

channels

A Pacific Coast Terminals publication for the residents of Port Moody



A History Of Growth 1960 to 2015

Having operated in Port Moody for 55 years, PCT has seen a number of significant changes at its terminal. These changes have been made over the course of six decades to bring greater efficiencies, enhance safety and address environmental concerns and new standards.

In 1958, the company incorporated as Pacific Coast Bulk Terminals Co. Ltd. (PCBT) with a plan to construct the very first bulk commodity terminal on Canada's west coast, which was designed to be highly versatile and handle many different kinds of commodities.

The initial construction included a new type of dumper to unload railcars and a shiploader. There were no storage facilities and it was envisioned that railcars would be unloaded directly onto vessels as a means of efficiency. The total cost of the original construction was just over \$2 million.

The first major expansion occurred between 1964 and 1976 when the terminal site was expanded with an additional 100 acres of land created with fill. Construction then began on a new railcar dumper complex, expanded

railyard, new conveying systems and storage structures as well as a new berth, shiploader, barge loader and a new office and shop building. The expansion project had a total investment of over \$12 million and resulted in PCBT being one of the most modern and versatile bulk-loading facilities on the North American west coast at the time.

In 1982, the terminal was bought by Sultran Ltd. and investments in the site totalling \$7 million were made. These improvements included a rebuilding of the docks, refurbishing of the rotary dumper, and undertaking essential repairs to the structural, mechanical and electrical components of the conveyor systems. As the company was focusing on upgrades to better handle bulk sulphur, new front-end loaders, sulphur reclaimers, yard lighting and environmental improvements were also undertaken.

Canadian bulk liquid producers were looking for export terminal options for their products in the 1980s. PCT realized an opportunity and in 1984 a liquid bulk handling facility was constructed that included eight railcar unloading stations, four storage tanks,

new pipelines across the site and a new office building.

Worldwide technological advances in bulk handling meant PCT was falling behind other terminals in terms of operations and productivity. With much of the original equipment having been designed in the early 1960s, little attention was paid to environmental issues in their design.

The late 1980s saw the need to significantly modernize to address safety, environmental and efficiency needs. This resulted in the replacement of all the company's major bulk handling equipment, including the stacking/reclaiming system, sulphur railcar dumper and shiploaders.

The original shiploader was slated for replacement in 1996, and as part of the project new feed conveyors were installed and the liquids loading facility was relocated on site.

The last expansion project to take place, prior to the current changes at the terminal, was in 1998 with the expansion of the tank farm to include two additional storage tanks to handle increased levels of monoethylene glycol.

The expansion taking place today at the Port Moody facility will ensure the long term sustainability of the terminal, and assists in getting Canadian commodities to international markets.

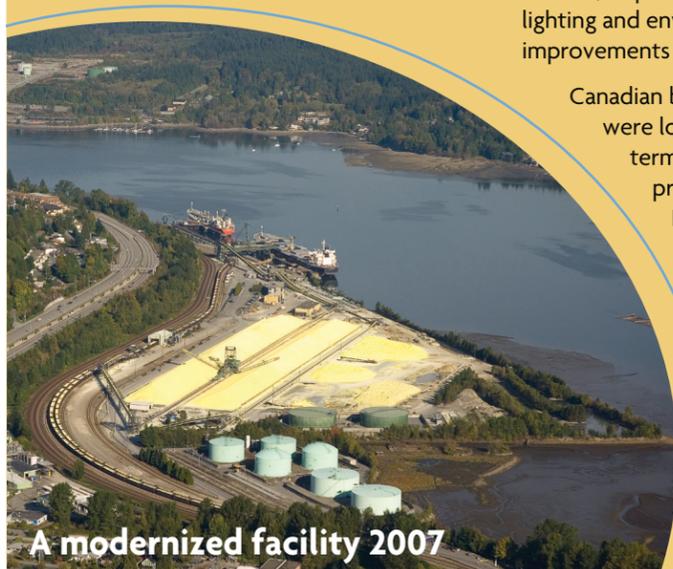
Original terminal facility 1960



First expansion complete 1976



- 1960** PCT terminal operations begin in Port Moody
- 1964** First expansion includes expanding site to 108 acres and new facilities over the next 10 years
- 1982** Sultran upgrades are focused on handling sulfur
- 1984** A new bulk liquid facility, referred to as the Tank Farm, is constructed
- 1987** The stacker/reclaimer which operates on the sulphur stockpile is replaced
- 1988** Three large A-frame storage warehouses are removed
- 1989** The rotary dumper which unloads railcars is replaced
- 1996** The shiploaders, in use since 1960, are replaced
- 1998** The tank farm is expanded to include two additional storage tanks



A modernized facility 2007

Clayton Smith, Assistant Manager, Operations: Liquids

1. What is your current role at PCT?

I am one of three Assistant Managers in the Operations department. I look after any and all aspects related to the operation of the tank farm where all the liquid commodities are handled on site. This includes the newly added canola oil in addition to ethylene glycol which PCT has handled for over 30 years. From accepting and unloading rail cars, to getting the liquids into storage tanks and then transported on vessels, I am involved in it all.

