



South Shore Community Liaison Committee | June 15, 2023

Business Update

April 2023 year-to-date

	Total Cargo	Auto	Coal	Grain	Potash	Foreign breakbulk	Container TEUs	Cruise*
YTD								
Compared to 2022	12%	15%	-3%	136%	1%	-20%	-15%	42%

- Increases seen for autos (+15%), grain (+136%), potash (+1%), sulphur (+4%), chemicals (+7%).
- Declines in coal (-3%), foreign breakbulk (-20%), container TEUs (-15%), petroleum products (-6%), wood pellets (-19%), and canola oil (-10%).

General Updates

Canada Day – July 1

- Canada Together will take place at Canada Place on July 1, 11:00 a.m. to 6:00 p.m.
- Theme: “Weaving together the fabric of a nation”
- Planned with representatives from the Musqueam, Squamish, and Tsleil-Waututh Nations, **Canada Together** will feature a full day of festivities, food, family fun, and performances across multiple stages.
- **Event highlights will include:**
 - **Performances:** Incredible performances from acts including headliners Tegan and Sara, The Fugitives, Pat Chessell, and Murray Porter;
 - **Kids’ Zone** presented by CN (**Jack Poole Plaza**): Family-friendly kids’ entertainers and activities, including the Rock N’ Beau Dance Party, the annual mascot dance-off, and performances from Mom Bop, Vancouver Performing Stars, and more.
 - **Citizenship ceremony (North Point of Canada Place):** At 9:30 a.m., Immigration, Refugees, and Citizenship Canada will host a citizenship ceremony where 30 new citizens will be welcomed into Canada’s multicultural family;
 - **Indigenous displays:** Admire traditional weaving and carving displays by local artists from the Musqueam, Squamish and Tsleil-Waututh nations;
 - **Food trucks:** Experience the tastes of Canada with a variety of food trucks along Canada Place between Howe and Thurlow
- The port authority encourages event attendees to take public transportation to the downtown Vancouver event, which is conveniently located near several bus routes and the Waterfront and Burrard SkyTrain stations. **Canada Together** will conclude at 6:00 p.m.
- For more information on these participation opportunities and other event details, please visit www.canadaplace.ca/canadatogogether.

2022 Year-End Statistics Release

- On May 1, 2023, the port authority released its 2022 year-end statistics. Additional information, including the full report, can be found [here](#).

Roberts Bank Terminal 2 Receives Government of Canada Approval

- On April 20, 2023, the Vancouver Fraser Port Authority welcomed the Government of Canada's decision to approve the Roberts Bank Terminal 2 Project following a rigorous environmental assessment, started in 2013.
- For more information about the project, please [visit our website](#), the [Government of Canada's website](#), or for information about the decision you can visit [IAAC's public registry](#) to read the government's full decision statement and project conditions.
- On January 23, 2023, the port authority received news that the federal minister of environment and climate change has deemed that the information request response for Roberts Bank Terminal 2 is sufficient.
 - [The letter from the minister to Robin Silvester is here.](#)
 - [The port authority's response to the letter is here.](#)

2023 Cruise Season Update

- 40 vessels (334 calls) are scheduled for Canada Place cruise terminal between April 12 and October 24, an 8% increase compared to 2022 (36 vessels, 306 calls).
- A record 1.2 to 1.3 million passengers could travel through the Canada Place cruise terminal in 2023—an increase of about 10% over the record set in 2019 of 1.1 million. (810,090 passengers in 2022).
- Vancouver's cruise industry injects an average of \$3 million/ship into the local economy and generates nearly 7,000 jobs across Canada, \$300 million in wages and contributes \$840 million to national GDP.
- We are expecting a 33% increase in the number of three-and-four ships days at Canada Place.
- In 2022, nearly 70% of cruise calls were shore power enabled, compared to 50% in 2019. Shore power at Port of Vancouver has helped reduce port-related greenhouse gas emissions by more than 25,000 tonnes since 2009.
- In 2023, Canada Place will become the first homeport cruise terminal in Canada to offer pet relief stations for service animals.
- The Canada Place cruise terminal at the Port of Vancouver was recognized as North America's best homeport in Cruise Critic's 2022 awards late last year.
- The first ship of the season, the Sapphire Princess, arrived at the Canada Place cruise terminal east berth at 7:00 a.m. on Wednesday, April 12, 2023. The last cruise ship of the season, the Koningsdam, will depart Canada Place on Tuesday, October 24, 2023.
 - More information regarding the 2023 Cruise Season through the Port of Vancouver can be found [here](#).
 - The 2023 Cruise Season Schedule through Canada Place can be found [here](#).

