



Port updates

North Shore Community Liaison Committee meeting | March 9, 2023

Business Update

December 2022 year-to-date

	Total Cargo	Auto	Coal	Grain	Potash	Foreign breakbulk	Container TEUs	Cruise*
YTD								
Compared to 2021	-3%	-6%	6%	-23%	11%	8%	-3%	-24%*

- *Cruise volumes are compared to 2019 actuals.
- Increases over 2021 seen in coal (6%), potash (11%), sulphur (22%), petroleum products (6%), chemicals (9%) and foreign breakbulk (8%).
- Declines in autos (-6%), grain (-23%), and container TEUs (-3%).

General updates

Provincial emergency exercise program

- The port authority was involved in the B.C. Government's 2023 Exercise Coastal Response Exercise, held in our operations centre, from February 7-9, 2023. This large-scale training exercise brought together more than 78 agencies to test coordinated emergency response to a major earthquake off the southern coast of B.C., focusing on the Lower Mainland.
- The goal of a provincial training exercise is for the B.C. Government and its partners to practice their response to an emergency. This includes First Nations, local, provincial, and federal agencies. The next exercise will be Coastal Response in 2023 which is co-led with Public Safety Canada. [Read more about this update 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 Year-End Statistics Release

- The port authority will be releasing its 2022 year-end statistics report on March 9, 2023. Additional information, including the full report, will be shared with the committee upon publication.

Sufficiency Declared for Roberts Bank Terminal 2

- 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.](#)

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](#).

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, two of three workshops have been completed, with the third workshop planned for April 2023.
 - 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 to ensure each was a plausible story to tell.
- Next steps
 - Workshop 3 – finalize scenarios and begin to explore the potential implications of the different possible futures.

Active Vessel Traffic Management (AVTM) Program update

- The Vancouver Fraser Port Authority is leading the strategic and operational planning of ship traffic (commercial ships with limited maneuverability) through the Port of Vancouver with the development of an active vessel traffic management system.
- We are working with supply chain partners and industry stakeholders to increase port efficiency and better manage the effects of commercial ship traffic bound for the Port of Vancouver on local communities and the environment. We are also seeking input from Indigenous groups, various levels of government, community stakeholders, and the public as part of this process.

Status Update:

- In fall 2022, the Vancouver Fraser Port Authority hosted the third phase of engagement for the AVTM Program, where we shared program updates with Indigenous groups and the public and collected feedback on the draft anchorage code of conduct, as well as our approach to information sharing and complaint resolution. The feedback we received that fell outside our scope of authority was shared with Transport Canada.
- On February 15, 2023, the port authority released the engagement report summarizing the feedback received during the third and latest phase of engagement for the AVTM Program. The full engagement summary report is available [here](#).
- On February 15, 2023, the anchorage code of conduct, which sets expectations and best practices for ships at anchor, took effect and was published in our Port Information Guide. The anchorage code applies to all ships anchoring at the Port of Vancouver and is strongly recommended for ships calling at anchorages managed under the interim protocol, including around the Southern Gulf Islands. Learn more about the practices and procedures included in the anchorage code of conduct, [here](#).
- The port authority conducted a call for proposals for qualified contractors to provide on-water services to monitor ships anchored in the Southern Gulf Islands. The RFP closed on February 10, 2023.
- The port authority [recently selected](#) digital advisory company DHI SeaPort OPX to develop the program's centralized scheduling system (CSS), which will provide near real-time forecasts of environmental conditions for safe ship transits and help prioritize and sequence ships through the Port of Vancouver. The CSS is expected to launch this year, with the initial rollout in the Second Narrows Traffic Control Zone).
- **Based upon the feedback we received during phase three engagement, we are:**
 - Requesting ships anchored around the Southern Gulf Islands follow the same best practices as the ships anchored at the Port of Vancouver, as outlined in the [Port Information Guide](#).
 - Developing, in collaboration with industry, additional measures to further reduce the impacts of ships at anchor, including enhanced anchorage management protocols.
 - Exploring on-water service to monitor ships anchored around the Southern Gulf Islands.
 - Exploring, in collaboration with Transport Canada, incentive measures to better manage anchorage use, as well as disincentives for long anchorage stays in the Southern Gulf Islands.
 - Reviewing the frequency and content of project updates and improving our process to keep the community informed.
 - Continuing to consider feedback throughout the implementation of the anchorage code of conduct and making changes as needed.
- As part of the next phase of engagement, we will continue to share program updates, seek feedback on measures to further minimize community impacts from commercial ship traffic, and invite suggestions for continual improvement as we begin rolling out the new active vessel traffic management system.
 - Sign up for the [program newsletter](#) to receive updates.
 - Contact the project team at avtm@portvancouver.com.
 - Find more information about this program at portvancouver.com/avtm.

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.

This work is supported by funding received from Transport Canada through the 2019 National Trade Corridors Fund. After a successful pilot project, the port authority has been moving forward with the program to lay the data foundation.

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.

