



# The Bulletin

The Newsletter of the British Columbia Maritime Employers Association

## Japanese Port Engineers Tour BCMEA WTC and GCT Deltaport



On Friday, October 5th, a group of 19 engineers from the government-operated Port of Japan visited Vancouver as part of an ongoing port development initiative. This annual fact-finding mission by representatives from Japan's port management bodies focuses on a variety of topics of interest in terms of global port development, with this year's West Coast visit focusing on training and terminal automation and semi-automation.

### Follow the BCMEA on social media



The group, accompanied by their translator, first visited the flagship BCMEA Waterfront Training Centre, where the BCMEA's Training Safety and Recruitment VP John Beckett and Safety Systems Manager Kevin Jackson gave a tour of the innovative facility and explained the background behind the creation of the training centre, along with the various initiatives such as the custom-built pedestal and dock gantry training cranes, and the current facility expansion plans. *(continued)*

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

## ***Japanese Port Engineers Tour BCMEA WTC and GCT Deltaport (continued)***

This was followed by a visit to GCT Deltaport, where the group was hosted by Roy Kristensen, the assistant director in charge of the Deltaport Rail Expansion Project (DREP). The project incorporates semi-automated rail-mounted gantry cranes and a rebuilt railyard as part of the terminal's plans to service the increased demand of West Coast international cargo trade. The impressed visitors toured the terminal's new dock gantry cranes as well as the new rail facility, which relies on individual and vehicle transponders to ensure safety within the rail zone.

*Story contributed by Kevin Jackson, Manager, Safety Systems / BCMEA*

## **Boom Times Continue at Port of Prince Rupert**

***maritime-executive.com***



The port of Prince Rupert, Canada has posted a 19 percent gain in container volume in the first half of the year, making it the fastest-growing container port in North America.

Prince Rupert's consistent, remarkable gains have been driven by its rapid rail connection to the Midwest and its short route to East Asian ports, which can cut days off total transit times. Shanghai is 1,200 nm closer to Prince Rupert than to the Los Angeles / Long Beach port complex, which translates into about 60 hours' less transit time at 20 knots. Upon arrival, import boxes can be loaded onto a CN Rail train for transport to points east, and can be in Chicago within 90 hours (3.75 days).

To meet booming demand, Prince Rupert and operator DP World intend to add 22 acres to the port's Fairview container terminal by 2022, expanding throughput capacity by 33 percent. CN Rail is also investing heavily in the region, with plans to spend \$260 million to increase capacity across British Columbia in 2018. The improvements will include four new passing sidings and three siding extensions between Prince Rupert and Alberta, along with extensive maintenance work.

### **Competitive pressure**

The Northwest Seaport Alliance - the joint venture of the ports of Seattle and Tacoma - says that it is losing market share to Prince Rupert and Vancouver, B.C. because of the low cost of CN Rail's connections to the Midwest. The Canadian National rail link is reportedly hundreds of dollars per box less than comparable BNSF and Union Pacific rail routes departing Puget Sound terminals.

In recent comments to JOC, Prince Rupert denied that cost is a factor in shippers' decisions, and emphasized its speed and service. Seattle / Tacoma rail connections feature a fifth-morning service to the Midwest, indicating a longer rail transit time.

<https://www.maritime-executive.com/article/boom-times-continue-at-port-of-prince-rupert>

# Expanded Deltaport rail deepens Vancouver's interior reach

**joc.com**

GCT Deltaport went live September 24th with its intermodal yard expansion project designed to improve productivity, increase safety, and expand the capacity of rail operations at Vancouver's largest container terminal at GCT Deltaport.



Vancouver, Canada's largest container port, until now has been limited in its capacity to grow by a lack of surge capacity at its rail operations, which serve eastern Canada and the US Midwest. "Deltaport has the berth and container yard capacity. It was limited by rail," said Eric Waltz, president of GCT Canada. Container volume in the first half of 2018 is up 5 percent to a record 1.64 million TEU, according to a port release.

