

Port updates

North Shore Community Liaison Committee meeting | December 9, 2021

General updates

Supply chain - Global

- Despite global supply chain challenges, trade through the Port of Vancouver has remained fluid.
- Some factors include the diversity of cargo sectors, the diversity of countries that trade through the port, the dedicated efforts of every group within the supply chain and port community to keep the flow of goods moving through this challenging time and the strong infrastructure investment in the gateway to create capacity and enhance fluidity.
- We have noticed impacts to global supply chain fluidity due to a variety of factors, including world events, weather challenges and wildfires, the COVID-19 pandemic among others, which has resulted in delays across both origin and destination ports involved in trade with Asia.
- This is not unique to west coast ports, nor specifically the Port of Vancouver.

Supply chain - Local

- The Vancouver gateway continues to experience disrupted rail and truck movement due to widespread flooding throughout the Metro Vancouver and Fraser Valley regions.
- The port authority is working with supply chain partners including railways and terminals, and lead agencies at various levels of government. The current priorities are public safety and facilitating essential services.
- The provincial state of emergency effective November 17, 2021 applies to the entire province of B.C. for an initial 14-day period and may be extended or rescinded as conditions require.
- Restoration work continues on rail and road infrastructure to re-establish key connections between the B.C. interior and the West Coast.
- The Government of Canada is contributing up to \$4.1 million to the port authority under the National Trade Corridors Fund to provide relief in the aftermath of the floods in British Columbia.
- The funding will address current supply chain disruptions, which created delays and service challenges at the port's container facilities, by delivering additional container storage capacity, through the preparation of an undeveloped 40-acre parcel land within the Fraser Richmond Industrial Lands for the handling and storage of empty containers.

Container vessel fire

- On October 21, the MV ZIM Kingston vessel lost approximately 40 containers overboard west of the Strait of Juan de Fuca. This occurred due to inclement weather.
- Hazardous materials were in two of the collapsed containers on board the vessel, resulting in a fire. Once the fire was under control, it was determined that 109 containers had fallen overboard.
- As of November 6, several containers and their contents washed up on Shuttleworth, the north coast shoreline, Sea Otter Cove, Palmerston Beach, Raft Cove, and Grant Beach, among other areas.
- The port authority is working with federal partners, including Transport Canada and the Coast Guard, to ensure safe transit and anchorage for the vessel.

Musqueam and Tsawwassen First Nation relationship agreement with the port authority

- In November, Musqueam Indian Band (MIB) and the port authority co-developed a multi-faceted, long-term agreement that reframes our working relationship to better deliver on joint commitments.

- After approximately three years of discussion, negotiation, and hard work, this milestone agreement represents a new chapter, better reflecting the MIB's priorities and interests.
- In October, Tsawwassen First Nation and the port authority signed a historic relationship agreement.
- As neighbours and partners, the agreement will formalize the partnership between Tsawwassen First Nation and the port authority, govern our long-term relationship, and provide a framework to support collaborative work together in Tsawwassen traditional territory.

Scrubber wash water discharge update

- Effective March 1, the Vancouver Fraser Port Authority will implement a prohibition on the discharge of scrubber wash water while vessels are at berth or at anchorage within the Port of Vancouver. Notice of the new prohibition was communicated via a Notice of Amendment to the Port Information Guide on November 24, which provides affected groups with over 90 days' official notice. Earlier this year, the port authority's intention to implement restrictions on scrubber wash water discharge was communicated to key industry groups, government stakeholders, First Nations and Indigenous groups.
- The port authority's decision to restrict scrubber wash water discharge at the Port of Vancouver is based on a body of independent scientific evidence and a third-party study commissioned by the port authority on the impacts of scrubber wash water in Burrard Inlet, which confirmed the potentially harmful effects of scrubber wash water discharge on the local marine environment.
- Restricting the discharge of scrubber wash water in our waters is an important step towards limiting negative impacts on water quality and marine life, while advancing our vision for the Port of Vancouver to be the world's most sustainable port.
- In recognition of the changes this will entail for vessel operators and the myriad other challenges facing the marine transportation industry, we are giving more than 90-days' notice of this restriction —30 days more than the required amount—to help our industry partners prepare for compliance with the new policy.

Port authority-led / funded projects

Mountain Highway Underpass Project

- In November, we announced the completion and opening of the Mountain Highway underpass in North Vancouver with project partners, including government, port terminals, and local Indigenous groups.
- The project will enhance the movement of trade-related cargo through Greater Vancouver, while improving mobility and safety, protecting the environment, and alleviating the community impacts of growing trade.
- The underpass, adjacent to Lynnterm Terminal in the District of North Vancouver, is now open to vehicle traffic.
- Pedestrians can safely access and use the new sidewalk along the underpass, and view artwork by a local Squamish Nation artist stamped into the eastern concrete walkway.



Maplewood Marine Restoration Project recognized for excellence

- On November 18, our Habitat Enhancement Program's and Tsiel-Waututh Nation's Maplewood Marine Restoration Project was recognized for excellence at the Environmental Managers Association of B.C.'s annual awards gala.
- The project, which was completed this past summer, won in the awards' "Remediation and Restoration" category, which celebrates outstanding work in the investigation and remediation and/or restoration for the environmental improvement of a site under federal or provincial jurisdiction.

Tenant-led/other projects

Fibreco Terminal Enhancement Project

Permit amendment issued - Category C

- The permit amendment has been issued.
- A permit extension was requested due to construction delays. The approved work that remains to be complete includes storm water outfall installation and dredging. These works were proposed to start in September 2021.
- Crews may be required to work at night depending on the tide schedule. If night shift work is required, equipment would include a light tower, an excavator and a dredger.

