








Port updates

North Shore Community Liaison Committee meeting | September 23, 2021

General updates

Operations

Port of Vancouver 2021 year to date performance as of June 2021:

| | Total Cargo | Auto | Coal | Grain | Potash | Foreign Breakbulk | Container TEUs | Cruise |
|----------------------|---|---|---|---|---|---|---|--------|
| 2021 YTD |  |  |  |  |  |  |  | |
| Compared to YTD 2020 | 8% | 43% | 7% | 20% | 0% | -2% | 24% | N/A |
| Compared to YTD 2019 | 7% | -6% | 3% | 35% | -6% | -12% | 15% | -100% |

BC wildfires:

- Rail disruptions occurred throughout July and August impacting rail services to and from the west coast.
- Transport Canada's Ministerial Order declared July 11 remains in effect until October 31, 2021 and includes rail operational restrictions such as reduced speed limits and fire mitigation measures required under specific weather conditions.
- Although on-dock container cargo remains high across all container terminals, it has been trending downward since the start of August from 398,000 to 290,000 feet. Import container rail loading averaged over 63,000 feet per day last week. Anchorage availability is strong and reflects seasonal norms.

Global supply chain:

- Worldwide container vessel and equipment shortages continue to stress the global supply chain.
- August saw no relief in sky-high carrier demand and freight rates as Covid-19 outbreaks at key ports in China and Vietnam, as well as extreme weather events, forced carriers to skip ports of call to avoid further sailing delays.
- Despite these ongoing stresses to the global network many ports are on target to report record container volume handlings as the surge driven by consumer demand is expected to continue into 2022.

Cruise resumption

- On July 15, the Minister of Transport, the Honourable Omar Alghabra, announced that, as of November 1, 2021, the prohibition of cruise ships in Canadian waters would no longer be in effect if operators are able to fully comply with public health requirements

- We welcome the announcement from Transport Canada on the lifting of the prohibition of cruise ships in Canadian waters effective November 1, 2021 and look forward to welcoming cruise guests back to Vancouver
- As always, we remain committed to the safety of local communities and visitors in Vancouver and the rest of British Columbia. We will continue to work together with all levels of government, communities, industry, destination and cruise partners to ensure a safe experience for passengers and the community and a successful restart of the cruise season in Vancouver

ECHO Program in fifth year of underwater noise reduction initiatives

- On July 1, the southern resident killer whales returned to their seasonal foraging area in Haro Strait, triggering the start of the port authority-led ECHO Program's voluntary ship slowdown in Haro Strait & Boundary Pass
- Last year, thanks to a record-high participation in the slowdown, underwater sound intensity was reduced by nearly 50% during the ECHO Program's seasonal initiatives

Collaborative boating safety initiative

- In July, the port authority, Boating BC and BC Ferries announced a new collaboration aimed at education recreational boaters and small commercial vessel operators about how to share the waterways with deep sea traffic
- The initiative, made possible through a grant provided by Transport Canada, addresses the increasing near miss situations between smaller boats and large commercial vessels.

Improving marine vessel traffic flow at the Port of Vancouver

- On August 12, the Minister of Transport announced that the port authority will work with partners to design, by March 31, 2022, a new collaborative system to manage marine vessel traffic and optimize the supply chain flow for this strategic gateway
- Once implemented, this system will:
 - strengthen marine safety by reducing congestion and actively managing marine traffic in the busiest, most confined waters of the port;
 - improve the efficiency and reliability of the flow of goods through this strategic gateway for all supply chain partners;
 - reduce environmental impacts, including noise impacts in Southern Resident killer whale habitat, by limiting unnecessary vessel movements; and
 - reduce negative social impacts (like ambient noise and light pollution) by reducing overall anchorage usage in Southern British Columbia and implementing a Code of Conduct for vessels at anchorage.
- The port authority will work with partners to develop the implementation plan for the new system and will be engaging with these partners, Indigenous groups, and local stakeholders in the development of this new system

Port authority-led / funded projects

Mountain Highway Underpass Project

- Construction to deepen underpass began mid-March 2021 and is substantially complete, including the new sidewalk. Realignment of Dominion Street is also complete, which was coordinated with upgrades to the Lynnterm terminal site.
- Squamish Nation artwork will be installed in September
- Completion event is planned for early October but timing is to be determined.

