

APL Retrofits Five Ships for Cold Ironing

Singapore, 26 July 2010

Global shipping leader APL has moved a step closer to an environmental breakthrough.

The world's fourth-largest container carrier said today it has completed the retrofit of five vessels for cold-ironing. Cold-ironing is industry jargon for turning off a ship's diesel generators at berth and connecting instead to cleaner shore-side power.

The clean-air technique will be introduced next winter at APL's marine terminal in Oakland, California. APL will become the first and only carrier or terminal operator at the Port of Oakland to cold-iron ships.

By shutting down shipboard generators in Oakland, APL expects to eliminate 50,000 pounds of nitrogen oxide emissions annually. Nitrogen oxide is a leading component of smog. The carrier also expects to eliminate 1,500 pounds of particulate matter emissions a year.

"We are committed to reducing the impact of global trade on the environment," said APL Americas President Gene Seroka. "Equipping our vessels for cold-ironing is tangible evidence that we are advancing on the goal."

APL has been equipping its C-11 class vessels with cold-ironing capabilities throughout 2010. The last of the five ships returned to service this month from the Keppel Shipyard in Singapore.

The ships are scheduled to plug in at port beginning early in 2011. That's when APL expects to complete a construction project to electrify its Oakland vessel berths for cold-ironing.

APL has been awarded two grants, totaling \$4.8 million, for the cold-ironing project. Part of that funding helped finance the month-long retrofit of each ship.



Every one of the five vessels has been equipped with:

- A transformer that steps down 6,600-volt shoreside power to the 480-volt power used aboard ships;
- Room-size enclosures that house the receptacles where shore-power cables are connected to the vessels; and
- 8,000 meters of cabling that run from the receptacles through the transformer and into the vessel's electrical control panel.

Cold-ironing is one of the most recent measures announced by APL to curb vessel air emissions. Others include slow steaming, the use of low-sulfur fuel at port and an extensive test of emulsified fuel.

In June, APL was named the Sustainable Shipping Operator of 2010 by SustainableShipping.com.

In this issue:

Industry Calendar.....	2
PMV Raises Bar on Air Quality...	3
Oil Taker increases.....	4
Health & Safety.....	5-8
~Monthly Statistics	
Weekly Statistics:	
~Dispatch Shortages	9
~Vancouver Casual	10
Dispatch	
BCMEA Meeting Dates.....	10



3rd Annual Cycling for Seafarers

Saturday Sept. 18, 2010

Don't miss this fun filled day and the opportunity to raise funds for the Mission to Seafarers. Cycle one of two routes: 40km or 100km, starting from the Mission and arriving at Belcarra Park, Port Moody. Then travel on one of five Royal Vancouver Yachts for a mini harbour cruise, while your bicycle is being transported courtesy of Seaspan Tugs. You and your bicycle rendezvous at the Main Street Docks, Tymac Launch and Service, adjacent to the Mission's "Flying Angel Club". Then it is over to the Mission for a delicious Salmon BBQ (also hotdogs and hamburgers) courtesy of the Canadian Fishing Company. While celebrating your day's accomplishments amidst the good food and good company, enjoy the music of Vancouver Community College Jazz students.



Caring for seafarers
around the world

RIDE DETAILS or to SPONSOR:



www.flyingangel.ca

604-253-4421



Industry Calendar of Events:

July 31-Aug 4	ACPA Annual Conference & AGM St. John's, Newfoundland
Aug. 12	VTC Golf Tournament
Aug. 20-22	Richmond Maritime Festival
Sept. 1	Business of Shipping Course
Sept. 6	Labour Day - Stat Holiday
Sept. 9	Plimsoll Club Golf Tournament
Sept. 14-15	Canadian Maritime Conference Montreal, PQ
Sept. 18	3rd Annual Cycling For Seafarers
Sept. 19-23	AAPA 2010 Conference Halifax, NS
Sept. 28	Business of Shipping Full Day Course

Port Metro Vancouver Raises the Bar on Air Quality

7/23/2010 10:13:18 AM

Together with its partners, Port Metro Vancouver is exceeding expectations when it comes to emissions reduction.



Port Metro Vancouver has raised the bar when it comes to lowering air emissions in the key areas the Northwest Ports Clean Air Strategy 2009 Implementation Report has laid out, including rail, cargo handling equipment, ocean going vessels, port administration, harbour craft and trucks. Emissions reduction targets in the 2009 report set a common goal, but Port Metro Vancouver's efforts to protect the air shed have exceeded expectations.

Port Metro Vancouver emissions reduction programs have received international acclaim, having been awarded the Globe 2010 ecoFreight Award for Sustainable Transportation. The Port has also been credited for its Air Action Program, having been nominated for the International Sustainable Shipping Award.

"There is always more that can be done, but we have set the bar high, and will continually work to reduce air emissions across all of the sectors," said Darrell Desjardin, Director of Environmental Services, Port Metro Vancouver.



