



Port updates

North Shore Community Liaison Committee meeting | October 12, 2023

Business update

August 2023 year-to-date

	Total Cargo	Auto	Coal	Grain	Potash	Foreign breakbulk	Container TEUs	Cruise
YTD								
Compared to 2022	6%	28%	-3%	99%	-20%	-20%	-18%	63%

- Increases seen for autos (+28%), grain (+99%), sulphur (+9%)
- Declines in coal (-3%), potash (-20%), foreign breakbulk (-20%), container TEUs (-18%), petroleum products (-1%), wood pellets (-24%), and canola oil (-3%)

General updates

President and CEO Transition

- After 14 years as president and CEO of the Vancouver Fraser Port Authority, Robin Silvester’s last day at the helm of the organization was Friday, June 30, 2023
- The decision to select a new president and CEO will be made by the port authority’s board of directors, who are currently leading a comprehensive search
- As an executive search of this nature takes some time, Victor Pang, the port authority’s chief financial officer, has been appointed as interim president and CEO while the board conducts its search. Victor will continue in his role as CFO during the transition.
- An announcement regarding the new president and CEO is expected within the coming months

Canada Place awarded North America’s Leading Cruise Port 2023

- The Canada Place cruise terminal was awarded [North America’s Leading Cruise Port 2023](#) at the recent World Travel Awards. The annual World Travel Awards previously named Canada Place as “North America’s Leading Cruise Port” in 2021 and 2020.
- Canada Place is [on track for a record year of cruise passengers](#) and expects to see 1.3 million people pass through the terminal this season



Blue Circle Awards for environmental stewardship

- The port authority is pleased to announce the winners of the annual [Blue Circle Awards](#), which celebrate environmental leadership by tenants and customers at Port of Vancouver

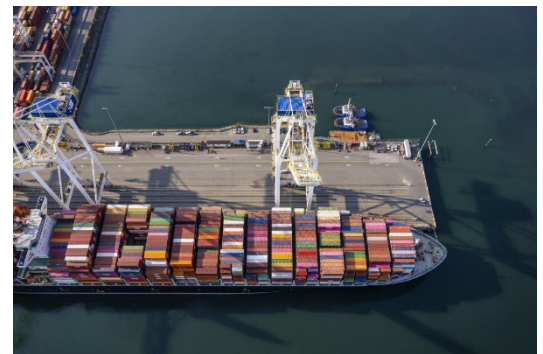
- This year, alongside 11 shipping lines and four coastal marine operators, we are thrilled to recognize seven cruise lines for their continued focus on reducing their environmental footprint during the return of cruise to the Port of Vancouver in 2022

ILWU Strike

- Strike action by B.C. dockworkers in July 2023, resulted in significant disruptions to trade moving through the Port of Vancouver. Collective bargaining negotiations between B.C. Maritime Employers Association (BCMEA) and the International Longshore and Warehouse Union (ILWU Canada) and ILWU Local 514 began on November 30, 2022.
- On August 1, 2023, we were pleased to see an agreement reached to end to the labour dispute
- As a port authority, our focus continues to be on enabling Canadian trade and ensuring the Port of Vancouver returns to full operations and fluidity as quickly as possible
- The recovery continues across the Port of Vancouver, with individual port terminals and cargo types recovering at differing speeds, and we expect all operations to return to normal in the fall