Maplewood Marine Restoration Project

- This summer, the port authority (in collaboration with Tsleil-Waututh Nation) completed the final phase of this project, transplanting about 125,000 eelgrass shoots to create **a 1.5-hectare eelgrass bed**.

- It was **the largest eelgrass transplant ever performed in Burrard Inlet** providing important refuge and nursery habitat for juvenile fish.
 - Eelgrass transplanting is a three-step process which includes dive harvesting eelgrass shoots and hand-preparing ashore, then planting each shoot. The harvesting work occurred in both Bedwell Bay and at Roberts Bank. Through consultation, the port authority worked with Indigenous groups to assess and select the eelgrass harvesting sites.
- During construction, nearly **230,000 cubic metres of dredged Fraser River sand was used 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. Over 13,000 tonnes of rock was placed to create a rock reef and other features that will support various kelp species and contribute to an increase in the diversity of fish and wildlife in the basin.
- This project is intended to **enhance approximately five hectares of low-diversity marine habitat** into higher-diversity marine habitat for fish, birds and other wildlife. As is the case with all habitat enhancement projects, the port authority will assess the site annually to ensure the habitat is functioning as intended.

Tenant-led/other projects

District of North Vancouver Designated Anchorage Area

Permit issued June 18, 2021 - Category B

- The applicant now requires an approval from Transport Canada prior to the project proceeding.
- The District of North Vancouver will install a designated anchorage area in Deep Cove to address concerns over long-term boat anchorage in Deep Cove. The designated anchorage area will allow the District to restrict the number of anchorages, designate specific mooring locations, and limit the amount of time boats could remain anchored in Deep Cove. The works include installation of four Transport Canada compliant mooring buoys on the south side of Deep Cove.

Fibreco Terminal Enhancement Project

Permit amendment under review - Category C

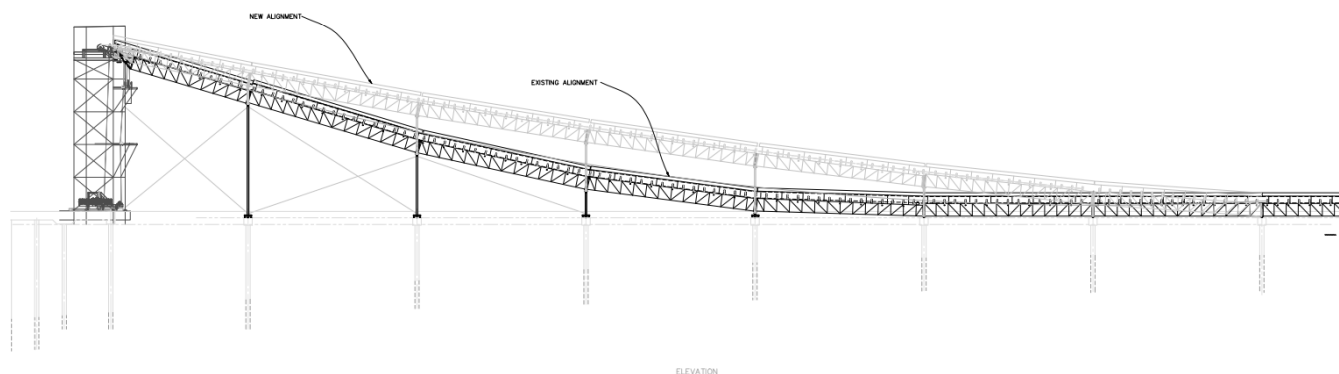
- No new updates at this time.

