

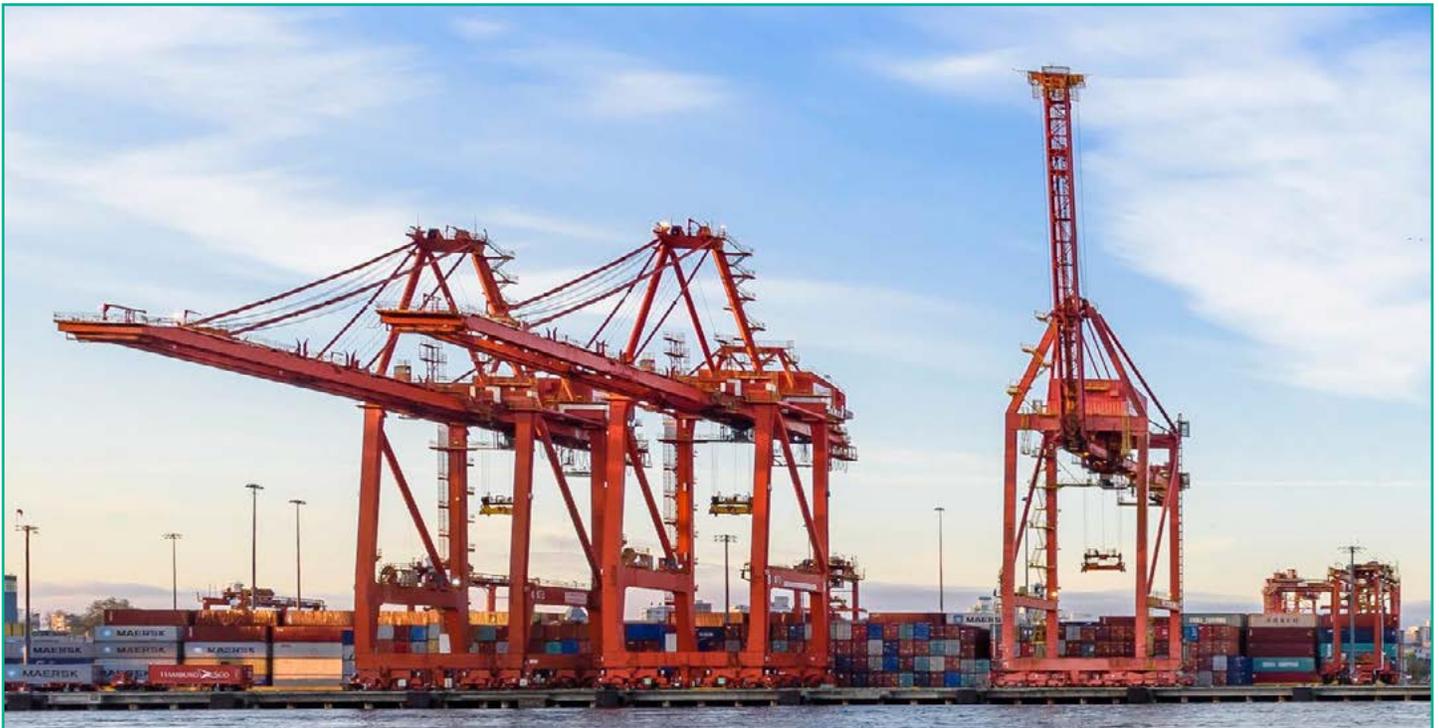


The Bulletin

The Newsletter of the British Columbia Maritime Employers Association

Port authority invites East Vancouver community groups to apply for project funding

Centerm Community Fund part of port terminal expansion project in Burrard Inlet



Community organizations from the Downtown Eastside, Strathcona, Grandview-Woodland, and Hastings Sunrise are now invited to submit applications until November 29 for project funding from the Vancouver Fraser Port Authority's Centerm Community Fund.

The Centerm Community Fund is part of a larger \$2 million donation to community initiatives in East Vancouver from the Vancouver Fraser Port Authority, in coordination with Centerm container terminal operator DP World.

Follow the BCMEA



"We created the Centerm Community Fund as part of our community investment for the Centerm Expansion Project, which is now underway," says Duncan Wilson, vice president environment, community and government affairs at the Vancouver Fraser Port Authority. *(continued)*

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

Port authority invites East Vancouver community groups to apply for project funding (continued)

"It's exciting to be able to add this new addition to our existing community investment program and support local organizations that do so much in this community. We are looking forward to learning about the wonderful community programs and projects that people put forth in their applications."

Projects supporting community enrichment, education and training, or environmental leadership are eligible to receive funding.

The Centerm Community Fund was created to provide \$500,000 to support projects proposed by organizations in Downtown Eastside (including Chinatown, Gastown, Railtown), Strathcona, Hastings-Sunrise, and Grandview-Woodland. The total amount of the fund will be drawn down over three years and three application periods.