Roberts Bank Terminal 2 Receives Government of Canada Approval

- On April 20, 2023, the Vancouver Fraser Port Authority welcomed the Government of Canada's decision to approve the Roberts Bank Terminal 2 Project
- For more information about the project, please [visit our website](#), the [Government of Canada's website](#), or you can visit [IAAC's public registry](#) to read the government's decision statement and project conditions
- 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.](#)
- The RBT2 project is currently undergoing a provincial environmental assessment under a Section 14 Order pursuant to the 2002 BC Environmental Assessment Act. The Section 14 Order requires that the provincial assessment principally rely on the federal review panel assessment. [A decision on the project is expected by the provincial ministers of environment and transport by October 2023.](#)
- On September 28, 2023, the port authority welcomed the Government of British Columbia's decision to approve the Roberts Bank Terminal 2 Project. The provincial environmental assessment certificate includes 16 conditions to help avoid, minimize or offset potential adverse effects, such as a greenhouse-gas reduction plan and to be net-zero by 2050.
 - [Provincial environmental assessment certificate granted for Roberts Bank Terminal 2](#) (B.C. Government media release)



World Bank and S&P Global's Container Performance Index Rating

- The World Bank and S&P Global's container performance index rated the Port of Vancouver 347 out of 348 container ports for 2022. The port was ranked similarly low for 2021, at 368 from 370
- The World Bank 2022 Global Container Port Index report measures a container ship's "average port hours per port call" in an attempt to compare the performance and productivity of ports around the world. The report compares different port models across different operating locations and regulatory regimes throughout the world. The Port of Vancouver has a common-user model and handles the most diversified import and export cargo mix in North America—something that can be challenging to capture in a ranking system. The ranking is only for the Port of Vancouver's container sector.

- The port authority is responsible for enabling trade through the Port of Vancouver and can speak to overall port operations. Terminals are run by independent operators who are responsible for discussing their own operations.
- We were disappointed to see the Port of Vancouver's ranking in the World Bank 2022 Global Container Port Index report. We are looking into the ranking, including the report's methodology and sample data used, to better understand the results and are talking to shipping lines and industry partners to ensure they are getting the service they need from the Port of Vancouver.
- We are now seeing congestion ease in the container sector and would expect to see our rank improve in 2023 onwards; however, the last few years have reinforced the need to continue to invest in port infrastructure and technology to accommodate Canada's growing trade and keep supply chains moving efficiently.
- Similar to other west coast ports, strong consumer demand in 2021 and 2022 caused a surge of imports through trans-pacific trade routes including at the Port of Vancouver, which resulted in congestion. Container trade through the Port of Vancouver in 2022 was also affected by:
 - Supply chain congestion in Ontario and Quebec throughout the year
 - Overhang from extreme flooding in late 2021 in the early part of the year

Port authority-led projects and initiatives updates

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.
- 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
 - The Port Forward scenarios initiative completed the engagement phase with the premiere of the final video and report launched to the Futures group and guests on September 11 and with internal staff on September 12.
 - Feedback from the workshops indicated that a vast majority of participants believed the Port Forward initiative was successful in helping envision possible futures for the gateway and the importance of strengthened relationships and collaboration.
 -
- Next steps:
 - The video and [report](#) will be added to the Port of Vancouver website.
 - Going forward, we will use the scenarios to support conversations around corporate strategic planning and help us think about our current reality.

Connect +

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. The work is helping to identify opportunities for improvements that will lead to greater capacity.
- The West Coast Supply Chain Visibility System Project will build on that work with the ongoing goals to support transparency and better use of the entire western Canadian supply chain network, beyond bulk cargo
- The port authority will work with industry stakeholders from railways, major shipping companies, marine terminals and the Prince Rupert Port Authority to develop a series of digital tools that can be used to better understand and use the supply chain network leading to and from the ports
- Development is expected to take three to five years. 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.
- The port authority received \$6 million in funding through the National Trade Corridors Fund for this project

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 and increase supply chain resiliency
- 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
- Enhance planning and modeling to support future supply chain infrastructure improvements

Status:

- The project underwent a naming and branding exercise through a graphic design agency. The name was launched externally in July 2023: Connect+: Optimizing supply chains through innovation and collaboration.
 - Connect+ encompasses several collaborative initiatives focused on optimizing the planning and coordination of goods movement at the Port of Vancouver, including AVTM and the Supply Chain Visibility Program, among others.
- 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 populating the data management platform
 - Interviewing industry stakeholders to explore future program priorities
- Assessing existing data streams