Port Authority Testing Low- and Zero-Emission fuels

- The Vancouver Fraser Port Authority, together with partners from across the port community, are testing various low- and zero-emission fuels and technologies at the Port of Vancouver, as part of the port authority's efforts to phase out all port-related emissions by 2050 in support of the Government of Canada's goal to achieve net-zero emissions by 2050. [Read more about this exciting update here.](#)
 - Note: The committee will be invited to participate in a virtual session regarding our Climate and Air Quality Action Plan (CAQAP) in the coming months.

2022 ECHO Program annual report

- On March 29, the port authority published the [2022 annual report](#) for the Enhancing Cetacean Habitat and Observation (ECHO) Program, highlighting several record-breaking achievements of this collaborative regional initiative.
- Together with program partners, the port authority works to better understand and reduce the cumulative effects of commercial shipping on at-risk whales off British Columbia's southern coast, with a focus on endangered southern resident killer whales.

Port Authority-Led Projects and Initiatives Updates

Port Forward Initiative update

- Background
 - Port Forward is a scenario planning initiative bringing together senior leaders from across the Greater Vancouver Gateway to explore possible futures. The initiative aims to draw on diverse perspectives to build a collective understanding of key drivers of change affecting all involved and the implication of these changes for the future.
 - The participants taking part in this initiative are made up of senior leaders across the gateway, along with the port authority's own senior leadership, as well as emerging youth, community members, environmental NGO's, port customers, and all levels of government including indigenous leaders, among others.
- Scenario planning
 - A scenario is a story about what could happen – an internally-consistent hypothesis about the future that is relevant, challenging, plausible, and clear. A scenario is not a story about what will happen (a forecast or prediction), nor a story about what should happen (a vision, proposal, or plan). Scenarios can be useful to generate and test strategic options in a dynamic and unpredictable environment.
- To date, three workshops have been completed:
 - Workshop 1 – eight key uncertainties for the future of the gateway were discussed, which were also the building blocks to develop four high-level draft scenarios.
 - Workshop 2 – four draft scenarios were further refined and discussed
 - Workshop 3 –begin to explore the potential implications of the different possible futures.
- Next steps:
 - Port Forward draft scenarios to be finalized
 - Port Forward scenarios video and formal report to be launched in mid-September

Active Vessel Traffic Management (AVTM) Program

portvancouver.com/avtm

- The Vancouver Fraser Port Authority is leading the strategic and operational planning of commercial ship traffic through the Port of Vancouver with the development of the AVTM Program.
- We are working with Transport Canada, Canadian Coast Guard, Pacific Pilotage Authority, and industry, and engaging Indigenous groups, municipalities, community stakeholders, and the public to explore opportunities to increase port efficiency and better manage the effects of commercial ship traffic bound for the Port of Vancouver on local communities and environment.

A five-pillar program:

- The AVTM program includes five integrated elements that the port authority will deliver in stages to support the evolution of ship traffic management:
 - **Centralized scheduling system:** We are building a centralized, standardized tool for digitalized port call management to prioritize and sequence ships accessing the port that will improve transparency, efficiency, and reliability for all port users.
 - **Anchorage management:** We are developing an anchorage management framework to reduce anchorage usage, and a code of conduct to reduce community effects from ships at anchor.
 - **Supply chain collaboration and incentives:** We are encouraging collaboration to support efficiency within the Port of Vancouver by incentivizing sustainability in the supply chain.
 - **Port call optimization:** We are improving the predictability of ship arrival times through the development of the centralized scheduling system, which will support better planning and scheduling of port resources (e.g., tugboats, marine pilots, labour, service suppliers), minimizing potential disruptions and supporting the resilience of the supply chain.
 - **Port community system:** We are establishing a neutral and open digital platform enabling secure information exchange between supply chain stakeholders to enhance port efficiency, productivity, and competitiveness.

