

Meeting Notes from November 4, 2015 Gulf Islands Anchorage Meeting

Location: Harbour Towers Hotel and Suites, Salon A, 345 Quebec Street, Victoria

Attendees:

1. Kevin Obermeyer, President and Chief Executive Officer, Pacific Pilotage Authority
2. Captain Stephen Brown, President, Chamber of Shipping of British Columbia
3. Bonnie Gee, Vice-President, Chamber of Shipping of British Columbia
4. Kirk Jones, Vice President of Sustainability, Government and Industry Affairs, CSL Americas
5. Dr. Ron Sahu, CSL Consultant
6. Edward Dahlgren, Director of Marine Operations and Harbour Master, Nanaimo Port Authority
7. Elizabeth May, MP, Saanich-Gulf Islands
8. Anne Bomford, Alternate Director Area D (Cowichan Bay), Cowichan Valley Regional District
9. Peter Holmes, Cowichan Bay Ship Watch Society
10. Peter Luckham, Chair, Islands Trust Council
11. Laura Busheikin, Vice-Chair, Islands Trust Council
12. George Grams, Vice-Chair, Islands Trust Council
13. Susan Morrison, Vice-Chair Islands Trust Council
14. Derek Masselink, Trustee, North Pender Island
15. Tilly Smith, North Pender Island
16. Paul Brent, Trustee, Saturna Island
17. Andree Fredette, Saturna Island
18. Bruce McConchie, Trustee, South Pender Island
19. Jeff Tarrace, South Pender Island
20. Jeanine Dodds, Trustee, Mayne Island
21. Heather Nicholas, Trustee, Gabriola Island
22. Debbie Cook, Gabriola Island (member of Gabriolans Against Freighter Anchorages Society)
23. Bob Meyer, Gabriola Island

Regrets:

1. Sheila Malcolmson, MP, Nanaimo-Ladymith
2. Alistair MacGregor, MP, Cowichan-Malahat-Langford
3. Yvette Myers, Regional Director, Marine Safety and Security, Transport Canada, Pacific Region
4. Garth Mitcham, Director, West Coast, CSL Americas

Meeting recorder: Clare Frater, Policy Advisor, Islands Trust

Introductions

Islands Trust Chair Peter Luckham welcomed everyone to the meeting. He acknowledged that the meeting was being held in traditional Coast Salish territory and expressed his appreciation. He also extended his thanks to Elizabeth May, MP, for offering to facilitate the meeting.

MP Elizabeth May explained that she had initiated a meeting in February 2015 about the Plumper Sound anchorage as a result of constituent complaints about CSL operations. She noted that her role at this meeting was one of facilitator, not MP.

Presentation by Kevin Obermeyer, Pacific Pilotage Authority

Since 2009 the number of ships going to anchor in the Islands Trust Area and the average length of stay has increased. In 2009 there were 23 ships staying for an average of 6.7 days. By 2014 there were 170 ships staying for an average 9.3 days.

In 2011, there were an unprecedented number of ships at anchor on the BC coast (65) and a jump in the total stay days. At the same time, residents started complaining about noise and light impacts.

He explained that with the sudden increase in deep sea vessels requiring an anchorage a number of issues arose. The primary issues were as follows:

- (1) Identified lack of easily accessible and available deep sea anchorages
- (2) Impact on the community
- (3) Increased vessel size and safety concerns
- (4) Lack of administrative oversight for the Southern Gulf Island anchorages.

In 2011 the Chamber of Shipping, along with the Pacific Pilotage Authority, BC Coast Pilots Ltd., Port Metro Vancouver and the Nanaimo Port Authority struck a joint committee to review the anchorages in the Southern Gulf area and make recommendations. The unintended consequence of this anchorage review was the loss of anchorages for the larger Cape size vessels (length of around 300m) that serve Westshore and Neptune coal terminals due to insufficient swing room for these increasingly larger vessels calling on the region. As a result a further review had to be conducted to find appropriate deep sea anchorages to accommodate these vessels.

