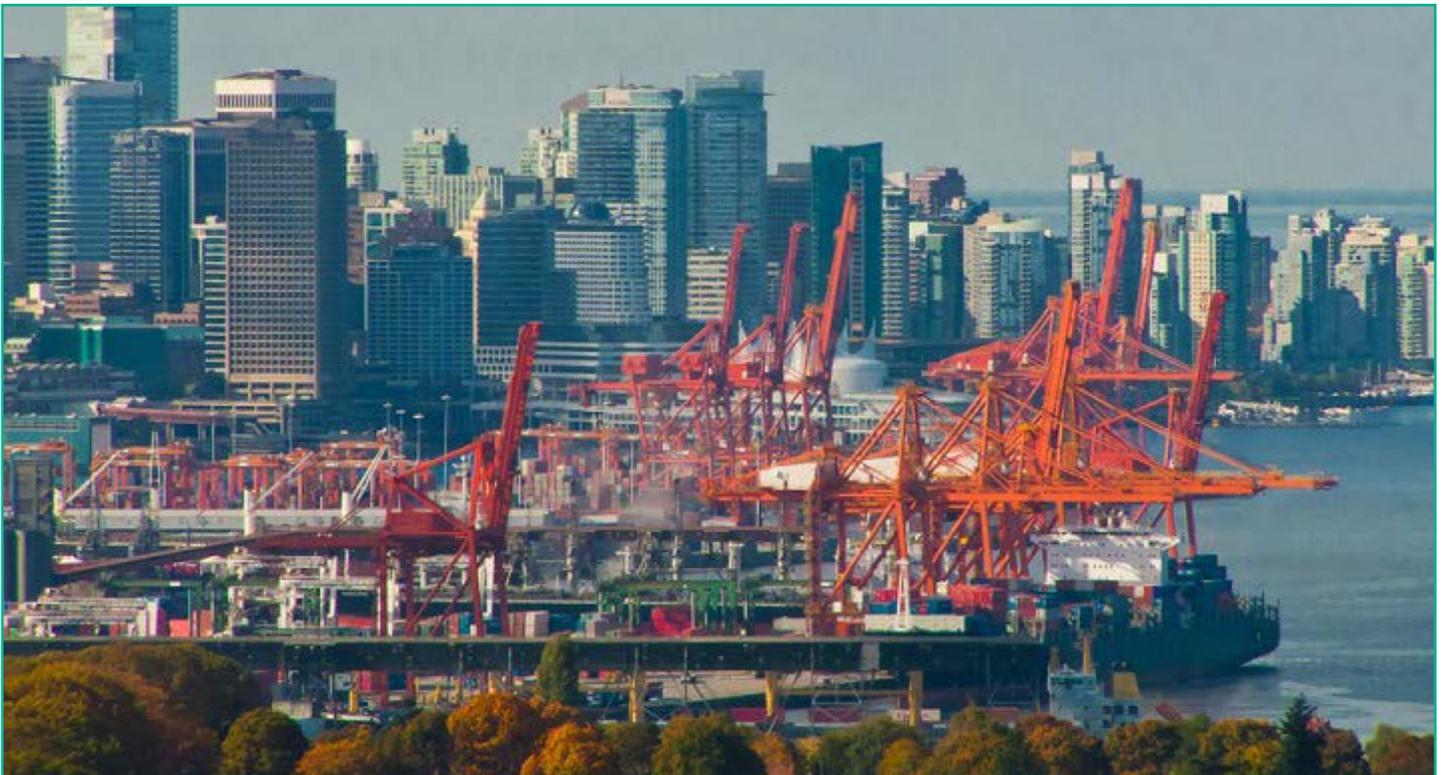


New Vancouver fee promises faster cargo clearance



joc.com

Beneficial cargo owners (BCOs) shipping through the port of Vancouver will soon have to pay a C\$25-per-TEU fee (\$18.82 per TEU) for Canadian Customs inspections at a new facility, with a trade-off of timelier inspections and fewer detention and demurrage charges.

