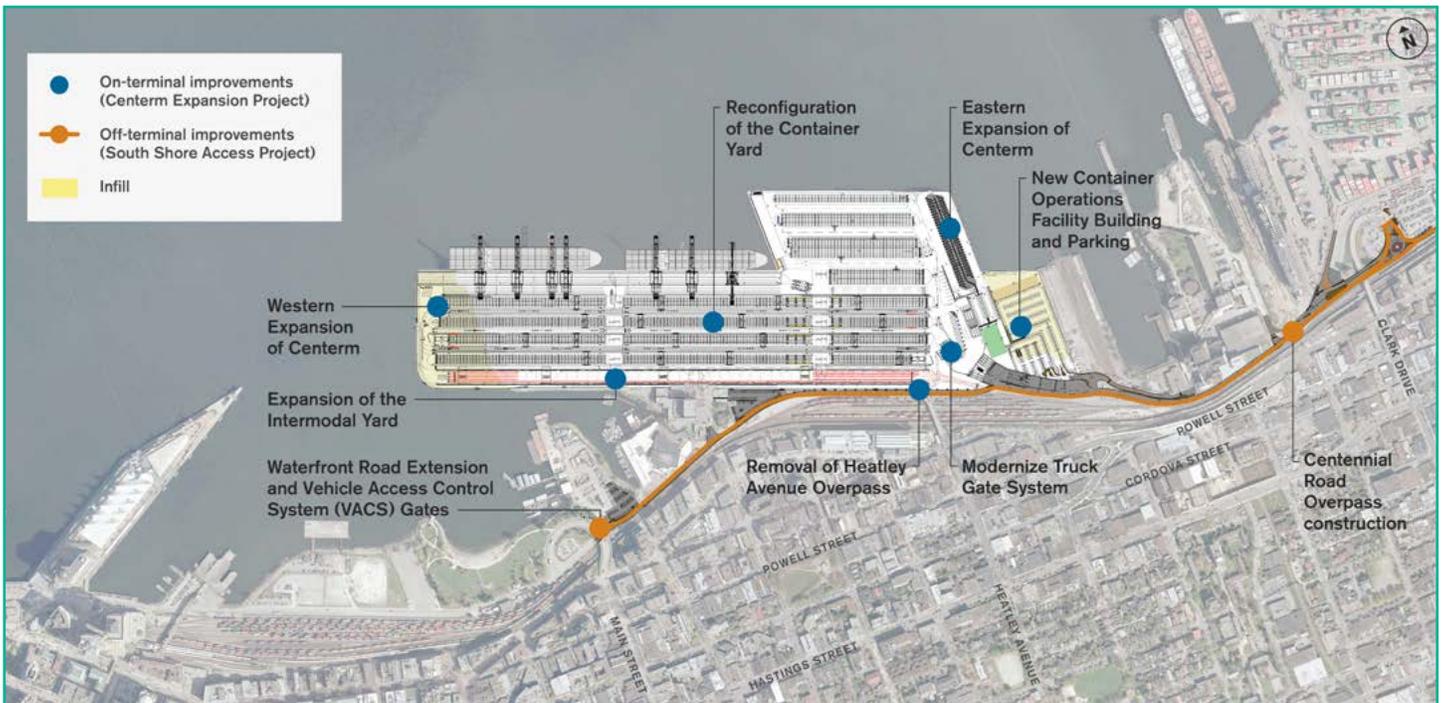


Centerm Expansion Project Entering Detailed Design and Construction Phase



portvancouver.com

The Vancouver Fraser Port Authority, in collaboration with DP World Vancouver, is pleased to announce it has reached a significant milestone for the Centerm Expansion Project and South Shore Access Project. The contract with the design-builder, Centennial Expansion Partners (CXP), is now effective and the project will now enter the detailed design and construction phase.

Follow the BCMEA on social media



Centennial Expansion Partners is an unincorporated joint venture between Dragados Canada, Inc., Jacob Bros. Construction Inc. and Fraser River Pile & Dredge (GP) Inc. Construction is slated to begin in the summer of 2019 and is expected to be complete by the end of 2021. Some preparatory and investigative work, such as surveying and geotechnical investigations, will likely take place in advance of construction. *(continued)*

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

Centerm Expansion Project Entering Detailed Design & Construction Phase (continued)

The Centerm Expansion Project includes improvements to the Centerm container terminal to help meet anticipated near-term demand for containers to be shipped through Vancouver. The South Shore Access Project will improve port road and rail infrastructure that will benefit the entire south shore port area.