Organizations can learn more about how to apply for funding through the new Centerm Community Fund at portvancouver.com/centerm-fund. The first submission period for applications will run from September 3 until November 29, 2019. Applications must be received during the intake period to be considered.

About the Centerm Expansion Project

The Centerm Expansion Project is being completed to help meet anticipated near-term demand for trade shipped in containers through the Port of Vancouver, including imported clothing, food, and electronics, and exports such as pulp, paper, lumber, and specialty grains. By increasing the terminal footprint by only 15% and rearranging on-site operations, the facility will be able to handle about 60% more containers.

In addition to increasing the capacity of the terminal, the project is predicted to create 350 full time equivalent jobs per year during construction, 800-900 new jobs for ongoing operations related to the expansion, and 1,700-1,900 new jobs as part of the greater port economy (in fields such as logistics, supply chain, transloading, distribution). The project is anticipated to be substantially complete by the end of 2021.

<https://www.portvancouver.com/news-and-media/news/port-authority-invites-east-vancouver-community-groups-to-apply-for-project-funding/>

CN exclusive provider for COSCO at four Canadian ports

maritimemag.com

CN has announced that COSCO Shipping has chosen CN to be the exclusive rail provider for COSCO Shipping's discharge at the Ports of Vancouver, Prince Rupert, Montreal, and Halifax to all currently served CN destinations.

"We are proud that CN's excellence in supply chain logistics and focus on growth has earned the continued trust of COSCO shipping's business," said Keith Reardon, senior vice-president of consumer product supply chain at CN.

"This is yet another strategic contract signed recently. By choosing CN to service all inland destinations on the network, COSCO will be well positioned to benefit from a unique tri-coastal access. This new exclusive Canadian partnership further reinforces our relationship and our commitment to providing the best intermodal rail service."

<https://www.maritimemag.com/news/1065-cn-exclusive-provider-for-cosco-at-four-canadian-ports>

Great fun for a good cause...Mission's Cycle for Seafarers brings out industry

bcshippingnews.ca



Participants in the Mission to Seafarers' Cycle for Seafarers event all have two things in common: first and foremost, they recognize the importance of supporting crew who are integral to the West Coast's maritime industry; and second, judging by the smiles captured during the day, everyone had a great time. The Cycle for Seafarers event is one of the key fundraising initiatives for the Mission and this year was no exception.

With upwards \$40,000 raised toward the Mission's work, about 90 riders from the local maritime industry enjoyed perfect weather and great fun in one of four routes, ranging in distance from expert-level 100km to the family-fun 15k. Four rest stops along the way – hosted by SAAM SMIT, Samson Tugs, BC Coast Pilots Ltd./Pacific Pilotage Authority and the Chamber of Shipping – provided much-needed refreshments and a break before the rest of the ride. Riders were also treated to a BBQ when they returned to the Mission.

Reverend Peter Smyth, Senior Chaplain for the Mission to Seafarers, was on hand to congratulate all riders and present prizes to the top two fundraisers – Romeo Rusan from Inchcape Shipping Services and Jane Dittrich, representing the Christ Church Cathedral & the Anglican Diocese Of New Westminster – as well as draw names for additional prizes provided by the community.

An event like this takes a lot of effort to organize and Reverend Smyth was quick to note the amazing support from the Cycle Organizing Committee – James Lawson, Bonnie Gee, Doug Towill, Don MacInnes, Gordon Yahn and Lori King – as well as many volunteers and staff at the Mission, especially those from St Michaels Multicultural Anglican Church in Vancouver which has a partnership with the Mission.

Next year's event is tentatively scheduled for August 22, 2020. Mission staff will be on hand at the Port of Vancouver's World Maritime Day celebration at Canada Place on September 28, 2019 to answer questions on next year's ride as well as how you can support the Mission year-round.

<https://bcshippingnews.ca/photos-great-fun-for-a-good-cause-missions-cycle-for-seafarers-brings-out-industry/>

Prince Rupert port gets \$154M in infrastructure funding

canadianshipper.com

The Government of Canada has announced financial investments totalling \$153.7 million through its National Trade Corridors Fund (NTCF) to support three separate critical trade infrastructure projects to facilitate growth and enable further trade development at the Port of Prince Rupert.

The Prince Rupert Port Authority, in partnership with CN, were the recipients of \$60.6 million for the Zanardi Bridge and Causeway project. The total project cost is estimated at \$122 million. It will reduce operational conflicts and increase rail capacity to the Port of Prince Rupert to accommodate future growth in import and export trade for all current and future terminals. Key components of the project include the construction of a new double track bridge across the Zanardi Rapids, rehabilitation of the existing single track Zanardi Bridge, and expansion of the causeway between the Zanardi Bridge and Ridley Island.