Active Vessel Traffic Management (AVTM) Program

portvancouver.com/avtm

- The Vancouver Fraser Port Authority is leading the strategic and operational planning of commercial ship traffic through the Port of Vancouver with the development of the AVTM Program
- We are working with Transport Canada, Canadian Coast Guard, Pacific Pilotage Authority, and industry, and engaging Indigenous groups, municipalities, community stakeholders, and the public to explore opportunities to increase port efficiency and better manage the effects of

commercial ship traffic bound for the Port of Vancouver on local communities and environment

Status update:

- The rollout of the centralized scheduling system—an online dashboard that will enable us to better sequence the traffic of commercial ships in and out of the Port of Vancouver for improved port efficiency—is set to begin in early October in the Second Narrows Traffic Control Zone
- The six-month pilot trial of an arrival and departure window for ships anchoring around the Southern Gulf Islands was launched on July 1. Through this pilot, we ask ship operators to prioritize arriving at or departing from the 33 Southern Gulf Islands anchorages we assign under the Interim Protocol between 7 a.m. and 11:00 p.m. to further reduce noise disruptions from anchoring operations taking place in the region. A dozen nighttime arrivals at these anchorages have been avoided since the pilot started.
- Proposed jurisdiction change: the project team is awaiting the federal government’s decision to expand the port authority’s navigational jurisdiction to include commercial anchorages in the Salish Sea. A decision is expected by late 2023 or early 2024.
- A [quarterly newsletter update](#), highlighting the progress made over the spring and early summer was released in June
- The [anchorage code of conduct](#), which outlines the practices we ask ships anchoring at the Port of Vancouver and around the Southern Gulf Islands to follow to minimize their overall impact on coastal communities and the environment, took effect on February 15. More than 1,200 ships have agreed to the code to date.
- A Request for Proposals was conducted this winter to help the port authority learn about potential service providers for an on-water service to monitor ships anchored around the Southern Gulf Islands. A review of the submissions received is ongoing.
- The port authority commissioned an assessment study of alternate mooring solutions to increase anchorage capacity at the Port of Vancouver and potentially ease the pressure on anchorages in the Southern Gulf Islands. An evaluation of the operational and economic feasibility for a dolphin mooring system as well as early indigenous engagement with Tsleil-Waututh Nation on potential mooring sites in the Vancouver harbour are currently underway.
- A review of our current approach to assigning and managing anchorages at the Port of Vancouver is underway and we are engaging with industry stakeholders to define the principles of a modernized anchorage management protocol and vessel arrival framework
- Three phases of engagement with Indigenous groups, government, and community stakeholders, and the public have been completed to date

Tenant-led projects

Seaspan Vancouver Drydock | Waterlot Expansion (PER No. 20-189)

Permit issued – Category C. Construction status: TBD

- On October 3, 2023, a permit was issued
- The project permit was issued following a thorough review of the application and is contingent to [61 conditions](#) that Seaspan must meet to ensure the project’s environmental and community impacts are properly mitigated.
 - This includes a number of specific mitigations to address community concerns raised around noise and lighting, such as reducing the height of light poles, installing light/noise shielding, and collaborating with community working groups to identify further possible measures.
- Construction is anticipated to take approximately four months to complete and the two new drydocks and work pontoon will arrive on site by water fully assembled
- The [permit](#), [decision letter](#) and [PER report](#) can be found on the port authority’s [website](#)
- Public engagement activities took place over the summer of 2021 with a supplementary public engagement period focusing on proposed mitigations occurring in the summer of 2022

Sesapan ULC | Ship Load-out Gravel Bed and Shoreline Protection (PER No. 17-407)

Permit amendment issued – Category C. Construction status: Ongoing

- No updates at this time.

Seaspan ULC | Outfitting Pier Extension (PER No. 20-034)

Permit issued – Category C. Construction status: Ongoing

- No updates at this time.

