

Port updates

South Shore Community Liaison Committee meeting | October 22, 2020

General updates

Breaking Bottlenecks podcast

- We've launched a podcast series called [Breaking Bottlenecks](#)
- Each episode focuses on how the port and operators together rely on innovation, communication and collaboration to "break" bottlenecks that can negatively impact supply chains
- [A recent episode](#) talks about energy, efficiency and the environment. In the episode, the host Aaron Chapman speaks with Joel Werner, director of engineering and projects at DP World – which operates the Centerm container terminal in Vancouver, as well as Peter Idema, Viterra's director of west coast terminal operations. The port authority's director of environmental programs, Carrie Brown, and vice president of planning and operations, Peter Xotta, are also featured
- See also: [Episode 1 - Trains, grain and snow](#)



Mid-year stats

- Steady mid-year cargo volumes amid global pandemic reflect the Port of Vancouver's vital role in Canada's supply chain
- From January 1 to June 30, 2020, overall cargo through the port decreased by 1.1% from 72.4 to 71.7 million metric tonnes (MMT) over the same time last year. Despite an overall decrease in cargo moving through the port, new mid-year records were set for bulk and containerized grain, as well as total foreign tonnage and foreign exports
- Strong global demand for Canadian grain resulted in a new mid-year record of 16.3 MMT for both bulk and containerized grain, an increase of 10.4% or 1.5 MMT compared to mid-year grain records from the previous year. Total foreign tonnage and foreign exports resulted in mid-year records of 57.7 and 49.7 MMT, up 1.2% and 2.1% respectively, due to strong increases in grain, petroleum, chemicals and canola oil volumes
- Increases in wheat, up 7.5%, canola, up 25.6%, and specialty crops, up 10.0%, contributed to this new record. In fertilizers, potash exports decreased by 6.7% from last year's record and sulphur increased by 5.7%
- Between January 1 and June 30, 2020, several sectors experienced declines as a result of weather conditions, trade challenges, cancelled sailings, railroad blockades and the global COVID-19 pandemic. Some of the sectors impacted were autos, down 34.1%, breakbulk, down 17.1%, and containers, down 7.7% from mid-year 2019 to 1.6 million 20-foot equivalents or TEUs
- Cruise season at the Port of Vancouver has been postponed until October 31, 2020, following direction from Transport Canada. The port authority will continue to follow direction from Transport Canada, and is refocusing efforts to plan for the 2021 cruise season
- Read the September 3, 2020 release [here](#) for full details

Port authority-led/funded projects

Centerm Expansion Project and South Shore Access Project

- The Centerm Expansion Project and South Shore Access Project are being built to help meet anticipated near-term demand for containers shipped through the Port of Vancouver. The projects are expected to be complete by 2022.
- The projects include:
 - A reconfiguration and expansion of the Centerm container terminal
 - A new overpass on Centennial Road to remove road and rail conflicts
 - Changes to Waterfront Road to create a continuous port road from Canada Place to McGill Street
 - The removal of the Heatley Road overpass
 - Coordination with other tenant and port road maintenance on port lands

Construction updates since previous meeting on August 25, 2020

- Dredging in the eastern and western expansion areas is completed
- New land now visible on the east and west sides of Centerm
- On the west side of Centerm, the first of two dykes is visible, infilling is ongoing and new land visible
- On east side of Centerm, infilling in the lagoon and placement of preload materials is now complete. Infilling of the northeast perimeter dyke is ongoing
- Infilling for the first phase of the preload in the western expansion area is complete. Two caissons were built offsite in September and both are now installed at the terminal
- New refrigeration towers (“reefer towers”) under construction on terminal
- Completed 25% of the overall foundation work for the rail mounted gantry (“RMG”) cranes on terminal. 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 crane
- Completed deconstruction of the old Ballantyne Pier sheds to make way for new terminal assets
- Construction of the Centennial Road overpass began in August 2020. Currently foundation work for the overpass piers is underway



Commissioner Street Road and Rail Realignment Project

- This project will help trade growth by providing room for additional rail tracks.
- The project includes:
 - Removal of the old Columbia Containers grain elevator (completed)
 - Construction of a retaining wall
 - Realignment of Commissioner Street near Columbia Containers
 - Installation of additional rail track (led by CP)

Construction updates since previous meeting on August 25, 2020

- Road work to realign Commissioner Street is anticipated to begin in the coming months

Extension to permit expiry date | Commissioner Street Road realignment portion of South Shore Corridor Project

Details of amendment request shared with SSCLC via email on July 21, 2020

- A project amendment to extend the permit expiry date regarding the Commissioner Street Road Realignment portion of work was approved on August 26, 2020
- The scope of work which remains to be completed under the project includes the construction of a roadway, as well as related road and utility relocations, signage works, and landscaping along Commissioner Street between Nanaimo Street and the McGill Street Overpass
- The amendment extends the permit from March 31, 2021 to March 31, 2022. Works will be conducted during standard hours. The original permit conditions specific to mitigations around air, dust and noise would continue to apply
- Full details about the project amendment can be found here. Regular project updates are posted on the project website here



