



The Bulletin

The Newsletter of the British Columbia Maritime Employers Association

Port of Vancouver studying feasibility of new Fraser River cruise ship terminal



dailyhive.com

The Port of Vancouver expects that it will engage the public in 2020 with details on the feasibility of building a secondary cruise ship terminal at the mouth of the Fraser River.

In 2017, the port authority went public with the possible idea and need, and ever since it has been looking at its options beyond the Canada Place terminal in downtown Vancouver. The locations being explored are in Richmond and Delta.

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“We are in discussions with a number of key stakeholders to determine the feasibility of a site on the Fraser River. It’s still early in the process and expect more details in the new year,” Carmen Ortega, manager of trade development at the Vancouver Fraser Port Authority, told Daily Hive. *(continued)*

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

Port of Vancouver studying feasibility of new Fraser River cruise ship terminal (continued)

The issue with Canada Place is not necessarily berthing capacity, but rather the limitation on ship heights travelling under the Lions Gate Bridge to reach the downtown terminal.



Ships currently have a clearance of 200 ft under the mid-point of the bridge deck, but that is insufficient for new and larger cruise ships that are increasingly being launched.

Cruise ships are becoming larger to increase their operational economies of scale in an effort to reduce costs and increase profits. Moreover, cruise ships are now larger to meet the booming demand in the global cruise industry, with over 100 newly-built cruise ships scheduled to come online over the coming years, including 24 new ships making their debut in 2019.

Nearly 30 million passengers are expected to cruise in 2019, up from about 18 million a decade earlier.

For the Port of Vancouver, it expects to see a record 1.1 million cruise passengers on 290 ship calls in 2019 – approximately 20% more than the previous year.

Without the ability to accommodate taller ships, Vancouver could lose more of its cruise industry business to Seattle, which had a non-existent industry just two decades ago.

But for some years now, Seattle has been attracting more passengers than Vancouver, and without any physical impediments they have successfully lured new larger, taller vessels, such as two of the world's largest ships – the Norwegian Bliss and the Norwegian Joy. Both vessels can only squeeze under the Lions Gate Bridge during low tide.

Competition with Seattle is about to get even more fierce, as a fourth additional berth for cruise ships near downtown Seattle will reach completion in time for the start of the 2022 cruise season.

“We are working collaboratively with our industry, destination, and government partners to anticipate, plan for and accommodate future demand for various cruise ships that will visit Vancouver,” continued Ortega.

Some improvements have been made to Canada Place over the years to increase its ability to process more passengers, specifically the revamped drop-off and pick-up areas, and the ability to use one of the exhibition halls of the Vancouver Convention Centre – above the cruise ship terminal – as a spillover check-in area.

“Our main focus continues to be on optimizing the world-class facility we have at Canada Place and we’ve made a number of enhancements and investments in this facility to improve the passenger experience,” she added.

Up until 2014, the port authority utilized Ballantyne Pier on the east side of the Centerm terminal for cruise ships. As cruise ship operations at Ballantyne amounted to less than 4% of Vancouver’s total cruise ship traffic, a decision was made to consolidate the operations at Canada Place.

<https://dailyhive.com/vancouver/port-of-vancouver-fraser-river-cruise-ship-terminal>



SQUAMISH
TERMINALS

is pleased to coordinate the
following community event

Join this cleanup at ShorelineCleanup.ca

GREAT CANADIAN
Shoreline
Cleanup™
VANCOUVER AQUARIUM & WWF



MAKE A DIFFERENCE

SQUAMISH TERMINALS 9TH ANNUAL SHORELINE CLEANUP in the Squamish Estuary area will take place...

Date: Wednesday, September 11th

Meeting Location: O'Siyam Pavilion – Downtown Squamish (corner of Cleveland Ave. & Main St.)

Time: 4pm – 6pm (followed by a volunteer appreciation BBQ)

Join Us: Please register at <http://shorelinecleanup.ca/cleanups/4qz3p>

Note: Registering is important to help us coordinate volunteer cleanup areas, supplies & BBQ

For more information contact Erin Yeo • Phone: 604-892-3511 ext. 301

Email: shoreline@sqterminals.com • Web: www.squamishterminals.com or [facebook/squamishterminals](https://facebook.com/squamishterminals)

LOCAL SUPPORTERS



North Shore terminals humming through trade fracas

nsnews.com

Exports through the North Shore's export terminals continue to hum despite some commodities being whipsawed in global trade disputes.



Mid-year stats released by the Vancouver Fraser Port Authority on Thursday show canola exports dropped by more than 12 per cent in the first half of 2019 compared to the year before.

In March, China banned imports from two Canadian canola exporters, including Richardson International, citing concerns about pest infestations, although experts in geopolitics say it was likely a pressure tactic in broader diplomatic and trade tiffs.