Richardson | Railyard Expansion (PER No. 21-057)

Permit issued – Category C. Construction status: Ongoing

- No updates at this time.

Neptune | Berth 2 Replacement and Combi Wall Installation (PER No. 21-068)

Permit application under preliminary review – Category C

- Neptune submitted a project permit application to replace two existing shiploaders with a single traveling slewing shiploader at Berth 2 (B2) and to replace a Vancouver Fraser Port Authority owned sheetpile wall with a combi-wall (the “B2 Project”). Marine habitat restoration is proposed at Lynn Creek Estuary (the “LCE Project”) as habitat offsetting requirements for a Fisheries and Oceans Canada (DFO) Fisheries Act Authorization, which is required for the B2 Project.
- The project is currently under preliminary review. Once deemed complete, a project webpage will be created on the port authority website with further details about the project.
- The project will need to be posted to the Canadian Impact Assessment Registry for a 30-calendar-day public comment period. This will be completed by the port authority.
- The Applicant will also be required to undertake public engagement for a 20-business-day period. More information on dates and opportunities for input will be provided on the port authority and Applicant websites once available.

Neptune | Berths 1 to 3 – Maintenance Dredging (PER No. 22-174)

Permit issued – Category B. Status: Permit amendment under review

- In August 2023, Neptune requested to conduct maintenance dredging works 24 hours per day, seven days per week to minimize disruption to terminal operations.
- Dredging of Berth 1 occurred late February 2023.
- 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 No. 18-027 and Berths 2 and 3 under PER No. 20-070.

PKM Canada Marine Terminal Limited Partnership | 2023 Maintenance Dredging Program (PER No. 23-094)

Permit issued – Category B

- On September 13, 2023, PKM Canada Marine Terminal Limited Partnership received a project permit to conduct maintenance dredging along Berths 1 through 5 at the Vancouver Wharves facility. The proposed project is located at 1995 West 1st Street in North Vancouver.

- As part of [the Project and Environmental Review](#) for the project under the *Impact Assessment Act*, the proposed project was posted on the [Canadian Impact Assessment Registry](#) with an opportunity for public comment between July 12 and August 10, 2023.
- Sediment will be removed using a clamshell dredge and dredged material will be stockpiled and dewatered at the facility. Once treated, dewatered sediment will be transported by truck and disposed of at an appropriately licensed disposal facility.

Heidelberg Materials | Maintenance Dredging – East of Second Narrows Bridge (PER No. 23-107)

Permit application under review – Category B

- In July 2023, Heidelberg Materials submitted a project permit application to conduct annual maintenance dredging to remove accumulated gravel. The proposed project is located at the waterlot fronting 10 Riverside Drive, 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 July 27 and August 25, 2023.
- In addition to standard port authority days and hours, work on Sundays and holidays may occur to accommodate operations at the facility, marine traffic, and availability of equipment.

Univar | Secondary nitrogen storage tank (PER No. 23-044)

Permit application under review – Category B

- In April 2023, Univar submitted a project permit application to install a second nitrogen tank at 1545 Bay Street, in 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 April 19 and May 18, 2023.
- The Applicant is proposing to install a second nitrogen tank, approximately 11 metres in height and 3 metres in diameter, with the capacity to hold approximately 49,210 litres of liquid nitrogen, for extra storage capacity. The tank would be situated on a new concrete pad with an expected thickness of approximately 0.6 metres. The new tank would be anchor bolted into the ground, connected to the existing nitrogen system and surrounded by protective bollards.

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](#)

For information on our current community awareness campaigns:

- [Building a zero emissions port by 2050](#) (30-second commercial)
- [Eco-Action](#) program for ships (15-second commercial)
- [Climate Smart](#) (15-second commercial)
- [Healthy ecosystems are part of the world we're building - YouTube](#) (30-sec video)