Fibreco Dock Conveyor Alignment

Application under review - Category B

- Fibreco proposes to realign their dock conveyor structure to allow for a more level conveyor angle, as well as replace their existing mechanical tripper at Conveyor 2, generally located at 1209 McKeen Avenue in North Vancouver. Details of the proposed Works are as follows:
 - Realign dock conveyor structure to allow for a more level conveyor angle and better use.
 - Re-using existing conveyor, with additional weight added aside from the support legs being added.
 - Conveyor will be lifted section-by-section using a barge-mounted crane, support legs will be cut, extension stilts will be fitted in and welded on as the conveyor section is lowered and leveled in place.
 - Conveyor 2 mechanical tripper will be replaced and installed like-for-like using a barge-mounted crane.
 - There will be no modifications or changes to the foundations of the structure, just additions to the support legs to extend in some areas.
 - A temporary construction trailer will be set-up for the contractor to use during the works.
 - All works will be overwater. Cutting and welding debris will be contained and prevented from entering marine environment. Operation and refueling to be conducted using preventative spill containment and spill kits.

- The project is proposed to start in mid-October 2021 and is expected to be completed within approximately 10 weeks.
- The Works are proposed outside standard working hours between 6:00 a.m. and midnight, on weekdays.
- The application has been received and is currently under review, there is a public comment period between September 7 to October 6, 2021 on the [Canadian Impact Assessment](#) registry.



Seaspan Outfitting Pier Extension

Application under review - Category C

- No status updates since previous meeting

Seaspan Vancouver Drydock Waterlot Expansion

Application under review - Category C

- Seaspan proposes an expansion of the Vancouver Drydock location, including the installation of a work pontoon and two additional drydocks on the west side of the existing deep-water outfitting pier. Details can be found on the [Seaspan engagement site](#) and also the port authority [website](#).
- A fullsome public engagement process was undertaken, which included two digital real-time engagement sessions, outreach to nearby strata corporations, a mail drop to 7,000 residents/businesses, digital promotional campaign, an online feedback form and website.
- Public engagement was originally undertaken by the Applicant between June 25 – July 30, 2021 (25 business days), and was extended to August 12 (a 32% increase in the public engagement period). On June 17, 2021 a presentation was provided to the NSWLC.
- The proposed project was posted to the [Canadian Impact Assessment Registry](#), with the original public comment period aligned with the Applicant-led public engagement process (June 25 to July 24, 2021). On July 14, Transport Canada was added to the CIAR posting requiring a restart to the 30-day comment period, which ran from July 14 to August 12, 2021.
- The Applicant is compiling their engagement summary and consideration report. Once approved, this document will be available on our [website](#).

Seaspan ship load-out gravel bed and shoreline protection

Permit issued September 28, 2020 - Category C

- Work commenced August 16, 2021
- A construction notification letter was sent to the immediate community prior to work commencing.

Railyard Expansion - Richardson

Complete application not yet received - Category C

- Richardson is proposing a rail-focused expansion of their North Vancouver terminal. The proposed expansion focuses on 14 additional storage tracks; realignment of tracks within the existing yard; and addition of crossovers and turnouts within the existing yard. The expansion would enable Richardson to store an additional loaded train on-site instead of on the CN rail network, reduce delays, and increase terminal capacity.
- A 25-business day public engagement period will be required.
- The committee will be notified once a complete application has been received.

Neptune Terminals

Coal Capacity Project

Amendment to permit approved August 31, 2021

- Neptune Terminals is conducting upgrade works to increase throughput and improve coal-handling operations at the terminal. Construction is ongoing and expected to be complete by the end of 2021.
- On August 31, an authorization letter was issued to extend the expiry date to December 31, 2021. The four-month extension is required to complete minor outstanding project components such as mechanical and electrical adjustments, and equipment modifications and inspections.

