



## Pre-Budget Submission by: The Chamber of Shipping

### List of Recommendations

**Recommendation 1:** The Federal Government establish a federal interagency coordinating committee, similar to the US Committee on the Marine Transportation System, for the purpose of assessing the efficiency of the marine transportation system, promoting the integration of the marine transportation corridors with other initiatives, improving the coordination and sharing of marine data, and streamlining marine policies to reduce administrative burdens and uncompetitive practices.

**Recommendation 2:** The Federal Government adopt the recommendations contained in the *Pilotage Act Review Final Report* (April 2018) and amend the *Pilotage Act* accordingly.

**Recommendation 3:** The Federal Government develop and implement a governance structure for the Salish Sea that employs an eco-system based approach for planning for the growth of Canadian international trade and commercial marine shipping.

**Recommendation 4:** The Federal Government allocate more funding from the long-term federal infrastructure plan to the National Trade Corridors Fund to help meet the demand for trade-enabling infrastructure projects in Canada.

**Recommendation 5:** The Federal Government review the Customs Act with regards to section 6 requirements for examination facilities and the consider an equitable funding and operating model while recognizing the national public safety interests and benefits.

**Recommendation 6:** The Federal Government promptly ratify the Comprehensive and Progressive Agreement for Trans-Pacific Partnership.

**Recommendation 7:** The Federal Government continue its support for the Vancouver Fraser Port Authority's ECHO Program in the order of \$1M per year over the next five years to support the innovation by marine shipping sector to protect endangered marine mammals.



**Recommendation 8:** The Federal Government consider additional funding for the Oceans Protection Plan to ensure that sustained funding is available for appropriate First Nations and stakeholder engagement and unexpected but necessary costs associated with the Anchorages Initiative.

**Recommendation 9:** The Federal Government amend Draft Bill C-48 to include a mandatory risk assessment of commercial shipping every five years.

**Recommendation 10:** The Federal Government ratify the International Maritime Organization's Safety of Life at Sea (SOLAS) Protocol 78 to provide consistency with other major trading nations.



## Body of Submission

Canada's competitiveness in a global marketplace should be of the highest priority. In an increasingly complex trading environment, Canada needs to ensure that its supply chain is competitive and prepared to expand in a sustainable fashion to meet our trade diversification and growth objectives.

Commercial shipping results in \$30 billion of economic activity annually in Canada and, at 1.8% of the Canadian economy, ships move more than \$200 billion worth of goods to and from global markets. From farmers to retailers, many Canadian jobs depend on a healthy and thriving trade environment supported by a robust and fluid marine transportation network, committed to environmental protection and stewardship.

Governments in Canada should be collaborating on reducing regulatory and administrative burdens, creating an environment that encourages innovation in transportation, and leading collaborative planning processes that look at Canada's marine transportation corridors holistically.

## Trade & Infrastructure

Canada is well positioned to expand and diversify trading relations internationally. The Comprehensive Economic and Trade Agreement and the Comprehensive and Progressive Agreement for Trans-Pacific Partnership are extremely positive, and the ratification of the latter should be an urgent priority for Canada.

Likewise, investments in trade-enabling infrastructure are recognized as having the highest long-term impact on Canadian competitiveness. The clearly expressed need for infrastructure funding under the National Trade Corridors Fund (NTCF) was evident in the 357 Expressions of Interest totaling \$16.9 billion in federal funds during its first calls for proposals. This level of demand should be an opportunity for the Federal Government to increase targeted funding towards investments that will enable the greatest movement of products, services, and people more quickly, reliably, and cheaply to key markets in the world.

Canada must also ensure that it can monitor, analyze, and improve its supply chain on land and in coastal waters. The availability and transparency of supply chain data is increasingly important to successfully maximizing the efficiency of Canada's supply chain. As such, data frameworks, systems, and integration should also be a high priority for infrastructure investment.



## Regulatory

Commercial marine shipping continues to meet the demands of expanding international and domestic trade in Canada. This growth has been enabled by Canada's increasing global trade relationships and a combination of public and private investment in the national supply chain. While this growth is positive for Canada, commercial marine shipping remains negatively impacted by an overly complex regulatory and administrative framework managed by multiple federal departments and agencies. This burdensome approach to administering the marine supply chain negatively affects Canada's competitiveness globally, especially in comparison to ports in the United States.

Canada's marine regulatory and administrative frameworks should be reviewed with an all-of-government approach and benchmarked against globally competitive jurisdictions. Our marine trading gateways must be viewed internationally as productive and efficient if Canada is to be perceived as "open for business."

## Oceans Protection

The health and protection of Canada's coastal waters is critical to the success of Canada's marine transportation corridors. A robust coastal protection regime should also provide for an equally strong and predictable operating environment for commercial marine transportation companies. The Oceans Protection Plan continues to deliver positive results that support the protection of Canada's coastal waters; however, this progress is largely the result of specific programs with fixed actions and timelines. There has been less success in addressing the overall health of our marine transportation corridors and planning for sustainable growth. This frequently results in misinformation, a lack of public confidence, and a lack of predictability for industry. The Federal Government should continue to advance the Oceans Protection Plan and now begin to facilitate a more holistic approach to coastal protection that includes the integration of risk and impact assessment, risk mitigation, and planning for sustainable growth through an ecosystem-based approach. Certain provisions found in the *Oceans Act* would support such a holistic approach but have not yet been leveraged.