Whatever the cause, the volatility is being felt, said Robin Silvester, Port of Vancouver president and CEO.

“We’re seeing a local example of some of the trade changes Canada, the U.S., China and the world are grappling with. Volumes are a bit down,” Silvester said, adding it could have been a lot worse had canola growers not scrambled to find other buyers for their product. “But the fact that it is down shows these trade spats do have an effect. It’s tough when you’re in the canola export business and China starts making it difficult.”

But despite some pain in the canola industry, the grain terminals themselves have been no less busy. Wheat exports were up 22.4 per cent over the same period last year and specialty crops 34.2 per cent, the mid-year stats show.

“It’s a story of swings and roundabouts,” Silvester said.

Grain exports are likely only to increase in 2020, as G3’s massive new terminal at the foot of Brooksbank Avenue is nearing completion, Silvester said.

“Everything we’re hearing is they’re on track for their first grain shipments in the first half of next year. It’s really pretty exciting,” he said. *(continued)*

North Shore terminals humming through trade fracas (continued)

When G3 comes online, the volume of goods through the North Shore's terminals could overtake the amount shipped through the entire Port of Montreal.

"And Montreal is the second largest port in Canada," Silvester said.

The overall volume of goods moving through the port in the first half of 2019 was 72,498,360 tonnes, up 0.5 per cent from the same time last year.

Metallurgical coal, which is handled by Neptune Terminals, is up 7.2 per cent for 2019. Potash and potassium-based fertilizers, which Neptune also loads for export is up 27.3 per cent.

The port is still planning to expand rail capacity to the North Shore by upgrading the 3.4-kilometre Thornton Tunnel under Burnaby, although likely that will take years to complete, Silvester said.

And Silvester said North Shore residents and visitors will soon notice work being done on a massive environmental restoration project off Maplewood. The plan is to recreate intertidal habitat in a dredged former log basin.

<https://www.nsnews.com/news/north-shore-terminals-humming-through-trade-fracas-1.23920687>

Prince Rupert looks ahead to next million TEUs

youtube.com

Shaun Stevenson was promoted to president and CEO of the Port of Prince Rupert in late 2018. In this interview, Stevenson discusses the capacity challenges of early growth, hitting the 1 million TEU milestone, and plans for 2019 expansion. *TPM19, Long Beach, California*



https://www.youtube.com/watch?time_continue=153&v=ZispNm61Bw4

Industry News Links

Woodfibre LNG poised to proceed with \$1.6-billion project within weeks

<https://business.financialpost.com/commodities/energy/woodfibre-lng-poised-to-proceed-with-1-6-billion-project-within-weeks>

Alberta canola farmers replace China with drought-stricken European market

<https://www.cbc.ca/news/canada/calgary/alberta-canola-producers-china-1.5258920>

Ottawa takes promised steps to prevent transshipments of aluminum, steel

<https://www.canadianshipper.com/transportation-and-logistics/ottawa-takes-promised-steps-to-prevent-transshipments-of-aluminum-steel/1003381186/>

Container cone detection rolled out

<https://www.portstrategy.com/news101/products-and-services/container-cone-detection-rolled-out>

How a global recession could impact ocean shipping

<https://www.freightwaves.com/news/how-a-global-recession-could-impact-ocean-shipping>

Western Forest Products strike sees both sides digging in

<https://biv.com/article/2019/08/western-forest-products-strike-sees-both-sides-digging>

Massive stacker-reclaimer destined for North Vancouver is taking shape near Sidney

https://www.timescolonist.com/islander/sidney-manufacturer-proves-big-things-afoot-on-the-island-1.23919000?fbclid=IwAR3LPLkPq7-FgjfhDOK5SZqODZvtC9bNxfN_P0oAdyTcuP4QUATB10AH5b0

New Harbour Master for Port of Nanaimo

<https://bcshippingnews.ca/new-harbour-master-for-port-of-nanaimo/>

Record grain throughput sets past grain year apart

<https://www.producer.com/2019/08/record-grain-throughput-sets-past-grain-year-apart/>

CMA CGM will not use the Northern Sea Route

<https://www.ajot.com/news/cma-cgm-will-not-use-the-northern-sea-route>

TT Talk - Review of top 10 risks for container terminals

<https://www.ttclub.com/loss-prevention/tt-talk/tt-talk-review-of-top-10-risks-for-container-terminals-149544/>

Diversity pays off for DP World as profits rise strongly in a weakened market

<https://theloadstar.com/diversity-pays-off-for-dp-world-as-profits-rise-strongly-in-a-weakened-market/>

Chongqing Port to convert breakbulk terminal into grain terminal

<https://splash247.com/chongqing-port-to-convert-breakbulk-terminal-into-grain-terminal/>

Maersk integrator strategy takes US shape

https://www.joc.com/maritime-news/container-lines/maersk-line/maersk-integrator-strategy-takes-us-shape_20190821.html

Chinese port volumes slow amid trade war

https://www.joc.com/port-news/port-productivity/chinese-port-volumes-slow-amid-trade-war_20190822.html

US Trans-Pacific westbound spot rate plunge set to deepen

https://www.joc.com/maritime-news/trade-lanes/trans-pacific/trans-pacific-westbound-spot-rate-plunge-set-deepen_20190822.html

Tweet of the Week



Neptune Terminals
@neptuneterminal



Do you know Neptune supports the community in more ways than one? Learn how for [#Neptune50Facts](#) [#NorthVan](#)



DID YOU KNOW?

