

## Port updates

North Shore Community Liaison Committee meeting | March 11, 2021

### General updates

#### Vancouver Fraser Port Authority finalizes updated land use plan

- On December 8, 2020, the Vancouver Fraser Port Authority's board of directors adopted the port authority's updated land use plan.
- The *Canada Marine Act* requires that all port authorities have a land use plan. The Vancouver Fraser Port Authority Land Use Plan describes the port authority's long-term land use policy directions and commitment to accommodate future trade growth in a socially, environmentally and economically responsible way. It provides a framework to guide existing and future development of the lands and waters the port authority manages for the next 15 to 20 years
- The land use plan, originally adopted in 2014, was recently reviewed and updated to ensure it remains current, reflects future market trends critical to Canada's growing trade, supports local communities and Indigenous groups, and generates benefits for all Canadians.
- In order to update the plan, the port authority engaged with local governments, Indigenous groups, the public, and stakeholders during a two-phase engagement process. The first phase was held in fall 2019, and the second phase in summer 2020.
- Click on the links below to download PDF resources:
  - [Updated land use plan](#)
  - [Phase 1 engagement summary report](#)
  - [Phase 2 engagement summary report](#)
  - [Consideration report](#)
  - [Indigenous consultation summary report](#)
  - [Land use planning area maps](#) (found in the drop down on the webpage)

#### Deferral of cruise season to February 28, 2022

- On February 4, 2021, we issued a statement of our support of and adherence to Transport Canada's announcement of an extension of the current cruise restrictions until February 28, 2022 as a COVID-19 response measure for Canada
- See the information bulletin on [our website](#)

#### Year-end statistics release: New annual records in grain, potash, and containers

- The port authority this week released the 2020 year-end statistics for goods moving through the Port of Vancouver
- Overall cargo moved through the port increased by 1% from 144.2 to 145.5 million metric tonnes (MMT) over the same time last year, with new annual records set for grain, potash and container trade
  - **Container** quantities increased 2% to 3.5 million TEUs. Imports increased 7% to 1.9 million TEUs. Exports decreased 3% to 1.6 million TEUs.
  - **Breakbulk** cargo decreased 3% to 16.7 MMT. Woodpulp increased 8% compared to 2019, while basic metals decreased 12%.

- **Bulk** dry cargo increased 1%. Coal volumes decreased 15% while grain volumes were up 28%, potash was up 11% and sulphur was up 8%.
- **Bulk** liquid increased by 16% over year-end 2019 due to a 18% increase in petroleum products and a 16% increase in canola oil.
- **Cruise** season was cancelled in 2020
- For more information, view the news release posted on our website [here](#)

## Port authority-led / funded projects

### Mountain Highway Underpass Project

- *Email sent to NSWLC members on January 26, 2021*
- The construction of the Mountain Highway Underpass Project in the District of North Vancouver began on February 1, 2021 and is expected to last six-months
- The work will deepen the Mountain Highway Underpass where it crosses under the existing railway structure, which connects the Lynnterm Terminal to the regional road network, allowing the road to accommodate oversized cargo, such as heavy machinery. The project will also improve pedestrian access and safety by adding a sidewalk along Mountain Highway from Dominion Street to the Lynnterm Terminal entrance. Once complete, the project will increase import and export capacity and trade opportunities at Lynnterm Terminal, improve productivity and efficiency of the terminal, and enhance the competitiveness of the port as a gateway for international trade.
- Members of the public who want to access Harbourview Park will not be impacted by construction activities
- Anticipated timeline:
  - February to July 2021 – Deepening of the Mountain Highway underpass
  - February to July 2021 – Building a new sidewalk on the west side of Mountain Highway between Dominion Street and Bay Street

### Maplewood Marine Restoration Project

- Construction of the Maplewood Marine Restoration Project wrapped up last year. During construction, we placed nearly 230,000 cubic metres of sand to restore and raise the Maplewood basin floor, which will support a variety of shellfish and crab and allow marine plants like eelgrass to establish. Eelgrass provides important refuge and nursery habitat for juvenile fish. We also placed over 12,000 tonnes of rock to create a rock reef and other features which will support various kelp species and contribute to an increase in the diversity of fish and wildlife in the basin.
- The final activity of this project, transplanting eelgrass from donor sites into the Maplewood basin, is scheduled to start this spring or summer. This work will involve transplanting about 150,000 eelgrass shoots to create a 1.5-hectare eelgrass bed, which will be the largest eelgrass transplant ever performed in Burrard Inlet
- We are working with Indigenous groups on the planning and implementation of this work, which will increase the overall understanding of eelgrass transplanting for this project as well as future restoration and offsetting opportunities
- The Maplewood Marine Restoration Project is anticipated to enhance approximately five hectares of low-value marine habitat into higher-value marine habitat for fish, birds and other wildlife
- As is the case with all Habitat Enhancement Program projects, we will undertake annual monitoring that's guided by biologists and coastal engineers to ensure the enhanced habitat continues to function well