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“That’s been the promise,” said Julia Kuzeljevich, public affairs manager of the Canadian International Freight Forwarders Association (CIFFA). The Canada Border Services Agency (CBSA) does not charge inspection fees. The new fee, which takes effect on March 14, is being levied by the port of Vancouver on BCOs to help recoup the port’s investment in building the consolidated container examination facility. *(continued)*

We’re looking for your good news stories to share! Please submit to Lauren Chan: lchan@bcmea.com

New Vancouver fee promises faster cargo clearance (continued)

The container inspection facility is located on an 11.4-acre site about three miles from the Deltaport container terminal, and it will serve all of the container terminals at Canada's largest port. It is located on Tsawwassen First Nation industrial land. Tidewater Container Services is the operator.

Excessive container dwell times have been an on-again, off-again issue at Vancouver since the winter of 2018. At North American ports, dwell times of three days or less are considered efficient. According to the daily import rail on-dock footage summary published on the port's website, average container dwell times at Vancouver's three largest container terminals were in the 2.6-3.7-day range only four months last year. The average dwell during the other months ranged from 4.3-5.9 days in the winter months of 2017-2018 and in the autumn of 2018. Vancouver's container volume in the first 11 months of 2018 was up 4.8 percent from the same period in 2017, according to the port's website.

Inspections add time

Kuzeljevich said that when inspections are required, BCOs in Vancouver have experienced delays pulling containers to CBSA's on-dock exam sites. When delays exceed the amount of free time allowed for container storage on the terminals, a late fee known as demurrage is charged to the BCO. When the empty container is late in being returned to the terminal, a detention fee is charged.

The port said on its website that CBSA at the Tsawwassen site will rely more on technology-based scans and less on manual inspections, which should streamline the inspection process. Canada Customs has been conducting a pilot project as the facility ramps up to full use and the start-date for the fee on March 14. CIFFA's sea-freight committee has been observing the process and will report back to members next week, Kuzeljevich said.

The only concern of BCOs and the forwarders who handle their shipments is if this facility sets a precedent for other Canadian ports to establish fee-based cargo examination sites, although Kuzeljevich said she does not know of another port that is considering establishing a fee-based examination program.

https://www.joc.com/port-news/international-ports/port-vancouver/new-vancouver-fee-promises-faster-cargo-clearance_20190118.html

Port of Vancouver Agrees To Large-Scale Extension

porttechnology.org/

The Vancouver Fraser Port Authority has awarded a large-scale port project for the design and construction of its container terminal extension to ACS Group. The DP World facility, situated in British Columbia, Canada, is one of three container terminals at the Port of Vancouver, accounting for 20% of its total freight movement.

In order to increase its annual container handling capacity from 900,000 TEU to 1.5 million, a project has been launched to reconfigure and extend the terminal's surface. The movement of freight and access to the harbour area will also be improved by building a fly-over and renovating access routes.

Dragados, an affiliate of ACS Group, has experience in delivering complex offshore projects, such as executing new ports in deep-open waters and developing large container terminals.

According to a statement from ACS Group, the project will tackle road congestion and improve efficiency by decreasing port traffic from adjacent roads. In addition to this, it will also avoid the three rail crossings used by port users while delivering continuous access.

Total funding for the extension has now risen to US\$300.9 million, and is expected to be completed by December 2021.

https://www.porttechnology.org/news/port_of_vancouver_agrees_large_scale_extension

OOCL's Revenue, Volumes Continue Rising

worldmaritimenews.com

Hong Kong-based Orient Overseas Container Line (OOCL) witnessed a surge in its yearly revenue mainly due to its Trans-Pacific service.

Namely, the company's revenue in 2018 increased by 9.9 percent to USD 5.96 billion for all services, compared to USD 5.42 billion reported in the previous year. The rise was driven by OOCL's revenue in the Trans-Pacific service, which was up by 17.9 percent during the year.



The company's Asia/Europe service saw a revenue rise of 7.7 percent year-over-year, while the Trans-Atlantic and Intra-Asia/Australasia revenues increased by 3.9 and 3.7 percent, respectively.

On a quarterly basis, total revenues jumped by 13.5 percent to USD 1.56 billion from USD 1.38 billion seen in the fourth quarter of 2017. Revenues in the Trans-Pacific were up by 26 percent, Asia/Europe and Trans-Atlantic contributed with a rise of 9.9 and 9.8 percent, respectively, while Intra-Asia/Australasia revenues marked a slight increase of 1.9 percent.