Status update:

- A [quarterly newsletter update](#), highlighting the progress made over the winter and early spring as well as the current work underway, was released on April 21.

- [Three phases of engagement](#) with Indigenous groups, government and community stakeholders, and the public completed to date.
- The [anchorage code of conduct](#), which outlines the practices we ask ships anchoring at the Port of Vancouver and around the Southern Gulf Islands to minimize their overall impact on coastal communities and the environment, took effect on February 15. More than 400 ships agreed to the code to date.
- A Request for Proposals was conducted over the winter to help the port authority learn about potential providers for an on-water service to monitor ships anchored around the Southern Gulf Islands. A review of submissions received is ongoing.
- The design and software development—by digital company DHI SeaPort OPX—of the centralized scheduling system is underway and will continue throughout the summer, as we get ready to roll out the system in the Second Narrows Traffic Control Zone in fall 2023.
- The port authority commissioned an assessment study of alternate mooring solutions to increase anchorage capacity at the Port of Vancouver and potentially ease pressure on anchorages in the Southern Gulf Islands. An evaluation of operational and economic feasibility for a dolphin mooring system in and around Vancouver harbour is underway.
- A review of our current approach to managing anchorages at the Port of Vancouver is underway and we are seeking input from industry stakeholders on the principles of a modernized anchorage management protocol and vessel arrival framework.
- Engagement with industry stakeholders and the recreational boating sector is ongoing to explore ways to better coordinate marine and rail traffic at the Second Narrows Rail Bridge crossing.

Centerm Expansion Project and South Shore Access Project

portvancouver.com/centermexpansion

The Vancouver Fraser Port Authority, in collaboration with DP World and with funding from the Government of Canada, has successfully completed the construction of Waterfront Road – the final component of the Centerm Expansion Project and the South Shore Access Project. Waterfront Road will open later this summer, working in conjunction with the South Shore Access Project to enhance the port's road and rail infrastructure. The improvements will reduce travel delays and alleviate truck traffic on downtown roads, while also providing a direct connection from the Centerm container terminal to the Trans-Canada Highway.

The port authority began construction on the Centerm Expansion Project in summer 2019 and completed the on-terminal construction in December 2022. Construction of the South Shore Access Project also started in 2019, and was completed in May 2023, including:

- Creation of a new overpass on Centennial Road
- Changes to Waterfront Road creates a continuous port road from Canada Place to Trans-Canada Hwy
- Removal of the Heatley Avenue overpass
- Reconfiguration of the Waterfront rail yard adjacent to the Centerm container terminal

Supporting the community

The [Centerm Community Fund](#) was created to show appreciation to the community for their patience during construction of the Centerm terminal expansion and construction on the south shore. It was part of a larger \$2 million donation to community initiatives in East Vancouver from the port authority and the Centerm container terminal operator, DP World. The \$500,000 Centerm Community Fund was distributed over three rounds of funding between 2019 and 2021. It supported 41 organizations that work to enrich the lives of the people who live and work in the area and support conservation efforts in their community. \$1 million was allocated to improve CRAB Park, as determined by the Vancouver Park Board, and another \$500,000 was provided toward First Nations initiatives, the Strathcona Community Association, and Ray-Cam Cooperative Association.