The Prince Rupert Port Authority has received \$49.85 million towards rail infrastructure required to service the Ridley Island Export Logistics Platform project. The project's total cost is nearly \$100 million and focuses on an expansion of the existing Road, Rail and Utility Corridor to further enable unit train access. The rail infrastructure is a precursor to a large-scale bulk transload facility, a large-scale breakbulk transload facility, and an integrated off-dock container yard. The Road Rail Utility Corridor expansion will create a platform to attract private-sector investment in export transloading and warehouse capacity at the port. A full build-out of logistics capability will be able to handle a significant increase in volumes, including dry bulk, forest products and other commodities.

The Metlakatla Development Corporation, the economic development arm of the Metlakatla First Nation, was the recipient of \$43.3 million toward the Metlakatla Import Logistics Park project. The \$89 million project consists of a 25-hectare site development on South Kaien Island that will enable transload and warehouse operations to provide increased flexibility and value-added capabilities for import supply chains. The Import Logistics Park is a strategic complement to the Export Logistics Platform and will be fully integrated into DP World's Fairview Container Terminal and the Port's intermodal ecosystem to ensure unparalleled efficiency and fluidity.

"We are pleased to see over \$150 million of federal investment committed to the Prince Rupert Gateway," stated Shaun Stevenson, president and CEO of the Prince Rupert Port Authority. "We see it as indicative of the growing role that the Port of Prince Rupert plays in adding value to Canadian supply chains and growing Canada's trade with the world. These investments will enable the development of gateway infrastructure that will support ongoing growth in capacity and resiliency of the gateway."

"The Port of Prince Rupert is a recognized and growing North American gateway with Asia, an important conduit for expanding and diversifying trade. CN applauds the level of investment and the commitment from the National Trade Corridors Fund to accelerate and lever CN's own capital investments towards the Zanardi Bridge and Causeway project," added JJ Ruest, president and CEO at CN.

The Port's activity is expected to grow to over 50 million tonnes of trade annually within the next decade. The continued growth of cargo volume through the Port of Prince Rupert represents an increase in Canadian trade, regional economic development and employment, and continued participation of local First Nations in the region's gateway economy. These projects are a springboard to unlocking future private sector investment in the new facilities and operations required to meet that growing demand.

<https://www.canadianshipper.com/transportation-and-logistics/prince-rupert-port-gets-154m-in-infrastructure-funding/1003381284/>

Feds, industry spend big on Canada's ports in race to keep congestion from choking east-west trade

business.financialpost.com

A longshore crane operator sits in front of a screen in the control room at Canada's largest container terminal and moves a joystick ever so slightly to the left, remotely guiding a 40-foot container with a video-game-like interface.

He's controlling the container for the last six to nine feet of a journey that's highly automated from the moment it's lifted off a ship docked at the man-made Pacific coast peninsula until it's placed on a train bound, over a narrow causeway, for Calgary, Edmonton, Chicago or Memphis to deliver yoga pants, mandarins and furniture from Asia.



Once he places the box, a job humans are still better at than machines, the computer takes over again, directing the crane to pluck the next container from a brightly coloured Tetris stack and carry it to its optimal spot, repeating this process about 90 times an hour to load and offload up to 13 miles of double-stacked trains every day.

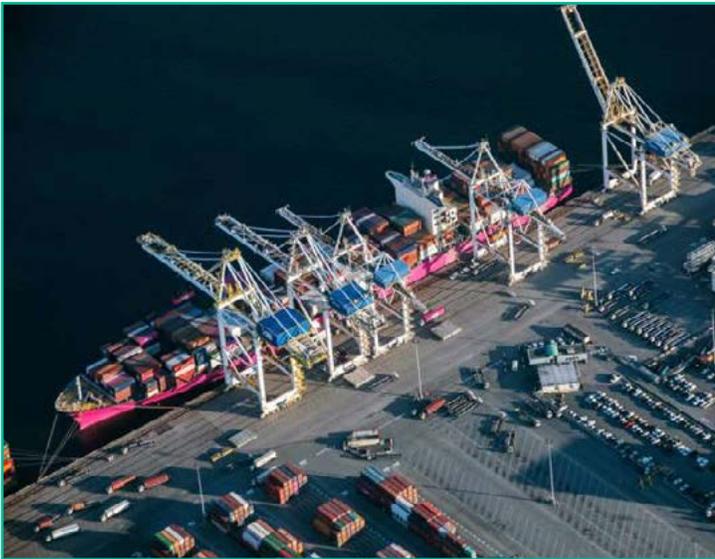
In the year since the technology was introduced at GCT Deltaport, the time imported rail containers spend on-dock has dropped to 2.1 days, as of July, from an average of 4.4 days in 2018. The eight new electric-powered semi-automated cranes have fuelled labour strife with the longshore union over feared work reductions, but they've also made the terminal the most automated rail-loading facility in North America, perhaps, executives say, even the world.