By increasing surge capacity and making the transfer of containers between ships and trains more efficient, the \$300 million, semi-automated operation will allow GCT Deltaport to handle growing container volumes, and to recover more quickly from events such as the disruptions from severe weather that compromised performance at Canada's Pacific Coast ports last winter. *(continued)*

## ***Expanded Deltaport rail deepens Vancouver's interior reach (continued)***

### **Vancouver: most containers transported by rail**

About 70 percent of Vancouver's imports and 55 percent of total container volume move by rail. By increasing the efficiency of the rail facility with the installation of eight semi-automated cranes, and expanding railyard capacity 50 percent to 1.9 million TEU a year, the project will increase GCT Deltaport's overall container throughput capacity 30 percent to 2.4 million TEU, Waltz said.

In addition to handling larger ships, the expansion and densification project will facilitate a faster recovery from disruptive events, such as last winter's snow and cold weather that resulted in terminal congestion and a doubling of container dwell times to six days or greater.

Dwell times recovered to three days or fewer this spring, but an early start to the peak-shipping season in the eastbound Pacific caused dwell times to increase beginning in July. For the week of Sept. 21, dwell times at GCT Deltaport returned to the "red zone" of five to seven days, according to the port of Vancouver website.

The reconfiguration project has increased GCT Deltaport's surge capacity so it can recover quickly from seasonal or unexpected events. GCT Deltaport handles about 34,000 feet of intermodal train movements a day. If there is a spike in volume during peak season, or a container backlog builds during a weather event, the new surge capacity will enable the terminal to handle a full 34,000 feet of train, plus any container backlog that built up, he said.

### **Semi-automated equipment — key to increasing capacity, velocity**

The introduction of semi-automated operations are the key to increasing capacity and velocity. Eight electric, low-emission, wide-span Kuenz intermodal cranes lift containers on and off rail cars. The cranes are fed by manually operated auto-decoupling yard tractors that deliver containers from the vessel. The containers are dropped off at the rail transfer facility. "The crane doesn't wait for the tractors," Waltz said. Also, the frequency of dual transactions increases, which improves efficiency through reduced container dwell times and increased velocity.

Safety is enhanced because the cranes are operated remotely from the tower, which means most of the labor has been removed from the rail yard and operates from the secure environment of the tower. The project was developed through collaboration with International Longshore and Warehouse Union Local 502.

Incorporating semi-automated features allowed GCT Deltaport to improve productivity on the same footprint at a 210-acre terminal that isn't flush with land. Semi-automation enabled placement of the tracks closer together than in a manual operation served by cantilevered rubber-tired gantry cranes. The reconfigured rail operation can handle 30 train switches per day, up from the mid-20s in the manual mode, Waltz said. "There is continuous flow — no dead time," he said.

Vancouver last winter experienced unusually long container dwell times of up to six days, up from less than three days, because of rail service issues, severe weather, and rapidly rising container volumes. Container volume in 2017 jumped 10.9 percent to 3.25 million TEU, according to port authority figures. Construction activities at the railyard added to the congestion, but construction is now over and the next bout of winter weather has not yet arrived.

Nevertheless, GCT Deltaport is proceeding cautiously, alerting customers that during any major transition to a new operating mode, it takes time to work out the glitches. "We tested the systems. We know they work. We've already done trials. Now it's about optimization," Waltz said.

GCT Deltaport has advised its customers to expect a four to six-week ramp-up period, he added.

[https://www.joc.com/port-news/international-ports/port-vancouver/expanded-deltaport-rail-deepens-vancouver%E2%80%99s-interior-reach\\_20180924.html?destination=node/3492631](https://www.joc.com/port-news/international-ports/port-vancouver/expanded-deltaport-rail-deepens-vancouver%E2%80%99s-interior-reach_20180924.html?destination=node/3492631)

# Industry News Links

**TC Ship Safety bulletin: Legalization of cannabis in Canada and vessel operation**

<https://www.bcshippingnews.com/home/industry-news/tc-ship-safety-bulletin-legalization-cannabis-canada-and-vessel-operation>