About the Centerm Expansion Project and South Shore Access Project

The port authority led the Centerm Expansion Project to help meet increasing demand for containers shipped through the Port of Vancouver. Although the project is complete, the full capacity gains at the terminal are expected to be realized later this year, increasing container handling ability at Centerm Terminal by two-thirds, from 900,000 20-foot equivalent unit containers (TEUs) to 1.5 million TEUs. By increasing the terminal footprint by 15% and rearranging the terminal operations, the terminal will be able to handle more than a 60% increase in containers. The South Shore Access Project, which was funded in part by the National Trade Corridors Fund, included extending Waterfront Road to connect it to Centennial Road and building the Centennial Road overpass.

The Centennial Road overpass, completed in summer 2021, is a 600 metre two-lane elevated viaduct structure that will enable vehicle traffic to pass over three existing railway crossings.

Should you receive or have any questions about the project, please reach out:

- Contact the port authority at community.feedback@portvancouver.com
- Find more information about this project at portvancouver.com/centerm-expansion

Commissioner Street Road and Rail Realignment Project

portvancouver.com/projects/road-and-rail/completed-road-and-rail-projects/

Project Includes:

- Removal of the old Columbia Containers grain elevator (complete)
- Construction of a retaining wall (complete)
- Realignment of Commissioner Street near Columbia Containers (complete)

Anticipated Timeline:

- March 2021 to January 2022 – Road realignment period
- March 2022 to Early 2024 – Rail improvement works led by CP Rail

Status Update:

- Construction of the roadworks began in March 2021 and achieved completion in August 2022
- [Commissioner Street Rail Expansion Project](#), led by CP, is not directly related to the Commissioner Street Road and Rail Realignment Project, which is led by the Port Authority
- The CP project received a project permit from the port authority in May 2022
 - More information about the Commissioner Street Rail Expansion Project can be found:
 - [Canadian Pacific | Commissioner Street Rail Expansion | Port of Vancouver \(portvancouver.com\)](#)
 - Online at cpr.ca/commissionerstreet
 - Email to community_connect@cpr.ca
- Project completion event took place on September 23, 2022, with two components:
 - Public component (including cheque presentation to community organization that received funding as part of community amenity for the project)
 - Trucking community component (drive-through event at truck staging area on Commissioner St.)

Short sea shipping concept development project

The short sea shipping concept development project will evaluate the viability of short sea shipping in and around Greater Vancouver.

Short sea shipping would involve moving containers via barge from existing, deep-sea container terminals to a common-user container terminal along the Fraser River with direct access for trucks and rail, and an on-site warehouse/logistics facility. The terminal could also serve as a staging area for other terminals and as storage for empty containers. This would allow other terminals to increase their throughput because they would be able to effectively increase their capacity and possibly improve the fluidity of their operations. It could also reduce truck traffic on Lower Mainland roads by moving containers by barge instead. The port authority received \$1.6 million in funding from the National Trade Corridor Fund for this project.

The project includes:

- Defining an operational concept for short sea shipping operations and an operational concept for how existing terminals would use the new, common-user terminal
- Identifying port users who would be interested in participating in short sea shipping
- Shortlisting potential sites for the common-user container terminal
- Estimating the cost of establishing a short sea shipping service, including terminal construction and any required infrastructure improvements at existing terminals
- Determining the financial viability of short sea shipping for existing container terminals

Opportunity:

- Support efficient use of industrial land and existing container terminals
- Reduce drayage traffic on congested roads within Metro Vancouver and increase resilience of the transportation system
- Reduce impacts on local communities from growing container trade

Status:

- In 2020, the port authority set up a steering committee to establish the criteria and terms of reference for concept development project