They are part of GCT Global Container Terminals Inc.'s private \$300-million cash injection to increase capacity at the terminal, which handled 1.8 million 20-foot equivalent units (TEUs) in 2018, the second year in a row of record cargo volumes across Vancouver's entire port system, Canada's largest by far. *(continued)*

Feds, industry spend big on Canada's ports in race to keep congestion from choking east-west trade (continued)

The cranes are also representative of the influx of investments from industry players, both private and public, to boost volume, improve efficiency and remove bottlenecks in a port-and-rail system under pressure to run smoothly to deal with increasing east-west trade under Canada's new trade deals with Europe and Asia.

Congestion is a dirty word in this environment, and though operations may be running relatively smoothly for now, the potential menace of unwanted time delays haunts industry players debating what to build where — and with whose money — to avoid a long-term capacity crunch that could hurt B.C.'s ability to compete with West Coast terminals in the United States.



Here, congestion occurs, roughly, when more than 85-to-90 per cent of the capacity at a given terminal is in use. As of last year, B.C.'s container ports operated at about 82-per-cent capacity, said GCT chief executive Doron Grosman in an interview, a sweet spot where movement isn't clogged, but the assets are working hard.

As such, the dreaded C word will not imminently choke B.C. container terminal operators and their landlords, the port authorities in Vancouver and Prince Rupert, who give credit to the billions of dollars in private and public investment spent on a series of expansion projects that are forecast to supply enough capacity until about 2030.

"There's been a lot of money spent, there's been a lot of improvements made, but we're also handling 30 million more tonnes of volume," Peter Xotta, vice-president of planning and operations at the Vancouver Fraser Port Authority, said in an interview this spring, noting that overall cargo hit 147 million tonnes last year, up from 115 million tonnes a decade ago.

"The underlying challenge is we're growing at a rate that is putting pressure on supply chains. The concern that we have is that we're not doing enough fast enough to stay ahead of that."

The federal Liberals haven't ignored the ports in their infrastructure spending spree. A series of summertime funding announcements even prompted the Conservatives to complain to the elections commissioner in advance of the October vote.

Last week, the feds announced a \$153.7-million investment in three projects to increase capacity at the Port of Prince Rupert, which ships from Asia can reach one day faster than any other port along North America's west coast. It will put \$60 million towards the port authority's double-track bridge across the Zanardi Rapids, \$43 million on a rail transfer hub for Ridley Island's bulk and container facilities, and \$49 million towards a logistics facility built by the Metlakatla Development Corp.

It's the single largest public investment Prince Rupert has ever received and more than it has received over the past 20 years in total, the port's chief executive Shaun Stevenson said.

"It primes what will be billions of dollars of private-sector investment in terminals," he said. "It's great for Canadian exporters." *(continued)*

Feds, industry spend big on Canada's ports in race to keep congestion from choking east-west trade (continued)

The money, which will help build a bridge, rail transfer hub and logistics facility, is part of a federal effort to speed up spending from the National Trade Corridors Fund. Ottawa originally planned to spend \$2 billion over 11 years, but it has already spent \$1.7 billion on 81 projects since 2017. In January, it launched a continuous call for projects to get merit-based funding out the door more quickly, and the 2019 budget added an additional \$400 million to the pot for spending in the North, where climate change can exacerbate existing transportation challenges.

"The Government of Canada, because of the incredible demand for this program, the popularity, if I can put it that way, realized a while back ... we should spend it more quickly," Transport Minister Marc Garneau said.

Canada's geography and winter weather conditions make efficient and reliable transportation challenging, but getting goods to market is essential, Garneau said.

Federal policy explicitly linked transportation and trade for the first time in 2006 when the Conservatives dedicated more than \$1 billion to the Asia-Pacific trade corridor.

A big ticket item for B.C. under that plan was the \$658-million South Fraser Perimeter Road (\$365 million came from the feds, the rest from the province). The highway, which separates commercial and residential traffic and connects Deltaport to major trucking destinations, has cut travel times in half since it opened in 2013, according to the port.

The Liberals built on that funding as officials signed off on two major trade deals: the Canada-European Union Comprehensive Economic and Trade Agreement (CETA) in 2016 and the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP) in 2018. The government also renegotiated the North American Free Trade Agreement, but that has yet to officially pass, making the push to diversify trade all the more critical.

The U.S. is still Canada's largest trading partner by far, with \$741.4 billion in imports and exports, but trade is growing with other partners. From 2015 to 2018, trade with Asia (excluding the Middle East) increased 18.9 per cent to \$199.2 billion and trade with the European Union was up 19 per cent to \$118.1 billion, according to government data.

Despite uncertainty in global trade markets, where a U.S.-led shift towards protectionism and a U.S.-China trade war have roiled the status quo, Garneau isn't worried about building too much capacity in Canada's transportation system.

"Ultimately, I'm sure that we will build on our trade with China ... sometimes there can be challenges in terms of trade negotiations. That happens," he said. "We need to continue building capacity. We've got good products, we've got to get them there on time."