PORT METRO
vancouver

Port Metro Vancouver Air Quality Improvements:

-Container truck emissions reduction compliance increased to 100% in 2009, up from 95% compliance in 2008, highlighting the effectiveness of working directly with the trucking community over the long term to achieve results in a collaborative and sustainable manner. Further emission reduction measures for container trucks are planned for 2011 and will put Port Metro Vancouver five years ahead of the targets.

-Working with Princess Cruise Lines, Holland America, BC Hydro, the Province of BC and the Government of Canada, Port Metro Vancouver implemented shore power for cruise ships at Canada Place in late 2009. An estimated 58 shore power connections are expected in the 2010 cruise season exceeding the 2010 Strategy target for ocean going vessels.

-In 2009 32% of cargo handling equipment in the Port met or exceeded the Strategy 2010 performance measure and a further 38% made progress towards the measure with the use of ultra low sulphur diesel (ULSD) or biodiesel with ULSD. Fully electric cargo handling equipment, such as on-dock container rail gantry cranes, also reduces both criteria air contaminants and green house gases but are not included in the Strategy reporting.

-Port Metro Vancouver and Viterra provided a demonstration of the low emission multi-genset locomotive-an 'eco-train' that was acquired in 2008. Three other facilities, Alliance Grain Terminal, Neptune Bulk Terminals and Petro Canada Terminals purchased similar 'eco-trains' in 2009, including two with automatic idle shutdown. A fifth terminal, Fraser Surrey Docks has been operating a hybrid electric 'Green Kid' locomotive since the spring of 2004 which by design does not idle.

-Port Metro Vancouver is a regional leader in Port administration emission reduction efforts that include the development of a comprehensive emission inventory and "carbon neutral strategy", the use of hybrid vehicles, achieving LEED Gold standard at 999 Canada Place, Port Metro Vancouver's Head Office, and purchasing Green Power Certificates through BC Hydro.

-Container truck emissions reduction compliance increased to 100% in 2009, up from 95% compliance in 2008, highlighting the effectiveness of working directly with the trucking community over the long term to achieve results in a collaborative and sustainable manner. Further emission reduction measures for container trucks are planned for 2011 and will put Port Metro Vancouver five years ahead of the targets.

Precision training intensifies as oil tanker traffic increases in local waters

Date 07/23/2010

Vancouver Courier

Tanker traffic into the port more than doubled from 28 in 2004 to 70 last year. That number is expected to increase with the United States' reliance on Alberta oil, which is funneled through the Trans-Mountain pipeline to a Burnaby terminal.

Port Metro Vancouver also recently allowed tankers with bigger loads of oil to travel under the Ironworkers bridge, in some cases leaving no more than 1.5 metres of clearance between the keel and the ocean floor.

Transiting the oil means a huge responsibility for pilots such as the 54-year-old Stewart, who has piloted about 100 tankers in his 10 years as a member of B.C. Coastal Pilots Ltd.

Despite the increase in tanker traffic and demand for bigger loads, Stewart says pilots are "apolitical"

Under Canadian law, every foreign ship over 350 tonnes entering B.C. waters is required to hand over responsibility of the vessel to a local pilot. That includes cruise ships and U.S. aircraft carriers.

Pilots are experienced mariners, having built lengthy careers on the coast aboard tugs, fish boats and small coastal tankers. They are intimately familiar with the coastlines, inland waters, shoals, harbours, ports, weather, tides, shipping regulations and restrictions of transiting an area such as Second Narrows.

The typical entry age for a pilot is 42 and applicants must have a minimum of 700 12-hour days as a certified master seaman. The testing, according to Stewart, is rigorous and stumps some of the most experienced mariners, who can earn up to \$200,000 year as a pilot.

In Canada, it's Transport Canada's job to ensure foreign vessels coming into port are mechanically sound and meet safety and anti-pollution standards before pilots board a ship.

Transport Canada's policy is to inspect all foreign tankers upon their first visit to Canada and at least once a year thereafter, says Jillian Glover, a Transport Canada spokesperson, in an email to the Courier.

"All vessel operators must contact the Government of Canada with information on their ship, cargo and destination, and report any safety deficiency to Transport Canada 96 hours in advance of entering Canadian waters," Glover said in her email. "This provides time for the government to review this information and to refuse entry to any vessel that could pose a risk to Canadian waters."

But as statistics show, hundreds of foreign ships continue to arrive in Vancouver with problems. In 2008, Transport Canada inspected 421 foreign vessels, of which 217 were found to have "deficiencies." Of this number, 10 vessels--including a tanker with "a launching arrangement" with a lifeboat--had deficiencies serious enough for detention. Deficiencies included fire dampers not closing, structural defects, not enough certified crew, not having operational lifeboats and a broken emergency fire pump.

The worry from politicians and environmentalists in Vancouver is that human error, mechanical failure or some other scenario could lead to a major oil spill in local waters.

