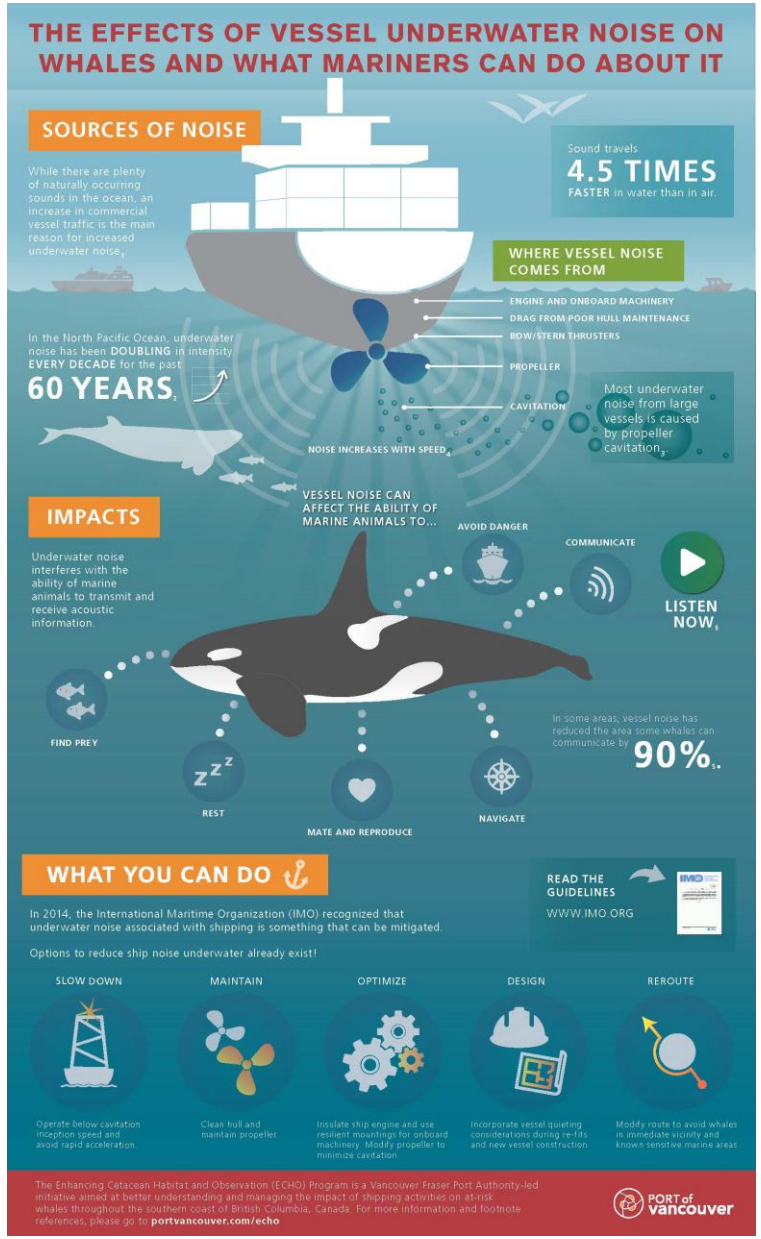
Statendam

Proposed
Roberts Bank
Terminal 2

AQUALEGEND

Species at Risk

- Southern Resident Killer Whale
- Critical habitat protected by law
- Industry committed to protection
- Negotiating Conservation Agreement
- Expect multi-species approach in the future



Amendments to the Pilotage Act

- The inclusion of principles in the Act regarding efficient and cost-effective pilotage services
- An emphasis on emerging technologies
- Transparency of all contracts
- The improvement of the tariff setting process while retaining the current regulatory safeguards
- The standardization that will occur with regulatory powers being retained by Transport Canada.

Marine Spatial Planning Activities

- MPA Network Planning – Northern Shelf Bio-Region
  - Regulatory action 2020
  - Integrated Advisory Committee
  - Sub-regional Committees (x3)
- Offshore Area of Interest
  - Regulatory Action in 2020
- Scott Island Marine Wildlife Area
  - Management plan under development
- Southern Gulf Islands National Marine Conservation Area (Reserve)
  - Regulatory action 2020 (or sooner (TMX))
- Species at Risk / Critical Habitat
- Proactive Vessel Management
  - North Coast – Haida (Safe Distance Offshore)
  - Central Coast – Gitga’at & Gitxaala
  - Central Coast – North Vancouver Island

Marine Spatial Planning Areas
Coast of British Columbia
Voluntary Tanker Exclusion Zone
Protected Areas (Parks Canada)
Marine Protected Areas (DFO)
Pacific North Coast Integrated Management Area
Ketchikan
Nisga'a
Smithers
Terrace
Houston
BRITISH COLUMBIA
Prince Rupert
Kitimat
Prince George
Masset
HAIDA GWAII
Graham Island
Queen Charlotte
Moresby Island
Vancouver Island
Vancouver
Surrey
Victoria
Seattle
Tacoma
Olympia
Portland
Salem

Proactive Vessel Management

- **Opportunity for effective communication, education and knowledge exchange**
- **Rights, title, and authorities of Indigenous Peoples**
- **Responsible Economic Development**
- **Cooperative and flexible measures**
- **Transparent and consensus-based decision making**
- **Evidence-based**

Anticipating Change

- The precautionary principle will likely influence policy and regulatory decisions
- Cumulative impact is here to stay.
  - It will likely find its place in legislation.
  - It will be a focus of future governance, co-governance, binational.
  - It could play commodities against one another.
  - How will marine transportation get ahead of this?
- Indigenous involvement in shipping matters will increase, but it remains unclear to what degree
- BC?

Thank you