

## Fibreco's terminal enhancement project sets course for a long-term future



*An artist's rendition of Fibreco after the enhancement project shows new storage silos replacing the old wood chip piles.*

### ***bcshippingnews.com***

A big change is coming to Fibreco operations. For over 40 years, the North Shore terminal has exported wood chips and, since 2005, wood pellets. By roughly this time next year, however, agri-food specialty crops from AGT will be moving through a fully modernized, state-of-the-art terminal, replacing the wood chip overseas export business.

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According to President & CEO Kerry Lige, the Terminal Enhancement Project not only readies the facility to store and ship agriproducts but also improves the terminal's environmental mission, mitigates impacts on the neighbourhood and, most importantly, assures Fibreco's long-term sustainability. (Cont.)

**We're looking for your good news stories to share! Please submit to Lauren Chan: [lchan@bcmea.com](mailto:lchan@bcmea.com)**

## ***Fibreco's terminal enhancement project sets course for a long-term future (continued)***

### **Decisions and searches**

The saying, 'when one door closes, another opens,' was an apt description for Fibreco's fortunes. "We exited the wood chip export business last year. The last vessel was in March 2017," said Lige. "Demand for wood chips has continued to decline on the world market and it forced us to ask if this business was sustainable for years to come."

That was the state of the business when Kerry joined Fibreco in 2013. "Along with the decline in demand, there was less and less fibre available in B.C. (due to increased demand in the domestic market and limits on exports set by the Provincial Government) and the margins were continually shrinking. All indicators told us this business was not going to sustain us for the long term."

While the decision to move from wood chips to agri-foods was a difficult one, it was softened by the fact that Fibreco has secured domestic sales contracts to sell the wood chips. "We're still generating revenue on behalf of our shareholders but now, rather than bring wood chips here by rail, store them and ship them overseas, we're selling them to the domestic market."

When it was decided that Fibreco would no longer ship wood chips, the question became, then what? Lige and his team began a stage of exhaustive research into many different cargoes and operations that would fit with their current wood pellet business. The answer became clear that the agricultural food industry made the most sense. "We looked at potash, concentrates and many other cargoes, and the one that kept coming back was the grain opportunity," said Lige. "There are a lot of similarities between a grain commodity and our current wood pellet business, especially cargo handling characteristics. So it became obvious that this was the direction we should be heading."

The next step was to search out potential customers. "We went through an RFP process and searched the entire industry before signing a 20-year agreement with AGT just before Christmas 2017," said Lige. The agreement gives AGT shipping rights for upwards of two million tonnes annually of select agricultural commodities. "AGT is confident they'll be able to maximize the volume output fairly quickly," Lige continued.

When asked about the flurry of new grain terminals on the West Coast and whether yet another grain terminal was needed, noted that AGT was the perfect fit for Fibreco and was reassured by their growth plans. "AGT is an impressive success story," he said. "Their focus is on specialty grains and, according to Vancouver Fraser Port Authority, bulk shipping infrastructure is needed for this kind of market. We're not competing with the likes of the G3 Terminal or the expansion at Fraser Surrey Docks where both will be focused on grains and cereals. These are specialty crops and it's a volume of crop that traditionally isn't being handled by the bigger players." With AGT's focus on peas, lentils, soy beans and the like, Lige believes the niche product fits extremely well with terminal operations, further noting that the similarities to wood pellets mean the two cargoes will be able to share some of the larger pieces of equipment.

### **New infrastructure**




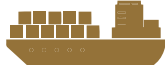




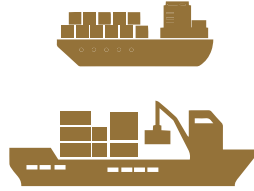

"For us, partnering with AGT addresses the questions we had about modernizing the existing facility," Lige said. "It means continued well-paying jobs; it's good for the industrial use of land for the port; and it allows us to sustain an operation for at least the next 20 years."

Changes to Fibreco will include:

- Rail Yard — Switch adjustments and track extensions will allow for the receiving and unloading unit trains. This will also facilitate better movement to and through the rail car dumper. The addition of extra trackage will allow for more on-site rail car storage. Current storage capacity is 90 cars.(Cont.)