Earlier this month, city council hosted a meeting with marine industry leaders and environmentalists to discuss the increase in oil tanker traffic. Representatives from Port Metro Vancouver and the shipping industry pointed to a myriad of safety precautions taken to move tankers in and out of Vancouver, including the requirement that tankers are of double hull construction.

"It's no coincidence that the decline in the statistics of oil spill incidents [in the world] stems from the introduction of double hull tankers, and we have yet to have a pollution incident from a double hull tanker," Capt. Stephen Brown of the B.C. Chamber of Shipping told council. "And long may it continue."

As politicians heard at the meeting, oil tanker traffic to Vancouver is expected to increase in the coming years. The surge is being driven by the United States, which re-examined its dependence on oil from the Middle East after the Sept. 11, 2001 terrorist attacks, and looked to Canada.

Chris Badger, the chief operating officer of Port Metro Vancouver, made it clear to council the Port has no plans to decrease tanker traffic. The Port's mandate, Badger said, is to support and grow Canadian trade.

"If Canada decides it will trade a specific commodity, including oil, it is the Port's responsibility to facilitate the transport of that cargo in the safest, most efficient and most environmentally responsible manner possible," he said, noting almost four million tonnes of crude oil was exported on tankers in 2009.

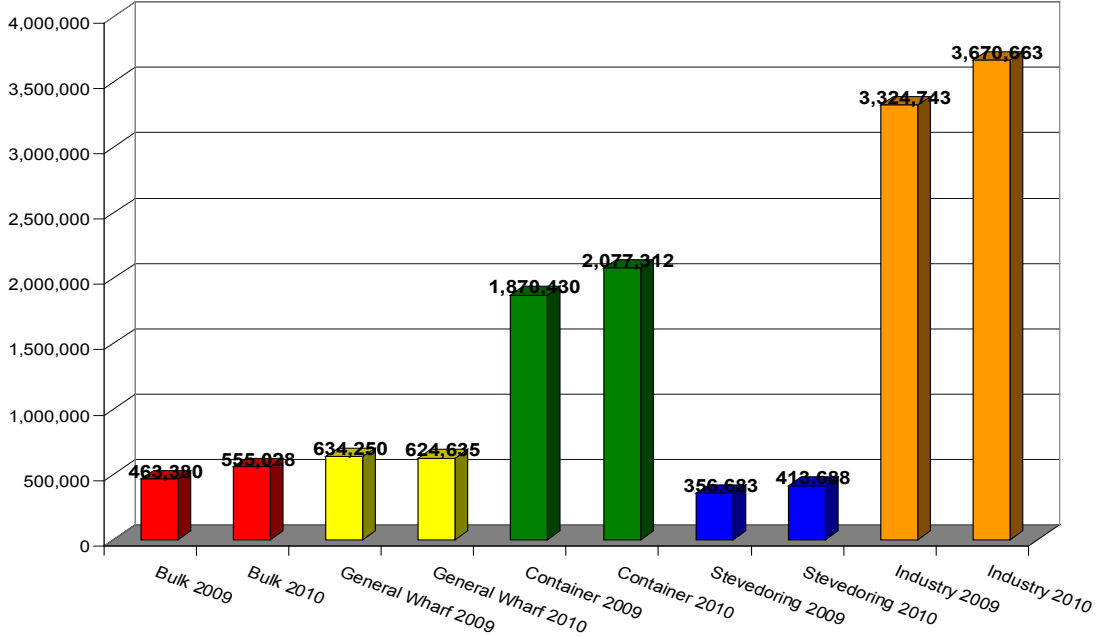
That's four million tonnes guided safely out of Vancouver by pilots, the very people fingers will be pointed at if an oil disaster occurs. And that's why, Capt. Robin Stewart says, the training is important. "Emotionally, it really wears on you," he says of the simulator exercise. "You feel like it actually took place."

For full story:

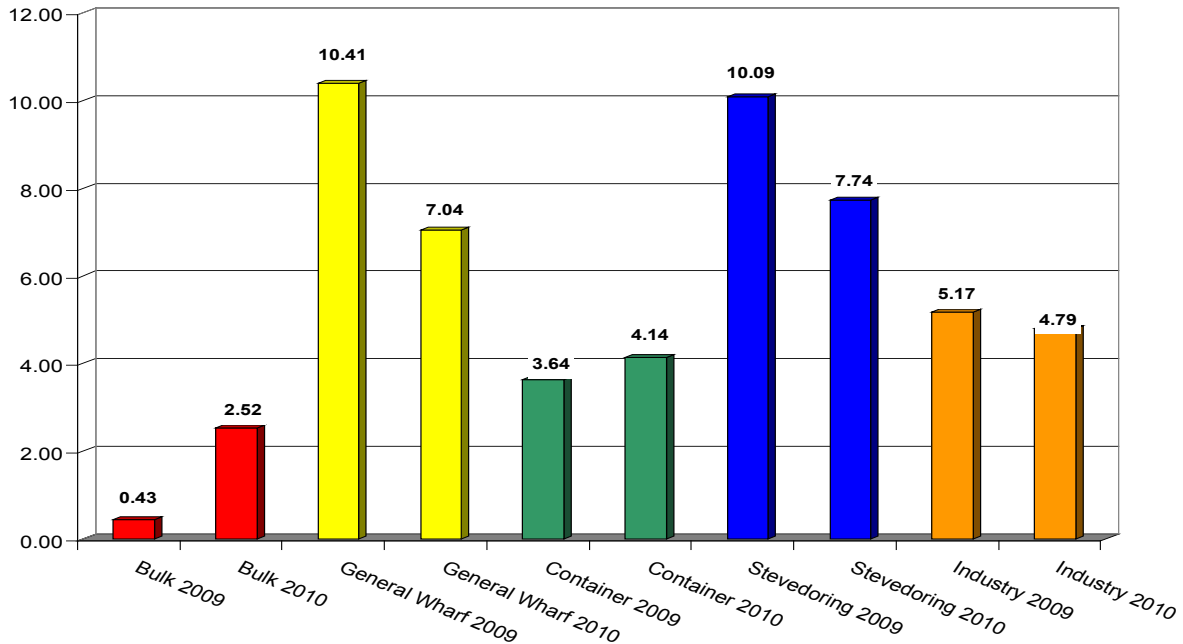
<http://www.vancourier.com/news/>

Monthly Health & Safety Statistics: June

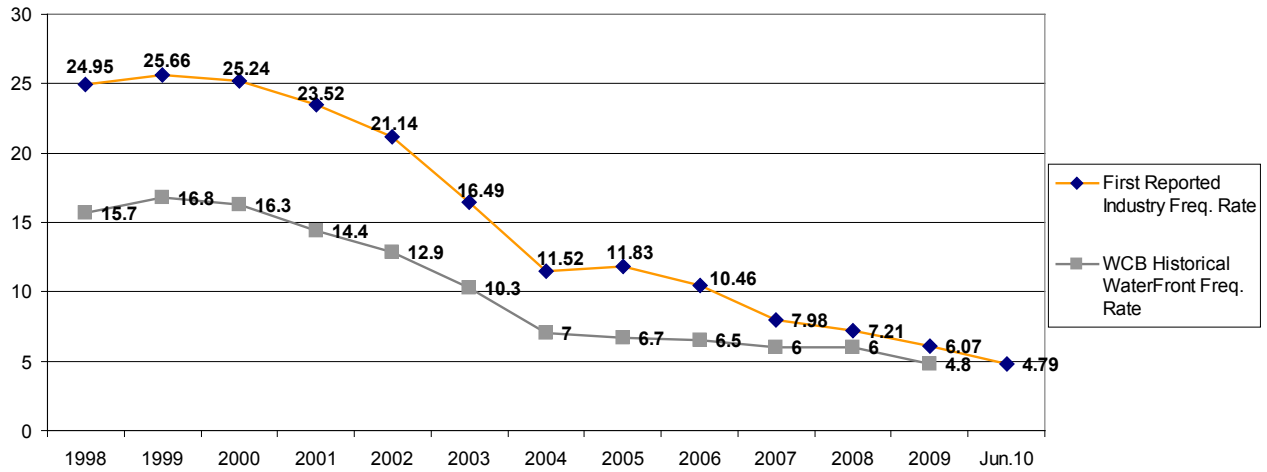
Sectoral Hours Year - June 2009 vs. June 2010



