

channels

A Pacific Coast Terminals publication for the residents of Port Moody



HAPPY HOLIDAYS FROM PCT
— THE PORT IN PORT MOODY

PCT's Expansion Plans

To continue to support our business and the Port Moody community, PCT has been exploring a number of alternative commodities in addition to sulphur, and ways to expand PCT's facility to accommodate new operations.

Dredging in Burrard Inlet

Proposed expansion plans at Pacific Coast Terminals would necessitate a dredging in Burrard Inlet.

A Project Review permit application and accompanying Environmental Review document has been submitted to Port Metro Vancouver for their consideration as part of the permit process.

Community engagement will continue in 2014. With confirmation of the necessary permit approvals, dredging could potentially begin late in the fall of 2014.

Handling Potash at PCT

PCT management continues discussions with a Canadian supplier of potash and anticipates announcing an agreement and details of expansion plans in the near future.

In order to handle potash, construction of a new storage warehouse would be required. Prior to any construction taking place, PCT would submit a Project Permit application and an Environmental Review document to Port Metro Vancouver as part of the permitting process.

Community engagement, including an Open House for residents, is

planned for 2014. With issuance of the necessary permit, construction could potentially begin in early 2015.

For More Information

A well-attended Open House, held in September 2013, provided residents with detailed information on PCT's current plans for reconstruction of its current primary water treatment facility, construction required to accommodate the handling of canola oil, and to undertake dredging within Burrard Inlet.

Details on all of PCT's expansion plans, including renderings and Permit Applications can be viewed on the company's website at pct.ca under the category of "Growing Our Business."

Permitting Process

Pacific Coast Terminals has applied to Port Metro Vancouver (PMV) for project permits as they are the permitting authority with jurisdiction over the projects. PCT's applications included the scope of the project(s) and outlined the modifications to the existing site. They also included an Environmental Assessment document (EA) that examines impacts and evaluates environmental mitigation strategies for each project.

PCT will also apply to Metro Vancouver to amend water discharge and air emissions permits.

PCT is still in the permitting process, and PMV has posted information on PCT's application on their website (portmetrovancouver.com) and are taking submissions from members of the public.



PCT Community Open House held in September 2013



Canola Oil Agreement

PCT has recently finalized a ten-year agreement with Bunge Canada (bungenorthamerica.com) for the long-term handling of food-grade canola oil at PCT.

Engineering has been undertaken and plans prepared for the construction of a new canola handling facility on the Port Moody waterfront. This will include modifications to some existing infrastructure and the construction of

three new storage tanks. Additionally a new pipeline will be added on-site at PCT to transfer the canola oil from the storage tanks to vessels located at modified berth dock facilities.

Port Metro Vancouver is currently reviewing Project Permit applications for the construction of these new facilities. Both the application and an accompanying Environmental Review Document can be viewed on PCT's website pct.ca

Q&A

Ask a PCT Employee

We asked Simon Lillis, Steven Diprose and Rod Kenyon to tell us about their roles at PCT.

Simon Lillis:

I joined the PCT Maintenance Department in July 2013 in the role of Maintenance Planner. Prior to PCT I worked for eight years in the consulting engineering field as a corrosion and cathodic protection expert working primarily with municipal infrastructure and shipping terminal berths. Working in the PCT maintenance department provides unique opportunities to learn and gain insight into all aspects of terminal operations. In my current role, I schedule the preventative and corrective maintenance on the sulfur moving and ship loading equipment such as the ship loader, the stacker reclaimer, the rotary dumper and all the conveyor equipment. I have an active role in project management of coatings projects, and structural installations. I also ensure the buildings, roads, firewater and recycled water systems receive regular maintenance and continue to function properly. PCT is a fantastic company to work for, the safety record is exemplary and the attitude towards environmental stewardship leads the industry. The commitment to be responsible corporate citizens is a top down ideology that resonates with all employees making the

workplace a positive and enjoyable experience. The most interesting thing I've learned is that PCT is a dynamic company that plans to expand into new commodities. I'm excited for the future of the company as they move forward into shipping canola oil and eventually potash to international clientele.