2. What is the best part of your job?

Every day is different and I enjoy the problem-solving when challenges arise. I never know what might happen on any given day.

The operations at PCT are automated to an incredible degree and it is really interesting to see how the automation has increased efficiency and safety over the years and made some parts of my job easier.

The team at PCT is pretty fun to work with too. While they are very supportive and everyone works well together, I have seen a lot of practical jokes over the 7 years I have been here.

3. How has PCT helped you in your professional and personal development?

I came from a resource background in forestry, and PCT has been a strong supporter in assisting in my professional development on industry issues that include labour relations and leadership, for example.

There are three components to the operations department: tank farm operations, health and safety, and training and security. The company rotates the three Assistant Managers every two years so we all get to understand and manage all aspects of the terminal operations. The cross-training keeps us current, and when needed, any one of us can jump in to manage any aspect.

4. What do you like best about working at PCT?

PCT hosts Community Open Houses every couple of years and thousands of people attend to get a "behind-the-scenes" tour of the terminal. The Assistant Managers are usually tasked with being hosts on the tour buses that bring guests to and from the site. I'm proud to be able to explain to the public what we do and how we do it. Some say I'm the best tour guide and I'm proud of that.



Community Connections

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

CP HOLIDAY TRAIN

Saturday, December 19th
By CP and City of Port Moody
www.portmoody.ca

BUSINESS EXCELLENCE AWARDS

Saturday, January 30th
By Tri-Cities Chamber of Commerce
www.tricitiechamber.com

GIVE HER WINGS GALA

Saturday, February 27th
By Tri-Cities Soroptimists
www.soroptimisttricitie.org

Did you know...

PCT sits on a 108-acre site that was created from fill between 1959 and 1976. The site is owned by the Vancouver Fraser Port Authority (also known as Port Metro Vancouver), a federal crown corporation, and leased to PCT.

PCT currently employs 20 full-time employees in administration, finance, operations and maintenance. An additional 50 employees are unionized under the International Longshore and Warehouse Union (ILWU). After the terminal expansion, it is anticipated that there will be twice as many employees.

The company currently pays \$1 million in property taxes to the City of Port Moody. After expansion, it is anticipated that the tax contribution will increase to approximately \$3 million.

PCT is a critical outlet for Western Canada resource shippers as current exports contribute approximately \$1.5 billion annually to Canada's economy. The addition of potash could add another \$1 billion to this total.

For many years, PCT has had the best safety record on the waterfront, with 9.9 years without a lost-time accident in the Maintenance division and 1.7 years in the Operations division.

PCT has been recognized by its industrial peers with international awards for "Safety in Bulk Handling", "People Development" and "Environmental Protection".

The sulphur that arrives at the terminal is loaded from nine separate plants in Alberta. The potash that will be arriving after expansion is coming from the Legacy mine, located near Bethune, Saskatchewan.

Almost 440,000 railcars travel through Port Moody every year with 28,500 (6%) of those being delivered to PCT. After the terminal expansion, at peak operations, an additional 17,475 railcars will be destined for the facility.

Want to Know More?

Two-way communication within Port Moody is essential to our business. Being good neighbors means listening to those that call us on the phone or send us a letter or email or reach out through social media. It also means keeping residents aware of what is happening at the terminal and how the company participates in the community.

Sharing timely and relevant information within the Port Moody community is important to us. In addition to contacting us directly, there are a number of ways that residents can learn more about our operations, our current expansion, our history and our involvement in the community.

-  www.pct.ca
-  [PacificCoastTerminals](https://www.facebook.com/PacificCoastTerminals)
-  [@PCTPortMoody](https://twitter.com/PCTPortMoody)
-  [PCT Port Moody](https://www.youtube.com/PCTPortMoody)
-  [Pacific Coast Terminals Ltd.](https://www.linkedin.com/company/PacificCoastTerminalsLtd)

Thank You For Your Participation

In the spring, PCT asked residents to participate in a Community Survey to determine the level of residents' awareness and understanding of the terminal operations. It also allowed the company the opportunity to ask Port Moody residents for feedback on how PCT is doing and to express concerns they may have.

PCT would like to thank residents for their participation and constructive feedback. Every single comment was read and contributes to discussions that the company has regarding its operations and community engagement.

A random draw of all participants was undertaken as a token of appreciation and the following residents have received Port Moody Boathouse gift cards from PCT:

- Laura Dick**
- Tim Goodsell**
- Karen Morris**



For 13 years, PCT and its staff team has been supporting the Port Moody Public Library "Links to Literacy" golf tournament.



Customers from Bunge Canada and Cargill take a tour of PCT's new and improved bulk liquid handling facilities.



PCT Board of Directors and staff host an annual reception for their customers, suppliers, and colleagues within the industry.

Contact

Channels is published three times per year by Pacific Coast Terminals Co. Ltd. 2300 Columbia Street, Port Moody, BC Canada V3H 5J9

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

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