The projects will provide local employment opportunities during construction and operation, including approximately 350 full-time equivalent jobs over the construction period, and potentially 40 additional staff and an additional 290 full-time equivalent International Longshore and Warehouse Union workers during operation.

These projects are a key initiative to ensure that the west coast of Canada can accommodate trade coming in and out of the country in containers, such as imported clothing, food, and electronics, and exports such as pulp, paper, lumber, and specialty grains. The projects are vitally needed to ensure Canada is able to meet its trade objectives.

<https://www.portvancouver.com/wp-content/uploads/2019/02/2019-02-04-CEP-Contract-Effective-Announcement.pdf>

DP World Handles 71 Million TEU and Reports 2.9% Volume Growth in 2018

Gross container volumes growing by 1.9% year-on-year on a reported basis and 2.9% on a like-for-like basis

dpworld.com

DP World handled 71.4 million TEU (twenty-foot equivalent units) across its global portfolio of container terminals in the full year of 2018, with gross container volumes growing by 1.9% year-on-year on a reported basis and 2.9% on a like-for-like basis. Gross volumes were stable in 4Q2018 despite softer volumes in the UAE and the tough year-on-year comparables (4Q2017 grew by 10.3%).

The UAE handled 15.0 million TEU in 2018 down 2.7% year-on-year. At a consolidated level, our terminals handled 36.8 million TEU in 2018, a 0.8% improvement in performance on a reported basis and up 1.4% year-on-year on a like-for-like basis.

Group Chairman and Chief Executive Officer Sultan Ahmed Bin Sulayem commented: “We are pleased to see that our global portfolio has delivered growth on top of our strong prior year performance and despite the uncertainty with global trade.

Our Europe and Americas portfolio saw strong growth with continued ramp-up in London Gateway (UK), Yarimca (Turkey) and Prince Rupert (Canada), while performance in Africa remains robust driven by Dakar (Senegal) and Sokhna (Egypt). In the UAE, the softer volumes were due to the loss of low-margin throughput, where we remain focused on high margin cargo and maintaining profitability.

“In 2018, we have made good progress in strengthening our product offering which will enable us to participate in a wider part of the supply chain and offer smarter long-term solutions to cargo owners. Looking ahead to 2019, we expect our portfolio to continue to deliver growth and our focus remains on delivering operational excellence, managing costs and disciplined investment to remain the trade partner of choice. Given the steady volume performance of our portfolio, we are well placed to meet full year 2018 market expectations.”

<https://www.dpworld.com/media/media-centre/2018-Q4-Throughput>

Vancouver logistics conference looks at Canada's Big Ship readiness

maritimemag.com

Speaking on what it takes to be big ship ready, a panel of experts representing key links in Canada's cargo transportation chain told an industry conference it was crucial to prepare for the surge in container traffic generated especially by the arrival of ultra-large vessels at the country's sea ports. But different views were expressed on where capacity was the most needed.

The panel discussion was presented by the Chartered Institute of Logistics and Transportation in North America (CILTNA) at the 6th annual Cargo Logistics Canada Conference (Feb. 7-9), and was moderated by Robert Lewis-Manning, President of the Chamber of Shipping.

"The issue is not really the size of the ship," affirmed Tony Boemi, Vice President, Growth and Development, Port of Montreal. "The issue is do we have the infrastructure to handle all the containers that come off the ship?"

Mr. Boemi noted that the Port of Montreal's 17 per cent growth in containers over the past two years "caught everybody by surprise" and spurred a \$50-million investment in rail optimization along with extended terminal hours and a significant increase in waterfront labour since November 2018. He added that the port's biggest area of focus now is on information technology using artificial intelligence to develop data analytics "to predict what will happen in the next day or two days."

Jordan Kajfasz, Assistant Vice President of International Intermodal and Automotive at CP Rail, identified inland terminal capacity as the critical issue. "You need capacity beyond the port," said Mr. Kajfasz. "You can take a 18,000 TEU ship, you can have a super post Panamax crane, a mile-long berth, and build a 12,000-foot train track, but if you don't have the inland capacity to process that much cargo ... the supply chain will start to fail when it's put under pressure." (*continued*)

He added that CP "has 150 acres worth of capacity on terminal now in Toronto," and has land for expansion "across all markets in all its locations in North America. If you don't have room to grow, at some point you're going to be landlocked."

Mr. Kajfasz said the best way to plan was to "start inland and build your way back (to the ocean port). That's the critical aspect for being big ship ready."