By the end of 2023, the program aims to have visibility into the movement of 95% of all cargo through the West coast of Canada.

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.
- Increase supply chain resiliency.
- Enhance transportation planning and 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:
 - Program team is in the process of procuring the data management platform.
 - 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.

Tenant-led/other projects

Seaspan Vancouver Drydock Waterlot Expansion

Permit under review – Category C

- No new updates at this time.
- Public engagement activities took place over the summer of 2021.
- Based on feedback from the public, the port authority requested that the applicant perform supplementary public engagement focused on proposed mitigations.
- The application was placed on hold from December 2021 until July 2022 while Seaspan prepared for the supplementary engagement process.
- The supplementary public engagement period on the proposed mitigations commenced June 23, and completed on September 14, 2022.
- The applicant will produce an engagement summary and consideration report shortly.

Sesapan ULC – Ship Load-out Gravel Bed and Shoreline Protection

Permit amendment issued – Category C. Construction status: Ongoing

- No new updates at this time.
- In May 2022, a permit amendment was issued to Seaspan ULC. The amendment approved the request to extend the expiration date for the works to December 31, 2024.
- The permit holder requires additional time to finalize design specifications and to complete shoreline protection berm replacement. The scope of the project remains unchanged.

Seaspan ULC – Outfitting Pier Extension

Permit issued – Category C. Construction status: Ongoing

- No new updates at this time.
- On October 22, 2021, 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, British Columbia 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.

Seaspan ULC – Mooring Piles at Pier 94

Permit amendment issued – Category B

- In January 2023, a permit amendment was issued to Seaspan ULC. The amendment approved the request to extend the expiry date for works associated with the applicant's project that will provide additional moorage for transient marine equipment at their Pier 94. The project is located at 3 St. Andrews Avenue in North Vancouver.
- This project was previously approved, and the applicant was issued an extension to the validity period – an additional 2 years.
- 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.
- The works are to be completed during normal operating hours. Works are expected to require approximately 10 weeks to complete and are expected to start summer 2023.

Richardson Railyard Expansion

Permit issued – Category C. Construction status: Ongoing

- No new updates at this time.
- On May 11, 2022, Richardson was issued a [project permit](#) to undertake a railyard expansion of their North Vancouver terminal located at 300 and 375 Low Level Road.
- The project was approved subject to [47 permit conditions](#) Richardson must meet to ensure the project does not result in significant adverse environmental effects.
- Construction notification was sent to the community in December 2022 and can be viewed [here](#).
- Construction is expected to take approximately 20 weeks.
- More information: visit the project page on Richardson's [website](#).

Neptune – Berths 1 to 3 – Maintenance Dredging

Permit issued – Category B

- On January 23, 2023 a project permit was issued to Neptune Bulk Terminals (Canada) Ltd. to develop Neptune Berths 1 to 3 – Maintenance Dredging, located within the water lot fronting 1001 Low Level Road, City of North Vancouver.
- The project was approved subject to [37 permit conditions](#) that the Applicant must meet to ensure the project does not result in significant adverse environmental effects.
- Dredging is required to remove accumulated sediment to restore each berth's design depth to maintain appropriate vessel clearance. Dredging has recently been carried out following a similar work plan out at Berth 1 under PER 18-027 and Berths 2 and 3 under PER 20-070.

Neptune – Berth 2 – Mitigative Depth Control

Permit issued – Category B

- On December 8, 2022, a project permit was issued to Neptune Bulk Terminals (Canada) Ltd. (Applicant) to develop Neptune Berth 2 Dredge – Mitigative Depth Control, located within the water lot fronting Neptune Bulk Terminals at 1001 Low Level Road, North Vancouver.
- The project was approved subject to [37 permit conditions](#) the applicant must meet to ensure the project does not result in significant adverse environmental effects.
- The Project will consist of removal of riprap scour protection at the existing pony sheet wall and dredging of sediment, as required.

Neptune – Dumper 2 Potash Replacement

Permit issued – Category B

- On October 6, 2022 a project permit was issued to Neptune Bulk Terminals to develop Dumper 2 Potash Replacement Project located at 1001 Low Level Road, City of North Vancouver.
- The project was approved subject to [48 permit conditions](#) that the Applicant must meet to ensure the project does not result in significant adverse environmental effects.
- Neptune is replacing one of two existing potash rail dumper receiving and conveyor systems located at the southeast corner of their terminal (immediately north of Berth 3).
- Work is anticipated to commence Q1/Q2 of 2024 and is expected to occur over a period of approximately 10-15 months.

Vancouver Fraser Port Authority – TCZ-1 Current Sensor and Shed Installation

Permit amendment under review – Category B

- In December 2022, Vancouver Fraser Port Authority's Marine Operations department submitted a request to amend project PER No. 21-122. The request is to extend the expiry date for the approved TCZ-1 current sensor and shed installation, located in Burrard Inlet, at First Narrows, in the District of North Vancouver.
- 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 December 14, 2022 and January 12, 2023.

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](#)