## ***Fibreco's terminal enhancement project sets course for a long-term future (continued)***

- Rail Car Dumper — The current dumper will be retrofit with a new gravity hopper and a new railcar dumper building will provide for dust mitigation, control and collection.
- Conveying Systems — Covered conveying systems will be installed, with inbound rates at 1,500 tonnes per hour and outbound rates at 2,000 tonnes per hour (includes outbound weighing).
- Storage — Construction of 48 3,400-tonne capacity silos and eight 1,000-tonne capacity silos (all gravity drain), with a capacity of 171,200 tonnes of storage.
- Shiploader — Installation of a new travelling shiploader to more efficiently load products, to accommodate Panamax vessels, and to minimize dust emissions.
- Site Infrastructure — Upgrades of electrical, water and storm systems.
- Demolition — Removal of 'woodchip only' handling equipment (five reclaimers, four conveyors) wood retaining walls, roll over dumper and portions of the rail dumper buildings. (Cont.)

TODAY				
 Wood pellets Wood chips	 Rail Barge	 6 x 4,500 tonne silos 18,000 tonne shed 2 x 65,000 tonne open piles	 Handymax	 Pellets 1.3 metric tonnes Wood Chips 0.4 metric tonnes
Commodity	Inbound	Storage	Outbound	Average annual throughput (millions)
FUTURE				
 Wood pellets Agri-products	 Rail	 6 x 4,500 tonne silos 18,000 tonne shed 48 x 3,400 tonne silos 8 x 1,000 tonne silos No open stock piles	 Handymax Panamax By using larger ships, we'll reduce the need for increased ship traffic	 Pellets 1.0 metric tonnes Agri-products 2.0 metric tonnes

## ***Fibreco's terminal enhancement project sets course for a long-term future (continued)***

In addition to automation that will allow Fibreco to cycle full unit trains within a 24-hour period, Lige noted that the project addresses some of the soft handling characteristics that are required for both agri and pellet business. "Our previous infrastructure was built for wood chips, a pretty robust cargo — they're hard and they don't break down. Pellets, on the other hand, will break down if you hit them hard enough and will create dust — of course, grain has similar characteristics. So we're creating softer handling characteristics that won't break the product down. Traditionally, terminals contain the dust but we're actually now cutting down on the dust through softer handling and enclosed infrastructure."

### **Benefits**

Dust mitigation is just one of the benefits the District of North Vancouver and its residents will realize. The capital investment will also lead to:

- Sustainability for local businesses and job security for B.C. workers through diversification and reduced reliance on wood products. The enhanced terminal project will provide in excess of 180,000 man hours of construction jobs and 120 long-term, high-paying jobs once construction is complete.
- Local economic benefits with a \$20 million direct injection to the local economy, and anticipated annual indirect contributions of \$60 million annually.
- Improved safety for workers and the community with modern, more efficient handling equipment.
- Improved air and noise emissions from rail unloading and from other plant operations as well as improved environmental benefits with more efficient power usage and improved storm water management.
- A more attractive site with physical improvements and newer equipment set back to best maintain existing views and reduced light impacts.
- National agri-trade benefits with improved customer service through better turnaround times and by providing relief to Canadian agricultural producers and railroads with an additional outlet to export agricultural and food ingredient products to emerging Asia-Pacific markets.

Lige also pointed to an improved cleaning process when switching between cargoes. "Before, when we switched products, we would have to wash down the systems with hoses and water and it took a long time. Now, we have a system being designed that will shorten that process down to mere minutes. Because the conveyor belts are closed, you simply use air to blow out any residual dust and within 10 to 15 minutes, we'll be able to switch to another commodity."

As noted in the above list, but worth repeating to highlight, reduced noise and dust, and more efficient handling of cargoes are some of the benefits that are making Fibreco's neighbours pretty happy. "The enclosed infrastructure eliminates a huge amount of dust," Lige said. "Also, there will be less noise. Historically, we would use large bulldozers with the wood chips — they had loud back-up alarms so whenever we moved the product around the yard, we'd get complaints from neighbours. Those are going away."

"The other thing that will cut down on noise is changing over to unit trains instead of a manifest train type of arrangement. There won't be that loud banging noise when rail cars were being switched. So we'll be handling more cars but with less switching."