Total volumes in 2018 expanded by 6.3 percent to 6.69 million TEU, compared to 6.29 million TEU reported a year earlier. The increase was mainly driven by the Asia/Europe volumes, which were up by 14.5 percent. The Trans-Pacific service handled 8.9 percent more volumes, while Intra-Asia/Australasia volumes increased by 2.6 percent. Trans-Atlantic volumes deflated by 0.9 percent in 2018.

For the full year of 2018, loadable capacity increased by 7.4 percent, while the overall load factor was 0.8 percent lower than the same period in 2017. Overall average revenue per TEU increased by 3.4 percent compared to 2017.

During the fourth quarter of 2018, total volumes increased by 6.4 percent to 1.71 million TEU, compared to 1.61 million TEU reported in the same period in 2017.

OOCL informed that loadable capacity increased by 6.1 percent, while the overall load factor was 0.2 percent higher than in the same period in 2017. Overall average revenue per TEU increased by 6.7 percent compared to the fourth quarter of the previous year.

<https://worldmaritimenews.com/archives/269903/oocls-revenue-volumes-continue-rising/>

B.C. vows to curb raw log exports, wood waste with sweeping policy reforms

cbc.ca



The province has vowed to keep raw logs in B.C. after unveiling a two-year plan to revitalize forestry along the coast.

In a room filled with loggers, Premier John Horgan unveiled policy reforms aimed at incentivizing companies to process raw logs in B.C., with the goal of bucking a decades-long trend of local mill closures and increased log exports.

“We want to reduce the amount of logs going out, and increase the amount of jobs coming from our logs,” said Horgan.

“We also need to send a signal to the investment community that if there are dollars that want to come into our forest industry that we have fibre to meet that demand.”

Horgan did not specify what incentives there will be to keep the logs in B.C. He said those will be developed in the coming months after consultations with communities, industry and trade unions.

The province also promised to curb wood waste and make it easier for logging contractors to negotiate rates with the companies that hire them.

John Horgan received a standing ovation at the Truck Loggers Association convention when he promised to get rid of the Fair Market Rate Test — a regulation that settles rate disputes between logging contractors and the companies that hire them. The regulation has been criticized for driving rates down. *(continued)*

B.C. vows to curb raw log exports, wood waste (continued)

Raw log exports

Between 2013 and 2016, according to some reports, B.C. exported nearly 26 million cubic metres of wood worth an estimated \$3 billion.

In B.C., logs are required by law to be manufactured domestically, but there are exceptions. Raw logs are subject to a “surplus test,” where loggers must first advertise logs to the domestic market. If there are no fair offers, the logs can then be sold and shipped overseas. In parts of the province where there are few or no processing plants, raw logs don’t have to be offered to local industry.

Horgan says the province is looking to develop higher standards that will encourage more processing in B.C. Those will roll out over the next two years following consultations with First Nations and industry stakeholders.

He says it could mean increased fees for log exporters in certain regions, as early as the summer of 2019. “We’re not going to continue to send unprocessed material to be processed somewhere else, sometimes just a few miles from where we’re having our lunch today,” said Horgan.

Reports suggest B.C. exported 26 million cubic metres of raw logs between 2013 and 2016.

Economic concerns

The announcement was made at the Annual Truck Loggers Association (TLA) Convention and Trade Show in Vancouver.

TLA executive director David Elstone said he was hopeful some of the changes the government is making will benefit the industry, but he says he’s unsure of the economics when it comes to curbing log exports.

“There’s no markets. There’s no domestic processing facilities that are able to utilize that fibre.” said Elstone, noting that log exports make it economically feasible to harvest second growth wood.

“There’s businesses that are based on the current parameters,” he added. “We need to know how it’s going to work.”

David Elstone, executive director of the Truck Loggers Association, says he is hopeful that the province’s plans will revitalize B.C.’s forestry sector but has economic concerns when it comes to curbing the amount of raw logs exported overseas. (Jon Hernandez/CBC)

Curbing wood waste

The province also vowed to limit the amount of wood waste that gets left behind following big harvests. Each year, millions of tons of excess fibre are burned. According to the province, the waste makes up 16 per cent of the total harvest.

