

Port updates

North Shore Community Liaison Committee meeting | June 17, 2021

General updates

Port of Vancouver performance: 2021 year-to-date

- Q1 2021 total port volume 9% higher than Q1 2020, setting a new record for Q1
 - 9% higher than Q1 2019, the last record
- Q1 2021 bulk grain volume 39% higher than Q1 2020, setting a new record for Q1
 - Q1 2020 was the last record
- Q1 2021 container/TEU volumes 27% higher than Q1 2020, setting a new record for Q1
 - 11% higher than Q1 2019, the last record

2021 Vancouver Fraser Port Authority annual general meeting

Invitations were sent to NSWLC members via email on May 4, 2021

- Our annual general meeting (AGM) took place on June 1, 2021
- As required by the *Canada Marine Act*, we hold an AGM every year to present our audited financial statements, discuss our previous year's results, and to provide an opportunity for stakeholders and the public to ask questions of the president and chief executive officer
- It is great to have the chance to connect, even if virtually. Thank you to everyone who attended.

Northwest Ports Clean Air Strategy renewal

- On April 7, 2021, the Vancouver Fraser Port Authority joined the Pacific northwestern ports of Seattle, Tacoma, and the Northwest Seaport Alliance in formally adopting the renewed Northwest Ports Clean Air Strategy (NWPCAS), which sets out a vision to gradually eliminate emissions from seaport-related activities by 2050
- Through a partnership between the four ports, the renewed [Northwest Ports Clean Air Strategy](#) aims to transition port activities away from fossil fuels and towards cleaner, lower-emission fuels and technologies in order to improve air quality and reduce emissions of both greenhouse gases (GHGs) and diesel particulate matter (DPM) in the Georgia Basin-Puget Sound air shed
- In line with the strategy, the port authority leads and participates in air quality and climate action programs designed to help conserve energy, reduce air contaminants and greenhouse gas emissions, and promote alternative energy sources, such as our [EcoAction program](#), the [Non-Road Diesel Emissions program](#) and our container truck environmental standards
- Our participation in the Northwest Ports Clean Air Strategy sets our direction and targets, and our port-wide [air emissions inventory](#) and [air quality monitoring initiatives](#) are the foundational programs we use to measure our overall progress and guide how we develop additional programs and incentives for the wider port community to engage in



Reducing container truck emissions

- In 2008, the Port of Vancouver was the first port in Canada to implement comprehensive environmental requirements for container trucks to reduce air emissions. Compliance with the environmental program is mandatory to gain approval in the port authority's [Truck Licensing System \(TLS\)](#)
- The key environmental requirement for trucks older than 2007 currently in the Truck Licensing System includes the installation of specific retrofits to bring emissions closer to federal government limits on newer engines. Any new container trucks being added by a Truck Licensing System participant must be 2014 or newer, both in model and engine year

TLS Rolling Truck Age Program

- On February 1, 2022, in keeping with our vision to be the world's most sustainable port, the Vancouver Fraser Port Authority will launch the TLS Rolling Truck Age Program. Under the new program, only trucks that are 10-years old or newer will be approved to access the Port of Vancouver
- The program, developed in consultation with the drayage community since 2015, is designed to help improve air quality and support cleaner, healthier communities within the Port of Vancouver
- The program complements the port authority's existing truck engine emissions standards and other supply chain environmental programs. It also supports the Northwest Ports Clean Air Strategy, a partnership of the Vancouver Fraser Port Authority, and the ports of Seattle and Tacoma

ECHO Program publishes 2020 annual report detailing high participation in voluntary initiatives

- The ECHO Program is preparing for its fifth year of coordinating voluntary underwater noise reduction initiatives to support the recovery of British Columbia's iconic endangered southern resident killer whale (SRKW) population
- Since the ECHO Program's first trial slowdown in 2017, over 80 shipping organizations and over *six thousand* ships have participated in its voluntary initiatives by either slowing down or staying distanced within key areas of SRKW critical habitat throughout the Salish Sea
- The slowdown at Swiftsure Bank and the lateral displacement at the Strait of Juan de Fuca will begin on June 1, while the slowdown at Haro Strait and Boundary Pass will not begin until southern resident killer whales have been confirmed within the area.
- Last year, through the port authority-led Enhancing Cetacean Habitat Observation (ECHO) Program, thousands of vessels took voluntary action to reduce underwater noise in southern resident killer whale critical habitat, reducing sound intensity by nearly 50% in its two slowdown initiatives



- The recently published [2020 ECHO Program annual report](#) details how the program achieved record-high participation rates in two of its voluntary underwater noise reduction initiatives last year, while also introducing a new slowdown at Swiftsure Bank
- Since 2017, the ECHO Program has been working with government, the marine transportation industry, Indigenous advisors, environmental groups, and scientists to implement voluntary underwater noise reduction initiatives in southern resident killer whale critical habitat areas. The long-term goal of the ECHO Program is to develop and implement initiatives that result in a quantifiable reduction in threats to whales as a result of shipping activities.
- For more information on the ECHO Program's voluntary underwater noise reduction initiatives and the program's participants, advisors, and partners see:
 - [About ECHO Program](#)
 - [ECHO Program 2021 participants](#)
 - [ECHO Program 2021 voluntary underwater noise reduction initiatives](#)
 - [Infographic: The effects of underwater noise on whales](#)

Canada Day at Canada Place

- Our Canada Day at Canada Place celebration will take place virtually again. We will be hosting a special one-hour broadcast on Global BC at 11:00 a.m. on Thursday, July 1, with musical performances, culinary demonstrations, a mascot dance-off, and more. [Visit our website for updates](#), and please free to share with your networks!

