

# PACIFIC PILOTAGE AUTHORITY

1000 – 1130 West Pender Street  
Vancouver, B.C  
V6E 4A4



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## NOTICE TO INDUSTRY

**Date Issued:** 30 March 2020

**Notice Number:** 05/2020

**Subject:** **COVID-19 Notice #3**  
Transportation and logistical measures to address COVID-19 changes

**Geographic Area:** West Coast of Canada

**Background:** Due to the cancelation of air transportation to many of the areas we operate into and the need for social distancing as the primary means of limiting the spread of COVID-19, and due to the fact that many pilots are in the higher risk category, the PPA together with the BCCP have instituted a number of measures to maintain the efficiency of the service while at the same time ensuring protection for the pilots. It is imperative that we ensure the safe transportation of the limited pool of pilots. Previous notices addressed the need for sanitizing and the suspension of out-of-district assignments. This notice details the logistics of moving pilots around the coast.

### **Details:**

#### ***Southern area from Race Rocks to Campbell River***

- The BCCP and PPA have arranged a helicopter to provide a dedicated transportation service for six pilots to Victoria and a return flight for six pilots to Vancouver once in the morning and an optional additional flight in the evening. The cost per seat is similar to that of scheduled flights, with the PPA and BCCP equally sharing the cost of any unfilled seats.
- As taxis are considered an additional risk the pilots will be using a limited number of dedicated vehicles from well-known service providers, or their own private vehicles.
- As stated in our notice dated March 23, 2020, out-of-district assignments have been curtailed at this time in order to minimize interaction and to ensure that the ship's crew have sufficient time to sanitize the bridge, stairwell or elevator. Pilots will only board inbound vessels from the US at the Victoria pilot station regardless of sailing port.
- The tug companies are no longer allowing pilots to ride along with their crews to or from an assignment mainly to ensure social distancing. While this has not yet caused any delays, we want to ensure the industry is aware that travelling between the north and the south shores of Burrard Inlet is no longer an easy journey and might result in a delay. While the PPA and BCCP are working hard to avoid delays we felt that industry should be apprised of the changes. The same is true for Fraser River Pilots travelling from one side of the River to the other. One alternative that is being considered is to use water taxis to and from berthed ships.

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- The PPA has increased the number of hotel rooms per night in Vancouver, Victoria and Nanaimo to allow additional pilots to be held as opposed to trying to get them home.

### *Northern area from Campbell River to Stewart*

- At present all scheduled flights to Port Hardy are discontinued.
- The BCCP and PPA will endeavour to use only Island-based pilots for all Port McNeil assignments and they will endeavour to use their personal vehicles to drive to Port Hardy.
- Air Canada has discontinued flights to Prince Rupert as of April 1st.
- BCCP has agreed to increase the number of Prince Rupert rotational pilots from three to five in an effort to minimize the need for chartering in the northern area. This will allow two of the five pilots to perform Kitimat and Stewart assignments. A chartered aircraft will take five pilots to Prince Rupert on a Saturday and wait for the five outgoing pilots.
- If a vessel still utilizes Pine Island for pilot boarding, there will be an additional charge for the chartering of an aircraft to get the pilots to and from Port Hardy. This fee is contained in the PPA tariff and is charged when we are unable to place pilots on scheduled airlines. This may also impact the number of additional pilots stationed in Prince Rupert.
- During this crisis we must endeavour to manage our efficiencies and to that end, we depend on the industry we serve to work with us and the port authorities to manage the number of chartered aircraft into the north.
- If due to unique circumstances additional pilots are required to be sent to Prince Rupert, Kitimat, Stewart or some other outport, the expectation by the PPA will be that the ship requesting such additional service will be billed directly for the chartering of an aircraft. We do not believe that all of industry should be required to pay for such additional service.

I would like to thank our customers for their cooperation as we work through this COVID-19 crisis and look forward to our return to normality.

If there are any questions concerns or suggestions, we are as always happy to hear them.

Please stay safe and healthy, keep washing your hands and keep your distance.

Yours sincerely

Kevin Obermeyer  
CEO