**PCT: Notice of Continuing Marine Berm Construction**

<http://pct.ca/wp-content/uploads/2018/10/2019-10-15-Berm-Construction-Re-Start-Notice-to-Public-Final.pdf>

**China attacks provision of new USMCA deal said to be aimed at Beijing**

<https://www.canadianshipper.com/transportation-and-logistics/china-attacks-provision-new-usmca-deal-said-aimed-beijing/1003378099/>

**China Coal Imports Fall Sharply**

<https://www.marinelink.com/news/china-coal-imports-fall-sharply-442545>

**Vancouver rail delays ahead of winter worry shippers**

[https://www.joc.com/port-news/international-ports/port-vancouver/vancouver-rail-delays-ahead-winter-worry-shippers\\_20181004.html](https://www.joc.com/port-news/international-ports/port-vancouver/vancouver-rail-delays-ahead-winter-worry-shippers_20181004.html)

**Trade minister Carr betting on LNG to unlock trade in China and Asia**

<https://www.canadianshipper.com/transportation-and-logistics/trade-minister-carr-betting-lng-unlock-trade-china-asia/1003378097/>

**TT Talk - Selecting suppliers and subcontractors**

<https://www.ttclub.com/loss-prevention/tt-talk/article/tt-talk-selecting-suppliers-and-subcontractors-145572/>

**10 years later: what's next for biomass?**

<https://www.canadianbiomassmagazine.ca/news/past-present-and-future-7048>

**Digitalization set to revolutionize shipping – new United Nations report**

<https://www.canadianshipper.com/transportation-and-logistics/digitalization-set-revolutionize-shipping-new-united-nations-report/1003378067/>

**Long Beach Breaks Fiscal Year Record**

[https://www.porttechnology.org/news/long\\_beach\\_breaks\\_fiscal\\_year\\_record](https://www.porttechnology.org/news/long_beach_breaks_fiscal_year_record)

**China-US trade war brings box carriers a bonus – but 2019 looks less promising**

<https://theloadstar.co.uk/china-us-trade-war-brings-box-carriers-bonus-new-year-looks-less-promising/>

**Mergers and Acquisitions in the Container Shipping Industry**

<http://seanews.co.uk/features/mergers-and-acquisitions-in-the-container-shipping-industry/>

**Drewry downgrades container demand forecast for next five years**

<https://container-mag.com/2018/10/05/drewry-downgrades-container-demand-forecast-next-five-years/>

**Vancouver Island pulp mill celebrating its 10th anniversary under a model where employees own 25% of the company**


<https://biv.com/article/2018/10/union-shop-where-workers-are-owners>

**After ‘many ups and downs,’ Kitimat residents brace for boom with LNG megaproject**

<https://www.theglobeandmail.com/canada/british-columbia/article-kitimat-bc-residents-brace-for-boom-after-lng-canadas-go-ahead/>

**Hapag-Lloyd enters bilateral feeder network cooperation with ONE**

<https://www.canadianshipper.com/transportation-and-logistics/hapag-lloyd-enters-bilateral-feeder-network-cooperation-one/1003378120/>

