



## Port updates

North Shore Community Liaison Committee meeting | March 11, 2022

### Business update

#### December 2021 year-to-date

- 2021 total port volume 0% higher than 2020
  - 1% lower than 2018, the last record
- 2021 bulk grain volume 10% lower than 2020 however, still the second highest annual volume
  - 2020 was the last record
- 2021 container/TEU volumes 6% higher than 2020, setting a new yearly record
  - 8% higher than 2019

### General update

#### 2022 cruise season

- With cruise returning in Canada after two years, we are very pleased to have the first cruise ship to Vancouver for the 2022 cruise season on April 7, 2022, followed by over 300 cruise calls scheduled for the remainder of the season. In 2019, the Port of Vancouver scheduled 288 calls.
- As always, and within the context of the COVID-19 pandemic, the safety of local communities, and that of passengers and guests who visit Canada Place, remains our top priority. We continue to follow the direction of Transport Canada, the lead agency responsible for regulations and safety policies for the cruise industry. The Vancouver Fraser Port Authority is also working closely with industry, port communities across Canada through the Association of Canadian Port Authorities, and all levels of government to prepare for the upcoming cruise season.



#### Restrictions on discharge of scrubber wash water take effect

- As of March 1, 2022, new restrictions on the discharge of scrubber wash water at the Port of Vancouver will be in effect.
- For more information:
  - [Port Information Guide](#)
  - [Notice of Amendment: Port Information Guide](#)
  - [Consideration report](#) [PDF]

### Port optimization initiatives - Active vessel traffic management

*Early engagement ongoing. Presentation to NSWLC scheduled March 11, 2022*

#### Background

- In August 2021, Transport Canada announced that the Vancouver Fraser Port Authority would lead the development of a new Active Vessel Traffic Management (AVTM) system to optimize the gateway.
  - Active vessel traffic management is the system by which we prioritize and optimize when tier 1 vessels – large vessels with limited maneuverability, move within the port

authority's jurisdiction, to ensure vessel safety and environmental protection, while also increasing the efficiency of goods movement through the port

- The port authority is designing this new collaborative system to manage marine traffic flow at the Port of Vancouver and in southern British Columbia. This work is being done in cooperation with supply chain partners and industry stakeholders. We are also seeking input from Indigenous groups, various levels of government and community stakeholders.
- The new AVTM system is intended to strengthen marine safety, make the flow of goods more efficient, and manage environmental impacts as well as negative social impacts such as ambient noise and light pollution. It will complement safety and navigation services that the Canadian Coast Guard's Marine Communications and Traffic Services provide.

## Timeline

### Engagement Process

- Industry engagement: 2021 – ongoing
- **Early engagement** with Indigenous groups, municipalities and community stakeholders: Winter – Spring 2022
- **Ongoing engagement** with Indigenous groups, municipalities and community stakeholders: Spring/summer – Fall 2022

### Implementation Process

- Development of vision for new collaborative system: Winter – Summer 2022
- Development of technology development: Winter 2022 – Winter 2023
- Continued engagement: Winter – Fall 2022
- Implementation of the AVTM system in Traffic Control Zone 2: Fall 2022 – Winter 2023

## Rolling truck age program update

### Engagement ongoing

- As we communicated in a letter to TLS participants, associations, and other industry stakeholders on January 14, 2022, the Vancouver Fraser Port Authority has deferred the implementation of the Rolling Truck Age Program, originally planned for February 1, 2022, for a period of no less than 90 days. During this time, we will be engaging with industry and community stakeholders to seek input to help inform a revised implementation plan for the program.
- We are undertaking this engagement in response to concerns that some truck owners have expressed regarding the implementation timeline for the program. We also acknowledge a letter from Transport Minister Omar Alghabra asking the port authority to consider a short delay to the implementation date, and to provide a further opportunity for feedback regarding the implementation of the program.
- We will be undertaking this engagement process in two phases:
  - Comment period regarding issues, interests and solutions (February 7-25, 2022)\*: During this comment period, we are seeking feedback to help us understand specific concerns and to solicit ideas about potential solutions that would help alleviate those concerns.  
*\*We continue to welcome comments via email to [rtap@portvancouver.com](mailto:rtap@portvancouver.com).*
  - Engagement regarding proposed revised implementation plan (spring 2022): We will share a draft revised implementation plan for feedback, based on input provided during the comment period.
- The port authority is prepared to adjust the implementation plan and respond to the input that we receive.

### How to participate

- Background information regarding the Rolling Truck Age Program and the topics we are seeking feedback on can be found in this [discussion guide](#) or on our [website](#).

- After reviewing the discussion guide, there are two ways to provide input:
  - Complete the online feedback form at [portvancouver.com/rtapengagement](https://portvancouver.com/rtapengagement)
  - Send an email to [rtap@portvancouver.com](mailto:rtap@portvancouver.com) with comments in response to the engagement topics found on pages 4 and 5 in the discussion guide

### How input will be used

- We will consider input received as we develop a revised implementation plan for the Rolling Truck Age Program. You will also have an opportunity to review and comment on a draft of the revised implementation plan during the second phase of engagement this spring. Notification of the second phase of engagement will be provided to Truck Licensing System participants, associations, industry stakeholders, First Nations, local governments, and community organizations, and those who participate in this comment period.
- Following the engagement process, we will provide a consideration report, outlining how input received was considered in the development of the revised implementation plan. This document will be shared with Transport Canada, TLS participants, and industry and community stakeholders, along with the final implementation plan.