Maplewood Marine Restoration Project

- The Habitat Enhancement Program is developing the Maplewood Marine Restoration Project for two purposes:
 - For use as a fisheries habitat offset for the Centerm Expansion Project
 - To proactively create functioning habitat to provide a balance between a healthy environment and future development that may be required for port operations

Construction updates since presentation to committee on June 18, 2020

- Construction for the Maplewood Marine Restoration Project wrapped up earlier this year. During construction, nearly 230,000 cubic metres of sand was placed to restore and raise the Maplewood basin floor, which will support a variety of shellfish and crab and allow marine plants like eelgrass to establish. Eelgrass provides important refuge and nursery habitat for juvenile fish. Over 13,000 tonnes of rock was additionally placed to create a rock reef and other features which will support various kelp species and contribute to an increase in the diversity of fish and wildlife in the basin
- The next step is an eelgrass transplanting pilot project that will be underway in the coming weeks. Harvesting locations will be decided through consultation with Indigenous groups, starting with detailed scuba dive surveys that are being conducted at two proposed eelgrass donor sites, Bedwell Bay and Roberts Bank
- The area of transplanted eelgrass will depend on the final number and configuration of the pilot project test plots and will be based on ongoing engagement and discussion with Tsleil-Waututh Nation. We anticipate that 900 m² of the 15,900 m² Maplewood eelgrass bed will be transplanted this fall
- This pilot project will increase the overall understanding of eelgrass transplanting for future restoration and offsetting opportunities. Collaboration with Indigenous groups involved in the Maplewood Marine Restoration Project will be important throughout the pilot project planning and implementation

Enhancing Cetacean Habitat and Observation (ECHO) Program

- The ECHO Program's new voluntary ship slowdown trial for outbound ships at Swiftsure Bank, off the southwest coast of Vancouver Island, began on August 1 and will continue through October 31, 2020. This new research trial will evaluate the amount of voluntary participation and underwater noise reduction that can be achieved by slowing down in non-piloted waters. For the first four weeks of the voluntary slowdown, 87% of large commercial vessels were able to transit the slowdown area within 1 knot of speed through water targets showing excellent participation rates so far
- The voluntary ship slowdown in Haro Strait and Boundary Pass began on July 1, 2020, after southern resident killer whales were confirmed by to be in Haro Strait by trusted observers. For the first 11 weeks of the slowdown, 92% of large commercial ships transiting through Haro Strait and Boundary Pass reported participation in the voluntary slowdown to reduce underwater noise
- The voluntary lateral displacement in the Strait of Juan de Fuca began on June 1, 2020. The lateral displacement involves tug and barge operators adjusting their routes to move further away from key feeding areas for southern resident killer whales. The cumulative participation rate since the lateral displacement began on June 1 is 81%
- All three voluntary initiatives are intended to reduce underwater noise for at-risk whales. More details on the 2020 initiatives are available at portvancouver.com/echo

Tenant-led/other projects

Viterra Pacific Elevators New Dust Control System and Access

Application under review

- Viterra Pacific Elevators (1803 Stewart Street) propose to install a new dust control system at their site in Vancouver
- The project also includes the installation of a stair tower and access bridge, and a sound wall. Piled foundations are anticipated for the dust collector, fan, blower, stair tower and access bridge

- The proposed work does not require a noise assessment as noise levels are anticipated to remain below current noise levels due to the improvements. Should a permit be issued, work is expected to occur during regular working hours and will take approximately two months, with a completion date towards the end of the summer 2021

Western Canada Marine Response Corporation – Oil spill emergency response base

Community construction notice shared with SSCLC via email on September 4, 2020

- Construction to develop the base at 2800 Commissioner Street began in September, and is anticipated to take approximately one year to complete. Work will take place on weekdays between the hours of 7:00 a.m. and 5:00 p.m.
- Construction will include both land-based and marine components. Work during 2020 is anticipated to be marine-based and will involve pile and dock installation (float and gangway). A temporary barge staging area will be established to support marine construction
- Uplands construction will begin in March 2021, following public notification

Saam Towage marine operations facility

The project is now posted to the [Canadian Impact Assessment Registry](#) with a 30-day opportunity for public comment. Our [website](#) has also been updated with details.

- Saam Towage are proposing to construct a standalone operations facility at their site at 2285 Commissioner Street, on lands managed by the port authority. Work would take place over three months, during standard hours.
- The facility would replace the temporary facilities in this same location and act as field operation offices for the marine personnel of dispatch, maintenance, and tug boat crews. Saam Towage holds leases directly adjacent to the proposed building lease lot that is and would act as a parking and access point for the new facility.
- The proposed one-story wood frame building would have a footprint at grade of approximately 246 square metres and a height of 3.7 metres.
- The project is not anticipated to have an impact on neighborhood traffic, noise or dust. Lighting of the site will have shades to direct light toward the ground and will be limited to where required for safety and security at night

For more information about these and other projects happening in the Port of Vancouver:

- [Port authority-led infrastructure projects](#)
- Other projects in the port - [Status of permit applications](#)