He outlined that requirements for good deep-sea anchorages are:

- Water depth – 25m to 50m is ideal
- Protection from wind and current
- Good holding ground
- Sufficient swing room
- Distance to heavily populated residential areas
- Distance to marine reserves
- Ease and speed of access
- Multiple deep sea anchorages in one location

In reviewing areas for potential new anchorages, the Pacific Pilotage Authority found very few new suitable locations as our coastline is fiord-like with many deep spots. Anchorages also need to be in easily accessible locations so that pilots can quickly board anchored vessels in emergency situations. Areas reviewed included:

- Boundary Bay – great location but inside US waters
- Howe Sound – very deep
- Vancouver mainland – Sea Island to Tsawwassen (Sturgeon Bay) – Too deep and too close to the traffic separation scheme.
- Other island options
 - Saturna Island
 - Galiano Island – possibly one option

- Valdez Island – possibly one option
- Gabriola Island – possibly five options
- Nanoose Bay – good depth but DND restricted area – WG exercise area

Legally, ships can anchor anywhere on the BC Coast, except marine sanctuaries. With that said however the PPA prefers a more deliberative selection process.

He outlined that the next steps for the Gabriola anchorage review include:

- Conduct an environmental review on the proposed anchorages
- Complete briefing document on the anchorage review
- Conduct meeting with Snuneymuxw First Nations on usage of proposed area
- Conduct public meeting(s) with Gabriola residents on the proposal
- Share information on meetings, process and results with partners
- Make recommendation to the Minister of Transport

ACTION: Gabriola Island residents with information relevant to the environmental assessment of the proposed Gabriola anchorages should send their information to the Pacific Pilotage Authority who will forward to the consultants, EBA. The consultant will be using an underwater remotely operated vehicle and side scan sonar to evaluate the area and will liaise with DFO about recreational/ fisheries. Once the assessment is complete the Pacific Pilotage Authority will prepare a briefing and provide 90 for public review prior to a public hearing. If the assessment reveals that the anchorages would cause environmental damage that can't be avoided the anchorage won't proceed. Transport Canada is the agency that will designate any new anchorages.

Presentation by Edward Dahlgren, Nanaimo Port Authority

Edward Dahlgren provided information on a Domain Awareness System developed by the Nanaimo Port Authority that could be used to monitor anchorages in the Salish Sea. He explained that the system is based on one used in Singapore. He explained that Maritime Domain Awareness (MDA) is the effective understanding of anything associated with the maritime domain that could impact the security, safety, economy, or environment. He said that systems could include CCTV cameras used to:

- Visually verify vessels
- Record and replay for incident reconstruction
- Detect violators with pre-determined alarms
- Aid in search and rescue events

and that an integrated radar network can aid with:

- Target detection
- Search and rescue
- Displaying vessel intentions
- Route planning

Presentation by Kirk Jones, CSL on Plumper Sound

Kirk Jones explained that CSL is doing what they can to address community concerns about noise and light created by their vessels in Plumper Sound. He outlined the improvements to their equipment to reduce dust in Plumper Sound and noted that they have become standard operating procedures across the fleet. He explained that CSL vessels will be using the Delta anchorage from now on. CSL would prefer to have complaints from residents coordinated through the Islands Trust. Due to the distributed nature of CSL operations it can take some time to investigate complaints. Complaints should be directed to Garth Mitcham at CSL via Sarah Le Gal at Sarah.LeGal@cslships.com.

Trustee Bruce McConchie noted that he has collected impact statements from residents about CSL operations and anchorage use.

Discussion

Trustee Jeanine Dodds expressed concern that the 2010/11 anchor dragging in Plumper Sound was not noticed by someone monitoring radar.

Kevin Obermeyer noted that there is intent to put the Port of Nanaimo's domain awareness system in place across the southern Gulf Islands but the fact that no port has jurisdiction is a barrier. He plans to promote the idea at Transport Canada's annual Canadian Marine Advisory Council breakfast meeting.

Edward Dahlgren noted that sensors are already in place from Puget Sound to Campbell River and that the Nanaimo Port Authority has already expended money on the expansion project. He has received positive reviews from Transport Canada staff who have reviewed the system.

Participants discussed concerns about ships in Plumper Sound not showing on AIS applications. Edward Dahlgren explained that there can be a 30-50 minute delay in some versions.

Bob Meyer noted that the proposed Gabriola Island anchorage area is very windy and that there had been a previous grounding (Coastal Express) on Carlos Island, outside the entrance to Silva Bay that should be taken into account. Participants discussed that in windy conditions the chances of a vessel grounding could be mitigated by ships anchoring stern to beach and bow out, with engines ready, the second anchor ready for letting go, crew on stand-by and Port oversight that would include a broadcast messages when winds pick up.

Anne Bomford asked if the number of vessels at anchor in recent years is the new norm and what has changed.