## Port authority-led / funded projects

### Speed buoy installation - lower Indian Arm

- The port authority has installed five new speed buoys in lower Indian Arm.
- Three buoys were installed just south of Boulder Island and two buoys were installed to the east of Jug Island. The locations were selected to increase safety of paddlers crossing between Deep Cove and Bedwell Bay/Belcarra.
- The speed buoys are self-weighted and will not require anchoring to the seafloor.
- For more information, visit our [website](#).

## Tenant-led/other projects

### Seaspan Vancouver Drydock Waterlot Expansion

*Permit under review - Category C. Additional engagement period to take place (date TBC)*

- 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 presentation was provided to the NSWLC on June 17, 2021.
- 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.
- A 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. The information session recordings are available to view on the [Applicant's 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). The Applicant's engagement summary is available on our [website](#).
- The Applicant will be undertaking an additional round of public engagement. No date has been set for this engagement period yet.

## Richardson

### Richardson Railyard Expansion

#### *Permit 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 process](#), Richardson was required to solicit public feedback on the proposed project, results of technical studies and proposed mitigation measures.
- The public engagement period for the proposed project has now closed. Between November 15 and January 7, 2022, the Applicant invited public comment on their proposed rail expansion. The Applicant also hosted an online information session on December 1, 2021 from 6:00 to 7:00 p.m. The public engagement summary and consideration report is available [online](#).
- 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.

### Richardson Leg 5

#### *Permit under review – Category B. Public comment opportunity until March 16, 2022*

- In January 2022, Richardson submitted a project permit application to install two new spouting runs into the existing workhouse at 375 Low Level Road, 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 **February 15 and March 16, 2022**.
- Richardson is proposing to install two new spouting runs, which transport grain between the workhouse and the top of the shipping bins. The new spouting runs will be supported by a new structural frame, which will also be used for maintenance access to the slip joint union on the two new spout runs. The majority of this work is internal to the building.

## Neptune Bulk Terminals

### Neptune Berth 3 Phos-Rock Asset Decommissioning

#### *Permit issued January 2022 – Category B*

- On January 26, 2022, a [project permit](#) was issued to Neptune Bulk Terminals Canada Limited 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.
- The project was approved subject to 31 permit conditions applicant must meet to ensure the project does not result in significant adverse environmental effects.
- Project works are anticipated to require 3 to 6 weeks to complete and will be conducted within 2 years of permit issuance.
- 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.

- 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.

## Transfer Ponds Upgrades – Neptune

*Permit under review – Category B. Public comment opportunity until March 31, 2022*

- In February 2022, Neptune Bulk Terminals Canada Limited submitted a project permit application to install a 500 metre long coalwater forcemain from transfer pond 2 to transfer pond 5 (along the centre of their coal operations). 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 has been posted on the [Canadian Impact Assessment Registry](#) with an opportunity for public comment from March 2 to March 31, 2022.
- Neptune is also proposing to upgrade the pump stations by adding 5 new pumps with new piping systems, supporting structures and electrical connections – the existing structures are to remain in place. Should the permit be approved, the project is expected take approximately 1 month to complete and will be undertaken during standard port authority construction hours.

## Cargill Filter and Dust System Modifications

*Permit issued December 17, 2021 – Category B*

- In December 2021, a permit was issued to Cargill Limited (Cargill) to upgrade the facility's dust collection system at their facility located at 801 Low Level Road, North Vancouver, on federal lands and waters managed by the Vancouver Fraser Port Authority.
- The project was approved subject to [27 permit conditions](#) Cargill must meet to ensure the project does not result in significant adverse environmental effects.
- Construction is expected to take approximately three months to complete. 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.

## Vancouver Pile Driving Graving Dock Rehabilitation

*Permit issued January 20, 2022 – Category B*

- On January 20, 2022, a [project permit](#) was issued to Vancouver Pile Driving Ltd. to replace the walls and expand their graving dock facility located on the north side of Burrard Inlet adjacent to 20 Brooksbank Avenue, North Vancouver, on federal lands and water managed by the port authority.
- The project was approved subject to 41 permit conditions that the permit holder must meet to ensure the project does not result in significant adverse environmental effects.
- Construction is anticipated to take approximately three months to complete.
- The Project will be undertaken primarily from the land, with marine works limited to the southern boundary of the graving dock. Marine works will be completed in isolation from the marine environment by use of a temporary cofferdam.

## Western Stevedoring – Lynnterm Shed 6 Expansion

*Permit under review – Category B*

- On January 2022, Hatch on behalf of Western Stevedoring submitted project permit application to construct two new fabric covered shelters that will store primarily steel and project cargo at the

Lynnterm East Gate Terminal at 15 Mountain Highway in North Vancouver, on federal lands managed by the 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 January 28 and February 26, 2022.
- Western Stevedoring is proposing to construct two new fabric covered shelters that will store primarily steel and project cargo at the Lynnterm Terminal.
- The Applicant is required to distribute construction notification prior to the start of the works.

## **Metro Vancouver – Conveyance for North Shore Wastewater Treatment Plan**

*Permit amendment issued December 17, 2021. Presentation scheduled March 11, 2022*

- In December 2021, amendment [PER No. 17-090-04](#) was issued to Metro Vancouver. The *amendment* approved to extend the permit expiry date to December 31, 2022. The project is located at the Lions Gate Wastewater Treatment Plant, situated just to the west of the Lions Gate Bridge, in North Vancouver on federal lands and waters managed by the 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 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 permit conditions.

**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](#)