Types of cargo

- **Wood pulp**
- **Panel products**
- **Lumber**
- **Steel Pipe**
- **Construction Steel**
- **Steel Plate**
- **Special Project Cargo such as:**
  - **Yachts**
  - **Trailers**
  - **Windmill Parts**

We continually look for opportunities to diversify the type of break-bulk cargo we handle. In future editions of "Tides" we will provide a more detailed description of each of the types of cargo we handle.

Contact Us

We are eager to hear your feedback about our 1st edition of "Tides" as well as any suggestions for future issues. Please email us at **tides@sqterminals.com**. We also invite you to visit our newly designed website at **www.squamishterminals.com** and sign up for the e-newsletter version of "Tides".

An economic generator

Squamish Terminals is proud to be a vital part of our community and an important economic generator. At peak production – when two ships are in port – we can have up to 230 employees working over a 24-hour period. Our total annual payroll averages more than $5 million.

In addition to providing employment opportunities, Squamish Terminals is the single largest taxpayer in the district. Squamish Terminals and our employees are strong supporters of local businesses as well as community organizations and events.

Our strategic partnerships with shipping lines, CN Rail, TMS (a trucking company located in Squamish's Industrial Park) and local Squamish businesses, enable us to offer our customers efficient movement of their break-bulk products to major markets worldwide. We are a Canadian gateway for importing and exporting products around the world and our economic impact reaches well beyond Squamish.

This year, Squamish Terminals celebrated 36 years of service and we look forward to a strong and vibrant future for many years to come.

Here's an example of how two of the products we handle flow through the terminal to their destinations:

Wood Pulp – produced in communities throughout British Columbia (e.g. Prince George) and Alberta (e.g. Whitecourt), it is shipped via CN Rail to Squamish Terminals, where it is stored until loaded onto vessels that deliver the product to markets worldwide.

Steel Pipe – produced in Asia (e.g. Japan, Korea, China), it is shipped to Squamish Terminals, where it is stored until loaded onto trucks (TMS) and stored again at the TMS yard until it is ready to be loaded onto CN Rail cars for shipment to northern Alberta for use in pipelines.

Photo: 42" diameter pipe being unloaded

Tides

COMMUNITY UPDATE

SQUAMISH TERMINALS

Photo by John Buchanan

Welcome to our terminal

Hello Sea-to-Sky community! Our team is very pleased to welcome you to "Tides", the first community newsletter from Squamish Terminals. Our aim is to provide you with a newsletter from time to time to tell you about our business, our community involvement and developments at the terminal. Most people who have lived in Squamish for any length of time have heard the name Squamish Terminals, but some may not be familiar with our operations. We hope that this newsletter will enable us to inform more people on a regular basis.

The title of the newsletter, "Tides", reflects the importance of waterways to the transportation of break-bulk commodities such as those handled by Squamish Terminals. "Tides" also symbolizes change and as our community and business evolves we feel it is important to communicate openly to ensure mutual understanding and cooperative efforts to enhance life in the Sea-to-Sky community. Furthermore, "Tydes" or "Tidings" were the earliest form of news reporting. Future editions of "Tides" will feature stories about the operation of the terminal, industry trends, fact files, profiles of people and organizations and our community involvement.

We would be pleased to hear your feedback about our 1st edition of "Tides" as well as any suggestions for future issues. Please email us at **tides@sqterminals.com**. We also invite you to visit our newly designed website at **www.squamishterminals.com** and sign up for the e-newsletter version of "Tides".

Sincerely,
Ron Anderson
President & C.E.O.

Our business at a glance

Squamish Terminals (ST) is a deep-water, break-bulk terminal located at the north end of the Howe Sound – just 32 nautical miles north of the Port of Vancouver. We offer efficient handling of cargo for loading to or from ocean vessels and barges.

With two berths, three warehouses, specialized handling equipment, an experienced work force and an intermodal transportation infrastructure (including rail, ocean and truck), ST efficiently imports and exports cargo to major markets worldwide.

Squamish Terminals (ST) is wholly owned by Star Shipping AS (based in Bergen, Norway).

Break-bulk cargo refers to goods that must be loaded individually, not in shipping containers or in bulk as with oil and grain.

Fact File

Number of Ships = 100 approx.
Number of Rail Cars = 6,500 approx.
Number of Trucks = 3,500 approx.
Annual loading statistics

Home port

After 32 years with Squamish Terminals, Ray Wilburn our Traffic Manager, retired earlier this year. There was a dinner held in honour of Ray and his wife Helle and many stories were told of Ray's exploits (all of them positive – of course). Ray's cheerful personality and wealth of knowledge about customers' history and personnel will be missed. Ray has always and continues to be a very active member of our community including: Whistler Mountain Host, Callaghan Valley Local Organizing Committee and Squamish Triathlon… just to name a few.

Have a great and well deserved retirement Ray!

Fact File

Ports of call - after leaving Squamish Terminals, Panamax size vessels – the maximum dimensions that will fit through the locks of the Panama Canal – deliver cargo to ports of call such as:

- **Qindao, China**
- **Brake, Germany**
- **Cochin, India**
- **Savona, Italy**
- **Iwakuni, Japan**
- **Pusan, Korea**
- **Barcelona, Spain**
- **Lsekil, Sweden**
- **Tilbury, United Kingdom**

Our history in brief

Squamish Terminals traces its history back to the 1960s, when the extension of the BC Railway to the north and expansion of pulp production capacity in BC led to the opportunity for the development of a deep water port up the coast from Vancouver.

