

## Western Stevedoring/Squamish Terminals – One Year Anniversary

Time goes fast - it has been one year since Squamish Terminals joined Western Stevedoring, BC's largest and most diversified, full-service stevedoring and terminal operator. Western Stevedoring is a recognized leader in cargo handling innovation and operational excellence servicing customers worldwide for more than 70 years. "We are proud to have Squamish Terminals in our group of companies.



Over the last number of years, we have grown and are transitioning from primarily a stevedoring company to a fully integrated marine logistics company with over 1,500 employees, handling multiple commodities and operating in every port in B.C.," said Brad Eshleman, President of Western Stevedoring.

With Western's acquisition, Kim Stegeman-Lowe transitioned from President, Squamish Terminals to the role of Vice President Finance & Administration with Western Stevedoring. Kim brings a unique skillset and knowledge to the team with more than twenty years of senior leadership and cross-industry experience.

Paul Morris was promoted from within Western Stevedoring to Terminal Manager, Squamish Terminals. He is responsible for leading the team and meeting all operational and customer service requirements for the facility. Paul joined Western in 2006 and has transitioned through the company holding various positions in operations on both the dock and ship side.

Throughout the last year, the team in Squamish has done an excellent job working together with Western Stevedoring to drive safety and operational excellence in support of increased cargo volumes.



'Squamish Terminals has always had a strong focus on delivering value to its customers, as well as supporting various community initiatives and events, and we will continue to strengthen the relationships that have been built over the many years, said Paul Morris, Terminal Manager.

For more information visit [www.westveve.com](http://www.westveve.com) or [www.sqterminals.com](http://www.sqterminals.com).

## Our Business at a Glance

Squamish Terminals (SQT) is a deep-water, break-bulk terminal situated at the north end of Howe Sound - just 32 nautical miles north of the Port of Vancouver. SQT has been in operation since 1972.

With an intermodal transportation infrastructure (including access to rail, ocean and truck), 2 berths, 3 warehouses, specialized handling equipment and an experienced team, SQT efficiently imports and exports cargo worldwide.

SQT is a subsidiary of Western Stevedoring. Western is a wholly-owned subsidiary of Carrix Inc., headquartered in Seattle, Washington. Carrix is the parent company of SSA Marine Inc. and is the world's largest privately held marine and rail terminal operator.

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

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## Employee News

### New Employee

#### *Paul Morris, Terminal Manager*

Paul joined the team at Squamish Terminals in May of 2018 as the Terminal Manager and has been a part of the waterfront industry since 2002. Paul completed a diploma from BCIT in International Trade and Transportation. He started his career in operations at Fraser Surrey Docks, four years later he made the move to Western Stevedoring in North Vancouver, most recently holding the position of Ship Superintendent.



Paul is a lifetime resident of the North Shore and is right at home in Squamish as he has a deep love for the outdoors. Paul is fully committed to the team at Squamish Terminals and to creating a positive impact in the community of Squamish and to its residents. He looks forward to the years ahead.

### New Employment Opportunity

#### *We're Hiring an Operations Assistant*

Squamish Terminals is currently accepting applications to fill a permanent Operations Assistant position.

If you are interested in joining our team, please visit our website <http://www.sqterminals.com/> to view the job description and for more details on how to apply.

We will review all resumes once the posting closes. Please note that only candidates who are invited for interviews will be contacted.

## Community Truck Route

The objective of designated truck routes in communities is to minimize the intrusion of trucks into residential areas while keeping trucks on designated routes. Truck operation on these routes should enable them to operate in a safe efficient, timesaving manner. There has been a designated community truck route to Squamish Terminals (SQT) since before SQT was established, back in 1972 (originally to the log sort).

District of Squamish (DOS) Council adopted the 2031 Multi-Modal Transportation Plan (MMTP) back in 2011.

This plan is the overarching transportation policy document for the DOS focusing on regional, local and commercial transportation sectors in Squamish over the next 20 years. The DOS recognizes the importance of having appropriate infrastructure to support the efficient movement of goods and materials to and from commercial businesses. Efficient linkages to the highway and to the rail yards are understood to be among the key requirements for SQT. To that end the DOS conducted a Downtown Truck Route Study in 2016 which concluded that the volume and percentage of current and anticipated truck traffic in Downtown Squamish did not justify building an alternative route in the short or long term. For more information on the District's 2031 Multi-Modal Transportation Plan and the Truck Route Study visit <https://squamish.ca/our-services/transportation/transportation-plans-and-policies/>.