Indeed, the new configuration of the rail line has garnered the support of CN Railway as well. "There has been a lot of focus on the North Shore corridor in terms of capacity," Lige continued. "There were questions about the bridge and the number of trains that can get across, especially given the expansion projects of other facilities, so there was some concern over creating a chokepoint." (Cont.)



## ***Fibreco's terminal enhancement project sets course for a long-term future (continued)***

However in reality, Fibreco will actually be creating a better system that will improve the fluidity of cars coming in and out of the North Shore for the facility. "Manifest trains require more storage for rail cars but with unit trains, we can bring the full train in and process it within a 24-hour period. It's much more efficient."

### **Permits and timing**

As any terminal operator in the Lower Mainland can attest and Fibreco can confirm, obtaining permits for changes can be a lengthy and detailed process. The Fibreco team started in the second half of 2015 with preliminary designs and early discussions with regulators, including the District of North Vancouver for development permits; the Vancouver Fraser Port Authority for water side improvements; and Metro Vancouver for air emissions permit amendments.

Permit approval has already been received from the Port and Metro Vancouver. By the time this article goes to print, Lige is hopeful he'll have the District of North Vancouver's approval in hand. "We have our board approval (subject to permits), our financing is in the final stages of being put in place, and, assuming the DNV provides a positive approval, we'll be ready to break ground in March. It should take a full year to complete so we're looking at about Q2 2019 to be operational."

### **Future operations**

Once fully operational, Lige expects to see up to 70 ship visits per year with a combination of Handymax and Panamax sizes to accommodate both the two million tonnes of AGT cargo and the estimated one million tonnes of wood pellets. "The pellet business continues to be a good base of business for us," Lige said. "The beauty of this Terminal Enhancement Project is that it supports the aging infrastructure for the pellet business as well as accommodating the new agri-food business."

To say the least, the new foray into agriculture products bodes well for Fibreco.

<http://bcshippingnews.com/magazine/feature-articles-ports-terminals/fibreco%E2%80%99s-terminal-enhancement-project-sets-course-long>



# Neptune Terminals Partners With Rotary Ride for Rescue

[neptuneterminals.com](http://neptuneterminals.com)

Neptune is excited to be partnering once again with the Rotary Club of West Vancouver Sunrise as a Gold sponsor of this year's **Ride for Rescue**. It's a partnership that is a strong fit with our values of safety and community and an event that raises funds for organizations in two of our priority areas: safety and youth.



On June 9th, hundreds of bicyclists – including a team from Neptune – will tackle Cypress Mountain and climb Cypress Bowl Road to raise money and awareness for local charities

Known as the “Tim Jones Memorial Ride for Rescue” this year’s ride celebrates the memory of Tim Jones, the long-time volunteer leader of North Shore Rescue (NSR) who passed away in 2014.

Jones was a person of incredible quality and a selfless champion for the community. One of Jones’ goals was to create a \$6 million legacy fund to create stable funding for the group’s operations and enable NSR to focus on its important work. The organization is best known for their specialized search and rescue services for our beautiful North Shore Mountains, but they also provide urban search capabilities for missing children, adults, and the elderly across the shore’s three urban municipalities. In addition, the NSR team provides educational programs focusing on safe wilderness travel. Comprised exclusively of dedicated volunteers, North Shore Rescue provides services 24 hours a day, 365 days a year.

In addition to North Shore rescue, this year’s ride will raise funds for:

- Pulling Together: A West Vancouver Police Department canoe journey that connects police with First Nation youth
- Funding of equipment for RCM SARS (Marine Search and Rescue)
- The Ambleside Youth Centre Work Experience Programs

Rotary is a service club dedicated to making a difference in the community. 100% of the funds raised by the Ride for Rescue, as well as other Rotary events, go to charitable recipients. For more information go to [www.rotaryclubofwestvancouversunrise.org](http://www.rotaryclubofwestvancouversunrise.org)

<http://www.neptuneterminals.com/in-the-community/community-partner/rotary-ride-rescue/>



# Day of MOURNING

Last year, 158 B.C. workers died from a workplace injury or disease.

Now, families and communities are left to mourn.

Let's make our workplaces healthy and safe.