Water Supply Upgrade

Application under review – Category B

- In January 2021, Neptune submitted a project permit application to install a new water supply pipe and water meter chamber for their facility at 1001 Low Level Road in North Vancouver, BC,. The project is proposed to increase water capacity associated with terminal expansion at Neptune Bulk Terminal. It is anticipated that some of the work will be completed outside of regular port authority working hours to reduce the impact of construction on the community. The project is expected to take approximately 8 months to complete. For more details visit our [website](#).
- 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 January 22 and February 20, 2021. No comments were received.
- Since the application was originally received in January 2021, the applicant has updated the design of the proposed water supply pipe, in response to feedback from Cargill. Aside from an additional 150 cubed metres of excavation, and a revised alignment design (that would connect with neighbouring Cargill's existing water main), the project scope remains the same.
- This project is in preliminary review and more information will be provided once the application has been submitted.

Anchor Pile Installation

Permit issued July 14, 2021 – Category B

- The applicant proposes to install a steel anchor pile into the sea floor to facilitate the mooring of Capesize vessels at Berth 1. The project is proposed to take approximately 2 weeks to complete.
 - The anchor pile, which is 1.5 meters wide and 37 meters long, is proposed to replace an existing T-anchor that is currently connected to a floating anchor and anchor chain for mooring at Berth 1. The buried T-anchor will be abandoned in place, under the sea floor, and the anchor chain disconnected and lifted off the sea floor onto a barge.
 - The new anchor will be installed using vibratory techniques via marine derrick and the final elevation of the pile will be slightly above high water so that it is always visible from surface. The vibratory hammer will be used for approximately less than 8 hours total and be spread across multiple days.

- The pile will not be filled with concrete, but will be capped to prevent entrapment of wildlife. Once installed, the mooring chain to the floating mooring will be connected to the pile, approximately 0.5 m off of the sea floor.
- 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 May 4 and June 2, 2021. No comments were received.
- Given that on May 27, 2021, Transport Canada notified the applicant that approval would be required under the *Canadian Navigable Waters Act*, the public was once again invited to submit written comments between June 10 and July 9, 2021. No comments were received during this second public comment period.

Lynnterm Berth 4 Mooring and Dolphin Upgrades

Permit issued September 10, 2021 – Category B

- Univar Canada Ltd have received their permit to upgrade the existing berthing and mooring dolphins at Lynnterm Berth 4 to meet current safety code requirements and allow for additional mooring capacity.
- The work includes the installation of up to 12 additional steel pipe piles, the extension of the existing concrete pile caps, extending the main fender panels on dolphin 1 and 2 and replacing the existing 75 tonne bollard with a new 125 tonne bollard. No dredging is anticipated as part of the work.
- Anticipated project schedule: 7:00 a.m. to 5:00 p.m., Monday to Saturday (3.5 months duration)
- Ten steel piles will be installed using vibratory and impact pile driving, during the day only, and for approximately two to three weeks cumulative
- The project was posted to the Canadian Impact Assessment registry with an opportunity for public comment between August 3 and September 1, 2021.

Seaspan Mooring Piles at Pier 94

Permit issued September 10, 2021 - Category B

- Seaspan proposes to provide additional moorage for transient marine equipment at their Pier 94 located at 3 St. Andrews Avenue in North Vancouver. The scope of work involves relocating the existing fixed barge to an alternate mooring location until it can be repurposed, removing three existing steel-piled dolphins including their timber fenders, and installing seven new 1,067 millimetre diameter cantilevered steel mooring piles.
- Existing piles will be extracted using a vibratory hammer (~3-5 days). Pile installation with impact hammer may take ~10-15 days (this may be extended if drilling in the piles is required). If impact pile driving is not effective, the piles may be drilled into the till.
- Preference shall be placed on the use of vibratory pile driving techniques wherever feasible, and impact pile driving methods shall not be attempted until vibratory techniques are found unviable
- The works are to be completed during normal operating hours. Works are proposed to start December 6, 2021 and are expected to be completed within 10 weeks.
- Public engagement:
 - As part of the Project and Environmental Review process for the proposed project under the *Impact Assessment Act*, the proposed project is posted on the Canadian Impact Assessment Registry with an opportunity for public comment between June 1 and June 30, 2021. No comments were received. On July 21 and July 26, 2021, a resident inquired about the application, and sought clarification on whether any physical works would be undertaken on the pier. The port authority followed up and confirmed there would be no physical works to the pier and clarified the purpose of the project.
 - Construction notification will be required due to potential impacts during construction. These include noise and vibration from pile driving activities, including vibratory pile driving for approximately 3 to 5 days, and possible impact hammer pile driving for at least 10 to 15 days.