West Coast Supply Chain Visibility System Project

Also known as the Supply Chain Visibility Program

- In 2018, the port authority began a pilot project to measure supply chain performance in the western Canadian bulk sector (coal, grain, potash). We led an industry working group that agreed to share operating data, with which we created a dashboard that provided near-real-time information on the supply chain handoffs from origin all the way to the port. The dashboard was available to participants, the port authority, and Transport Canada, and allowed all a level of transparency they had never had beyond their own role in the supply chain.
- Also working with industry, we developed a set of key performance indicators (KPIs) that allowed us to measure and report on the efficiency of various stages in the cargo's journey. The work is helping to identify opportunities for improvements that will lead to greater capacity.
- The West Coast Supply Chain Visibility System Project will build on that work with the ongoing goals to support transparency and better use of the entire western Canadian supply chain.
- The port authority will work with industry stakeholders from railways, major shipping companies, marine terminals, and the Prince Rupert Port Authority to develop a series of digital tools that can be used to better understand and use the supply chain network leading to and from the ports.
- Development is expected to take three to five years. Once complete, the supply chain visibility system will allow users from railways, major shippers, and terminals to see a full picture of their operations, and use the data to help them improve fluidity, compare themselves to others in the industry, and address resiliency.
- This system will also allow the port authorities to better understand where bottlenecks in the supply chain are, which will support better planning for infrastructure development in the future.
- The port authority received \$6 million through the National Trade Corridors Fund for this project.

The project includes:

- Developing a near-real-time dashboard to measure end-to-end supply chain performance for all cargo moving across western Canada to the Port of Vancouver and the Port of Prince Rupert
- Developing a governance model to support future supply chain visibility program development

Objectives:

- Maximize available network capacity
- Improve operating efficiencies across the western Canadian supply chain system
- Optimize use of marine and inland terminals and transload facilities
- Improve operations information sharing and planning between participants
- Improve or eliminate operation bottlenecks and increase supply chain resiliency
- Enhance transportation planning, modeling to support future supply chain infrastructure improvements

Status:

- The port authority is currently laying the foundation to move the project forward. This includes:
 - Forming the governance structure
 - Building the program's data management platform:
 - o Program team is in the process of procuring the data management platform
 - o Interviewing industry stakeholders to explore future program priorities
- Assessing existing data streams:

- Program team is currently undertaking work to assess existing data streams with the goal of optimizing data quality.

Rolling Truck Age Program

- In September 2022, we advised implementation of the Rolling Truck Age Program would be deferred until April 3, 2023, to allow for truck owner-operators to source program-compliant trucks. However, in light of the current economic landscape and continued pandemic-related issues, we will again defer implementation of the program for no less than nine months. You can read more about this decision, and our work on the Rolling Truck Age Program, [here](#).

Tenant-Led/Funded Projects

Western Canada Marine Response Corporation (WCMRC) | Oil Spill Emergency Response Base – PER No. 16-290

Construction substantially complete – Category C

- The project has had three amendments since it was approved in 2017. The most recent amendment issued in September 2022 extended the expiry date of the approved project permit to July 31, 2023, for WCMRC to complete the installation of their modular office building. The amendment is limited to upland works and is intended to align the project schedule with other construction projects in the area.
- The project permit was issued on May 15, 2017, approving the construction of an oil spill emergency response base at 2800 Commissioner Street in Vancouver. Works are comprised of marine piles and floats, riparian shore protection, two upland buildings and site services, and a paved parking area.

Sterling Shipyard Remediation and Infill Project – PER No. 20-191

Permit under review – Category CN

- Later in the project and environmental review process, the Applicant amended the project scope to include on-site kelp seeding as part of habitat offsetting measures, therefore a new notice intent was posted to the Canadian impact Assessment Registry with an opportunity for public comment between March 28 and April 26, 2023. No comments were received during this period.
- The Applicant also proposes to carry out offsite habitat offsetting. The port authority will review offsite habitat offsetting as a separate project.
- The project includes remediation and redevelopment activities in subtidal, intertidal and upland areas of a former shipyard at 2089 to 2095 Commissioner Street in Vancouver. Contaminated sediment in the project area will be removed and replaced with clean fill. The remediated area will be infilled to raise the grade and reclaim 4,500 square meters of additional land for future industrial use. Should the proposed project be approved, construction is expected to take approximately 10 months to complete.
- Public engagement: As part of the PER process, the public engagement period ran October 25 to November 29, 2021. The public engagement summary and consideration report is available on our [website](#) and on the applicant's [website](#). The port authority will consider all feedback received from the public, stakeholders and Indigenous groups as part of the [Project and Environmental Review](#) of the proposed project.