Kevin Obermeyer noted that there have been fewer vessels at anchor in 2015 than in 2014, including long periods with no vessels. Changes in how grain shipments in Canada are handled resulted in more vessels at anchor. He noted that shipping growth is unrelenting and the ships are getting bigger. If Canada joins the Trans Pacific Partnership the projected trade growth will result in more ships. He stated that it is important for regulators to work with the people affected by this growth.

Anne Bomford asked if the Pacific Pilotage Authority had evaluated the appropriateness of LNG vessels in the Saanich Inlet and Kevin Obermeyer noted that Steelhead LNG has not yet sought their opinion.

Trustee Paul Brent enquired why vessels go to anchor when it costs them money. Stephen Brown noted that it is because of issues with supply chains and the difficulty of staging ships with railway cars and terminal schedules, which can be disrupted by weather events.

Stephen Brown explained that shippers have to pay extra costs (demurrage) if ships stay at anchor longer than expected but that they do not pay to use the Southern Gulf Island anchorages themselves. He also explained that ships typically go to anchor in English Bay and Vancouver Harbour before Gulf Island anchorages are used.

Tilly Smith explained that ships' lights at night are intrusive and light up her living room. She emphasized that the ships don't have to be close to have a negative impact on her life.

Kevin Obermeyer explained that the existing anchorages were designated by the Canadian Coast Guard when it was under the Transport Canada waterways division. He likened them to airports that were designated but never built. He explained that Transport Canada now has authority over anchorage designation but that the Pacific Pilotage Authority liaises with Canadian Coast Guard, the Chamber of Shipping of BC, Transport Canada and pilots during evaluation of new anchorages.

Stephen Brown noted that vessels can legally anchor anywhere in federal waters, and this could happen in an emergency. He noted that in bad weather vessels coming into Prince Rupert are sent to anchor near Langara where there is no designated anchorage.

In response to a question from Tilly Smith about why vessels can't circle instead of going to anchor, Kevin Obermeyer explained that it is unwise to have vessels circling in an area that has a traffic scheme and is irresponsible to burn the fuel that would be required.

Bruce McConchie asked about the legislated right to designate anchorages. He noted that there had been a 1981 addition to map after the fact.

Elizabeth May mentioned her previous effort to find out who regulated gypsum transfers in Plumper Sound and why industrial activity is allowed in a non- industrial zone. She questioned whether it would be insurmountable for vessels to anchor in Boundary Bay even though it is in the United States. She also mentioned that she would be speaking to the new Minister of Defence, Harjit Singh Sajjan, and would ask if the Nanoose Bay designation as a submarine area could be changed.

Kevin Obermeyer noted that quite a few anchorages could go in Nanoose Bay. Edward Dahlgren noted that there were homes around Nanoose Bay.

It was noted that Canadian bound vessels would find Boundary Bay difficult and expensive to use as they would require US pilots and US border security checks. It was also noted that most of the ships are grain ships and may have to go in and out of Port Metro Vancouver five to six times as the grain silos were built for smaller ships.

Heather Nicholas asked how federal agencies could respond if the proposed Gabriola anchorages can't be used due to environmental sensitivities. Kevin Obermeyer said that they have exhausted most other options, and it would be his problem to deal with.

Edward Dahlgren noted that it would be possible for vessels to use buoys instead that this would represent a fundamental change to shipping in BC.

Heather Nicholas asked Edward Dahlgren about whether the Port of Nanaimo's domain awareness system could be used to have vessels arrive just in time. He responded that there are ways to make things more efficient such as clustering grain ships so Canadian Food Inspection Agency inspectors can be more efficient, but that rain can bring grain shipments to a stop. If they know in advance, they can tell the ships' agent and tell the ship to slow down. However, if a ship is late, it can lose its spot so they tend to be early. He explained that better technology would result in more information. Pilots could be used smarter and faster which would result in fewer supply chain slowdowns. He mentioned the new trend of getting pilots of vessels via helicopter.

Stephen Brown noted that there is a proposal for a new grain terminal in Port Metro Vancouver. It is a major venture with a five million tonne capacity, and more rail capacity. This would be a real solution for more efficient transfers.

Heather Nicholas asked if just-in-time delivery is increasing. Stephen Brown responded that in two to three years the use of anchorages by grain ships could be much alleviated.

It was noted that vessels contracts frequently state that the vessels has to arrive in a ten day window and will have two-three days to load.

Peter Luckham noted that people in the Trust Area don't think that the shipping industry's need to park vessels is Gulf Islanders' problem. He suggested that regulators and industry step out the box and think about how to manage shipping differently. He noted that there is a lot of money on the table.