Fast forward to 2019, a time when Squamish as a community has seen major growth and SQT has seen a significant increase in business. Although the primary mode of transportation to and from SQT will continue to be rail, truck traffic in recent years has seen an increase and needs to be kept top of mind as our business continues to grow and diversify in the years to come. As more residential development occurs along the truck route, it's important that we all work together to ensure that trucks can safely

traverse the neighbourhoods, through building and intersection design, for example. It can be challenging for commercial trucks to adapt to temporary route detours and delays due to the amount of construction currently going on downtown. Having been in operation for 47 years and as a regular long term user of the community's truck route, SQT continues advocating on opportunities for improvement and is working closely with the DOS to erect better signage and modifying existing parking zones in an effort to remove any pinch points for large trucks to ensure a safe, efficient, reliable and sustainable truck route. SQT welcomes feedback from the community on this important issue and aims to address any truck route related concerns in a timely manner. If you have any questions, comments and/or concerns please submit them to our Community Relations team at <http://www.sqterminals.com/contact-us/overview/>.



## Contact us

We are eager to hear your feedback about this edition of "Tides". Please email us at [tides@sqterminals.com](mailto:tides@sqterminals.com) with suggestions and feedback. We also invite you to sign up for the e-newsletter version of "Tides" at [www.squamishterminals.com](http://www.squamishterminals.com) and like us on facebook at [www.facebook.com/squamishterminals](http://www.facebook.com/squamishterminals).





## A Member of the Community Squamish Youth Soccer Association (SYSA) – Tent Donation

Squamish Terminals is proud to announce the recent donation of 15 tents for the Squamish Youth Soccer Association (SYSA). The tents have been supplied to SYSA for their league play including practices, games and events and will provide the teams much needed shelter in inclement and hot sunny weather. The tent sponsorship is a great fit with Squamish Terminals' community sponsorship program and commitment to supporting a healthy lifestyle for youth in Squamish.



SYSA has been in existence for over 50 years and has approximately 80 teams, ages 4 to 16, house and select combined. The impact is almost a thousand families in Squamish. SYSA is able to have the tents set up and put away by volunteers and put in their storage containers at the turf field and grass fields.

## Squamish Fire Rescue – Fire Safety House Renovation

A few years ago, the Squamish Fire Rescue Fire Safety House required some much needed renovations. It has been used in Squamish for over 20 years to teach school children home fire escape planning and fire safety. The vision for the Fire Safety House was to further youth education in emergency preparedness and Squamish Terminals made a donation to upgrade the building. Upgrades to the building included refinishing the sign, replacing the flooring, roof, walls and fascia, new signage and the addition of a mock kitchen complete with an oven/stovetop, counters with toasters etc., smoke alarm,

fire extinguisher, home fire escape plan, 911 phone prop and 72 hour emergency preparedness lists.

The donation tied in nicely with our commitment to youth, safety at work and at home, and the Squamish Community Foundation. We hope that many local children have benefited from these renovations and have had a chance to learn more about fire safety at home.



## Planned Dredging at Squamish Terminals

As with most water based industry on the Coast of BC, Squamish Terminals (SQT) periodically needs to perform dredging of sediments to maintain design depths of the ship basins at Berths 1 & 2. Although the requirement to dredge is infrequent (e.g., most recently in 2013); 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. It is incumbent upon SQT to maintain and report the depths of its berths to the Navigable Waters Branch of Transport Canada.

Dredging is regulated by numerous federal and provincial agencies including Fisheries and Oceans Canada, Environment and Climate Change Canada, Transport Canada and BC Ministry of Environment & Climate Change Strategy. Locally, the Squamish Estuary Management Committee (SEMC) will be engaged directly by the project team and through the provincial permitting process to ensure relevant interests are represented. Information sharing and consultation with First Nations including the Squamish, Tsleil-Waututh and Musqueam Nations will also proceed in much the same manner to ensure project awareness and capacity building opportunities.