Ports, which, by the nature of their investments must plan five, 10, even 20 years in the future, also expect trade to recover in the long term. Trade tensions, particularly with China, could be acute and painful in the short term, but the Port of Vancouver's Xotta said he's optimistic relations will stabilize in the medium term.

"People want what Canada has," he said. "We have high-quality, stable, reliable sources of supply for food products. It's not a bad business to be in internationally."

In the meantime, ports want to eliminate potential bottlenecks. (continued)

Feds, industry spend big on Canada's ports in race to keep congestion from choking east-west trade (continued)

For terminal operators such as GCT, that can mean buying more efficient cranes to move more goods on the same footprint. For port authorities, which own federal land and lease it to private operators, that often means figuring out how to eliminate interactions between railways and roads in major metropolitan areas where ports and railways compete for space with growing populations.

These “last mile” hot spots can snarl both consumer traffic and goods movement, a pronounced challenge given railways now run longer trains in their own bid for efficiency. Vancouver’s port authority has a list of intersections where building overpasses and underpasses is key to moving goods, which, in turn, increases safety and reduces congestion and greenhouse-gas emissions.

The federal government also introduced measures to deal with railway congestion in updates to the Canadian Transportation Act last year.

Under the new rules, it launched an investigation into whether railways unfairly prioritized certain commodities during a particularly harsh winter after some shippers, particularly from the forestry industry, reported longer-than-usual wait times to get their products to markets.

Even in its investigation, congestion is a dirty word, at one point referred to as “alleged congestion.” Ultimately, it ordered Canadian National Railway Co. to submit a plan that addresses shippers’ concerns about traffic surges.

Many of the projects that help remove bottlenecks across the system have price tags in the tens of millions of dollars, but the port authority and its terminals are also thinking — and disagreeing in some cases — about the next few billion dollars they must spend to prepare for the demand they expect by 2030.

For example, GCT wants to build a fourth berth at its Deltaport facility, a \$1.6-billion expansion project, while the port authority’s vision is to build a new island for a second terminal. GCT has the majority of the market share in Vancouver (though its competitor, DP World, is also expanding there and in Prince Rupert), so the port is seeking a different operator for its proposed terminal. Plus, the port argues, its proposed location is better for the environment.

GCT, which is fighting the port’s dismissal of its expansion plans in court, argues its proposal adds the same capacity at a lower cost and uses private, not public, capital. It takes a wider view of competition that includes ports in Seattle, Los Angeles and Long Beach, Calif., not just between operators in the Lower Mainland or between Vancouver and Prince Rupert.

Fortunately, it’s faster to ship to Canada from many places in Asia, GCT’s CEO Grosman said, so operators need to ensure they keep attracting business to B.C. He expects the majority of manufacturing to stay in Asia, despite pressure from U.S. President Donald Trump, given it has the know-how and people to do the work, and, as a result, he expects container volume to keep growing.

To meet that demand and to set Canada up for future success, he said the private sector and ports need to collaborate to keep goods moving. Port cities that make the wrong decisions can see terminals close as other locations pick off their business.

“You make a decision today,” Grosman said, “and you live with the consequence for the next 25 years.”

<https://business.financialpost.com/transportation/feds-industry-spend-big-on-canadas-ports-in-race-to-keep-congestion-from-choking-east-west-trade>



Western Stevedoring is looking for a **Ship Operations Superintendent** to join its team based in North Vancouver. This position reports to the General Manager, Ship Operations and is responsible for the management and supervision of the Company's vessel stevedoring operations providing efficient cargo handling services to the forestry, steel and general cargo sectors.

Company Overview

Western is an industry leader in marine logistics (stevedoring and terminal services) with branch offices and subsidiary companies in the Lower Mainland, Prince Rupert and on Vancouver Island.

For more than seven decades, Western has continued to grow and diversify its services for the benefit of their valued customers and partners. This success is attributed to the skilled and dedicated employees that the Company has had the ability to attract and retain. To learn more about our company, vision, mission, culture and operations, please view our website at www.westeve.com.

The Position – Ship Operations Superintendent

- Supervise loading/discharge of vessel operations.
- Coordinate and allocate personnel to ensure a safe, positive and efficient work environment.
- Plan and coordinate pre and post stevedoring activities with appropriate stakeholder groups.
- Ensure that operating and safety procedures are followed and properly communicated to all concerned.
- Work with the operations team to coordinate the timely ordering of unionized labour and equipment.
- Maintain accurate and timely paperwork related to the operations.

What you require for success in the role

As the successful candidate, you bring a natural, people focused leadership style, you understand the importance of maintaining a strong team and have an innovative approach to contributing towards a positive culture. You enjoy expanding your technical insights and knowledge of our diverse marine logistics operations, in pursuit of operational excellence in support of our customers.