**Tweet of the Week** 



**Suki@BCMEA-TSR**  
@SukiHache

Following

# 30 BCMEA trainers getting ready to assist DPW "Go Live" of N4 in Prince Rupert



# INDUSTRY EVENTS CALENDAR

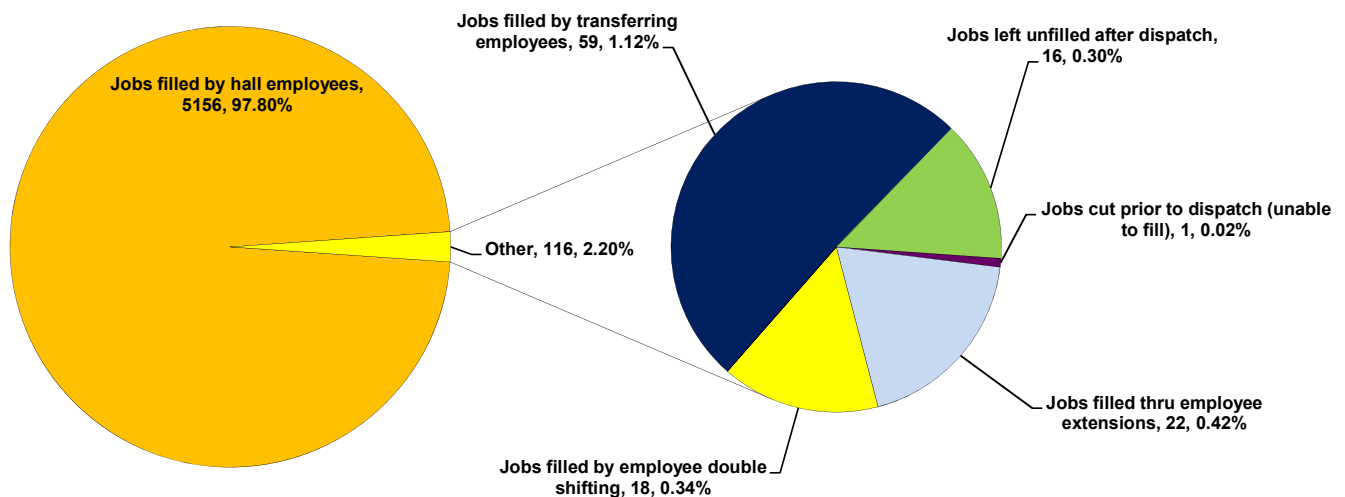
- Oct. 24-25, 2018      **The 12th Annual Vancouver Island Economic Summit**  
Vancouver Island Conference Centre  
Nanaimo BC  
<http://viea.ca/vi-economic-summit/>
- Nov. 13-15, 2018      **National Canadian Marine Advisory Council Fall 2018**  
Shaw Center  
Ottawa, ON  
<https://www.eventbrite.ca/e/national-cmac-fall-2018-ccmc-national-automne-2018-registration-48696949888>
- Nov. 14, 2018      **ABCMI Business Opportunities Conference**  
Vancouver Convention Centre - East Building  
Vancouver, BC  
<https://www.abcmi.ca/events/abcmi-business-opportunities-conference-1>
- Nov. 14-16, 2018      **WOC Sustainable Ocean Summit: "Ocean Sustainable Development -Connecting Asia and the World"**  
Hong Kong  
<https://sustainableoceansummit.org/>
- Dec. 5-7, 2018      **National Workers' Compensation and Disability Conference & Expo**  
Mandalay Bay  
Las Vegas, NV  
<http://www.wcconference.com/>
- Dec. 11-12, 2018      **JOC Port Performance Conference North America**  
Renaissance Newark Airport Hotel  
Newark, New Jersey  
<https://events.joc.com/2018-port-performance>
- Feb. 5-7, 2018      **Cargo Logistics Canada**  
Vancouver Convention Centre West  
Vancouver, BC  
<http://cargologisticscanada.com/>