Saturday, April 28  
[dayofmourning.bc.ca](http://dayofmourning.bc.ca)



Business Council of  
British Columbia  
Est. 1966



**WORK SAFE BC**

# Hundreds of thousands of dollars in B.C. grain, lumber and other products sit idle due to rail backlog

***Province says CN's 'unreliable' rail service is harming investment in northern B.C.***

***cbc.ca***



*Lumber from Canfor sits in the CN Rail intermodal facility in Prince George.*

Hundreds of thousands of dollars' worth of grain, lumber and other products are sitting idle in northern B.C. due to a months-long backlog on CN rail lines, causing industry groups to warn Canada is losing its competitive edge in international trade.

The province's trade minister has also asked the federal government to step in, saying CN's "unreliable" rail service is hurting the region.

"Companies looking to invest in northern B.C. communities are understandably discouraged from doing so because of the risk and uncertainty caused by CN Rail's unreliable service," Bruce Ralston said Wednesday in a statement.

The Canadian International Freight Forwarders Association (CIFFA) has also asked the federal government to step in with a long-term strategy for rail lines and ports across the country.

Although the congestion has been reduced, industry groups say wait times at the Port of Prince Rupert more than doubled in recent months, hurting its reputation as a gateway for trade between Asia and the United States. (George Baker/CBC)

Wait times at the Port of Prince Rupert and Port of Vancouver have more than doubled, with product that used to sit for an average of three days now sitting for six or more days before moving on, according to the industry group.

These delays have hurt B.C.'s reputation as a gateway between Asian and North American markets, said CIFFA manager of public affairs Julia Kuzeljevich. *(Continued)*



## ***Hundreds of thousands of dollars in B.C. grain, lumber and other products sit idle due to rail backlog (continued)***

“If cargo’s going to sit at the port for days at a time... it kind of destroys that competitive edge,” she said, warning companies would start using ports in the United States if problems in Canada aren’t fixed soon.

“It doesn’t take much before our reputation and our reliability as a trading nation is affected.”



### **Grain producer calls delays ‘disastrous’**

About 50 kilometres east of Dawson Creek, Robert Vander Linden is worried about how he’s going to pay his bills. The third-generation grain farmer has been unable to get roughly \$100,000 worth of wheat to market because all the local grain elevators are full.

“It’s just sitting on my farm,” he said. “It’s disastrous.”

Although the wheat has already been sold, Vander Linden doesn’t get paid until he gets it to a grain elevator — something he’s not sure will be able to happen until May. Still, Vander Linden — who is treasurer for the B.C. Grain Producers Association — counts himself lucky because he knows other farmers who are even deeper in the hole due to the delays.

“There will be producers in situations that will be faced with the unpleasant situation of not being able to meet their credit amounts,” he said.

### **CN Rail says it is working to fix problems**

Farmers in Alberta and Saskatchewan have also been affected by the problems, which date back to early 2017. Forestry, oil and gas, and consumer-delivery companies have also been affected, as has Via Rail’s passenger service, which uses CN Rail lines and has faced waits as a result of increased rail traffic.

CN Rail has apologized for the delays, which spokesperson Kate Fenske attributed to an increase in rail traffic, with workload increasing by as much as 20 per cent in some areas. She also said steps are being taken to resume more regular service, including adding passing track between Prince Rupert, B.C., and Alberta.

While Kuzeljevich said it seems CN is taking the problem seriously, she said the problems extend beyond a single company and require political intervention.

“Canada’s economy is dependent on trade,” she said. “We rely on that infrastructure system to be a lot more finely-tuned than it currently has been.”

<http://www.cbc.ca/news/canada/british-columbia/cn-rail-backlog-bc-1.4597687>



# *Risky Business:* Safety Culture and The Psychology of Risk

WORKSHOP: 8 MAY 2018 VANCOUVER, CANADA

INTERNATIONAL PRESENTER  
DR ROB LONG (AUSTRALIA)



## Are you Risk Intelligent?

Understanding the way people make judgments and decisions is fundamental to developing risk intelligence.

The Social Psychology of Risk and cultural factors are critical in tackling the challenges of risk in the workplace.

The Program gives participants an understanding of the terrain of risk. Participants will receive exposure to pioneering work in The Social Psychology of Risk (SPoR) and skill development in Risk Intelligence.