Neptune Terminals:

- 1 Provides good-paying jobs to Metro Vancouver residents;
- 2 Supports local community organizations & events;
- 3 Helps to ensure the health and safety of our community & environment through industry best practices.



INDUSTRY EVENTS CALENDAR

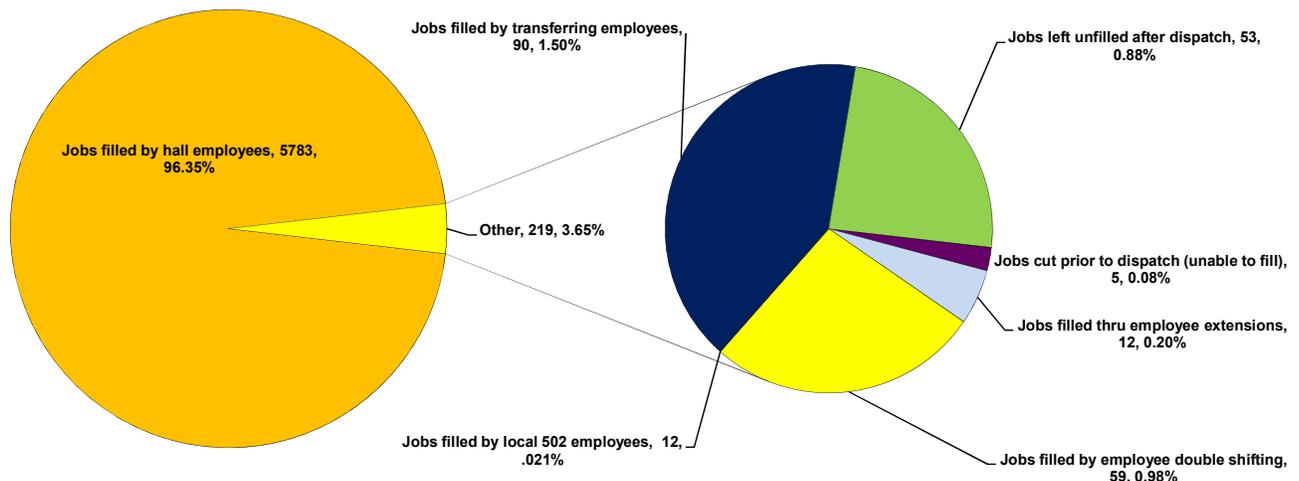
- Sept. 9-12, 2019 **Association of Canadian Port Authorities 2019**
OTL Gouverneur Saguenay
Saguenay, QC
<https://www.acpa2019.ca/en/page/home.html>
- Sept. 10, 2019 **Safety at Sea Awards 2019**
London Marriott Grosvenor Square
London, UK
<https://www.sasawards.com/>
- Oct. 8-10, 2019 **Breakbulk Americas**
George R. Brown Convention Center
Houston, TX
<https://www.breakbulk.com/events/breakbulk-americas-2019/>
- Oct. 10, 2019 **WorkSafeBC Ergonomics Forum 2019**
6951 Westminster Highway
Richmond, BC
<https://www.go2hr.ca/events/worksafebc-ergonomics-forum-2019>
- Oct. 23-24, 2019 **13th Annual Vancouver Island Economic Summit**
Vancouver Island Conference Centre
Nanaimo, BC
<http://viea.ca/vi-economic-summit/>
- Oct. 23-25, 2019 **Canada Logistics Conference 2019**
Hilton Niagara Falls/Fallsview Hotel & Suites
Niagara Falls, ON
<https://www.citt.ca/conference/>
- Nov. 6-8, 2019 **National Workers' Compensation and Disability
Conference & Expo**
Mandalay Bay
Las Vegas, NV
<http://www.wcconference.com/>