US Bill allows Alaskan cruises to bypass Canadian ports

- 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
- Our understanding is that the law will be in effect until current cruise ship restrictions are lifted in Canada. Once cruising in Canada resumes, we expect cruise ships to continue stopping at Canadian ports as they have before.
- We recognize the strong economic importance of the cruise business, with each cruise ship visit in Vancouver contributing \$3.2 million in direct economic impact to the local economy
- We are working with our destination partners to develop a framework for a future, phased restart of the Vancouver to Alaska cruise and when the time is right and it is safe to do so, we look forward to welcoming cruise travellers from within British Columbia, Canada, and around the world.
- In anticipation of cruise restrictions being lifted in Canada, there are currently more than 300 cruise ship visits scheduled to arrive in Vancouver for the 2022 season

Port authority-led / funded projects

Mountain Highway Underpass Project

- The project includes realignment of approximately 250 metres of Dominion Street to enable the expansion of the Lynnterm Terminal, and roadway and sidewalk improvements to enhance pedestrian, cyclist, and vehicle access to properties in the area and a major waterfront park (completed in 2019)
- The northbound road profile of Mountain Highway will be lowered by approximately one metre to provide additional clearance for oversized project cargo to pass under an existing CN railway structure. Construction to deepen the underpass began mid-March 2021 and is progressing well.
- Construction of a new two metre-wide sidewalk on the west side of Mountain Highway between Dominion Street and Bay Street leading into Lynnterm Terminal's east gate is nearly complete

- Anticipated timeline update:
 - February to August 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

- The final phase of the project, eelgrass transplanting, is scheduled to start the first week of June
- The activities for this transplanting work will be the same as the pilot project completed last November:
 - divers will harvest eelgrass from donor sites (Bedwell Bay and Roberts Bank) and store it in cool seawater
 - a shore team then prepares the shoots at an offsite location
 - finally, divers plant the eelgrass in the Maplewood basin
- In total, about 125,000 eelgrass shoots will be transplanted to create a 1.5-hectare eelgrass bed, which will be the largest eelgrass transplant ever performed in Burrard Inlet
- Divers and one or two small boats will be moving around the Maplewood basin during this work, which is expected to be wrapped up by late summer. All shore work will be done offsite, and we are working with Indigenous groups on the planning and implementation of this transplanting work.
- Eelgrass provides important refuge and nursery habitat for juvenile fish, and this project will increase the overall diversity of fish and wildlife in the basin
- See [here](#) for a short video on the transplanting process from the November pilot project

Tenant-led/other projects

District of North Vancouver Designated Anchorage Area (permit 20-168)

- *Permit under review – Category B*
- The District of North Vancouver proposes to install a designated anchorage area in Deep Cove to address concerns over long-term boat anchorage in Deep Cove. The designated anchorage area would allow the District to restrict the number of anchorages, designate specific mooring locations, and limit the amount of time boats could remain anchored in Deep Cove.
- The works include installation of four Transport Canada compliant mooring buoys on the south side of Deep Cove. Mooring hardware includes anchor, ground chain, mooring chain, and shackles.
- The proposed project was posted on the IAA registry with a comment period of 30 calendar days between November 6 and December 6, 2020

Fibreco Terminal Enhancement Project (permit 16-268)

- *Permit amendment under review – Category C*
- The project proposes to enhance Fibreco Terminal's current wood pellet operations, add new grain export operations and remove the woodchip exporting infrastructure. Works within the port authority's jurisdiction include marine enhancements such as berth improvements, a new shiploader, dredging and demolition.
- In June 2021, Fibreco submitted an amendment to extend the expiry date of their permit from December 31, 2020 to December 31, 2021. Fibreco is also requesting to complete remaining works beyond port authority standard hours. The project's remaining activities on port authority jurisdiction include dredging and construction of a stormwater outflow.
- The proposed project will be posted on the Canadian Impact Assessment Registry with an opportunity for public comment. The link to the registry and the timeline for comments will be posted once available.

Seaspan Outfitting Pier Extension (permit 20-034)

Email about public comment period sent to NSWLC on June 9, 2021

- *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
- Seaspan now has a [project specific website page](#) and there is also information about the project on the port authority [website page](#)
- The proposed project was posted on the IAA registry with a comment period of 30 calendar days between March 1 and March 30, 2021

Seaspan Vancouver Drydock Waterlot Expansion (permit 20-189)

Presentation will be made to NSWLC at June 17, 2021 meeting

- *Completeness check prior to application review – Category C*
- 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
- The project includes two new drydocks (one measuring 100m x 30m and the other 55m x 22m), six new steel piles, a new work float, three ramps to connect the float to the drydocks, the southward relocation of the existing Seaspan careen (the drydock located on the west side of the deep water outfitting pier) and other miscellaneous works such as the location of utilities and lights on the new or relocated structures
- Fullsome public engagement has been planned which will include two digital real-time engagement sessions, out reach to nearby strata corporations, an online feedback form and website
- Information will be posted on Seaspan and the port authority's website once the project has been deemed complete and application review has begun. The proposed project will also be posted to the IAA website.