Metro Vancouver | Second Narrows Water Supply Tunnel Cathodic Protection – Per No. 22-143

Permit cancelled – Category B

- In May 2023 Metro Vancouver requested to cancel this permit as all works are outside the port authority's jurisdiction. This permit is no longer active.

- On December 2, 2022, a project permit was issued to Metro Vancouver to develop Second Narrows Water Supply Tunnel – Cathodic Protection located approximately 450 metres east of Second Narrows Bridge on the North Shore of Burrard Inlet.

Kiewit Ledcor TMEP Partnership | Temporary Construction Staging, Parking and Barge Loading – PER No. 17-122

Construction complete until time to demobilize – Category C

- The project has had two amendments since it was approved in 2018. The most recent amendment issued in December 2022 extended the expiry date of the original project permit to March 15, 2024 due to delays for the approved expansion at the Westridge Marine Terminal.
- The project permit was issued on May 22, 2018 approving the construction of a temporary staging parking and barge loading facility at 2115 Commissioner Street Vancouver. This site is being used to support the Westridge Marine Terminal Expansion. The permit scope includes the construction of the facility, as well as the eventual decommissioning including removal of all improvements.

Canadian Pacific Kansas City (CPKC) | Commissioner Street Rail Expansion – PER No. 21-042

Under construction – Category C

- On April 14, 2023 Canadian Pacific (CP) and Kansas City Southern (KCS) combined into CPKC.
- CPKC is proposing to continue works outside standard hours on an as-needed basis until October 31, 2023, to ensure timely completion of the project amidst time restrictions and track shutdowns. This includes completing approved waterworks at the Columbia Containers crossing nightly between June 7 and 10. **The port authority is actively reviewing this request and identifying notification requirements.**
 - Activities in the committee’s area of interest include track crossing warning system installation (see Area B in below figure), waterline relocation work (see Area C in below figure) and fiber optic cable installation work (see westside Area D in below figure).
 - Equipment may include excavators, rollers, graders, backhoe, pavers and dump trucks.



- The project has had one amendment and subsequent authorizations for construction activities to occur outside standard hours on specific days and times. The requests were made due to scheduling conflicts with other projects in the area and works are not anticipated to generate significant noise or light effects to nearby residents. Construction notifications were issued to the nearby community and/or posted [online](#).

- The project permit was issued on May 13, 2022, approving the expansion of CPKC's existing rail infrastructure (i.e., adding two new tracks) within the port authority lands along Commissioner Street in Vancouver, between the Commissioner Street overpass (McGill Street) and Victoria Drive. Approximately 40% of the project is within the port authority's jurisdiction. Project details are available on the [CPCK](#) and [port authority](#) websites.

GCT Canada | New security kiosk and supervisor facility – PER No. 23-040

Permit under review – Category B

- As part of the Project and Environmental Review for the proposed project under *the Impact Assessment Act*, the proposed project was posted on the Canadian Impact Assessment Registry with an opportunity for public comment between April 11 and May 10, 2023. No public comments were received.
- Email notification about the proposed project and the public comment period was provided to the liaison committee on April 26, 2023. An inquiry was received regarding whether the security gate was new and if it would restrict any public access. The port authority confirmed the gate is not new and is currently used by Vanterm contractors as an exit gate. And there is no current access to the area.
- The Applicant is proposing to install a new security kiosk and a supervisor facility at Vanterm, located at 1300 Stewart Street in Vancouver. This includes installing a second floor, of approximately 40 square metres, to an existing modular building to accommodate an increase in staff; and installing a new security gate kiosk, of approximately 4.3 square metres, to use as an outgate for trucks to prevent congestion in the yard during rail switching.

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](#)

For information on our current community awareness campaigns:

- [Building a zero emissions port by 2050](#) (30-second commercial)
- [Eco-Action](#) program for ships (15-second commercial)
- [Climate Smart](#) (15-second commercial)
- [Healthy ecosystems are part of the world we're building - YouTube](#) (30-sec video)