

Port updates

North Shore Community Liaison Committee meeting | December 10, 2020

General updates

NYK's first LNG fueled and data smart vessel makes inaugural call

- On November 18, the first LNG-fueled ship called at the Port of Vancouver, the NYK Sakura Leader, which arrived at Annacis Auto Terminal on its first call of its maiden voyage.
- The vessel is also one of the world's largest pure car and truck carriers, with the ability to carry about 7,000 vehicles per voyage



Port authority-led / funded projects

Land Use Plan

Land Use Plan update | Engagement

- The draft updated land use plan document will be presented to the December Board of Directors meeting for approval and endorsement
- Should the document be approved, the land use plan will be translated into French and a rollout will commence in January 2021

Land Use Plan update | Amendment

- On October 27 2020, the port authority's board of directors amended the land use plan to incorporate two recent property acquisitions in North Vancouver and Surrey, to designate a previously undesignated port authority site in Delta, and to re-designate a portion of an existing port authority site in Delta from one land use designation to another.
- Public consultation on this year's amendment took place from June 1 to August 1, 2020
- The public was notified of the decision via newspaper advertisements, and public and stakeholder notification
- Details of the amended properties are available in the consultation summary report and the notice of decision available on our [website](#).

Maplewood Marine Restoration Project

- Eelgrass transplanting pilot project is underway as of November 2, 2020. Eelgrass provides refuge and rearing habitat for juvenile fish and invertebrates, such as crab.
- This is part of the planting phase of the Maplewood Marine Restoration Project. This pilot project will increase the overall understanding of eelgrass transplanting for the Maplewood project as well as future restoration and offsetting opportunities.
- Eelgrass will be harvested using a three-step process:
 - Divers harvest eelgrass shoots from the selected donor sites

- The harvested shoots are stored in fresh, cold, shaded seawater. Following this, a shore team prepares the shoots for transplanting.
- Divers transplant eelgrass at the Maplewood basin. To sink the eelgrass to the bottom of the ocean floor, the field team attaches an anchor.
- Through consultation, Indigenous groups identified eelgrass harvesting sites, which include Bedwell Bay and Roberts Bank. As eelgrass regrows quickly after harvesting, we do not anticipate any impact to harvested areas.
- Approximately five percent of the total eelgrass bed for this project was transplanted in the Maplewood basin from November 2 to 10 (weekdays only). We are working with Indigenous groups on the planning and implementation of this work which will help determine different strategies for transplanting eelgrass.
- Please note a small staging area within the conservation area will no longer be required for this work, as the crew used a separate location in Burrard Inlet to prepare the eelgrass shoots for transplant

Enhancing Cetacean Habitat and Observation (ECHO) Program

- The ECHO Program's voluntary slowdowns in both Haro Strait/Boundary Pass and Swiftsure Bank, as well as the inshore lateral displacement for tugs in the Strait of Juan de Fuca concluded on October 31.
- The new voluntary ship slowdown trial for outbound ships at Swiftsure Bank, off the southwest coast of Vancouver Island, began on August 2, 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. During the 10 weeks of the trial to date, 83% 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 17 weeks of the slowdown so far, 91% 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 83%.
- 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

Neptune Terminals coal capacity project

- *Permit amendment issued – Category n/a*
- Neptune Terminals will conduct upgrade works to increase throughput and improve coal handling operations at their terminal, in North Vancouver. For more information, visit our [website](#)
- On September 17, 2020, the port authority issued an [authorization letter](#) to Neptune Terminals to extend the authorization that allows them to construct outside of regular port authority construction hours for an additional 6 month period (from October 1, 2020 to March 31, 2021)
- Construction update
 - Construction ongoing and expected to complete Q3, 2021
 - Permit issued on January 23, 2013
 - Permit amendment approved on March 27, 2020