Your Skills & Qualifications

- Possess relevant post-secondary education and a minimum of 10 years' experience encompassing logistics and distribution in a heavy industry environment; marine preferred.
- Strong leadership skills, the ability to multi-task in a challenging environment
- A thorough understanding of Collective Agreements and relevant safety standards are essential.
- Ability to work efficiently in a changing and fast-paced environment.
- Ability to work varying schedules including nights and weekends.
- Good written and verbal communication skills.

To Apply

Please email your resume and cover letter, in confidence, to hr@westeve.com. For information on our operations, please visit our website at www.westeve.com

Western Stevedoring is an equal opportunity employer.

CN and Evergreen Extend Intermodal Agreement

cn.ca

CN and Evergreen Line are pleased to announce that their long-standing relationship of 27 years will continue with a new agreement extending their intermodal partnership.

Evergreen and CN have long enjoyed a mutually beneficial partnership, with Evergreen calling at CN served ports such as Vancouver, Prince Rupert, and Halifax. This new agreement furthers the privileged relationship between both companies.

“We are pleased to be renewing our partnership with CN,” said Roy Amalfitano, Vice Chairman of Evergreen Shipping Agency (America) Corporation, the general agency of Evergreen Line for North America. “After nearly three decades of close collaboration, we look forward to being able to rely on their excellence in transportation services and their unique North American network that spans three coasts.”

“We are proud that Evergreen continues to value CN’s network reach and excellence in supply chain logistics,” said Keith Reardon, senior vice-president of consumer product supply chain at CN. “Strategic and profitable growth is a key pillar of CN’s agenda and that means being part of the solution which enables Evergreen to continue expanding within the North American market and beyond.”

This announcement is the latest of recent announcements that are the product of CN’s focus on profitable growth in the intermodal sector as CN remains committed to offering the best intermodal rail service in North America.

CN is a true backbone of the economy, transporting more than C\$250 billion worth of goods annually for a wide range of business sectors, ranging from resource products to manufactured products to consumer goods, across a rail network of approximately 20,000 route miles spanning Canada and mid-America. CN – Canadian National Railway Company, along with its operating railway subsidiaries – serves the cities and ports of Vancouver and Prince Rupert, B.C., Montreal, Halifax, New Orleans, and Mobile, Ala., and the metropolitan areas of Toronto, Edmonton, Winnipeg, Calgary, Chicago, Memphis, Detroit, Duluth, Minn./ Superior, Wis., and Jackson, Miss., with connections to all points in North America.

<https://www.cn.ca/en/news/2019/09/cn-and-evergreen-extend-intermodal-agreement/>



Cruise ship undergoes massive refit in North Vancouver

cbc.ca

A cruise ship docked in North Vancouver is undergoing a massive refit that is expected to last more than two weeks.

The MS Regatta, a 680-passenger ship, will be getting a makeover that includes new furnishings, carpets and TVs, and the ship will have its hull stripped and re-coated.

The 30,000 tonne ship will be docked at Seaspan Vancouver Drydock in Lower Lonsdale while under renovation. More than 2,000 workers will stay on the Grand Classica, a passenger ship docked nearby.



The MS Regatta will be docked until Sept. 21 and work will be underway 24 hours a day until completion.

In a statement on its website, Seaspan says the work is expected to bring \$10 million to North Vancouver's economy.

Because 375 shipping containers filled with equipment will be in the drydock's parking lot, Seaspan estimates about 100 extra daily commuters will be parking in nearby lots.

In an email, Seaspan spokesperson Erika Schade said the company is working to minimize the disruptions on the North Vancouver neighbourhood.

"We ... have hired a traffic management company to minimize disruption to traffic to and from the work site and are also encouraging project team members to carpool or take transit to the site whenever possible to reduce the number of vehicles in the area," she said.

<https://www.cbc.ca/news/canada/british-columbia/north-vancouver-cruise-ship-retrofit-1.5277081>

Industry News Links

CN recognizes 47 customers and supply chain partners for sustainability leadership

<https://www.cn.ca/en/news/2019/09/cn-recognizes-47-customers-and-supply-chain-partners-for-sustain/>

Teal Jones to shut down coastal logging citing weak markets, high costs

<https://vancouversun.com/news/local-news/teal-jones-to-shut-down-coastal-logging-citing-weak-markets-high-costs>

Canadian grain producers eye port congestion, winter conditions

<https://www.freightwaves.com/news/canadian-grain-producers-eye-port-congestion-winter-conditions?p=228989>

Interfor to shutter Maple Ridge sawmill

<https://biv.com/article/2019/09/interfor-shutter-maple-ridge-sawmill>

Farmers across Canada anticipate producing less wheat, canola, corn for grain and soybeans in 2019 from a year earlier

<https://www150.statcan.gc.ca/n1/daily-quotidien/190828/dq190828a-eng.htm?HPA=1>

Canada to Support Development of Low-Noise Tankers to Protect Marine Species

<https://worldmaritimeneeds.com/archives/282573/canada-to-support-development-of-low-noise-tankers-to-protect-marine-species/>

