

# Let's Talk - Ports Modernization Review Submission

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I have chosen to describe what I believe a “modern port” would look like. This would necessitate improvements to existing infrastructure and supply chain management processes. It is primarily aimed at Port of Vancouver since an apparent lack of supply chain efficiency and ineffective governance has led to the unnecessary usage of so-called overflow anchorages in B.C.’s Southern Gulf Islands (SGI) primarily by bulk freighters. This in itself results in an unsustainable combination of more freighter travel, more fuel usage, plus more community and environmental disruption than necessary. Ships pay no fees for anchoring in the SGI and these anchorages do not fall within the direct regulatory control of either the Port Authority or Transport Canada. Many ships arrive early and stay much longer than 7 days (many times upwards of 30 days) and the vast majority of time at anchor (ca. 72%) occurs even before the first visit to the port. Given the Port of Vancouver’s stated vision is to become “the world’s most sustainable port” the above is a case for change.

## - What constitutes a modern port?

- Technology
  - Latest IT hardware and software technology (e.g. blockchain technology) to access, interpret, integrate and disseminate data from all parts of the supply and transport chains (incl. weather, GPS, contracts, scheduling, regulations, etc.)
  - Analytics for predicting arrival/departure times of both cargoes and transport systems for ***just in time*** management
- Efficiency
  - minimum energy (fuel) used in all parts of supply chain while in port (incl. ships between port and anchorages)
  - minimum time in all steps of the supply chain
  - fewest steps (e.g. minimum trips from arrival to terminal to departure)
- Environmental sustainability

- lowest sustainable carbon footprint/ GHG emissions
  - minimum impact on environment
  - support protection of endangered and at risk marine species (e.g. Southern Resident Killer Whales, migrating fauna - humpback whales, salmon, etc.)
  - Avoid environmentally sensitive areas (e.g. Marine Protected areas)
  - Social sustainability
    - Minimum impact on local communities and residents (incl. First Nations)
    - Collaboration with local communities and residents (incl. First Nations)
    - Shared aspirations with communities
  - Optimized for future growth
    - Ports expansions away from residential areas
    - Anchorages adjacent to port facilities (e.g. deep water mooring buoys)
  - Oil Spill Response
    - World leading (best in class) technology and deployment
  - Safety
    - World leading (best in class) regulations and enforcement
  - Governance
    - Efficient and effective
    - Clearly defined roles, responsibilities and accountability
    - Clear and enforced regulations
    - Independent dispute resolution mechanisms
    - Includes more representation from the community, less from industry
    - Stronger health and environmental mandate
- What is the anchorage picture in a modern port?**

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- Proximally located, preferably within port area or immediately adjacent (e.g. deep water permanent mooring buoys)
- Well managed for *just in time* delivery with little or no bottlenecks
- Clear regulations regarding readiness to receive or unload goods
- Minimal hang times (i.e. time at anchor max. 7 days as per ports), i.e. no early arrivals without penalty/cost/demurrage

**- What are the ultimate benefits of a modernized port?**

- Sustained cost savings throughout the value chain
- Sustainable strong environmental stewardship
- Sustained GHG emission reductions leading to a smaller carbon footprint
- Sustained social partnerships with local communities and residents including First Nations
- Enhanced ability to respond to changes market forces, technologies and social needs