Steven Diprose:

My position in the Maintenance Department is the Materials Coordinator; I am responsible for purchasing and procurement. I recently graduated from Mechanical Engineering and I was really lucky to get a position with PCT right out of school. My position has been a great opportunity for me to learn how to coordinate materials and work on site to ensure operations are not affected. The most interesting thing I have learned about PCT since starting here is the current expansion projects. Having an engineering background, it has been really exciting to see how major projects are actually performed in the workplace.

From left to Right

Simon Lillis,
Maintenance Planner
Steven Diprose,
Materials Coordinator
Rod Kenyon,
Manager, Maintenance



Rod Kenyon:

As the Maintenance Manager at PCT, I am responsible for the staff of the department and overseeing the electrical and mechanical maintenance of the equipment on the site. I am fortunate to work with a talented group of people which enables me to also look at long term equipment plans for the terminal and to manage some of the smaller projects. I have been working in the industrial automation field for 24 years and have worked in many industries and with various technologies. Since starting at PCT I have found, like so many other industries, things are not as simple as they first appear. This is good in that it keeps the job interesting and gives people the chance to continually learn. I have truly enjoyed my first 5 months and look forward growing with PCT in the years to come.

At PCT it's Safety First!

PCT has continued to demonstrate exceptional safety practices with the best safety record of all terminals within Port Metro Vancouver. In the area of operations, PCT has not had a lost-time accident in 2,048 days (5.6 years years). In the company's maintenance division, it has been 2,838 days (7.8 years) since employee time was lost due to a safety incident.

"We are proud of our achievements in exceeding safety and health standards, and are thrilled that the commitment

of our staff and employees can be celebrated," said Ken Catton, PCT's Vice President and General Manager. The staff team is comprised of PCT employees and a labour workforce provided by the BC Maritime Employers Association (BCMEA).

PCT is proud of the acknowledgement and strives to continue to exhibit a best practices approach to health, safety and injury management systems.

Evidently, safety has been of high

importance to PCT for many years. On top of local accolades, PCT has also been internationally recognized by the international Bulk Journal and awarded the "Safety in Bulk Handling" title in 2010.

"Safety is not only a priority, it is a necessity, and we could not be more proud of our organization for leading the industry with our current safety record," noted Lorne Friberg, PCT's President and CEO. "This achievement is so valuable to all employees of PCT."

Some interesting facts about PCT

- PCT sits on a 108 acre site that was created from fill dredged from the Inlet in 1959
- Most of the site is owned by the Vancouver Fraser Port Authority, a Federal Crown Corporation
- Sulphur shipped through PCT is loaded at 9 separate plants in Alberta
- All vessels that arrive for loading in the Port must have a B.C. Coast Pilot on board at all times once it passes Victoria to ensure safe passage through Georgia Strait and the Harbour
- Ethylene glycol is loaded at 2 separate plants in Alberta
- PCT is considered part of the Port of Vancouver
- All vessels must be accompanied by 4 tug boats as they pass under the Second Narrows Bridge to ensure that, if they lose steering power in transit, the tugs can prevent the vessel from striking the bridge supports
- There is a vessel "turning basin" in the middle of Burrard Inlet in Port Moody that was dredged deeper in 1994 to allow vessels to turn prior to docking at PCT

Community Connections

This regular section is dedicated to showcasing some of our partnerships and providing important information to the residents of Port Moody.

PORT MOODY ARTS CENTRE SOCIETY ROBBIE BURNS DAY ART4U FUNDRAISING GALA
Saturday, January 25th
www.pomoarts.ca

TRI-CITIES CHAMBER OF COMMERCE BUSINESS EXCELLENCE AWARDS
Saturday, February 1st
www.tricitieschamber.com

EAGLE RIDGE HOSPITAL FOUNDATION EAT YOUR HEART OUT DINNER SERIES
Kick-off Monday, February 17th
www.erhf.ca

SHARE FAMILY AND COMMUNITY SERVICES IMAGINE GALA
Saturday, March 8th
www.sharesociety.ca

Montecristo Magazine uses the PCT site for a high-end fashion shoot with the sulphur providing a bright background.



PCT employees travelled to Alberta to visit plants where our sulphur comes from.



PCT has been a long-time sponsor of the Kyle Centre Christmas Luncheon for Seniors.



Contact

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Your comments and contributions are welcome. Please forward them to us at:

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