**Sectoral Frequencies Year to Date to June 2009 vs. June 2010
Claims First Report**



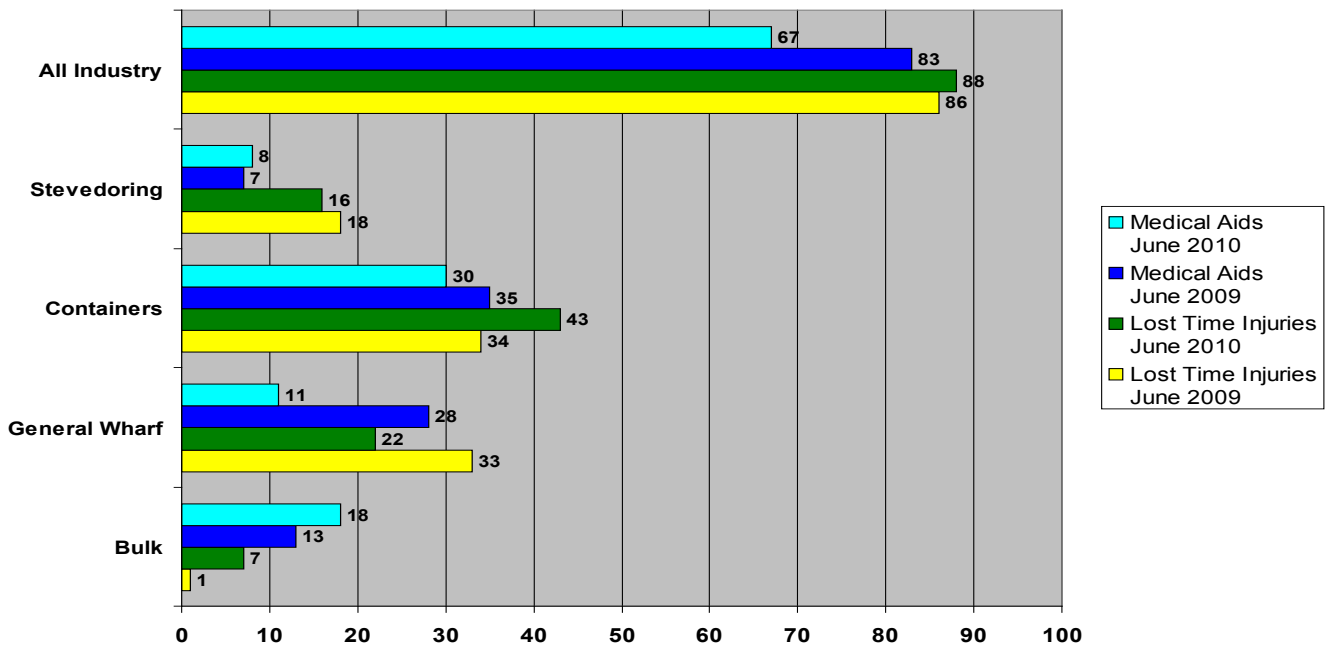
Accident Frequency Year to Date to End of June 2010 Longshore and Foremen



Top line represents LTIs as reported by member companies. Second line represents true frequency rate,
2009 represents full year frequency
2010 represents frequency year to date to June 2010.