Maersk rolls out single customs process flow to US, Canada shippers

https://www.joc.com/technology/maersk-rolls-out-single-customs-process-flow-us-canada-shippers_20190904.html

Reach Higher: Cargill 2019 Annual Report

<https://www.cargill.com/doc/1432144962450/2019-annual-report.pdf>

CN to acquire CSX line in New York

<https://www.canadianshipper.com/transportation-and-logistics/cn-to-acquire-csx-line-in-new-york/1003381238/>

Navis launches product to improve visibility of dangerous goods at ports

<https://container-mag.com/2019/09/05/navis-launches-product-improve-visibility-dangerous-goods-ports/>

Reefer shortage persists as perishables shippers opt for boxes, ONE orders 6,000

<https://theloadstar.com/coolstar/reefer-shortage-persists-as-perishables-shippers-opt-for-boxes-one-orders-6000/>

Amazon acquires branded intermodal containers

https://www.joc.com/rail-intermodal/intermodal-shipping/amazon-acquires-branded-intermodal-containers_20190909.html

Containership fires – the importance of knowing your customer

<https://www.seatrade-maritime.com/news/asia/containership-fires-the-importance-of-knowing-your-customer/>

Cosco Shipping Lines names new general manager

<https://www.seatrade-maritime.com/news/asia/cosco-shipping-lines-names-new-general-manager/>

New Vancouver AI office aims to reduce shipping emissions ahead of IMO 2020

<https://www.jwnenergy.com/article/2019/8/new-vancouver-ai-office-aims-reduce-shipping-emissions-ahead-imo-2020/>

Tweet of the Week



Squamish Terminals
@SQTerminals

Our 9th annual Great Canadian Shoreline Cleanup tonight was another huge success with more than 150 volunteers showing up to clean our beautiful Squamish shoreline. Stay tuned for cleanup results and more pictures. A huge thank you to all of the volunteers who showed up tonight!



INDUSTRY EVENTS CALENDAR

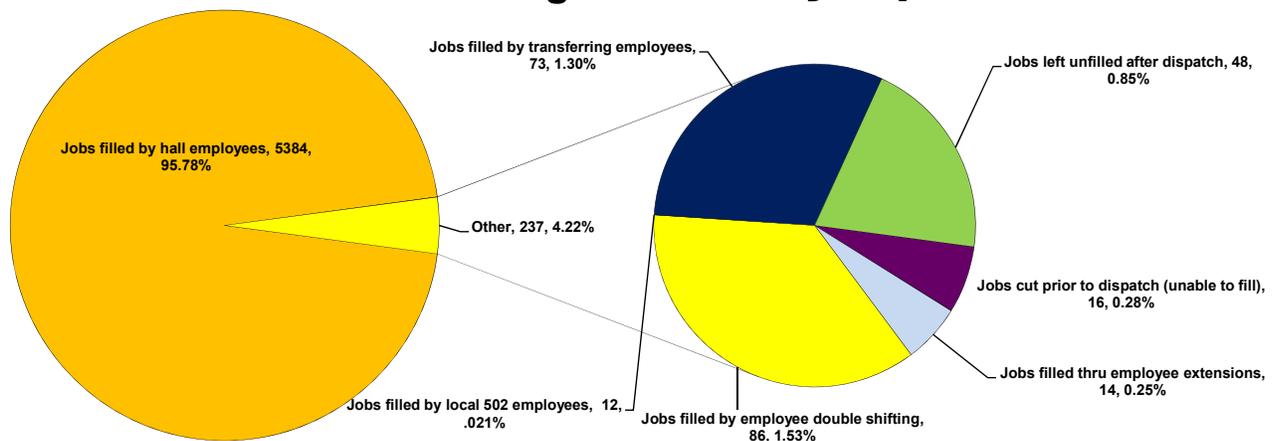
- Oct. 8-10, 2019 **Breakbulk Americas**
George R. Brown Convention Center
Houston, TX
<https://www.breakbulk.com/events/breakbulk-americas-2019/>
- Oct. 10, 2019 **WorkSafeBC Ergonomics Forum 2019**
6951 Westminster Highway
Richmond, BC
<https://www.go2hr.ca/events/worksafebc-ergonomics-forum-2019>
- 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/>
- Nov. 11-14, 2019 **2019 ICHCA International 20/20 Cargo Vision
Conference & Exhibition**
Hilton Malta
St. Julians, Malta
<https://www.eiseverywhere.com/website/1037/home/>
- Nov. 20-22, 2019 **WOC Sustainable Ocean Summit: "Investing in Ocean
Futures: Finance and innovation for the blue economy"**
Hôtel de l'Industrie
Paris, France
<https://sustainableoceansummit.org/>

