



## Port updates

North Shore Community Liaison Committee meeting | December 14, 2023

### Business update

#### October 2023 year-to-date

|                  | Total Cargo | Auto | Coal | Grain | Potash | Foreign Breakbulk | Container TEUs | Cruise |
|------------------|-------------|------|------|-------|--------|-------------------|----------------|--------|
| YTD              |             |      |      |       |        |                   |                |        |
| Compared to 2022 | 5%          | 31%  | 2%   | 60%   | -16%   | -24%              | -16%           | 54%    |

- YTD October total tonnage 5% higher over the same period last year
- Increases over 2022 are seen for coal (+2%), autos (+31%), grain (+60%), sulphur (+9%), chemicals (+5%), and petroleum (+4%)
- Declines in potash (-16%), foreign breakbulk (-24%), container TEUs (-16%), canola oil (-15%), and wood pellets (-17%)

### General updates

#### Peter Xotta appointed as president and CEO

- The Vancouver Fraser Port Authority’s board of directors is pleased to announce that it has appointed [Peter Xotta](#) as president and chief executive officer, effective Monday, December 4, 2023
- Peter most recently served as vice president, operations and supply chain for the port authority, where he was responsible for land and marine operations, health, safety and security, and port and supply chain optimization activities

#### Christmas at Canada Place

- The annual Christmas at Canada Place event, presented by the Vancouver Fraser Port Authority, takes place from December 1 to January 2
- Experience the nostalgic tradition of the [Woodward’s Windows](#), the North Point light display including “Chrismoose,” our 15-foot-tall moose light sculpture, the iconic Sails of Light, and Avenue of Trees
- For additional information, please visit [www.canadaplace.ca/christmas](http://www.canadaplace.ca/christmas)

#### Investing in innovation and technology to support trade growth

- The port authority is partnering with the Government of Canada and Province of B.C. through the Integrated Marketplace program to collaborate on innovation and technology to enhance the reliability and efficiency of trade through the Port of Vancouver
- Delivered by Innovate BC, the Integrated Marketplace has received \$9.9 million from the Pacific Economic Development Agency of Canada (PacifiCan) and \$11.5 million from the provincial government which will support establishing the Port of Vancouver as a testbed where digital initiatives can be developed that will help ensure existing and future infrastructure gets used to its full potential.
- The Port of Vancouver testbed will initially focus on developing digital tools that integrate into existing physical infrastructure to expand capacity and reliability of trade through the Port of Vancouver:

- Creating tools to better anticipate demands on the busy marine-rail corridor by the North Shore rail bridge
- Leveraging data and predictive analytics to provide longer-horizon cargo forecasts to the gateway, to support planning
- Using data capture tools to deliver near real-time visibility into how containers are moving through the port system, to support efficiency
- The new tools will be part of the [port authority's Connect+ program](#), which brings together all of the digitalization and optimization initiatives led by the port authority to increase capacity and build stronger supply chains at the Port of Vancouver

## **2023: A record-breaking cruise season**

- The Port of Vancouver welcomed an estimated 1.25 million passengers in 2023, a new record and a 54% increase compared to 2022
- There were 332 cruise ship calls between April and October 2023, a new record for the Canada Place cruise terminal and an increase of 9% compared to 307 visits in 2022. The last cruise ship of the season departed Canada Place on October 24, 2023.
- In 2023, nearly 75% of cruise calls were shore power enabled, compared to 70% in 2022 and 50% in 2019. Demand for shore power has steadily increased since 2009, when the Port of Vancouver became the first port in Canada and the third in the world to introduce shore power for cruise. Shore power enables ships to shut down their diesel-powered auxiliary engines and plug into land-based electrical power. At the Port of Vancouver, this has helped reduce port-related greenhouse gas emissions by more than 38,000 tonnes since 2009.

## **Port authority-led projects and initiatives updates**

### **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:
- Assessing existing data streams

## Active Vessel Traffic Management (AVTM) Program

[portvancouver.com/avtm](http://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 centralized scheduling system—an online dashboard enabling the port authority to optimally sequence the traffic of commercial ships in and out of the Port of Vancouver for improved fluidity and port efficiency—was rolled out on October 17, 2023. During this initial phase of the rollout, the system is being used to coordinate the transits of cargo ships, tugs and barges heading to or from the marine terminals located east of the Second Narrows Rail Bridge. The system will be expanded to other high-traffic zones in the port authority's navigational jurisdiction in later phases of the Program.
- 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 the port authority assigns under the Interim Protocol for the Use of Southern B.C. Anchorages between 7 a.m. and 11:00 p.m. to further reduce noise disruptions from anchoring operations taking place in the region. More than 15 nighttime arrivals at these anchorages have been avoided since the pilot started.
- Proposed jurisdiction change: Transport Canada-led Indigenous engagement is ongoing. A decision from the federal government—as to whether the port authority's navigational jurisdiction should be expanded to include anchorages around the Southern Gulf Islands—is expected by mid-2024.
- A [quarterly newsletter update](#), highlighting the launch of the centralized scheduling system and the progress made over the summer was released in October.
- 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 1,2800 ships have agreed to the code to date.
- 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/ other 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, work to commence in 2024
- 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 Shiploader and Sheetpile Wall Replacement (PER No. 21-068)

Permit application under review – Category C

- Project location: 1001 Low Level Road, North Vancouver.
- In September 2023, Neptune submitted a project permit application to replace two existing shiploaders with a single traveling slewing shiploader at Berth 2 and to replace a Vancouver Fraser Port Authority owned sheetpile wall with a combi-wall.
- Replacement of the shiploader is proposed as the existing shiploader is at the end of its service life. The new shiploader would accommodate ongoing operations at Neptune Bulk Terminals and would be capable of continuously loading vessels at up to 6,300 tonnes per hour. The proposed daily throughput would remain unchanged. There are no proposed changes to vessel or train traffic.
- Replacement of the sheetpile wall is proposed to bring the wall into alignment with building code requirements, seismic design standards, and to accommodate future sea level rise.

- Habitat offsetting is required for a Fisheries and Oceans Canada Fisheries Act Authorization and proposed at Lynn Creek Estuary.
- 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 September 27 and October 26, 2023.
  - Additionally, between September 27 and October 26, 2023, Neptune invited public comments on their proposed project on their [website](#).
  - Anticipate the engagement summary report to be published on Neptune’s website in the near future.
- The port authority is conducting consultation activities with stakeholders and Indigenous groups as part of the Project and Environmental Review process.
- An extension of the comment period was provided to CNV on December 1, 2023. We understand that CNV has communicated with Neptune; the port authority received comments from CNV on December 8.

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

Permit issued – Category B

- In October 2023, a project permit was issued to Univar to install a second nitrogen tank at 1545 Bay Street, in North Vancouver
- The project was approved subject to [29 permit conditions](#) the applicant must meet to ensure the project does not result in significant adverse environmental effects.
- 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 installing 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.
- Work anticipated to be complete within a few months, or less.

### **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)