Lost Time Injuries and Medical Aid 2009 vs. 2010

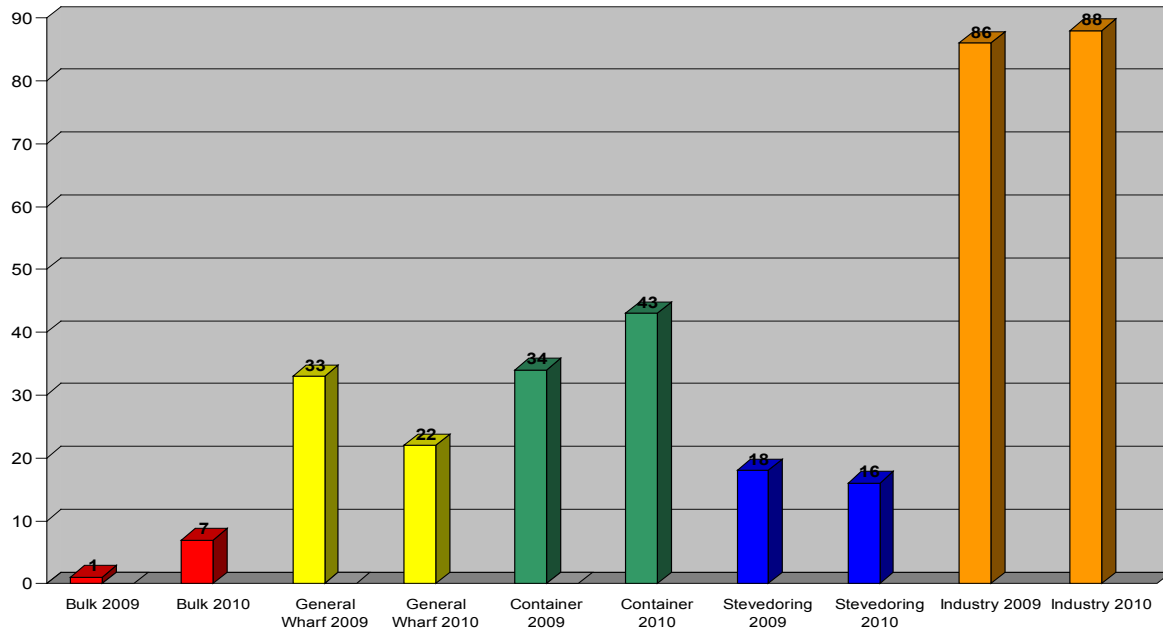
Claims First Reported



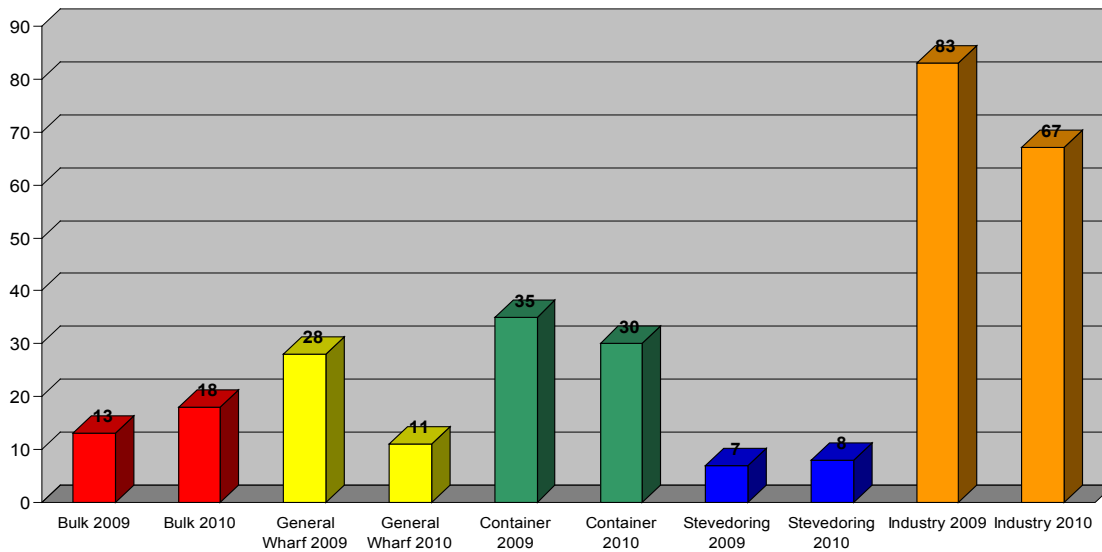
Monthly Health & Safety Statistics: June

Lost Time Injuries by Sector - June 2009 vs. June 2010

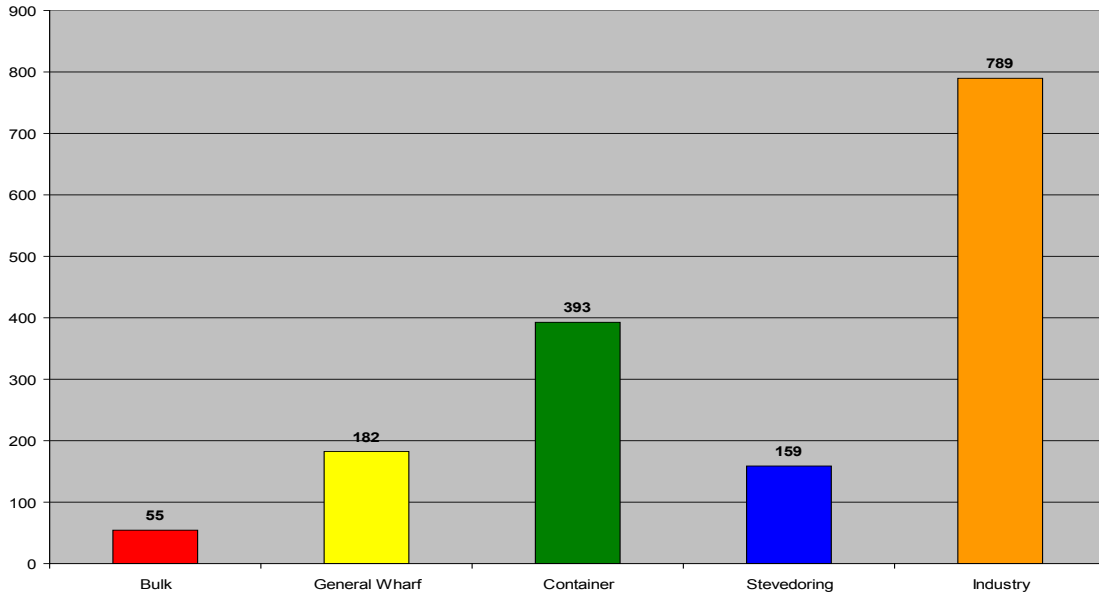
Claims First Reported



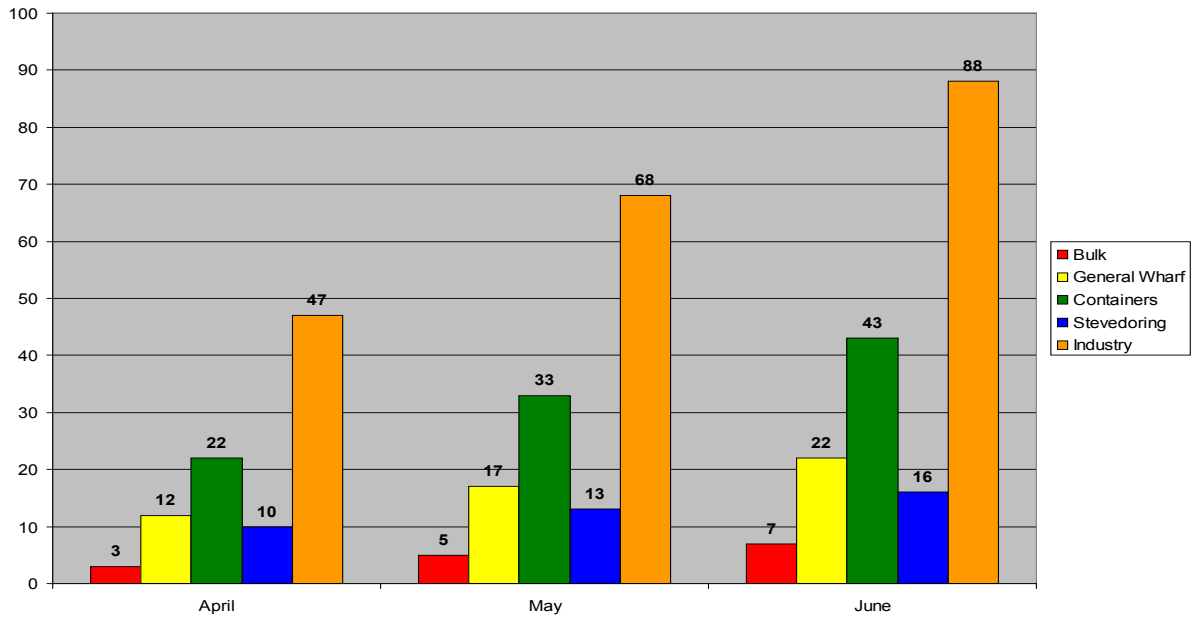
Medical Aids by Sector June 2009 vs June 2010