Dispatch Shortage Statistics

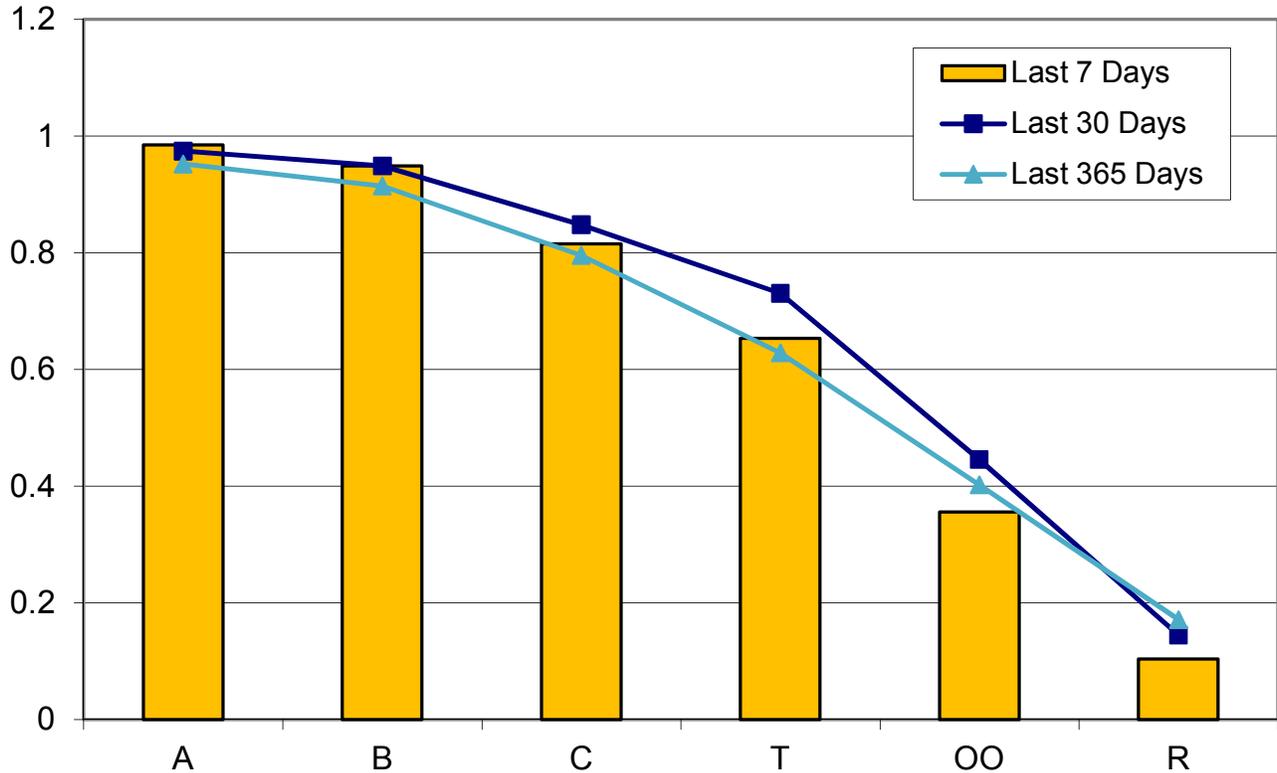
For the Period Sunday September 1, 2019 to Saturday September 7, 2019

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					3		3
AUTO MECH						1	1
BULK OPERATOR			17		7	1	25
BULLDOZER			1				1
CARPENTER					1	1	2
CHECKER (DOCK)	1				6		7
CLASS #1 AIR					1		1
DOCK GANTRY		13					13
DOCKMEN	3						3
DRIVER					21	6	27
DUMPER OPERATOR			1				1
ELECTRICIAN			10			6	16
F.E.L.			2		2		4
FILLIN	2						2
FIRST AID					1		1
H.D. MECHANIC			2			23	25
HATCH TENDER					1	1	2
HEAD CHKR					8		8
HT SHIP GANTRY	1						1
HT SIGNALS			1		1		2
KINDER MORGAN LIQUID			4				4
KOMATSU OP					2		2
LIQUID BULK					1		1
LOCIE ENGINEER			2		1		3
MEN			2				2
MEN - DOW						2	2
MILLWRIGHT	4		30			6	40
MOBILE CRANE OP			8				8
RACK & S/HOIST					4		4
RED DOG CRANE		1			1		2
RUBBER TIRE GTY					8		8
SHIP GANTRY					1		1
SLINGMEN	2						2
SPARES	2						2
SWITCHMAN			5		2		7
WELDER			1		1		2
WINCH DRIVER	1					1	2
TOTAL	16	14	86		73	48	237

How were shortages handled by Dispatch?



Vancouver Casual Employee % Dispatched per Dispatch Board



Future BCMEA Meeting Dates:

Board of Directors Meeting

September 24th, 2019
8:30am - 11:30am
5th Floor Boardroom
349 Railway Street

Board of Directors Meeting

October 29th, 2019
8:30am - 11:30am
5th Floor Boardroom
349 Railway Street

Finance & Audit Committee Meeting

October 17th, 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