Critics argue the material could be sent to pulp and paper mills and even be used to create wood pellets.

The province plans to create fibre recovery zones in areas where hauling it from the forests into nearby pulp and paper mills is economical. Penalties will apply to companies that leave behind too much fibre.

“The regulations are no more leaving piles of waste that are not accessible to those that want to access that fibre,” said Horgan.

The amount of leftover fibre in logging sites has increased over the years, leading the B.C. government to create fibre recovery zones and introduce penalties to loggers who leave behind significant amounts of waste.

<https://www.cbc.ca/news/canada/british-columbia/b-c-vows-to-curb-raw-log-exports-wood-waste-with-sweeping-policy-reforms-1.4982990>

Industry News Links

Construction Update – Fraser Grain Terminal Export Facility

http://www.frasergrainterminal.ca/wp-content/uploads/FGT_Construction_Notification_January2019-FINAL.pdf

CP and Hapag-Lloyd renew long-term agreement

<http://www.maritimemag.com/news/912--cp-and-hapag-lloyd-renew-long-term-agreement>

More Woodfibre LNG projects around B.C. in the future?

<https://www.squamishchief.com/news/local-news/more-woodfibre-lng-projects-around-b-c-in-the-future-1.23611625>

Propane, coal and port expansion helped economy stabilize: says NDI report

<https://www.thenorthernview.com/business/propane-coal-and-port-expansion-helped-economy-is-stabilize-says-ndit-report/>

IMO News Magazine Winter 2018/2019

https://issuu.com/imo-news/docs/imo_news_-_winter_-_2018

Grain to drive CP Rail's surging shipments amid high demand for commodities

<https://www.canadianshipper.com/transportation-and-logistics/grain-drive-cp-rails-surging-shipments-amid-high-demand-commodities/1003378939/>

Dangerous dry bulk trade forecasts

<https://splash247.com/dangerous-dry-bulk-trade-forecasts/>

Role of Large Vessels in Container Shipping

<https://seanews.co.uk/features/role-of-large-vessels-in-container-shipping/>

Maersk Starts Random Box Checks to Stamp Out Misdeclared Cargoes

<https://mfame.guru/maersk-starts-random-box-checks-to-stamp-out-misdeclared-cargoes/>

Port of Nanaimo names Ian Marr as CEO, Mike Davidson as COO

<https://www.bcshippingnews.com/home/industry-news-ports-terminals/port-nanaimo-names-ian-marr-ceo-mike-davidson-coo>

The Ocean Alliance extends cooperation until 2027

<https://container-mag.com/2019/01/21/ocean-alliance-extends-cooperation-2027/>

Infographic: Trans-Pacific shippers' 2019 outlook

https://www.joc.com/maritime-news/trade-lanes/trans-pacific/infographic-trans-pacific-shipper-outlook_20190117.html

Advancing the role of women

<https://www.portstrategy.com/news101/administration/Personnel/advancing-the-role-of-women>

Insight: The Rise of Reefer Shipping

https://www.porttechnology.org/news/insight_the_rise_of_reefer_shipping

Green is something to be envious of

<https://seanews.co.uk/features/green-is-something-to-be-envious-of/>

The collapsible container's superior economics

https://www.joc.com/maritime-news/container-lines/collapsible-container%E2%80%99s-superior-economics_20190125.html

Tweet of the Week



Prince Rupert Port

@rupertport

Following



Westview Wood Pellet Terminal anchored its position as a national leader in biofuel exports, with over 1M tonnes exported in 2018. By establishing a new pellet production facility in #SmithersBC, Pinnacle is fueling up to ship more through @rupertport!
#smalltownbigport