## Who should attend?

- Leaders and Managers
- Business Risk Professionals
- Safety Professionals
- Security professionals
- Operations Managers
- Risk Managers
- Site Managers
- HR Professionals
- Project Managers

## Links

In order to assist with understanding the contents of the program the following videos are available:

Culture Cloud - <https://vimeo.com/118458068>

One Brain Three Minds - <https://vimeo.com/106770292>

The Unconscious and Risk - <https://vimeo.com/135536440>

Introduction to Culture - <https://vimeo.com/241991717>

CVFs - <https://vimeo.com/242003049>

## Learning Outcomes

By the conclusion of the program participants will:

- Develop a stronger capability in Risk Intelligence.
- Understand how the Social Psychology of Risk improves risk management.
- Better understand the nature of culture, the collective unconscious, language, discourse and 'frames' for Risk Intelligence.
- Become alert to 'priming', 'framing' and 'anchoring' key messages about risk, including knowledge of heuristics, biases and decision making.
- Learn about the hidden aspects of cultural formation and shaping.
- Access a range of unique Social Psychology of Risk tools that help influence conversations and decision making in risk at work.
- Learn new skills in motivation and perception that form the foundation for risk intelligence.
- Workshop and practice skills in cultural decision making.

*"There is no learning  
without risk, and  
no real living without  
learning"*

**Dr Rob Long**

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## Program Outline

### Morning

- Introductions
  - What is The Psychology of Risk?
  - Human Decision Making - One Brain Three Minds
  - What is Risk Intelligence and Risk maturity?
- 
- Humans as Social Beings and Social Influencing
  - Understanding Layers of Risk
  - Experiments in Bias and Heuristics
- 
- The Psychology of Perception and Motivation
  - The Power of Language Dynamics
  - Risk Amplification and Attenuation

### Afternoon

- Myths About Culture and Poor Definitions
  - What is the Culture Cloud?
  - Getting Culture Right
- 
- The Safety Paradox
  - By-Products and Trade-Offs in Safety Strategies
  - Creating Fragility and Immaturity
- 
- Holistic Approaches to Risk
  - New Tools to Tackle Risk
  - The Application of Risk Intelligence


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## Presenter/Facilitator



**Dr Robert Long**

PhD, BEd, BTh., MEd, MOH, Dip T., Dip Min.

Rob is global founder of the Social Psychology of Risk and, Director of Human Dimensions, Centre for Leadership and Learning in Risk and, Social Psychology of Risk Pty Ltd (SPoR). Rob is an International presenter and author of seven books on the Social Psychology of Risk.

Rob's pioneering work and perspective is highly sought after globally by organisations who seek to move beyond just manage risk with systems and process. The work of Dr Long is delivered globally with a new office opened in Linz Austria in 2016.

Rob has a creative career in many sectors of organisations including: teaching, education, community services, government, business, industry, building and construction, mining and management.

Rob has lectured at various universities since 1990 including University of Canberra, Charles Sturt University and ACU. He has also held distinguished positions outside of academic life including Manager Evacuation Centre during the Canberra Bush Fires in 2003, Emergency Coordination Operations Group Beaconsfield 2006, Community Recovery Beaconsfield 2006 and Risk Management Coordinator World Youth Day (Canberra Goulburn) 2008.

Rob has served on numerous Australian inter-governmental task forces, committees, ministerial councils and working groups in areas such as gambling, crime, homelessness, indigenous disadvantage, social infrastructure, child protection, youth-at-risk, drug addiction, prisons and social justice.

## Details

### Tickets - \$300

Participants receive:

- A complementary book by Dr Long
- A suite of practical SPoR tools
- A usb pen with full copy of the presentation
- Catering provided

### Location

Executive Suites Hotel and Conference Centre

4201 Lougheed Hwy

Burnaby, BC V5C3Y6

Canada

### Location

Tue, 8 May 2018

8:00 AM – 4:30 PM PDT

Parking \$8 per day

## Contacts

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# Industry News Links

**ACPA Celebrates 3rd Annual Western Hemisphere Ports Day**

<http://www.acpa-ports.net/pr/releases/ACPA%20Adapted%20Press%20Release%20Ports%20Day%202018.pdf>

**Terrace transload study given green light**

<https://www.terracestandard.com/news/terrace-transload-study-given-green-light/>