Edward Dahlgren noted that the infrastructure cost associated with supporting oversight of deep sea anchorages is significant. Peter Luckham responded that the impacts of the current anchorages on residents is significant.

Edward Dahlgren replied that no one is ready to install buoys today. It would require a significant change in the regulatory regime and operating practices currently in place. It would be a significant capital project.

Laura Busheikin asked Kevin Obermeyer about why unexpected increases in traffic are not better understood. She noted that if there is not a 20-year plan for managing growth in vessel traffic, there should be. The region is expecting hundreds of new vessels transits in the next five years, and while people in the Southern Gulf Islands expect some ships they do not expect the volumes of recent years.

It was noted that someone could be watching the vessels on AIS at all times. Edward Dahlgren explained that an agency would have to be funded to do this.

Peter Luckham stated that funding should not be a problem as there is lots of money on the table and people need to think outside the box. He noted that the proposed Gabriola anchorages are unacceptable due to the human impacts.

Kevin Obermeyer explained that the vessel traffic growth was unexpected as pilotage assignments were going down. He noted a that there was a quantum change in how grain is handled. In the past grain

ships were smaller and did about three to four berth changes to fully load. They are now much larger with vessels going in and out of Port Metro Vancouver loading small quantities multiple time. The Pacific Pilotage Authority has have records of vessels being moved in and out of Vancouver grain berths over ten times.

Elizabeth May mentioned that this change could have resulted from the shutting down of Wheat Board with no prior planning.

Peter Holmes remarked that the costs of installing and maintaining buoys would be less than the clean-up of an estuary. He noted that Cowichan Bay and the Cowichan Valley experience air pollution concerns and that ships at anchor don't help the situation. He gave an example from Los Angeles and said he could share the website. He explained that Cowichan Bay residents don't want anchored vessels in Cowichan Bay due to concerns about tourism impacts and potential oil spills. He said he understands that there must be economic activity. He supports AIS monitoring if it would be helpful and says the deep-sea buoys sound like a good idea.

Anne Bomford asked if a cost analysis could be done to compare what it costs wheat farmers when ships are at anchor vs the cost of buoys.

Edward Dahlgren said he looked in buoys for the Port of Nanaimo but the cost of the buoys would exceed all the Port's revenue.

Kevin Obermeyer explained that he is seeking a Memorandum of Understanding that could give the Nanaimo Port Authority oversight over vessels going to another port such as Vancouver. Currently it can't be done due to a legislated hiccup.

Stephen Brown noted that Plumper Sound is currently not under the jurisdiction of any port.

Elizabeth May asked whether the move of vessel traffic control from Port Metro Vancouver to the Marine Communication and Traffic Services centre in Sidney has impacted Port Metro Vancouver.

Kevin Obermeyer stated that there had been no impacts.

Jeff Tarrace questioned whether there was a way to not have satellite anchorages for Port Metro Vancouver and asked if had been a huge study about the physical nature of the Port.

Stephen Brown explained that Port Metro Vancouver is continuously looking for operational improvements. He noted \$11 billion in investment to cater to increases in volume. He said the port is hoping to get money in the next round of infrastructure funding. The Port's vision for 2050 is to have enormous efforts to improve handling,

Jeff Tarrace noted that the gypsum offloading is an industrial activity in an inappropriate place. He asked why it happens in Plumper Sound and not in the San Juan Islands or in other anchorage locations.

Kirk Jones explained that CSL's choice of location is based on their desire to barge the gypsum economically to their customers. He said that the pilots direct the gypsum vessels to a particular anchorage.

Bruce McConchie questioned why CSL couldn't anchor near Delta and noted that while the Islands Trust has a mandate to preserve and protect the Islands Trust Area it does not have jurisdiction over shipping.

In response to a question about why the gypsum is frequently transferred at night, Kirk Jones noted that there is no plan to make the vessels arrive at night and CSL will try to minimize night activities. He noted that the vessels need shelter from wind and currents. If there are other safe anchorages that are acceptable for the operation, CSL would go to them at the Pilotage Authority's recommendation.

Bruce McConchie asked how it is possible to prevent vessels from using the emergency anchorage in Plumper Sound

Kevin Obermeyer noted that that X-Ray anchorage should be reserved for emergency anchorage of vessels. He explained that he and Steven Brown can move vessels if necessary. They have done it in the past for noise and will do it for safety issues.

It was noted that in a gale southeasterly, a vessel in Plumper Sound would impinge on swing space of another vessel.

Kevin Obermeyer explained that if a vessel is dragging anchor the captain can take measures without a pilot on board.

