A customer profile

Millar Western is an integrated forest products company based in Alberta, Canada that produces and markets hardwood and softwood bleached chemi-thermo-mechanical pulp (BCTMP) and softwood lumber. Founded in 1906 by business pioneer J.W. Millar and still owned and operated by the Millar family, the company has been active in Alberta’s forest products industry since the 1920s. Millar Western is headquartered in Edmonton (AB) and runs a pulp mill in Whitecourt (AB), sawmills in the Alberta communities of Whitecourt, Boyle and Fox Creek, and woodlands operations that supply fibre to these facilities on the basis of sustainable forest management practices.

The company produces 320,000 air-dried metric tonnes (ADMT) of pulp and 550 million board feet of lumber per year, and employs more than 500 people full-time in addition to providing seasonal employment for hundreds of others on a contract basis. Over its long history, Millar Western has earned recognition for implementing innovative production and environmental control technologies and adopting highly progressive forest management and land stewardship practices. The company’s manufacturing and woodlands operations have achieved a wide range of internationally recognized, independently audited certifications.

The Whitecourt pulp mill began production in 1988 and was originally designed to produce 210,000 ADMT of BCTMP per year. Today, the mill has a capacity of 320,000 ADMT, thanks to a series of successful plant upgrades and an effective program of continuous improvement.

The mill employs an advanced biological effluent treatment system to clean process water to an exceptionally high standard before discharging it into the Athabasca River. In its many years of operation, the system has consistently exceeded all government requirements for effluent quality.

The mill is certified to the ISO 9000 (ISO 9001-2008) standard for quality management, the ISO 14001 standard for environmental management, and the Program for the Endorsement of Forest Certification (PEFC) and Forest Stewardship Council (FSC) chain-of-custody standards.

These achievements reflect the skill and hard work of the mill’s 110 employees, whose commitment to excellence is evident in every pulp bale. Millar Western has led the way in advancing BCTMP production and environmental control technology, and in expanding the use of BCTMP around the world.

“We are pleased to call Millar Western one of our core business partners for more than 20 years”, says Ron Anderson Squamish Terminals.

For more information about Millar Western, visit www.millarwestern.com.
BCMEA

British Columbia Maritime Employers Association

The BCMEA is the multiemployer waterfront organization, representing 68 ship owners and agents, stevedores, container, bulk and break bulk terminal operators on Canada’s west coast, extending from Victoria north to the Alaska border. Squamish Terminals is a member company of the BCMEA and Ron Anderson, President & CEO of Squamish Terminals is a BCMEA Board of Director. Ron holds and has held various positions on the Executive Committee, the Direct Employers Committee, the Negotiating Committee and the Membership Committee.

With a commitment to meet the needs of its membership the BCMEA provides a broad range of services to a diverse group of stakeholders, which includes, but is not limited to, the following:

- labour relations, representing employer interests on regulatory issues, pensions, legislative reform, Canada Labour Code, health and safety, human rights and employment equity;
- training and recruitment of the International Longshore and Warehouse Union (ILWU) Canadian Area;
- daily dispatch of labour for the Vancouver local of the Union (which includes Squamish);
- information, expertise and systems to improve the operational effectiveness; and
- together with its members, the BCMEA is committed to building Canada’s economic future by working with all stakeholders to ensure cost effective, reliable services that permit a smooth flow of goods and commerce.

A positive relationship with the ILWU is essential to the success of this commitment. The BCMEA and the ILWU have had 11 years without a significant collective agreement related strike or work stoppage. BCMEA labour relations staff focus on daily labour relations matters in partnership with the ILWU and customer-members to provide a sufficient and qualified workforce to ensure the reliable movement of cargo. Continuing with the theme of port worker reliability, the BCMEA on behalf of its customer-members, has recently concluded a precedent setting 8 year collective agreement with the ILWU that expires March 31, 2018.

Demand from customers in the Pacific Rim has meant robust growth in every sector – containers, break bulk (Squamish Terminals), bulk and general cargo. Canada’s west coast ports are an integral part of the Pacific Gateway Strategy, forming a vital supply chain that links Canada to the rest of the world. British Columbia’s ports handle over $53 billion worth of goods annually with more than 100 trading economies. Together, with industry stakeholders, the BCMEA works to make British Columbia’s ports globally competitive, to deliver predictability, reliability and certainty for stakeholders and continued economic benefits for those who depend on Canada’s west coast transportation supply chain.

For more information on the BCMEA visit [www.bcmea.com](http://www.bcmea.com).
A member of the community

New Fish Pens

Squamish Terminals partners with Tenderfoot Creek Hatchery (operated by the Department of Fisheries & Oceans) by providing floating fish pens to acclimatize young fish to the ocean before release.

In April 2012, Squamish Terminals installed 4 new fish pens. 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 are placed in the Squamish Terminals’ pens, located in a confluence of fresh and salt water which allows them to become accustomed to ocean conditions while being protected from the fjord’s winds and marine animals.

Overall this program responds very well due to the productivity of the estuary around the net pens.