**Drewry: Slow And Steady Recovery For Container Shipping**

<https://www.marineinsight.com/shipping-news/drewry-slow-and-steady-recovery-for-container-shipping/>

**Eugene Kwan re-elected as vice chair of Vancouver Fraser Port Authority board of directors**

<https://www.portvancouver.com/news-and-media/news/eugene-kwan-re-elected-as-vice-chair-of-vancouver-fraser-port-authority-board-of-directors-2/>

**Federal government's new commitments to protect whales under the Oceans Protection Plan include support for port authority ECHO Program**

<https://www.portvancouver.com/news-and-media/news/federal-governments-new-commitments-to-protect-whales-under-the-oceans-protection-plan-include-support-for-port-authority-echo-program/>

**US to consider Pacific Trade re entry after other priorities**

<https://www.canadianshipper.com/transportation-and-logistics/us-consider-pacific-trade-re-entry-priorities/1003376203/>

**ZIM Hits All-Time Container Record**

[https://www.porttechnology.org/news/zim\\_hits\\_all\\_time\\_container\\_record](https://www.porttechnology.org/news/zim_hits_all_time_container_record)

**Grain rail backlogs 'unfortunate' issue: federal agriculture minister**

<https://www.canadianshipper.com/transportation-and-logistics/grain-rail-backlogs-unfortunate-issue-federal-agriculture-minister/1003376216/>

**Hapag-Lloyd volumes up following merger**

<http://container-mag.com/2018/04/03/hapag-loyd-volumes-following-merger/>

**China's Arctic rising**

<http://www.canadiansailings.ca/chinas-arctic-rising/>

**Canada Urges World Nations to Preserve Pillars of Global Trade**

<http://gcaptain.com/canada-urges-world-nations-to-preserve-pillars-of-global-trade/>

**'Caution Required in 2018' – BIMCO**

<http://seanews.co.uk/caution-required-in-2018-bimco/>

**Kalmar: box terminal overcapacity a myth**

<http://www.portstrategy.com/news101/products-and-services/kalmar-box-terminal-overcapacity-a-myth>

**New name, new leadership and new working groups for ICHCA Technical Panel**

<https://ichca.com/new-name-new-leadership-and-new-working-groups-for-ichca-technical-panel>

**Q&A: What Happens if We Run Out of Real Estate for Industry?**

<http://vanmag.com/city/qa-happens-run-real-estate-industry/>

**Five good reasons to support LNG in B.C.**

<http://bcInga.ca/five-good-reasons-to-support-lng-in-b-c-2/>

## Tweet of the Week

twitter **Crossroads Hospice**

@CrossroadsCares

Follow



So Proud of Team @PCTPortMoody

👉 Team members have been raising funds in support of #hospicecare.

📢 Join us at the 16th Annual #Hike4Hospice on May 6 at the Port Moody Civic Centre @CityofPoMo

👉 You too can help #MakeADifference . Here's how: [hike4hospice.ca](http://hike4hospice.ca)



# PACIFIC COAST TERMINALS CO. LTD.



# INDUSTRY EVENTS CALENDAR

Apr. 9-10, 2018

## **2018 Western Conference on Safety**

Hyatt Regency Hotel  
Vancouver, BC

<http://wcs.pacificsafetycenter.com/>

Apr. 28, 11:45 am

## **Day of Mourning BC**

Jack Poole Plaza – Vancouver Convention Centre  
1075 Canada Place  
Vancouver, BC