### Enhancing Cetacean Habitat and Observation (ECHO) Program

- The ECHO Program is preparing for another year of voluntary noise reduction initiatives at Haro Strait and Boundary Pass, Swiftsure Bank, and the Strait of Juan de Fuca

- In 2020, despite the challenges posed by the coronavirus pandemic, the program achieved record high recorded participation rates over 80% for all three of the ECHO Program’s voluntary initiatives
- An in-depth overview is below:
  - The ECHO Program’s voluntary slowdowns in both Haro Strait/Boundary Pass and Swiftsure Bank, as well as the inshore lateral displacement for tugs in the Strait of Juan de Fuca concluded on October 31
  - The new voluntary ship slowdown trial for outbound ships at Swiftsure Bank, off the southwest coast of Vancouver Island, began on August 2, 2020. This new research trial will evaluate the amount of voluntary participation and underwater noise reduction that can be achieved by slowing down in non-piloted waters. During the 10 weeks of the trial to date, 83% of large commercial vessels were able to transit the slowdown area within 1 knot of speed through water targets showing excellent participation rates so far.
  - The voluntary ship slowdown in Haro Strait and Boundary Pass began on July 1, 2020, after southern resident killer whales were confirmed by to be in Haro Strait by trusted observers. For the 17 weeks of the slowdown so far, 91% of large commercial ships transiting through Haro Strait and Boundary Pass reported participation in the voluntary slowdown to reduce underwater noise
  - The voluntary lateral displacement in the Strait of Juan de Fuca began on June 1, 2020. The lateral displacement involves tug and barge operators adjusting their routes to move further away from key feeding areas for southern resident killer whales. The cumulative participation rate since the lateral displacement began on June 1 is 83%.
- All three voluntary initiatives are intended to reduce underwater noise for at-risk whales. More details on the 2020 initiatives are available at [portvancouver.com/echo](http://portvancouver.com/echo)

## Tenant-led/other projects

### Lynnterm Berth 4 Mooring and Dolphin Upgrades (permit 21-022)

- *Permit under review – Category B*
- Univar Canada Ltd are proposing to upgrade the existing berthing and mooring dolphins at Lynnterm Berth 4 to meet current safety code requirements and allow for additional mooring capacity
- The work includes the installation of up to 12 additional steel pipe piles, the extension of the existing concrete pile caps, extending the main fender panels on dolphin 1 and 2 and replacing the existing 75 tonne bollard with a new 125 tonne bollard. No dredging is anticipated as part of the work.

### Neptune Terminals dredging to deepen berth 1 (permits 18-027, 18-027-1, and 18-027-2)

- *Permit amendment approved on September 30, 2020 – Category B*
- Neptune Terminals is installing a sheet pile wall and conducting dredging to deepen Berth 1 at their terminal, in North Vancouver. The purpose of deepening the berth is to accommodate Capesize bulk vessels.
- A minor permit amendment was issued to Neptune Terminals to extend the permit (which was due to expire on October 31, 2020) to February 28, 2021. This extension will allow the Applicant to carry out remaining small percentage of dredging works unable to be completed during the previous least risk fish window due to construction and operational scheduling constraints. The dredging has been completed.
- For more information visit our [website](#)

### Neptune Terminals maintenance dredging at berth 2 and 3 (permit 20-070)

- *Permit issued – Category B*
- Neptune will conduct maintenance dredging at Berth 2 and 3 of its terminal. Dredging is anticipated to be undertaken in late 2021, within the least risk window for Burrard Inlet. For more information visit our [website](#)

### Seaspan Outfitting Pier Extension (permit 20-034)

- *Permit under review – Category C*

- Seaspan proposes to construct a new outfitting pier located within the Vancouver Shipyards site in North Vancouver to accommodate new vessel construction
- The project includes the removal of the existing outfitting pier; a timber structure approximately 155 m in length and 10 m in width (originally constructed in 1966 and extended in 1974) and replacing it with a new outfitting pier constructed with steel pile and a concrete deck approximately 272 m in length and 19.2 m in width.
- Construction of a new outfitting pier will be a major investment in the Vancouver Shipyards (Seaspan) and the Canadian shipbuilding industry by making local shipbuilding operations more efficient and improving upon delivery dates of new-builds which have been awarded as part of the National Shipbuilding Strategy.
- The proposed project has been added to the [port authority's website](#) and [Seaspan](#) have also established a project specific webpage. It has also been posted on the [IAA registry](#) with a comment period of 30 calendar days between March 1 and March 30, 2021.
- See following notification from Seaspan for more details