Tabare Dominguez, Commercial Director for DP World's ocean terminals in British Columbia, said his company was preparing for its container volumes in Canada to rise to over 4 million TEU by 2025. He said current extension of the berth at Vancouver's Centerm would allow two ultra-large ships simultaneously into the terminal along with two new neo-panamax cranes for a total of six. The company is also increasing the footprint of the terminal by one third and expanding its intermodal rail capacity by 88 per cent.

Mr. Dominguez said the only terminal in Canada at present where two ultra-large ships can berth simultaneously is at Prince Rupert. "Now we can handle a ship of any size," he said, adding that expansion plans currently underway will increase capacity to 1.6 million TEU by Q1 2021, to 1.8 million TEU by 2022, and to 2.7 million TEU by 2025."

Jude Correa, Vice President, Risk and Insurance, Seaspan Ship Management Ltd., provided the audience with a detailed examination of the engineering and design changes that have taken place in recent years to develop the new Ultra Large Container Ships, some of which can carry more than 22,000 twenty foot equivalent units (TEU).

Feds move forward with Vancouver infrastructure project

canadianshipper.com

The Government of Canada, the Vancouver Fraser Port Authority and CN have signed an agreement to upgrade key infrastructure to increase capacity on a critical segment of trade infrastructure in the Greater Vancouver area.



The project is part of a long-term strategy to increase capacity and grade-separate the Burrard Inlet rail corridor that services the south shore port area in Vancouver. It consists of double-tracking a four-kilometre section of rail that links expanding import and export terminals on the south shore of the Burrard Inlet to the national rail network.

By building a second track, CN will create more rail capacity, allow for a better flow of rail traffic in and out of the port, and improve efficiencies in the supply chain.

“We are pleased to participate in this historic infrastructure project. The Port of Vancouver is the busiest global trade export gateway of Canada and we must make the most of the existing limited assets,” said JJ Ruest, President and Chief Executive Officer at CN. “Increasing run-through rail capacity with strategic investments will benefit all aspects of the supply chain. With today’s announcement, Canada is signalling to our international trade partners that we take trade and its importance to the Canadian economy very seriously.”

“This project is part of a large group of projects identified through the Greater Vancouver Gateway 2030 plan to meet Canadian demand for import goods from Asia and grow Canadian exports,” said Robin Silvester, President and Chief Executive Officer of the Vancouver Fraser Port Authority. “By contributing to new road and rail infrastructure beyond the port, we can help ease the impacts of growing trade on local communities while fulfilling our federal mandate to facilitate Canada’s trade objectives.”

CN is currently in discussions with partners and stakeholders as to the next steps and the timeline to expedite the construction and completion of the project.

<https://www.canadianshipper.com/transportation-and-logistics/feds-move-forward-vancouver-infrastructure-project/1003379133/>

Industry News Links

Ottawa expects trade interest in China to slow amid tensions with Beijing

<https://www.canadianshipper.com/transportation-and-logistics/ottawa-expects-trade-interest-china-slow-amid-tensions-beijing/1003379112/>

Amendments to Port Information Guide formalize 15-knot speed reduction in the First Narrows and other safety best practices

<https://www.portvancouver.com/news-and-media/news/amendments-to-port-information-guide-formalize-15-knot-speed-reduction-in-the-first-narrows-and-other-safety-best-practices/>

IMO's gender programme: new logo to increase visibility for women in maritime

<http://www.imo.org/en/MediaCentre/PressBriefings/Pages/02-womeninmaritimelogo.aspx>

Transport minister orders trains to use handbrakes after deadly derailment

<https://www.canadianshipper.com/transportation-and-logistics/transport-minister-orders-trains-use-handbrakes-deadly-derailment/1003379089/>

ONE Welcomes New Vessel to Megaship Fleet

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

Japan looks to increase wood pellet imports from Canada

<https://www.canadianbiomassmagazine.ca/pellets/japan-looks-to-increase-wood-pellet-imports-from-canada-7234>

Uneasy Year of the Pig arrives for China-dependent B.C. companies

<https://biv.com/article/2019/02/uneasy-year-pig-arrives-china-dependent-bc-companies>

Proposed Surrey coal shipping terminal cancelled by port authority

<https://www.cbc.ca/news/canada/british-columbia/fraser-surrey-docks-coal-facility-cancelled-1.5003348>

2019 Will be the Year of Acceleration for LNG as Marine Fuel

<https://maritime-executive.com/editorials/2019-will-be-the-year-of-acceleration-for-lng-as-marine-fuel>

Skeena Bioenergy pellet plant enters long-term agreement with Pacific BioEnergy

<https://www.terracestandard.com/news/skeena-bioenergy-pellet-plant-enters-long-term-agreement-with-pacific-bioenergy/>

