

Port Transportation Association



To the Attention Mr. Sukh Dhaliwal & Mr. Randeep Sarai
Liberal Party of Canada
350 Albert Street, Suite 920
Ottawa, Ontario
K1P 6M8

November 3, 2021

RE: Canadian Exports at Vancouver Ports

Dear Sirs,

Please accept this letter as Port Transportation Association's to express our concerns regarding the current Export practices being seen in the Vancouver Fraser Port Authority, and the limitations they are placing on getting Canadian to market.

The PTA would like to highlight the main issues being seen at Port over the past few months in attempts to draw our Government's attention to what we feel is an imbalance of priority between our current Import vs Export markets.

We believe that with the increase in Imports and the high number of empty containers being directed to the terminals, the terminals have attempted to work around sudden lack of space by adjusting their export receiving windows (ERDS) to when the vessel arrives at the Port. The terminals have reduced what where 2-3-day windows down to 1-2 shifts, although some windows have been as short as six hours, for the entire dray sector to ingate containers for that vessel.

This reduced window creates terminal congestion further reducing the number of containers a truck can ingate in a receiving window. For a company that would have typically moved 250 exports to a terminal in a week, they are seeing this number dramatically reduced. Some down to

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For transparency and industry purposes, the PTA intends to distribute all content and post all meaningful dialogue on our website, to be viewed by both industry and the public.

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30 per vessel as there is a lack of time and Port reservations to adequately service the number of Exports.

Compounding these shorted ERDS is the fact that these receiving dates are continuously being adjusted along with the vessel ETA's. While we are understanding of the fact that COVID has played a role in the lack of consistency with Vessel scheduling, the last minute ERD changes and shortened windows mean that most carriers cannot accurately plan for their export capacity per vessel, since they do not know when the vessel will receive the containers. As one carrier noted, *'it's a guessing game, you never know when you will be able to ingate them'*. This is creating numerous containers to roll onto new bookings/vessels and leaving carriers to face large diem charges.

Canadian manufacturers, farmers and producers deserve a smoothly operating Port system where they know their goods will make it to foreign markets on time and without issues. Our drayage carriers deserve a smoothly operating system where they can plan and maximize their equipment to properly supply service to their customers.

We hope that we can count on our support in bringing these issues to Ottawa in attempt to address these concerns with all necessary stakeholders.

We thank you for your consideration and would love to speak with you further should you have any questions or concerns regarding any of the information provided in this letter.

Sincerely,

Port Transportation Association.