The smolts are released after 2-3 weeks, at which time they will have grown in size, giving them an increased chance of survival. The smolts are fed by a timed feeder which is installed above each fish pen and automatically releases food at certain intervals. The feeders need to be refilled every 24 hours and Squamish Terminals employees help out in this regard. Typically, the conversion between the amount of fish feed given to the fish and the amount of weight gain on the fish is very high, meaning that 1kg of feed converts to 2kg of growth.

The 2012 summary from the fish pens are as follows:

- 300,000 Cheakamus Pinks: delivered to Squamish Terminals on April 2 @ .22 gram, released on Apr 18 @ .43 gram.
- 50,000 Porteau Chinooks: delivered to Squamish Terminals on April 18 @ 4.29 grams, released on May 22 @ 7.21 grams.

The next placement of salmon smolts in the fish pens is expected to take place in the spring of 2013. For more information on this program, please email tides@sqterminals.com.

Site Tours

Squamish Terminals recently welcomed two Squamish Montessori School students and their teacher to visit Squamish Terminals for help with a research paper on the Titanic. On their tour, they had the unique opportunity to tour a vessel and meet the Captain of the Star Harmonia. If you would like to arrange a tour of Squamish Terminals, please email us at tides@sqterminals.com.

Pitch-In Week 2012

On April 24th, 10 Squamish Terminals staff members took to the stretch along 3rd Avenue and collected 10 bags of garbage, a bucket full of glass and a case of DVD’s for a total of about 50kg!

Did you know...Pitch-In Week is a National Event that was established in 1967, making 2012 the 46th annual cleanup! The organization was started by volunteers who understood that active involvement by all Canadians is required to ensure that our way of life and the beauty of our land and marine environments are protected.

Today, Pitch-In Canada involves more than 3.5 million volunteers in various programs, from initiating recycling and composting programs to cleaning up and beautifying streams, wilderness and urban areas. There are approximately 19,000 Pitch-In Canada projects each year with every project being coordinated by volunteers from various local community groups and organizations. Pitch-In is Canada’s largest environmental improvement campaign and is a partnership between the public, governments, the media and industry.

The annual Pitch-In Canada Week Campaign results are incorporated in the worldwide cleanup statistics. Pitch-In Canada is a founding participant of the ‘Clean-Up the World’ Campaign which was started in 1990 and is supported by the UNEP (United Nations Environment Program).

For more information, visit www.pitch-in.ca.
Life cycle of a ship

There are a number of people and steps required to move the process of ordering a new ship from a design concept to production. Whether it is the lawyer checking the contracts, the mariner crewing the ship or the port worker handling the cargo, the shipping industry is alive with activity 24 hours a day, seven days a week, all of which act to support the truly international business of shipping.

Initial Planning - The ship owner will rely on naval architects for the design to ensure that new and modern technology is incorporated that meets today’s tougher environmental regulations. A list of preferred suppliers is established based on technology, quality and previous experience, also known as the ‘Makers List’.

Ordering - Purchasing a modern vessel requires a huge amount of capital (upwards of $120 million) meaning the ship owner needs to secure ship financing. Once negotiations between the ship owner, shipyard and ship broker are complete, the contract is signed. At this stage, the ‘Makers List’ will be discussed and decisions are made on which equipment makers will be invited to bid and which classifications society will certify the vessel.

Ship Building

1. Contract Signing – Starting point for the ship building process. The ship is officially given a hull number and an International Maritime Organization (IMO) number which is a unique identity that will follow the ship throughout its lifetime.
2. Production Design – Detailed plans are developed using the design information.
3. Material & Equipment Purchase – The shipyard purchases all materials and equipment needed to build the vessel.
4. Production Plan – Involves thorough planning, control and supervision of the flow of materials, work volume and job assignments.
5. Steel Cutting – Steel plates are cut into the parts that will form the hull and deck sections.
6. Assembly & Mounting Ship Sections – The cut steel is assembled into smaller blocks that are assembled into larger sections and mounted together to become a complete ship.
7. Launching – While launching at a dock simply means filling the dock with water to float the ship, launching from the building berth is a very impressive and exciting sight to see since the ship slides its way majestically into the sea.
8. Vessel Finishing – The final stretch of shipbuilding where the finishing work of the accommodation and control sections is completed and every instrument and piece of equipment is checked and re-examined in practice.
9. Sea Trial – The ship and equipment performance is tested and recorded for the vessel.
10. Delivery – After the delivery ceremony, the captain, chief engineer and crew embark for the ship’s maiden voyage.
11. Warranty - For a new ship, the warranty period is typically 12 – 24 months.

Ship Operation - During this period, the ship generates a return on investment for the owner. The lifetime of a modern vessel is about 25 – 30 years.

Ship Recycling - After 25 to 30 years of service or when repairs and retrofitting cannot be financially justified, the ship is recycled. Normally the ship is sold to a ship scrap yard for demolition. All the steel and some equipment is reused or sold in the secondhand market.

Each time a ship arrives on its maiden voyage to Squamish Terminals, a special ceremony takes place. A Squamish Terminals employee presents the captain of the ship with a First Nations carving. The next ship that will arrive at Squamish Terminals on its maiden voyage is the Star Laguna which is currently scheduled to arrive August 2012.

Source: www.shippipedia.com