Hapag-Lloyd first in world to convert large container ship to LNG

<https://www.canadianshipper.com/transportation-and-logistics/hapag-lloyd-first-world-convert-large-container-ship-lng/1003379065/>

TT Talk - IMDG 39-18

<https://www.ttclub.com/loss-prevention/tt-talk/tt-talk-imdg-39-18-146898/>

Hapag-Lloyd to Convert Containership to LNG

<https://www.marinelink.com/news/hapaglloyd-convert-containership-lng-462519>

Final curtain call for outdated cranes

<https://www.portstrategy.com/news101/port-operations/marine-engineering/Final-curtain-call-for-outdated-cranes>

Hapag-Lloyd touts new steel floor boxes as the future of containers

<https://splash247.com/hapag-lloyd-touts-new-steel-floor-boxes-as-the-future-of-containers/>

Tweet of the Week

DP World 

@DP_World

Following 

DP World is pleased to announce 2.9% volume growth in 2018, having handled 71 million TEU containers across our global portfolio of terminals. Read more:

[dpworld.com/media/media-ce ...](https://dpworld.com/media/media-ce...)



DP WORLD 

“We are pleased to see that our global portfolio has delivered growth despite **our strong prior year performance and the uncertainty with global trade.**”

Sultan Ahmed Bin Sulayem
Group Chairman and CEO of DP World

INDUSTRY EVENTS CALENDAR

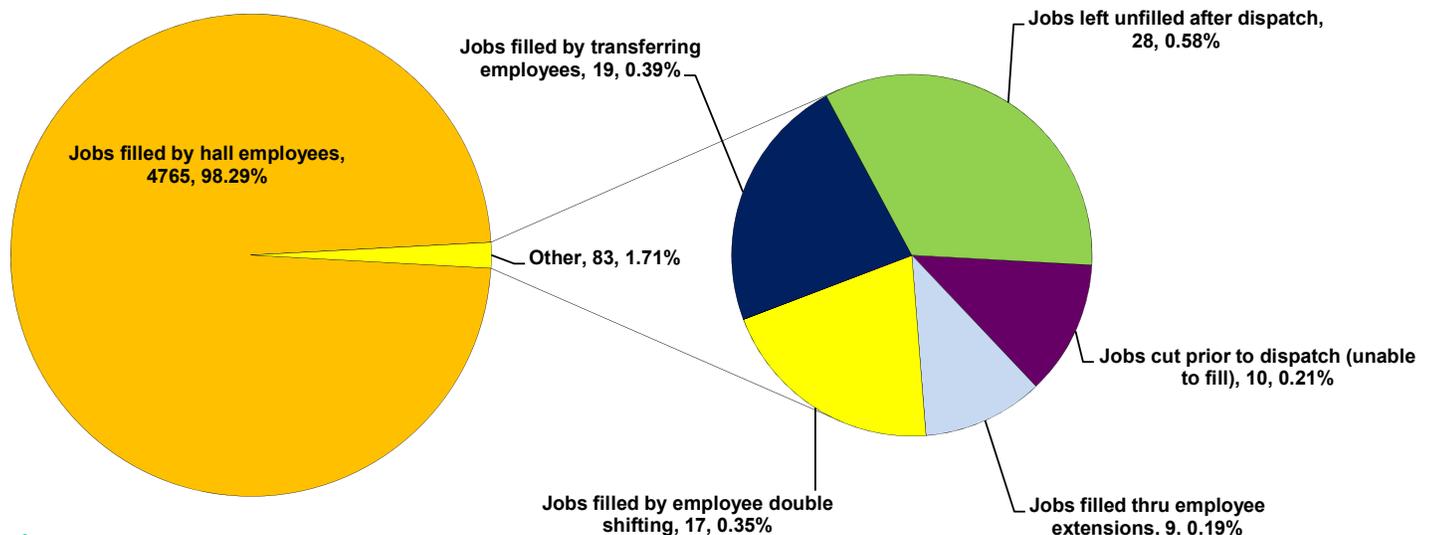
- March 3-6, 2019 **19th Annual TPM Conference**
Long Beach Convention Center
Long Beach, CA
<https://events.joc.com/tpm-2019>
- March 13-14, 2019 14th Arctic Shipping Summit
Venue TBA
Montreal, PQ
<https://www.wplgroup.com/aci/event/arctic-shipping-summit/>
- April 23-25, 2019 **Mari-Tech 2019 Conference 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>
- June 18-20, 2019 **Clean Pacific 2019**
Hyatt Regency
Vancouver, BC
<http://2019.cleanpacific.org/>