Seaspan Permanent Relocation of Barge Maintenance Terminal

Permit issued June 30, 2021 – Category B

- Work commenced July 19, 2021
- Seaspan proposes to permanently relocate their Barge Maintenance Terminal adjacent to their facility at 10 Pemberton Avenue in North Vancouver.
 - The scope of work involves the installation of three new 1220 millimetre diameter steel piles, one new 914 millimetre diameter steel pile, and relocation of three existing 914 millimetre diameter steel piles to facilitate repositioning two existing barges (SS Yarder and SS 210) approximately 115 metres south of their current location.
 - The southernmost fixed barge (Powell Carrier) will be sent for demolition off site. The cantilevered steel piles anchoring the Powell Carrier will be extracted, stored, and repurposed for future projects. In addition, one creosote-treated timber dolphin will be removed, the ramp to the SS Yarder will be relocated, and four new 457 millimetre diameter steel piles will be installed to support the relocated BMT ramp. Project update:
 - Find out more on the port authority [website page](#).
- 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 here](#) with an opportunity for public comment between March 15 and April 13, 2021. No comments were received.

Metro Vancouver – Conveyance for North Shore Wastewater Treatment Plan

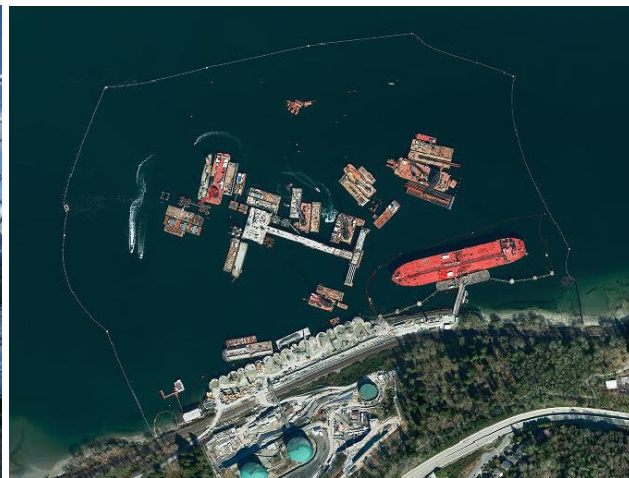
Amendment to permit under review

- In August 2021, a project permit extension amendment was received by the port authority. The permit holder wishes to extend the end date of their permit from December 31, 2021 to late 2025 to enable them to decommission and restore the dewatering pond.
- The extension amendment will allow Metro Vancouver to utilize a water treatment pond. The pond would be secured and abandoned between 2022 and 2023. However, starting in 2023, the water treatment pond would be operational as upland works are undertaken.
- The project is due to be complete and running by 2025.

Westridge Marine Terminal | Trans Mountain Expansion Project (TMEP)

Amendment to permit approved August 24, 2021

- On August 24, 2021, an approval was given to continue limited construction outside of regular work hours for a period of six months starting September 7, 2021. Night work is permitted Monday – Saturday, excluding holidays. A [construction notice](#) was sent to the community prior to work beginning.
- Trans Mountain is proposing to reconfigure the Marine Safety Perimeter and keep it in place three years after completion for safety reasons (until 2027). This is within the works authorized by the existing permit.



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](#)