First Aid Incidents - YTD June 2010



**YTD Lost Time Injuries by Sector for April - June 2010
Claims First Reported**



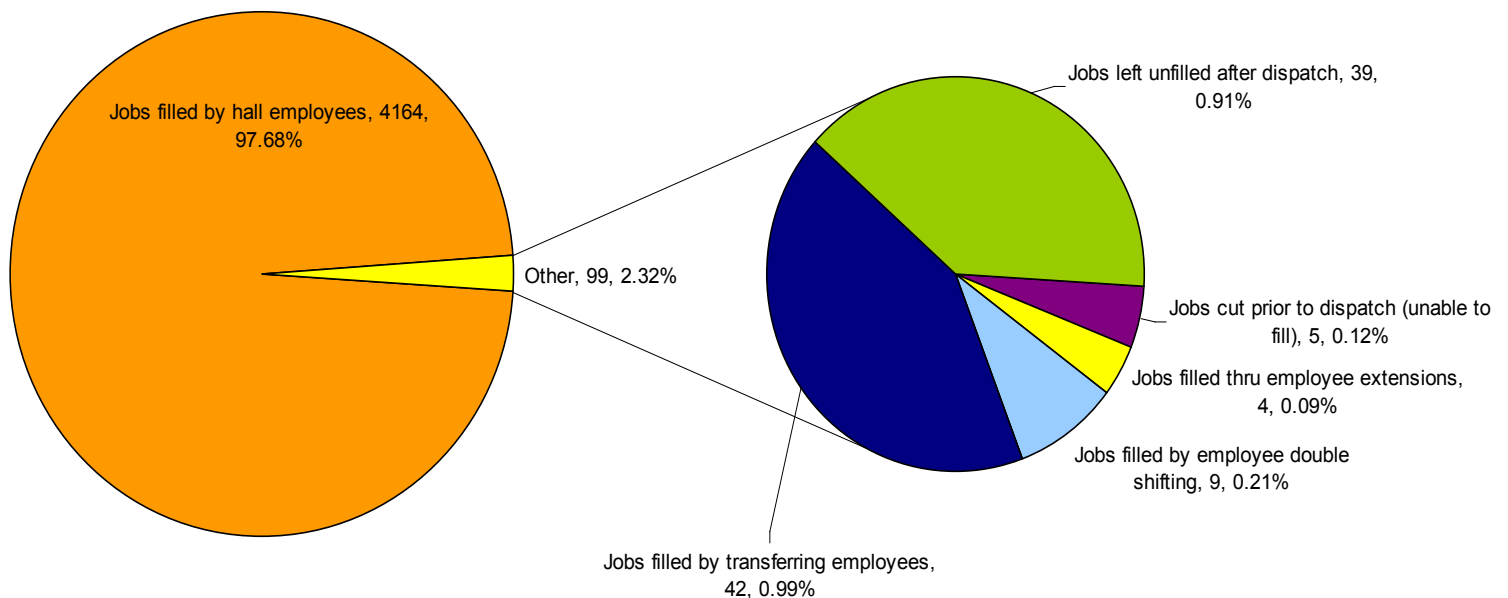
*For more information on the monthly
Health & Safety graphs please contact
Suki Hache, shache@bcmea.com*

Dispatch Shortage Statistics:

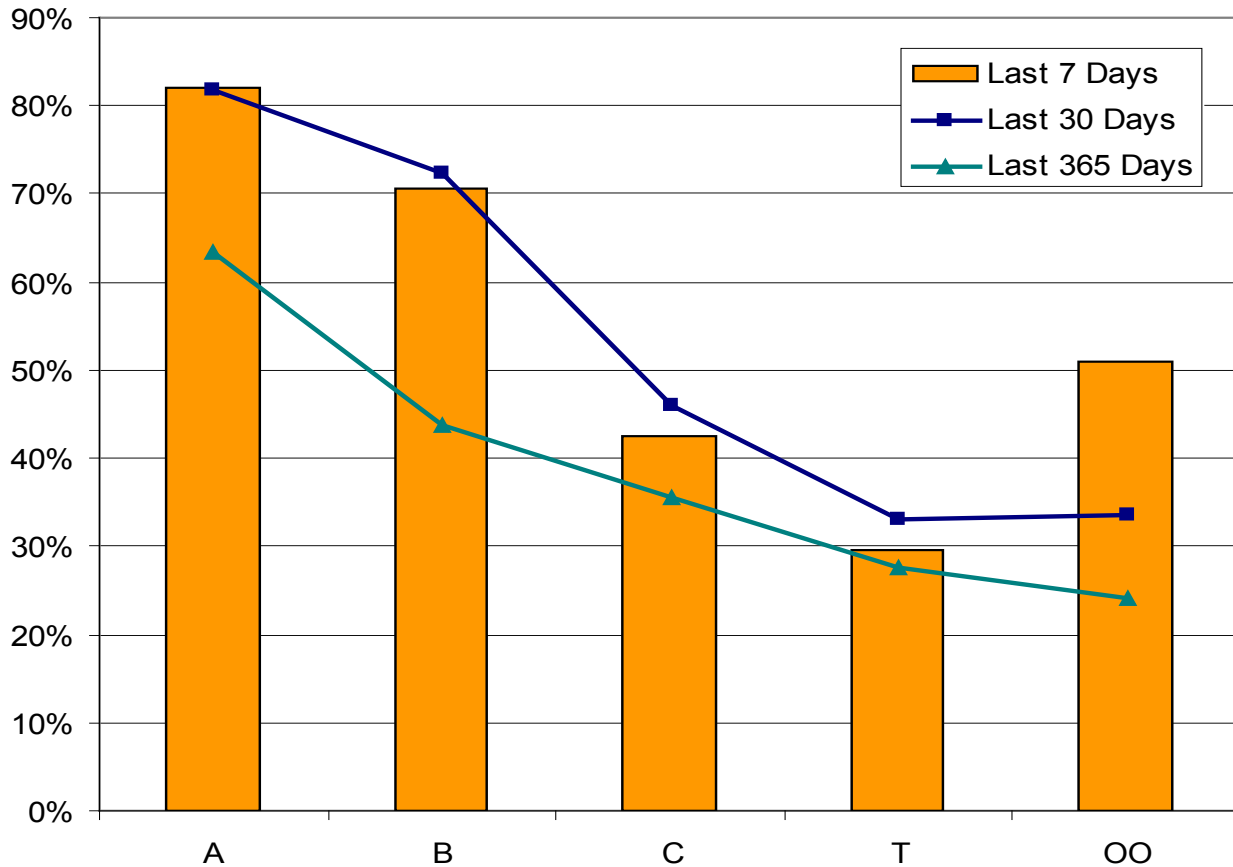
For the Period Sunday July 18, 2010 to Saturday July 24, 2010

JOB	Jobs cut prior to dispatch (unable to fill)	Jobs filled thru employee extensions	Jobs filled by employee double shifting	Jobs filled by local 502 employees	Jobs filled by transferring employees	Jobs left unfilled after dispatch	TOTAL
40 TON					2		2
BOMBARDIER					1		1
BULK OPERATOR			8		8		16
CHECKER (DOCK)					5		5
DOCK GANTRY					9		9
DRIVER					2		2
ELECTRICIAN						2	2
F.E.L.					1		1
H.D. MECHANIC	1				1	21	23
HEAD CHKR		4			2		6
HT SIGNALS					2		2
LOCIE ENGINEER					4		4
MEN	4						4
MILLWRIGHT						15	15
MOBILE CRANE OP					1		1
SHIP GANTRY					1		1
SWITCHMAN					1		1
WELDER			1			1	2
WHEAT SPECIALTY					1		1
WINCH DRIVER					1		1
TOTAL	5	4	9		42	39	99

Explains how shortages were handled by Dispatch



Vancouver Casual Employee % Dispatched per Dispatch Board



Future BCMEA Meeting Dates:

Finance & Audit Committee

Tuesday, Sept. 21st 2010
9:30am - 11:30am
5th Floor Boardroom
349 Railway Steet

Direct Employers Committee

Wednesday, Sept. 22nd 2010
9:30AM - 11:30AM
5th Floor Boardroom
349 Railway Street

Board of Directors Meeting

Tuesday, Sept. 28th 2010
9:30am - 11:30am
5th Floor Boardroom
349 Railway Steet

Finance & Audit Committee

Tuesday, Oct. 19th 2010
9:30am - 11:30am
5th Floor Boardroom
349 Railway Steet

Your Feedback:



Have something for the
BCMEA Bulletin?

Send your comments
or contributions to the
Bulletin's Editor at
editor@bcmea.com or
(604) 694-2324.