Dispatch Shortage Statistics

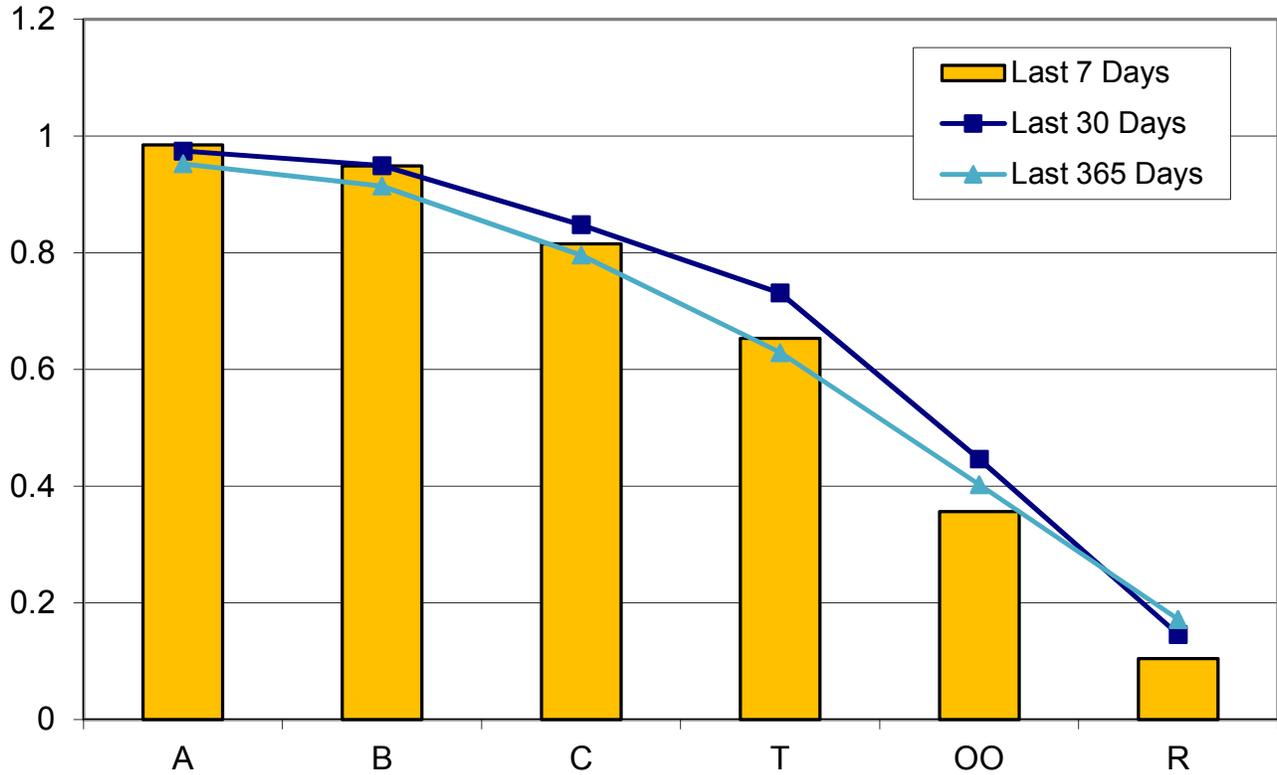
For the Period Sunday February 3, 2019 to Saturday February 9, 2019

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
40 TON & RACK					1		1
AUTO MECH						1	1
BULK OPERATOR			10			1	11
BULLDOZER					1		1
CHECKER (DOCK)	1				1		2
CLASS #1 AIR						1	1
DOCK GANTRY		1			2		3
DRIVER	6				1		7
ELECTRICIAN						6	6
F.E.L.					1		1
H.D. MECHANIC			1			13	14
HEAD CHKR		6			3		9
HT SHIP GANTRY					2		2
HT SIGNALS					3		3
MILLWRIGHT			2			1	3
PLUMBER			1			3	4
RED DOG CRANE		2					2
RUBBER TIRE GTY					3		3
SHIP GANTRY	1						1
SWITCHMAN			3				3
TRACTOR TRAILER	1						1
WELDER						2	2
WHEAT SPECIALTY					1		1
TOTAL	9	9	17		19	28	82

How were shortages handled by Dispatch?



Vancouver Casual Employee % Dispatched per Dispatch Board



Future BCMEA Meeting Dates:

Finance & Audit Committee Meeting

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

Finance & Audit Committee Meeting

April 18, 2019
8:30am - 11:00am
5th Floor Boardroom
349 Railway Street

Board of Directors Meeting

February 26th, 2019
8:30am - 11:30am
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