# Dispatch Shortage Statistics

For the Period Sunday October 7th, 2018 to Saturday October 13th, 2018

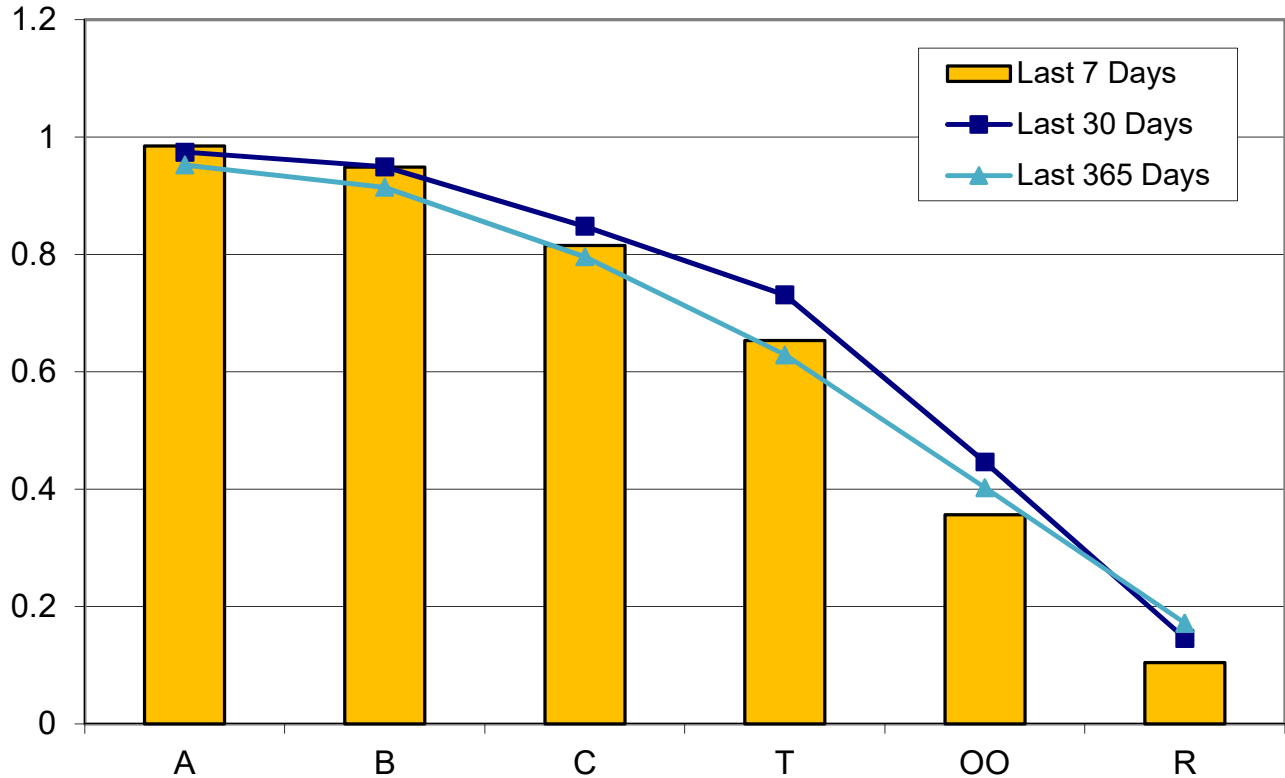
JOB	Jobs cut prior to dispatch (unable to fill)	Jobs filled thru employee extensions	Jobs filled by employee double shifting	Jobs filled by local 502 employees	Jobs filled by transferring employees	Jobs left unfilled after dispatch	TOTAL
40 TON					1		1
40 TON & RACK					1	1	2
BOMBARDIER					1		1
BULLDOZER					4		4
CARPENTER						2	2
DOCK GANTRY		16			13		29
DRIVER					3		3
F.E.L.			6		3		9
F.E.L. (SHIP)			1				1
H.D. MECHANIC			2			8	10
HATCH TENDER					1		1
HEAD CHKR		6			8		14
HT SIGNALS					1		1
JANITOR	1						1
KINDER MORGAN LIQUID					1		1
KOMATSU OP			1		1		2
LIQUID BULK			1				1
MILLWRIGHT						2	2
MOBILE CRANE OP			2				2
PUSHER			1		1		2
RED DOG CRANE					1		1
RUBBER TIRE GTY					15		15
SWITCHMAN			4		2		6
TRAC.TRAIL. (S)					1		1
TRACTOR TRAILER						1	1
WELDER					1	2	3
TOTAL	1	22	18		59	16	116

## How were shortages handled by Dispatch?





# Vancouver Casual Employee % Dispatched per Dispatch Board



## Future BCMEA Meeting Dates:

### Board of Directors Meeting

October 30th, 2018  
8:30am - 11:00am  
5th Floor Boardroom  
349 Railway Street

### Board of Directors Meeting

November 27th, 2018  
8:30am - 11:00am  
5th Floor Boardroom  
349 Railway Street

### Finance & Audit and Direct Employers Committee Meeting

November 15th, 2018  
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](mailto:editor@bcmea.com)