



Centerm Expansion Project

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August 2020

You are receiving this email because you signed up to receive updates about the Centerm Expansion Project and South Shore Access Project.

What to expect this month

This month, work in the water and on-terminal continues.

Pictured: New land in the western expansion area



Road work - Where to enter the port

Commissioner Street entrance

- Open to Port Pass holders driving passenger vehicles
- Open to all commercial trucks

Clark Drive overpass

- Entrance for visitors without Port Passes (relocated from Heatley Avenue)
- Open to Port Pass holders with commercial straight trucks (5 tonnes maximum)

- Open to Port Pass holders driving passenger vehicles
- Closed to semi-trailer and container trucks

Heatley Avenue overpass

- Open to Port Pass holders driving passenger vehicles. Restricted Access to DP World, CXP Office, VFPA maintenance facility (no access to Lantic/Rogers Street)
- Closed to all commercial vehicles regardless of access permissions. Please use Commissioner Street entrance.
- All traffic west of VFPA maintenance facility, including container trucks, must exit via Heatley Avenue

Marine work

Infilling for the first phase of the preload in the western expansion area is complete, but infilling for the caisson foundation is ongoing. Construction of the caissons is underway offsite. See story below.

Infilling of the northeast perimeter dyke and in the eastern lagoon is ongoing. This work is expected to be completed by the end of August.

Download the PortVan eHub app

Keep up to date with all the traffic detours for the port and road closures by downloading the [PortVan eHub app](#).

Building the caissons

This month, work on the construction of the first of two caissons is happening at Vancouver Pile Driving Ltd. on the north shore.

Pictured: Base slab for the first caisson inside the dry dock is complete and is ready for rebar installation and formwork for the caisson walls.



Building a caisson involves pouring concrete into a continuously moving form "slip form". This construction method allows for rapid and economic concrete pouring to build tall or long structures.

Following the initial pour (the first couple metres), the structure will be moved into the water and the remaining concrete will be poured to complete the caisson (20m long).

Once both caissons are built, they will be floated across Burrard Inlet and installed at Centerm. We anticipate that transportation will take place in the fall.

What's a caisson?

Caissons are a concrete structure. These large boxes will be floated to the west end of the Centerm terminal and then filled with rock to create an underwater wall. They will be used to build the new berth face for the Centerm terminal.

How big are they?

The caissons will be two 20m deep, 37m long, 14.5m wide concrete boxes.

New land in the making

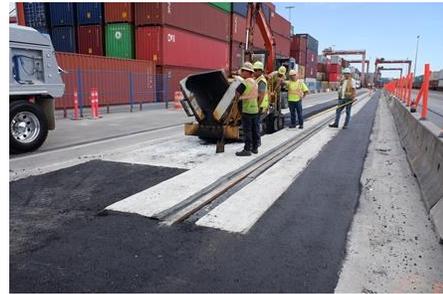


Since last summer, we've been working on the terminal expansion at Centerm. For the last year, work has been underway in the water to build the dykes required to support new land, and expand the Centerm terminal.

Infilling for the first phase of the preload in the western expansion area is now complete. Watch the process in a new [time-lapse video](#) showing land construction in the western expansion area. So much work done in so little time!

Rail-mounted gantry crane update

This month, we completed 25% of the overall foundation work to support five new rail-mounted gantry (RMG) cranes. This work was completed in a very challenging and tight work zone, while the terminal was still operational. Not an easy feat!



Pictured: Crew finishing paving the final section where one of the new rail-mounted gantry cranes will be installed

Work involved excavating the pavement for the foundations of the new RMG cranes, pouring a concrete beam structure, and installing a heavy duty crane rail. This rail is required to support the new RMG cranes.

What's a rail-mounted gantry crane?

A rail-mounted gantry crane, is a type of crane that can be used for loading and unloading containers from rail cars to special vehicles on terminal. These cranes come in a variety of different widths and heights.

Interesting fact

Over 11 concrete pours – which involves 2500 tonnes of concrete - were required to form the slab.

About the projects

The port authority is building the Centerm Expansion Project and South Shore Access Project to help meet anticipated near-term demand for containers shipped through the Port of Vancouver. The project includes a new overpass for Centennial Road, making Waterfront Road a continuous road along the South Shore, and a reconfiguration and expansion of the Centerm terminal.

The projects, delivered by Centennial Expansion Partners (CXP), are set to be complete by the end of 2021.

Interested in seeing the full construction schedule?
Download the construction activities and timelines PDF



Centerm: Current view



Centerm: Rendering of view following construction completion

Contact us

If you have not already done so, please sign up to receive regular updates of these projects. You can subscribe [here](#).

Website: www.portvancouver.com/centerm-expansion

For enquiries related to construction contact, CXP at 604.910.5785 or zstrand@cxp-jv.com.

For enquiries related to the projects, contact the port authority at 604.665.9563 or centerm.expansion@portvancouver.com.

The Vancouver Fraser Port Authority is governed by the Canada Marine Act. Our mission is to enable Canada's trade objectives, ensuring safety, environmental protection and consideration for local communities. Our vision is to be the world's most sustainable port.

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