

Steering Committee

August 18, 2025



Agenda

- Review of last meeting deliverables
- Review of the changes to the Mandate and Operations manual
- Vessel berthing and unberthing simulations' report
- Dredging requirements for pozzolan shipping

Last meeting deliverables

- No deliverables for this meeting

Mandate and Operations Manual

7 Forming the Committee

When forming the Advisory Committee, if more people apply than the number of available seats, a neutral facilitator will lead discussions to help choose the candidate that is best suited for the mandate for which they have applied.

If a member steps down, the substitute will fill in. In the case where there is no named substitute, the leaving member must notify the Advisory Committee so that it may find a replacement in the same membership category as soon as possible. In such a case, the Committee will call on the other members for suggestions, and on its bank of candidates to find a replacement. If members are still missing after this stage, the Advisory Committee will publish a public notice in a local media outlet with the aim of recruiting someone within the same membership category to maintain the Committee's governance matrix.

Should the Committee receive several applications, a Selection Committee with at least three members of the Advisory Committee will be set up to choose the successful candidate(s) by:

- i. Unanimous consent, if not consensus, then
- ii. Vote, if no clear choice results / if the vote is a tie, then
- iii. the moderator will have the decisive vote.

Vessel Berthing and unberthing simulation report

Berthing

- The pilot recommends not attempting to dock if the wind is above 20 knots.
- For docking, the pilot recommends bringing the vessel off the dock so that when it completes its 180° turn, it is parallel to the berth without having to move forward or backward to get into position.
- For docking, the pilot recommends starting at slack water so that the flood current begins once passed the red buoys.
- The pilot recommends that pilots assigned to maneuver these ships undergo simulator training prior to the expected arrival of these vessels at Dalhousie. The reason for this recommendation is related to the difficult approach conditions due to the restricted maneuvering space, risk mitigation and the near impossibility of having the opportunity for practical training.

Vessel Berthing and unberthing simulation report

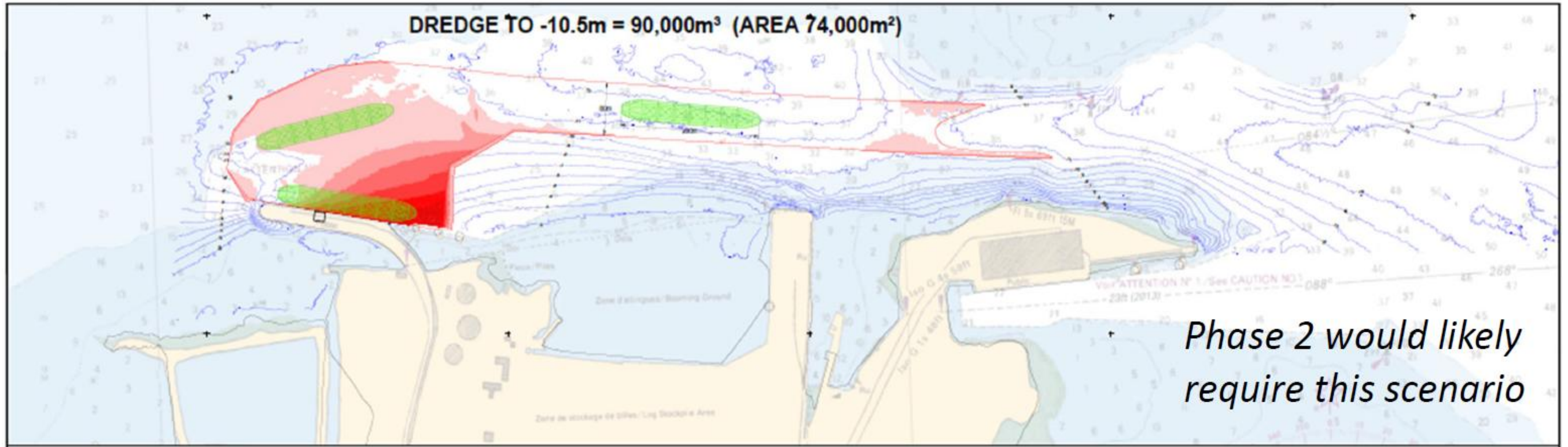
Unberthing

- Unberthing in loaded condition is challenging and the pilot recommends not attempting an unberthing under a beam wind above 20 knots. However, the vessel may undock under a maximum parallel wind of 25 knots.

Tug requirements

- Tugs should have azimuthal propellers, and a bollard pull of at least 50 tons.
- A Panamax in ballast, equipped with a bow thruster of at least 1500 hp, can berth with the assistance of 1 tug.
- A Panamax in ballast, without bow thruster, can berth with the assistance of 2 tugs.
- A Panamax loaded always requires the assistance of 2 tugs for unberthing.
- Under light wind conditions, a laker equipped with a bow thruster can berth without tug assistance.
- Under light wind conditions, a laker equipped with a bow thruster can unberth without tug assistance.
- Under a wind not higher than the limit established, a laker equipped with a bow thruster can berth with the assistance of 1 tug.
- Under a wind not higher than the limits established, a laker equipped with a bow thruster can unberth with the assistance of 1 tug.

Dredging requirements for pozzolan shipping



If EcoRock goes directly to phase II, the area affected by the dredging is roughly 70% less than the one planned for phase I and II together (74km² versus 257km²)

The volume to be dredged would be 90 000m³

The investigation so far shows that even a depth of 10m could be enough which would decrease both the volume and the area affected