Tilly Smith noted that she watched a vessel drag anchor from anchorage 2 (old position) near Payne Point to Saturna's coast. She said a pilot came in the morning and took the vessel back to its original anchorage.

Stephen Brown noted that progress on overcoming the legislative problems with implementing the domain awareness system might occur more quickly with Elizabeth May's support.

Stephen Brown noted that each anchorage now needs more space than in the past. This was the catalyst for the discussion about the need for new anchorages. The number of anchorages in the Southern Gulf Islands has gone from 37 to 29, and only one of these is suitable for cape sized vessels. Hence, this is the reason for the proposed new anchorages off Gabriola Island.

Debbie Cook noted that while there are five new proposed anchorages off Gabriola she has heard that there are ten new anchorages being sought.

Kevin Obermeyer noted that more anchorages are better, but at this time all they can identify is five possible new ones. He noted that there is a possibility of one additional new anchorage off the eastern sides of Saturna Island and one off Valdez Island, but that these locations are not in a good range for pilot access. He said there are no other options, unless the federal government gets rid of submarines in Nanoose Bay.

Peter Luckham asked if the Pacific Pilotage Authority had looked at using buoys. Kevin Obermeyer responded that they have not.

Debbie Cook noted that the domain awareness system sounds great and asked if it would be in place for the Gabriola anchorages if they were established. Kevin Obermeyer said they would not but they can

see the vessels with the current system. Debbie Cook stated that she wondered what extra capacity the system would offer in risky situations.

Edward Dahlgren responded that different options had been planned for. Additional sensor packages have been identified to enhance surveillance of Gabriola anchorages. The Nanaimo Port Authority would have to finalize agreements with the Canadian Coast Guard, but initial discussions have been positive to use Entrance Island Light Station as an observation station. The Nanaimo Port Authority has conducted additional surveys to determine possible sites for sensor packages to bring the Southern Gulf Island anchorages up to the level of oversight currently in place within the Nanaimo Harbour. The Nanaimo Port Authority has investigated purchasing additional patrol vessels to extend its ability to visit each anchorage daily. The Pacific Pilotage Authority is already doing active pilot moves off Gabriola Island. He is talking to WCMRC about a Nanaimo base and for enhanced tug capacity through a local contractor. It would be possible for the Pacific Pilotage Authority to use Nanaimo as a central base for helicopter flights.

Peter Luckham asked about a rescue tug in Nanaimo. Edward Dahlgren that Jones Marine is currently building a tractor tug for the area.

Debbie Cook asked Kirk Jones if CSL has any plans to increase transshipment in BC. He replied that there are no plans.

Bob Meyer explained that the location proposed for the Gabriola anchorages is on a chinook salmon migration route and historic fishing grounds. He stated that there would be negative socio-economic impacts if the anchorages were created and cited potential harms to the charter fleet, commercial prawn fishery, geoduck and commercial crab fishers, and cited concern about Southern Resident Killer Whales who migrate through the region. He thought the vessels at anchor would pollute and the anchorages would cause him and other users of Silva Bay economic harm.

Edward Dahlgren explained that there would be oil spill monitoring buoys in place and National Aerial Surveillance air flights over to spot any oil pollution in the water.

Jeff Tarrace explained that he sees CSL operations as a separate matter from the broader anchorage discussions. He would like to see their operations gone from Plumper Sound. He questions why the business can use Plumper Sound free of charge despite the noise and light contamination they create.

Kirk Jones stated that CSL is not going to cease operating in Plumper Sound. They have looked at other areas and must do it there.

Elizabeth May stated that they could operate there unless there was regulatory change or perhaps access to a place that works as well.

Derek Masselink stated that he was enjoying the conversation and that this is a complex situation. He stated that all must be aware of the positions they occupy and the people they represent. There is a human face on the impact. He credited Bruce McConchie with bringing the CSL issue to Trust Council's attention. He explained that the current anchorage issues result from things beyond the Islands Trust's control and are about consumption patterns. He feels this is an important piece, as we all have a stake, not in grain and coal, but through the purchase of consumer goods. He is concerned about impacts on the Trust Area. He stated that when he toured the Balken (CSL vessel) he learned that vessels pay to

anchor in English Bay and Nanaimo port anchorages but not Trust Area anchorages. He asked if a charge could be levied for Trust Area anchorages and asked if this was worth exploring. He thought vessels paid in the range of \$2000 to \$2500 to anchor in port.