Pending the acquisition of all relevant permits and approvals, SQT intends to conduct a dredge in Q4 2019 (precise date to be determined). While operating plans are being confirmed at this time the most likely process will involve cutter suction hopper dredge and/or clam shell dredge operating from the water. Despite efforts to find a viable alternative to re-purpose the sediment for other uses, none have been identified at this point. Therefore, it is most likely the dredged material will transit by the hopper dredge vessel or towed barges to an approved Environment Canada ocean disposal site. A total of up to 130,000m<sup>3</sup> will be removed on approach to and at Berth 2 on the west side of the terminal.

## New Employee

### Nick Knight, Maintenance Superintendent



Nick joined Squamish Terminals May 2018 and holds a Millwright Red Seal Endorsement. Prior to working at Squamish Terminals, Nick worked at Seaspan Marine as a Maintenance Manager.

## Getting to Know Nick - Q & A

Q: Please describe your current job position at Squamish Terminals?

A: I am responsible for the maintenance and repair of Squamish Terminals' facilities and equipment.

Q: What is leadership?

A: The ability for one to empower others.

Q: What music have you recently downloaded into your library?

A: I recently downloaded the following albums in this particular order:

- Strurgill Simpson – Metamodern Sounds in Country Music
- Michael Kiwanuka – Love & Hate
- Danzig – Danzig
- Seu Jorge – Musica Para Churrasco
- Frank Ocean – Blonde

Q: If you had to eat one meal, every day for the rest of your life, what would it be?

A: Pho noodle soup. Pho Tai Nam!

Q: What are you currently watching on Netflix?

A: I just finished watching Jerry Seinfeld's Comedians in Cars Getting Coffee and just started watching Street Food.

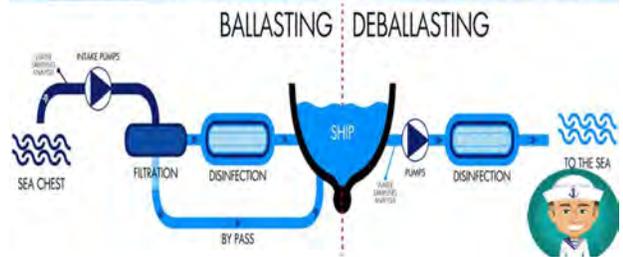
Q: Any famous last words?

A: This is only temporary, unless it works.

## Shipping & Environmental Performance (Part III: Ballast Water)

Ballast water is sea water carried by a vessel in its ballast tanks to balance out cargo (or lack of cargo) and ensure the vessel's trim, stability and structural integrity. Ballast tank systems include piping and high capacity ballast pumps to carry out the ballasting or de-ballasting which is the process by which sea water is taken in and out of the ship. Ballasting or de-ballasting is required when the ship is to enter a channel, cross any canal such as the Panama Canal, during loading or unloading of cargo and when the ship is going for berthing.

### What is Ballast Water ?



Ballast water discharged by ships can have a negative impact on the marine environment. Cruise ships, large tankers and bulk cargo carriers use a huge amount of ballast water, which is often taken on in the coastal waters in one region and discharged at the next port of call, wherever more cargo is loaded. Ballast water discharge can contain a variety of biological materials, including plants, animals and other organisms which have the potential to cause problematic ecological effects outside of their natural range.

In response to the growing concerns about the environmental impact of ballast water discharge, the International Maritime Organization (IMO) adopted the "International Convention for the Control and Management of Ships' Ballast Water and Sediments" in 2004 to control the environmental damage from ballast water. The Convention requires all ships to implement a Ballast Water Management Plan, complete a Ballast Water Record Book, carry out ballast water management procedures to a given standard and qualify for an International Ballast Water Management Certificate.

The standards of the convention are to minimize damage to the environment by:

- Minimizing the uptake of organisms and sediments during ballasting (Standard D1).
- Requiring that at least 95% of the total ballast water exchange is done while at sea with the ship having to be a minimum of 200 nautical miles from shore with a minimum depth of 200 meters (Standard D1).
- Requiring treatment of the ballast water by chemical or mechanical influences such as UV-radiation, filter, deoxygenation, cavitation and ozone (Standard D2).

The IMO convention was ratified by enough countries and entered into force on September 8, 2017 and requires all ships to comply with Standard Level D1 above. By 2024, all ships will be required to attain Standard Level D2 and have an approved Ballast Water Management Treatment System.

## Tours of Squamish Terminals

To inquire about a tour of Squamish Terminals, please send a request to [tides@sqterminals.com](mailto:tides@sqterminals.com).