<https://www.dayofmourning.bc.ca/>

May 30-June 1, 2018

## **GreenTech 2018**

Marriott Pinnacle Downtown Hotel  
Vancouver, BC

<https://www.green-marine.org/greentech/>

June 18-20, 2018

## **JOC Canada Trade Conference**

Toronto, ON

<https://events.joc.com/2018-canada-trade-conference>

Oct. 2-4, 2018

## **Breakbulk Americas**

George R. Brown Convention Center  
Houston, TX

<https://www.breakbulk.com/events/breakbulk-americas-2018/>

Oct. 18, 2018

## **Safety at Sea Awards**

Le Méridien Piccadilly Hotel  
London, UK

<https://www.sasawards.com/>

Oct. 15-18, 2018

## **Maritime Security Challenges 2018: Pacific Seapower**

Fairmont Empress Hotel  
Victoria, BC

<https://msconference.com/>

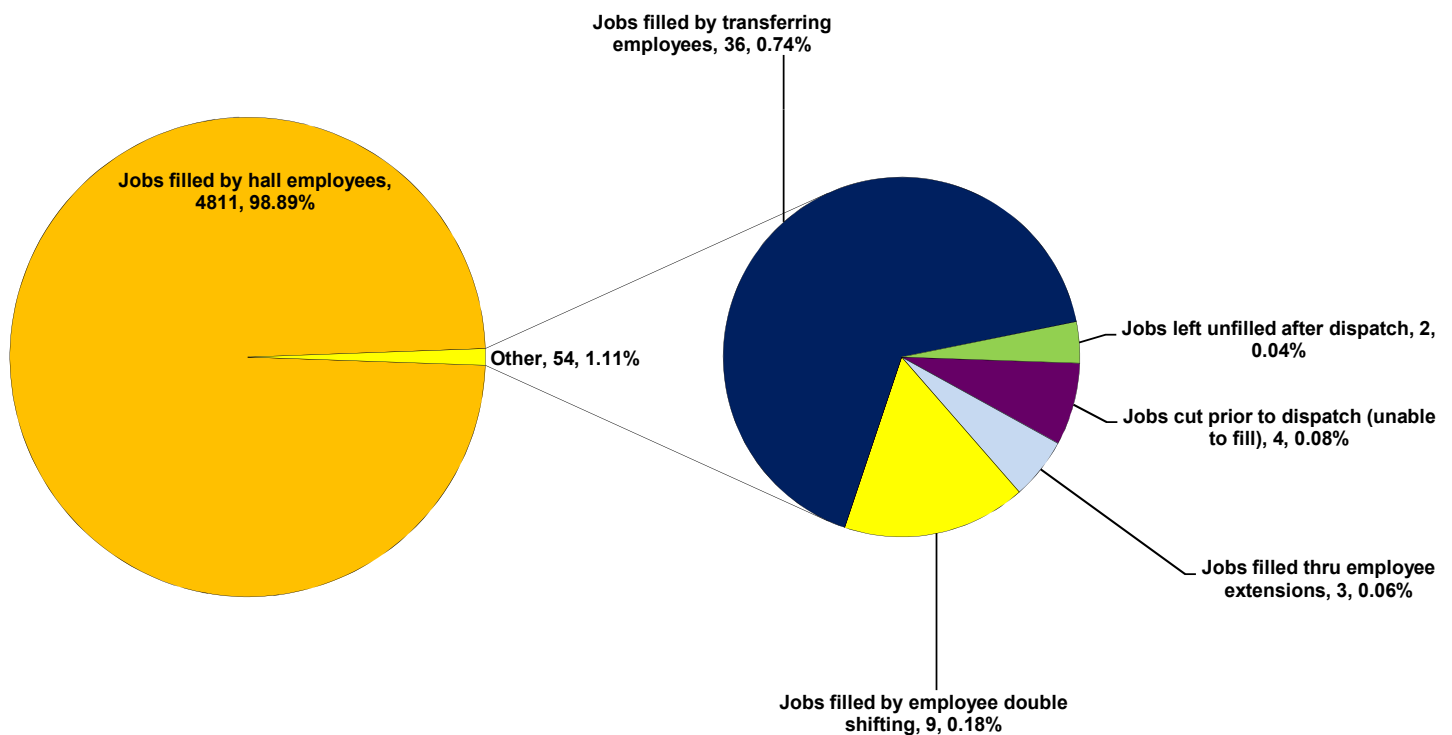


# Dispatch Shortage Statistics

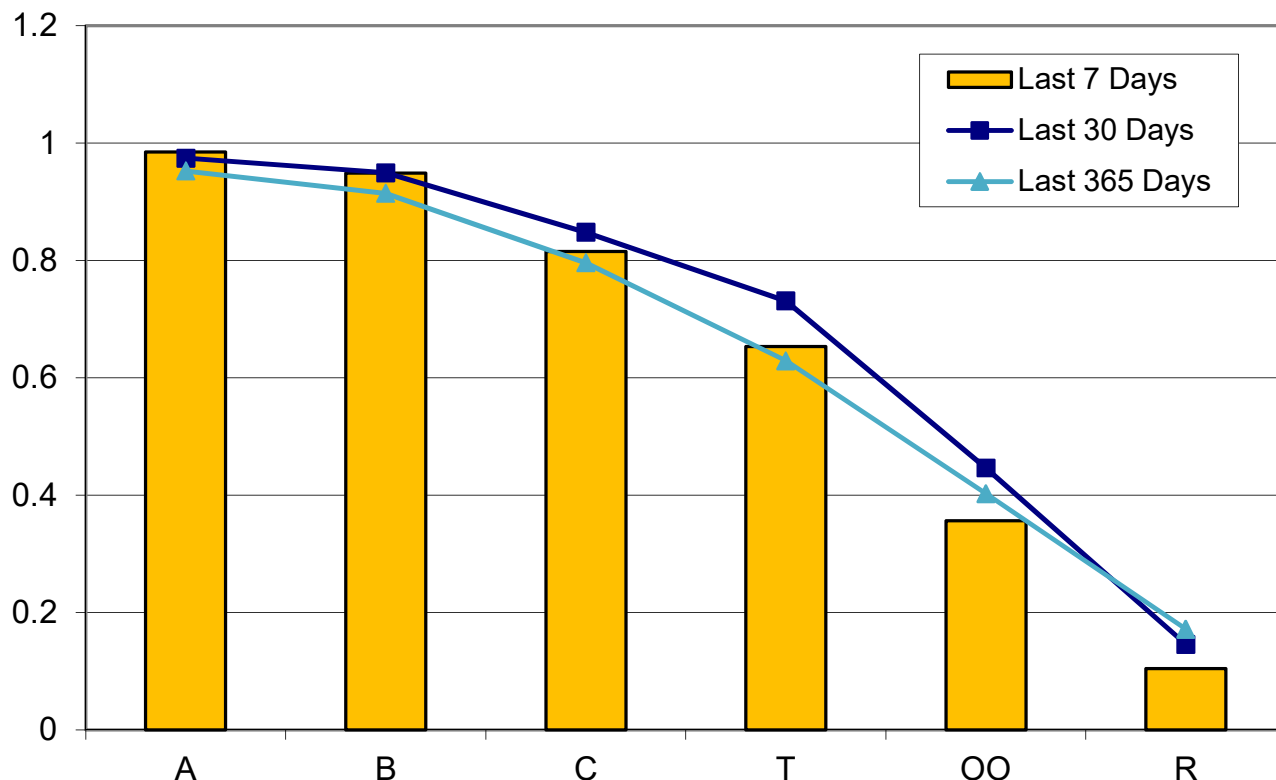
**For the Period Sunday March 25th, 2018 to Saturday March 31st, 2018**

JOB	Jobs cut prior to dispatch (unable to fill)	Jobs filled thru employee extensions	Jobs filled by employee double shifting	Jobs filled by local 502 employees	Jobs filled by transferring employees	Jobs left unfilled after dispatch	TOTAL