INDUSTRY EVENTS CALENDAR

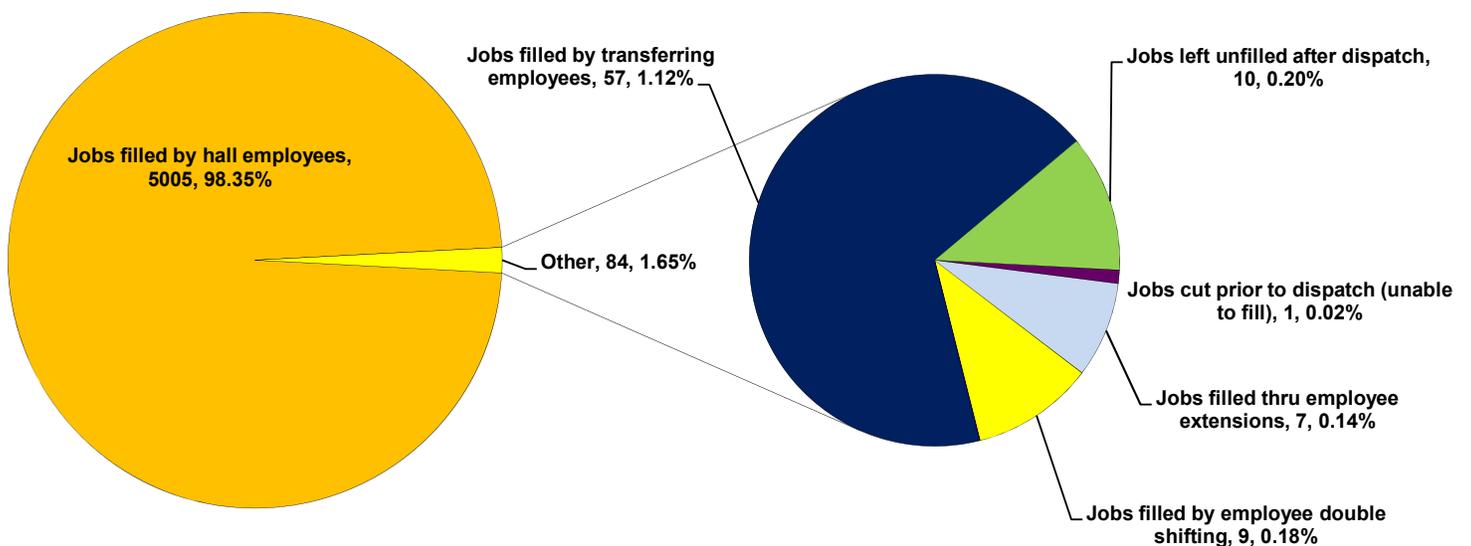
- Feb. 5-7, 2019 **Cargo Logistics Canada**
Vancouver Convention Centre West
Vancouver, BC
<http://cargologisticscanada.com/>
- March 3-6, 2019 **19th Annual TPM Conference**
Long Beach Convention Center
Long Beach, CA
<https://events.joc.com/tpm-2019>
- March 13-14, 2019 14th Arctic Shipping Summit
Venue TBA
Montreal, PQ
<https://www.wplgroup.com/aci/event/arctic-shipping-summit/>
- April 23-25, 2019 **Mari-Tech 2019 Conference and Exhibition**
Ottawa Conference and Event Centre
Ottawa, ON
<http://mari-techconference.ca/>
- April 29-May 1, 2019 **JOC Breakbulk & Project Cargo**
Royal Sonesta New Orleans
New Orleans, LA
<https://events.joc.com/breakbulk-project-cargo-event>
- June 5-7, 2019 **GreenTech 2019**
Westin Cleveland Downtown Hotel
Cleveland, OH
<https://www.green-marine.org/greentech/>
- June 15-19, 2019 **World Maritime Rescue Congress 2019**
Vancouver Convention Centre, East Building
Vancouver, BC
<http://www.wmrc2019.com/registration-accommodation/registration>