Newspaper archives report that Robert Cattermole, a prominent forestry executive in BC, made the initial investment to build the first wharf facility on the waterfront. The Training Dyke was built by the community. Cattermole entered into an agreement with Star Shipping in 1971 to expand the wharf development through a joint venture, Squamish Terminals Ltd.

Perhaps nobody was more enthusiastic about the port development than Pat Brennan, then mayor of Squamish. In June 1971, when the site of the proposed terminal was still an area of reclaimed land, Per Waaler of Star Shipping came to visit on the Star Cruiser, a boat which was then tied up to a log boom. A meeting had been arranged with Mayor Brennan to exchange views on Squamish and worldwide shipping in general.

After an enthusiastic exchange of ideas, the time came for the return trip. To their surprise, the log boom had started on its way down Howe Sound with Star Cruiser as part of its tow. Mayor Brennan promptly volunteered to swim after the tow and retrieve the boat. While the offer was politely declined and the boat was retrieved by other means, the mayor's show of hospitality and camaraderie was certainly appreciated.

The first ship, the Star Columbia, arrived in November 1972. Since then, Squamish Terminals has handled more than 22 million tonnes of cargo.

For additional information and photos on the history of Squamish Terminals visit **www.squamishterminals.com**

Photo: Star Columbia, November 1972

A member of the community

We believe that community support is part of being a responsible business and are proud sponsors of a number of community organizations and events every year. Many of our employees are residents of Squamish, and both the company and our people are active in the community. This edition of the newsletter features two of the organizations we are proud to support in the community.

Fish Pens

Squamish Terminals in cooperation with Tenderfoot Creek Hatchery (operated by the Department of Fisheries and Oceans) installed four fish pens at Berth 1 in 2001. The objective of this joint initiative is to increase the survival rate of salmon smolts hatched and raised at Tenderfoot Creek Hatchery (TCH). The smolts remain in the fish pens for two weeks in the confluence of fresh and salt water, becoming accustomed to ocean conditions and are protected from the fjord's winds and marine animals.

The Squamish Estuary is an important early rearing area for a lot of species of wildlife and especially for salmon. The transition between the freshwater river environment and the saltwater ocean environment is a critical factor in the life stage of salmon smolts. The amount of estuary, access to it and its productivity are all important criteria when looking at overall smolt to adult survival.

School children have come to Squamish Terminals to feed the fish during their stay and have been on hand to witness their release. Squamish Terminals makes the pens available to TCH whenever they need them and traditionally this has been about 3 months a year. The next placement of salmon smolts in the pens is expected to take place spring 2009. Arrangements can be made for school groups to tour the pens and review the program by sending an email to **tides@sqterminals.com**.

Children visit Squamish Terminals   Fish pens at Berth 1   School children learn about fish pens

Howe Sound Performing Arts Association (HSPAA)

Squamish Terminals has been a Silver Sponsor of HSPAA since 2003. HSPAA is a non-profit society established in 1993 and a vibrant organization run entirely by dedicated volunteers. HSPAA's mandate is "to promote, assist and develop all forms of performing arts activity in the community". HSPAA has a strong track record within the Squamish area and also support the arts through educational opportunities such as bursaries.

The next event hosted by HSPAA is Spirit of Canada taking place November 16, 2008 at 3pm at St. John's Anglican Church. Squamish celebrates Canada Music Week with a concert featuring young local musicians and Canadian compositions. All proceeds from this concert will support the Access Music Education (AME) fund. Spirit of Canada will feature pianist and composer Jared Miller as well as local youth, Scott Verbeek of Black Suade. It will be an exciting evening of music. To learn more about how you can support HSPAA visit **www.howesoundarts.org**.

Maintenance Dredging

Squamish Terminals periodically needs to perform maintenance dredging of infill sediments to maintain design depths of the ship basins at Berths 1 and 2. Although the requirement to maintenance dredge is infrequent; over time sediments generated from river flow and tidal activity are deposited and build up in the ship basins to such a degree that it negatively impacts navigation and poses significant risk to ship safety while in port.

In BC, maintenance dredging is regulated by the Department of Fisheries and Oceans and Transport Canada. With the passage of the Squamish Estuary Management Plan (SEMP) in 1999, the regulatory oversight of any "in water works", including maintenance dredging, is overseen by a multi-jurisdictional committee - the Squamish Environmental Review Committee (SERC) - whose membership includes The District of Squamish, Department of Fisheries, BC Ministry of Environment and Environment Canada. Prior to any maintenance dredging taking place, application is made to SERC for Approval.

The dredged material is placed in scows (flat bottomed barge) and ocean disposed under Permit from Environment Canada. Squamish Terminals complies with all regulatory requirements pertaining to maintenance dredging. The most recent maintenance dredge took place late September 2008.

For further information visit **www.squamishterminals.com** or visit…

Department of Fisheries:
http://www-heb.pac.dfo-mpo.gc.ca/decisionsupport/os/pdfs/dredging_e.pdf

Environment Canada: http://www.pyr.ec.gc.ca/disposal_at_sea/index_e.htm