Fibreco Dock Conveyor Alignment

Permit issued October 2021 - Category B

- In October, a project permit was issued to Fibreco Export Incorporated (Fibreco) to realign their dock conveyor structure and replace their existing mechanical tripper at Conveyor 2. The project is located on the north end of the Burrard Inlet at 1209 McKeen Ave, North Vancouver on waters managed by the Vancouver Fraser Port Authority.
- The project was approved subject to [31 permit conditions](#) that Fibreco must meet to ensure the project does not result in significant adverse environmental effects.

Seaspan Outfitting Pier Extension

Permit issued October 22, 2021 - Category C

- A project permit was issued to Seaspan ULC to demolish, rebuild and extend an outfitting pier at the Vancouver Shipyards, located at 10 Pemberton Avenue, North Vancouver on federal lands and waters managed by the Vancouver Fraser Port Authority.
- The project was approved subject to [47 permit conditions](#) that Seaspan ULC must meet to ensure the project does not result in significant adverse environmental effects.
- Visit the [Applicant's website](#) for more information about the project.

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](#).

Richardson Railyard Expansion

Application under review - Category C

- In October 2021, Richardson submitted a project permit application for a railyard expansion of their North Vancouver terminal located at 300 and 375 Low Level Road, on federal lands managed by the Vancouver Fraser Port Authority.
- 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.
- 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 November 15 and December 14, 2021**.
- The port authority will conduct formal consultation activities with stakeholders and Indigenous groups as part of the Project and Environmental Review process.
- The applicant hosted an online information session on December 1, 2021 from 6:00 to 7:00 p.m.

Neptune Terminals

Neptune Berth 3 Phos-Rock Asset Decommissioning

Application under review – Category B

- In November 2021, Neptune submitted a project permit application to decommission their existing phosphate rock (phos-rock) assets located at *Berth 3 of their terminal*. The terminal is located at 1001 Low Level Road in North Vancouver on federal lands managed by the Vancouver Fraser Port Authority.
- 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 November 5 and December 4, 2021**.
- Assets planned to be decommission include the phos-rock storage building, three rail mounted travelling hoppers and chutes, conveyors R2, R3, R5 and R6, north and south dust collection system and tower, all conveyors and chutes within the rock load out building and four clamshell buckets.
- The total footprint of the project area is estimated to be approximately 7,000 to 7,500 square metres. The works are anticipated to require 3 to 6 weeks to complete and will be conducted within 2 years of permit issuance.
- Neptune anticipates that most of this work can be completed within standard working hours, however there may be a need to undertake some activities outside of these hours to minimize disruption to terminal operations.

Water Supply Upgrade

Permit issued October 2021 – Category B

- A project permit was issued to Neptune to install a new water supply pipe and water meter chamber for their facility located at 1001 Low Level Road in North Vancouver on lands managed by the Vancouver Fraser Port Authority.
- The project was approved subject to [35 permit conditions](#) the Applicant must meet to ensure the project does not result in significant adverse environmental effects.
- It is anticipated that some of the work would be completed outside of regular port authority working hours to reduce the impact of construction to the community as well as existing Cargill/NBT operations. The project is expected to take approximately 8 months to complete.

Cargill Filter and Dust System Modifications

Application under review – Category B

- Cargill is proposing to upgrade the facility's dust collection system.
- There are four dust collectors to be removed and four new dust collectors, one new cyclone and three new dust transfer blowers to be installed. The works will take place on the rooftop of the terminal's annex buildings, the rooftop of the transfer house and tower one.
- Silencers will be installed on all new dust collectors, anticipated noise from the new equipment is expected to be quieter than the existing equipment.
- 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 October 21 and November 19, 2021.

Vancouver Pile Driving Graving Dock Rehabilitation

Technical review underway – Category B

- Vancouver Pile Driving Ltd. (VanPile) is proposing to replace the walls of their Graving Dock facility on the North side of Burrard Inlet adjacent to their operations facility at 20 Brooksbank Avenue in North Vancouver.
- The graving dock is a below-grade structure used for constructing marine components in the dry. A timber and steel gate at the marine interface allows for the graving dock to be filled with seawater after construction is complete to float constructed components out into Burrard Inlet. The existing graving dock facility has passed the end of its design life but has remained serviceable with annual inspections and repairs completed by VanPile.
- The construction sequence will require new steel sheet pile walls to be installed outside of the existing sheet pile walls resulting in an expansion to the footprint. The bulk of the footprint expansion will occur to the west of the existing structure. Works within Burrard Inlet will be limited to the southern boundary of the graving dock, where the graving dock gate will be widened to suit the new width. Riprap slope protection may be required at the base of the expanded gate structure.
- Works will be undertaken primarily from the land with the marine works limited to the southern boundary of the graving dock.
- The proposed works include:
 - Removal of a section of the existing graving dock concrete floor
 - Installation of steel sheet piles behind the existing walls
 - Removal / repair of the existing shared south dock face to the west
 - Slope protection (if required)
- No applicant led engagement is required. A construction notification notice likely required.

Metro Vancouver – Conveyance for North Shore Wastewater Treatment Plan

Amendment to permit under review

- In October 2021, Metro Vancouver submitted a request to extend the duration of permit PER No. 17-090 from December 31, 2021 to December 31, 2022.
- 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 October 29 and November 27, 2021.
- The extension amendment will allow Metro Vancouver to secure and retain the use of the dewatering pond that is dependent upon the completion of the upland works within the District of West Vancouver.
- The pond will remain active until March 2022 and become dormant, secured and temporarily restored until the upland works recommence in the next two years. The extension to the permit duration does not change the footprint or scope of the project, or any other conditions in Permit 17-090.