Stephen Brown stated that there is no legislation to permit levying fees in the Trust Area anchorages. The domain awareness system proposed by the Nanaimo Port Authority is expensive and they would like compensation for providing oversight outside their jurisdiction. Currently, they can't get it.

Derek Masselink noted that there is a power differential between the stakeholders and that the Chamber of Shipping and industry are resourced while the Islands Trust has limited capacity for this issue. He noted that the Islands Trust Policy Advisory has devoted much of her time to marine shipping issues in recent years which has reaped rewards but also resulted in less focus on land-based issues. The Islands Trust's efforts to push for change has resulted in CSL developing innovations for dust mitigation measures that benefit the other locations they operate as well as Plumper Sound. He noted that the Islands Trust has a difficult time sustaining participation in its marine shipping advocacy work.

Jeanine Dodds noted that the Pacific Pilotage Authority's job is to find anchoring for vessels but no agency is taking responsibility for vessel monitoring once vessels are anchored. She wondered how as a larger group the meeting participants could make a difference. She compared the current situation to an unregulated garbage dump.

Kevin Obermeyer stated that there is a difference between oversight and regulation. Vessels experiencing issues should report to the Marine Communications Traffic Services (MCTS). Hebei Lion was supposed to advise Coast Guard's Victoria Traffic Services when it was dragging anchor.

Jeanine Dodds noted that the incident with the Hebei Lion still happened and questioned what could be done to fix the conditions that let it happen.

Kevin Obermeyer suggested that a monitored domain awareness system would be better than vessels using VHF radio. He said that currently if resident's concerns are provided to the vessel's agent about noise and light concerns they are relayed to the ship's master for action to be taken.

Jeanine Dodds responded that there are still variations in the effectiveness of this system.

Kevin Obermeyer said Pacific Pilotage Authority dispatch acts as the intermediary. Peter Holmes confirmed that they had communicated through Victoria dispatch.

Laura Busheikin stated that she wants to focus on the unique area and unique Islands Trust legislation. She voiced concern over the lack of power the people of the Trust Area have in anchorage decision-making. She recognized that the Gabriola anchorage environmental assessment could identify negative environmental impacts that could stop the Gabriola anchorage designation process but wondered how decision makers could consider the less measurable human and economic impacts. This region is important for British Columbia's identity and the industrialization of the region contributes to loss of the region's character.

Kevin Obermeyer says some weight is given to human and economic impacts but we are a trading nation. If the Gabriola community or Islands Trust say no, the Pacific Pilotage Authority can't promise it won't happen. However, the environment is the show stopper. The environmental assessment will

consider noise and light impacts, air quality, and social impact. He is interested to see the model produced. The Department of Transport will take the environmental assessment into consideration with other information. This is all new to him but he is trying to ensure that the study is effective.

Edward Dahlgren stated that there may be more nuanced approaches possible to the use of the proposed Gabriola anchorages such as closures during a particular time of year during migration. He stated that a collaborative solution is more robust than a dictated solution.

Derek Masselink stated that Transport Canada needs to be involved in the anchorage conversation with stakeholders.

Elizabeth May stated that speaking to the Transport Minister is an avenue to pursue and that the Canadian Coast Guard has new people in charge. The February 2015 meeting about the Plumper Sound anchorage developed an original plan for an anchorage consultative group. She questioned if this group is useful. She encouraged sharing of the Pacific Pilotage Authority dispatch number for emergencies. The number is (250) 363-3878. She wondered if complaints could be channeled through Islands Trust.

Peter Luckham responded that the Islands Trust is not in a position to handle complaints for CSL, and emphasized that complainants need to be civil and respectful when making complaints.

Elizabeth May spoke about environmental assessment changes and lack of industry regulation. Kevin Obermeyer stated that he wrote the Gabriola anchorage environmental assessment based on the *Canadian Environmental Assessment Act*.

The group discussed that the desired next steps included:

- Share the Pacific Pilotage Authority dispatch number for emergencies.
- Involve Transport Canada staff in future meetings.
- Working collaboratively to extend the domain awareness system beyond the Port of Nanaimo which would require putting moorage changes in place outside of ports.

Elizabeth May invited participants to direct any questions for the Minister of Transport through her. She will be trying to meet with the Minister during the week of November 9, 2015.

Elizabeth May thanked everyone for coming and gave a special thanks to Kirk Jones for travelling from Montreal.

Peter Luckham thanked Elizabeth May for facilitating and thanked industry representatives for coming.

Edward Dahlgren invited representatives to the Port of Nanaimo to see the domain awareness system in action.