40 TON					1		1
40 TON & RACK					3		3
BULK OPERATOR			7		6		13
CHECKER (DOCK)					2		2
CLASS #1 AIR						2	2
DOCK GANTRY		2			1		3
DRIVER					1		1
F.E.L.					3		3
HATCH TENDER					2		2
HEAD CHKR	4	1			7		12
LOCIE ENGINEER			1				1
MILLWRIGHT			1				1
RACK & S/HOIST					2		2
RUBBER TIRE GTY					7		7
SWITCHMAN					1		1
TOTAL	4	3	9		36	2	54

## How were shortages handled by Dispatch?



# Vancouver Casual Employee % Dispatched per Dispatch Board



## Future BCMEA Meeting Dates:

### Finance & Audit Committee Meeting

April 19th, 2018  
8:30am - 11:00am  
5th Floor Boardroom  
349 Railway Street

### Board of Directors Meeting

May 29th, 2018  
8:30am - 11:00am  
5th Floor Boardroom  
349 Railway Street

### Finance & Audit Committee Meeting

May 17th, 2018  
8:30am - 11:00am  
5th Floor Boardroom  
349 Railway Street



## Your Feedback:



Have something for  
the BCMEA Bulletin?

Send your comments  
or contributions to  
the Bulletin's  
Editor at:

[editor@bcmea.com](mailto:editor@bcmea.com)