Dispatch Shortage Statistics

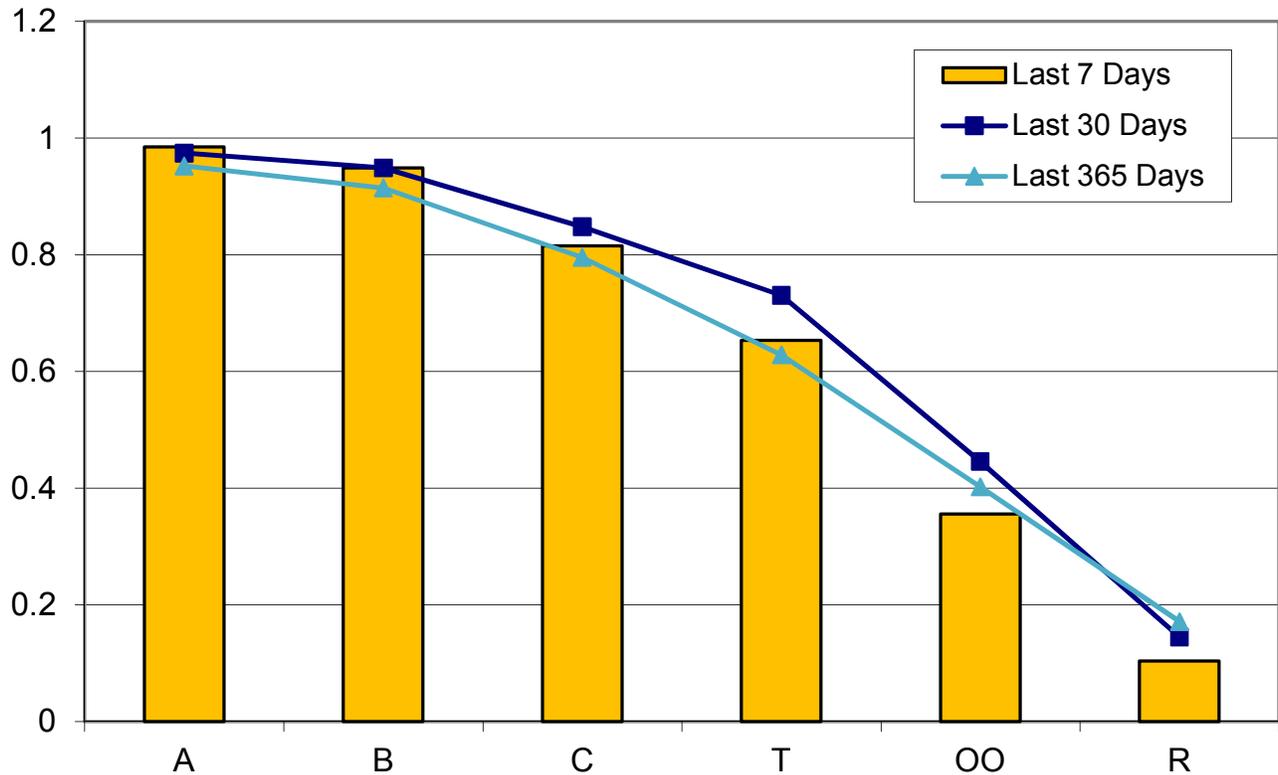
For the Period Sunday August 18, 2019 to Saturday August 24, 2019

JOB	to dispatch (unable to fill)	employee extensions	employee double shifting	local 502 employees	transferring employees	unfilled after dispatch	TOTAL
40 TON					1		1
BOMBARDIER					1	1	2
BULK OPERATOR			11		9		20
BULLDOZER					6		6
BULLDOZER(SHIP)					1		1
CARPENTER						4	4
CHECKER (DOCK)					9		9
DOCK GANTRY		9			2		11
DRIVER					8		8
ELECTRICIAN	1		23			18	42
F.E.L.					11		11
H.D. MECHANIC	3		2		2	7	14
HATCH TENDER					3		3
HEAD CHKR		1			2		3
JANITOR						1	1
LIQUID BULK					2		2
LOCIE ENGINEER	1		7		3	1	12
MEN			1				1
MILLWRIGHT			7		2	15	24
MOBILE CRANE OP					2		2
PLUMBER					1		1
RACK & S/HOIST					3		3
RED DOG CRANE		2			1		3
RUBBER TIRE GTY					9		9
SWITCHMAN			4		2		6
TRACKMAN			1		2		3
TRACTOR TRAILER					1		1
WELDER			2			4	6
WHEAT MACHINE					2		2
WHEAT SPECIALTY			1		2		3
WINCH DRIVER					3		3
TOTAL	5	12	59		90	51	217

How were shortages handled by Dispatch?



Vancouver Casual Employee % Dispatched per Dispatch Board



Future BCMEA Meeting Dates:

Finance & Audit Committee Meeting

September 12th, 2019
8:30am - 11:00am
5th Floor Boardroom
349 Railway Street

Finance & Audit Committee Meeting

October 17th, 2019
8:30am - 11:00am
5th Floor Boardroom
349 Railway Street

Board of Directors Meeting

September 24th, 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