



Photo: Lonnie Wishart (www.lonniewishart.com)

Tidal Transport has partnered with The Western Group, whose subsidiary Coast2000 is now managing the Tidal Coast Terminals (TCT) facility in Prince Rupert.

participation in Climate Smart, certification in Green Marine, conversion program of its terminal cargo-handling equipment to electric and continual upgrades of its bus fleet (PNWTS bus charter) servicing the cruise industry in Victoria — Eshleman said “Western is continually looking for ways to reduce its environmental footprint including Western staff forming a ‘Green Team’ of environmentally conscious employees to bring ideas and solutions forward.”

In a final message to *BC Shipping News*, Eshleman said: “We are fortunate to be part of the Pacific Gateway and look forward to continuing to work collaboratively with our customers, stakeholders and employees in providing transportation and logistics solutions to handle Canada’s trade requirements well into the future.”

Tidal Transport

As reported in the last issue of *BC Shipping News*, the big news for Tidal’s Tymac Launch Service was the announced partnership with Terrapure Environmental to jointly manage cruise ship and marine-sector waste at all B.C. ports. The new arrangement comes with significant expansion and investment in equipment. At the time of the announcement, Ron Brinkhurst, President of Tymac’s parent company, Tidal Transport, said: “Our dedicated environmental solutions team is always seeking to identify new technologies and waste disposal processes that enhance not only the services we provide but encourage environmental sustainability, reduce overall disposal costs and create positive customer experiences. Working alongside Terrapure allows us to continue to do just that.”

But that’s not the only change for Tidal.

Starting first with a look at Tidal Coast Terminals (TCT) in Prince Rupert, TCT, along with The Western Group subsidiary Coast 2000, is now fully managing the facility, taking over yard operations from prime contractor Bear Creek Contracting. “That was a significant change,” said Brinkhurst. “It started in January of this year with our log processing yard at Tidal Coast Terminals followed by the assumption of all the lumber operations on March 1.” While it’s been a huge commitment in terms of staffing and equipment, Brinkhurst felt it was necessary to improve customer experience. “And The Western Group relationship and Coast2000, it was a natural fit.” Brinkhurst further noted that a significant investment has been made on construction work and yard improvements with an additional expansion planned for the future.

In terms of activity at the Terminal, Brinkhurst reported that log volumes were tracking to similar volumes from last year but noted that 2018 was about 30 per cent lower than 2017 due to a rapid drop in exports to Korea. On the container loading service, volumes were up slightly and he expects that activity will be very similar to last year’s numbers.

One new piece of business for Tidal is the handling of shipments of pile and equipment for the Rio Tinto berth extension in Kitimat. “We’ve done the first of four expected vessels. From ship to barge, barge through TCT, onto trucks and delivered to Kitimat — we arranged the discharge of the vessel with Western Stevedoring and carried right through to delivery in Kitimat, trucking included,” Brinkhurst said, adding that the operation had been very successful.

For Tidal’s other operations in Prince

Rupert, CT Terminals, the joint venture with the Coast Tshimshian Nation — which started using the management services of Coast 2000 in March 2019 — Brinkhurst reported that activity was “flat,” seeing about 45 containers per week being loaded with lumber coming in by rail. When asked about issues, like other terminals operators, Brinkhurst is closely watching ILWU/BCMEA negotiations. “ILWU workers and employers have been without a contract for a year now and it’s one of the most important issues on our radar right now,” he said but was pleased with the existing positive relationship the group enjoys with labour and was hopeful a resolution would come soon.

Fraser Surrey Docks

With the addition of SM Line vessels that started to visit Fraser Surrey Docks in May 2018, President & CEO Jeff Scott was happy to report a quadrupling of container volumes. “Notwithstanding the SM Line volume, we’re seeing year-over-year growth of about two to three per cent,” he said, adding that, through a densification and fluidity strategy, they have been able to maintain their breakbulk capacity while accommodating the increase in containers.

Steel volumes held steady at about 700,000 metric tonnes last year and Scott continues to see an increase in demand for steel despite what’s happening in the marketplace. “Given that the overall capacity in the gateway is shrinking, we have to find ways to be more efficient — not just in handling the current volume but also anticipating future growth.”

The densification and fluidity strategy has had the FSD team assessing the way they stack and sort cargo and looking for ways to minimize sorting to reduce the overall free time the cargo remains on the dock. “We’ve been working with customers, the trucking companies and others to find ways to increase the speed at which steel is removed from our terminal,” said Scott. “It’s been quite positive — improving how we stack, store and reduce sorting to maximize density has resulted in increased turnover.”

In addition to improving processes, Scott has been focused on modernizing the fleet, including investments into new pieces of equipment like forklifts, container handling equipment and potentially a refurbished crane for back up. He also noted that they’re



Photo: BC Shipping News

Fraser Surrey Docks was recently acquired by DP World Canada. The sale should be complete by the middle of this year.

looking at infrastructure improvements to help with the container gate flow, steel gate flow and road access with a goal to create better fluidity outside the terminal with the road/rail network and connections.

While the proposed coal facility project was cancelled by the Vancouver Fraser Port Authority in February 2019 (“no comment,” said Scott), FSD’s other major project — the new Fraser Grain Terminal — is now under construction by joint partner Parrish & Heimbecker. The new agri-facility, scheduled for completion by September 2020, will add an extra 3.5mt capacity to the current volume of just over one million metric tonnes.

When asked about recent news that Fraser Surrey Docks was for sale, Scott confirmed that they were “actively engaged in the sale process which was nearing completion.” He later confirmed that DP World Canada had acquired 100 per cent of the terminal (for more on this, see the section with DP World Canada’s Maksim Mihic).

Other issues on Scott’s radar include monitoring discussions about the George Massey Tunnel replacement project. “We currently accommodate vessels with a maximum capacity of 55,000 dwt which coincides with an 11.5 metre draft; however we continue to promote the fact that we can increase navigational depth to 13.1 metres even with the existing tunnel in place.” Noting that current plans call for a replacement tunnel, Scott said that as long as the new tunnel was as deep or deeper, there wouldn’t be an impact.

And, as with all terminal operators, Scott is keeping a close eye on ILWU/BCMEA labour negotiations. “It’s in mediation and we’re trying to work through that as

effectively as we can to avoid labour disruptions,” he said. “I’m cautiously optimistic that we can find a solution.”

Other areas of focus for Scott continue to be dredging as well as making sure there is alignment between all the changes in regulations within the different government departments — for example, the DFO fisheries openings and changes around those regulations and the pressure that puts on schedules and timing. “There needs to be better dialogue between all parties to make sure everyone understands the impacts of changes and ensuring everyone’s needs are met.”

To help with issues like fostering dialogue and communication, Scott continues to lead the Fraser River Industrial Association, a not-for-profit organization that has a mandate to heighten awareness of the importance of Fraser River industry and to provide opportunities for outreach and discussions. One issue in particular the FRIA has been working with members to address is the changes that resulted when the Port divested some of its assets back to the Provincial Government. “The permitting processes have changed so we’re helping our members work through challenges such as delays in permit approvals (what used to take 10 to 14 days now takes six to nine months),” he said. “The FRIA has been reaching out to the Ministry of Forests, Lands, Natural Resource Operations and Rural Development to lend assistance in terms of identifying issues and working with staff to make improvements.”

Ashcroft Terminal

In speaking with Kleo Landucci, Chief Commercial & Corporate Affairs Officer



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