Dispatch Shortage Statistics

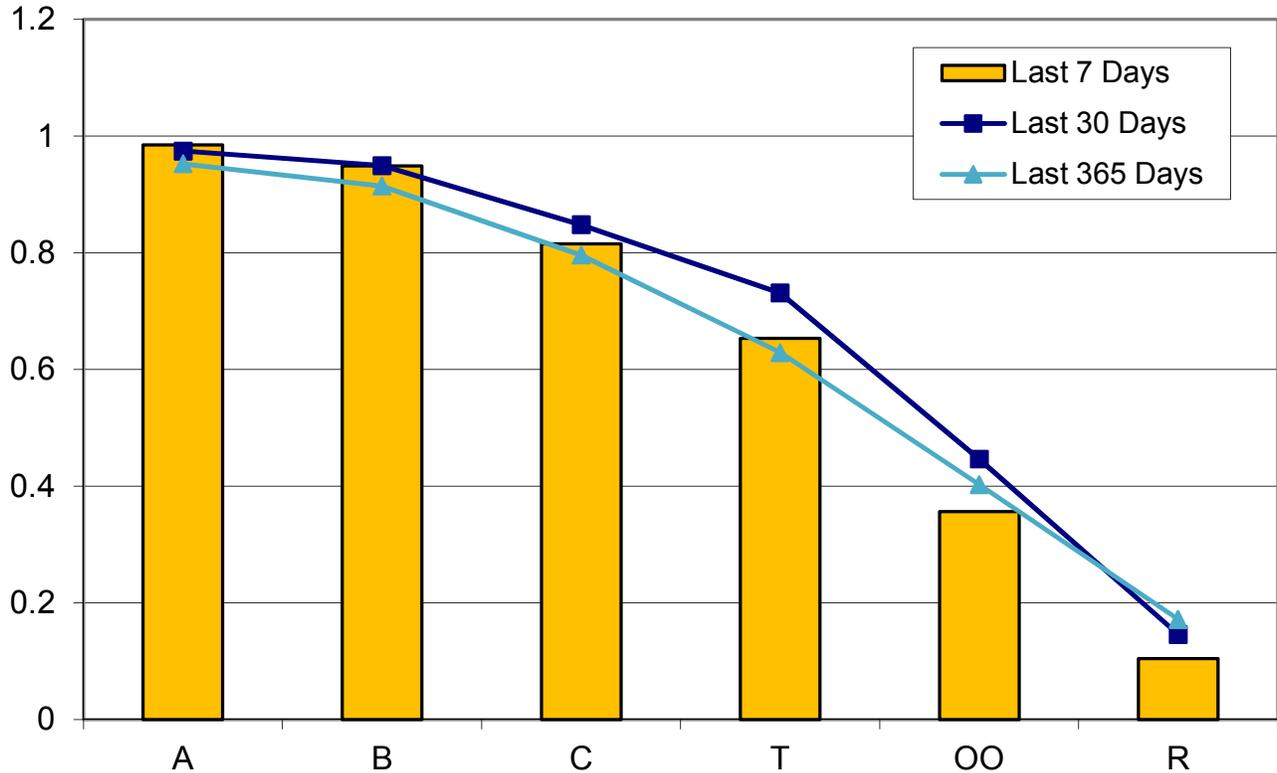
For the Period Sunday January 20th, 2019 to Saturday January 26th, 2019

JOB	Jobs cut prior to dispatch (unable to fill)	Jobs filled thru employee extensions	Jobs filled by employee double shifting	Jobs filled by local 502 employees	Jobs filled by transferring employees	Jobs left unfilled after dispatch	TOTAL
AUTO MECH						2	2
BOMBARDIER					1		1
BULK OPERATOR			3		6		9
CLASS #1 AIR					1		1
DOCK GANTRY		4			3		7
DRIVER					1		1
ELECTRICIAN						3	3
F.E.L.					2		2
H.D. MECHANIC			1			4	5
HATCH TENDER		2			1		3
HEAD CHKR		1			13		14
MILLWRIGHT			4				4
RACK & S/HOIST	1						1
RUBBER TIRE GTY					22		22
SWITCHMAN			1		1		2
TRAC.TRAIL. (S)					2		2
WELDER					2	1	3
WINCH DRIVER					2		2
TOTAL	1	7	9		57	10	84

How were shortages handled by Dispatch?



Vancouver Casual Employee % Dispatched per Dispatch Board



Future BCMEA Meeting Dates:

Finance & Audit Committee Meeting

February 8th, 2019
8:30am - 10:00am
5th Floor Boardroom
349 Railway Street

Board of Directors Meeting

February 26th, 2019
8:30am - 11:30am
5th Floor Boardroom
349 Railway Street

Finance & Audit Committee Meeting

February 19, 2019
8:30am - 11:00am
5th Floor Boardroom
349 Railway Street



Your Feedback:



Have something for the BCMEA Bulletin?

Send your comments or contributions to the Bulletin's Editor at:

editor@bcmea.com