



Centerm Expansion Project

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February 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 around Centerm continues, and we will demolish both the old grain elevator by Columbia Containers and the equipment shed at Ballantyne Pier.



Marine work

We will continue to dredge and infill in the western expansion and northeast expansion areas to create new land for the terminal. Work will take place 24 hours a day, 7 days a week.

Road work

Where to enter the port

Commissioner Street entrance

- All semi-trailer and commercial vehicles must enter at Commissioner Street off McGill Street
- Clark Drive overpass
- Closed to semi-trailer and container trucks until fall 2020
- Now open to Port Pass holders with commercial straight trucks
- Open to Port Pass holders driving passenger vehicles

Heatley Avenue overpass

- Entrance for visitors without Port Passes
- Closed to semi-trailers, regardless of access permissions. Please use Commissioner Street entrance

Traffic impacts

- Periods of single-lane, alternating traffic will continue on port roads
- Monday, February 10 to Saturday, February 15: single-lane, alternating traffic on Commissioner Street at Columbia Containers
- Sunday, February 16: full road closure on Commissioner Street at Columbia Containers

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

Inside the 309

Last month, one of the largest dredging boats in the Fraser River Pile and Dredge (FRPD) fleet arrived at Centerm. Here's an inside look at the inner workings of the FRPD 309 dredging vessel (known as the "309").

Built in Holland in 1983, the 309 worked on large-scale projects in Nigeria and Brazil before coming to Vancouver.

This "trailing suction hopper dredge" can be used for both dredging and infilling work. It is 124 metres long and 19 metres wide. It has two main engines, three generators, and an engine for each dredge pump. It can carry up to 3,000 cubic metres of sand per load. Depending on how its load is being removed, it can take either an hour to pump out the material, or just 15 minutes to release it by opening doors at the bottom of the vessel.

The steel structure at the back of the boat, called a "drag head", is connected to a suction pump and dragged along the seabed. Sand, mud and other materials are "vacuumed" into the hull, then disposed of or reused. As with other dredging that we've done, we removed sea life before beginning.

Fun fact

The 309 takes up to 10 hours to refuel, and can be out on the water for up to two weeks at a time.



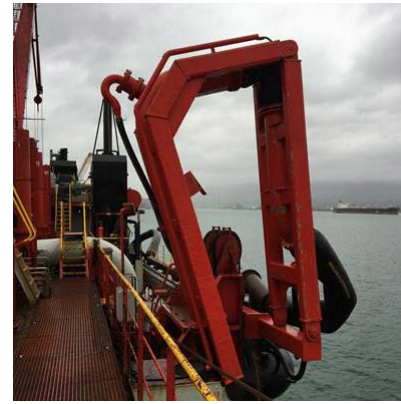
Pictured: The Fraser River Pile and Dredge 309 vessel, one of the largest dredging vessels on the west coast of Canada.



Pictured: Inside the bridge of the vessel, also known as the command center.



Pictured: One of the two 3.5 metres drag heads on the 309. These are connected to the dredging arms.



Pictured: The right dredging arm connected to a suction pump aboard the 309. The arm extends outwards and down to the seabed to suction up materials such as sand and mud.

Shed 3 demolition works update

The demolition of the large equipment shed at Ballantyne Pier, known as "Shed 3", is underway this month. Work is progressing well and we have almost taken down the east breezeway of the structure. We anticipate completing the demolition by the end February.



Pictured: An excavator with a snipping attachment taking down Shed 3.

Demolishing a steel structure is an impressive process. To take down Shed 3, we need to destroy and remove various structural components. To accomplish this, we are using an excavator equipped with a mounted snipping attachment that is able to cut through the existing structural steel beams. One member of the project team describes this as "snapping a twig in two pieces"!

Centerm Community Fund taking application for the second round of funding

The second application intake period for the Centerm Community Fund opened in January.

Organizations in the Downtown Eastside, Strathcona, Hastings-Sunrise, and Grandview-Woodlands are invited to apply.



Applications can be submitted until April 3, 2020, and must be received during the intake period to be considered.

Learn more and apply

The fund is a subset of an overall \$2 million donation made as part of the Centerm Expansion Project. **For more information see the news release issued in July 2019.**

Want to promote the opportunity in your community? **Download the poster.**

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**

Enquiries related to construction can be directed to CXP at 604.910.5785 or zstrand@cxp-jv.com.

Enquiries related to the projects can be directed to 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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