

Running the world's largest sulphur export marine terminal with the precision of a fine Swiss watch takes dedication and hard work.

Pacific Coast Terminals Co. Ltd (PCT) is one of the most advanced bulk commodity terminals in the world, moving over 3.8 million tonnes of sulphur and one million tonnes of ethylene glycol each year. Coordination of the cargo is required each time a train delivers sulphur or ethylene glycol to the terminal for shipment. With each delivery, PCT either stores the raw products temporarily onsite, or loads the commodity directly onto ships. Organizing the movement of this tremendous amount of product across the 108 acre site, takes the meticulous coordination of numerous people and several massive machines.

Jim Gibney, manager of operations, has been with PCT for over 16 years. His primary role is to ensure that the commodities that PCT handles are transferred in and out of the terminal in a safe, environmentally acceptable, and cost effective manner. Having to ensure the coordination of the various departments, the operations team plays an



Jim Gibney (centre, bottom row) sits with PCT's operations team, who ensure the efficient transfer of commodities in and out of the terminal.

important role in labour relations, health and safety, training, security, and community relations. Also, because the industry is so dynamic and subject to outside influences, such as constantly changing rail delivery and vessel traffic, the operations team needs to be adaptive to last-minute changes and able to revise their plans with little notice.

One of the biggest challenges facing Gibney and his team is maintaining the delicate balance between the logistics of moving the commodities, and having the correct labour available for the operations. PCT employs approximately 97 full-time equivalent positions. However, the workforce fluctuates daily depending on the scheduled operations. Gibney regards PCT's employees as the most important component in running the terminal efficiently.



Running a terminal such as PCT, means overseeing large machinery such as the shiploader, which stands 40 meters tall.

Gibney states, "We have a great staff at PCT. Collectively they make a strong, dynamic team."

Another component that makes the operations team's tasks easier is PCT's recent investment in state-of-the-art control systems, which continuously monitor the operating equipment and allow foremen, operations, and management to view the equipment remotely.

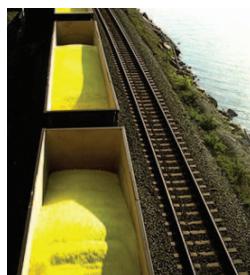
On top of running a productive and efficient terminal, one of the most important things Gibney has to consider when conducting operations is PCT's neighbours.

Gibney explains, "While recognizing that PCT plays a vital role in transportation logistics, international trade, and commerce; the employees never lose sight of the fact that we're also part of the Port Moody community and that we must first and foremost be a good neighbour."

Sound Solutions

For 120 years the Canadian Pacific Railway (CPR) has been a vital link in the transportation chain that carries Canada's resources, and has played an essential role in the Canadian economy. Originally built with the goal of uniting British Columbia with Central and Eastern Canada, CPR's 14,000-mile network from coast-to-coast, is depended on by organizations such as Pacific Coast Terminals, Imperial Oil, and the Port of Vancouver. However, because CPR is heavy industrial, the trains inevitably make noise, which sometimes disturbs the public.

Rick Poznikoff, the manager of community relations for CPR explains, "Reducing noise is a fine balance between the needs of individuals and the needs of the greater community.



Through the Community Advisory Panel, CPR works with communities to reduce noise.

Since Canadians are able to offer products to companies overseas, there has to be a way to deliver these commodities. There are many ways to

transport, but trains are one of the most economical and sustainable ways to move large volumes. Having products transported by one container train of 6,800 feet, means having around 300 less trucks on the road."

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In 2002, in order to address rail issues such as safety and noise, the City of Port Moody and CPR created a Community Advisory Panel (CAP). Co-chaired by the Mayor and CPR, CAP also has representatives from local businesses and from city council, as well as various neighbourhood associations.

Poznikoff notes, "CAP's primary goal is to keep the lines of communication open between the railway and the public, and to create ways to coexist with our neighbours. While there will always be some noise associated with moving large volumes of product, we're trying to work with communities to develop long-term solutions."

Another initiative CPR has implemented is the Community Connect Line,

which residents can call, in order to give information such as the date and time that they've heard a loud train noise. This way, CPR can pinpoint the noise's origins. This non-emergency toll-free number is 1-800-766-7912.

As a client of the railway, PCT views itself as a partner in regards to the reduction of rail noise. To assist CPR with its efforts to combat night time sounds, PCT installed a monitor to track the noise levels of the trains between 10:00 pm and 7:00 am. When noise levels reach a certain level, an alert is sent to CPR's crews.

Jim Gibney, manager of operations at PCT, sits on CAP, as the Port Moody Industry Representative. About PCT's role in reducing train noise, Gibney notes, "At PCT we recognize the difficult task CPR faces in consistently keeping the noise level down. To assist CPR, we installed a device that is triggered by excessive noise. When triggered, the PCT system automatically notifies the CPR supervisor in Port Coquitlam. He can then check the video feed, to establish what is going on. He has the ability to contact the train crews by radio and determine the problem."

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Pacific Coast Terminals Hits 100 Million Tonne Milestone

Pacific Coast Terminals is celebrating having reached a major milestone. As of February 2007, 100 million tonnes of sulphur have been exported from PCT, since it opened in Port Moody in 1960. "This is a significant milestone for us at PCT. It shows what a vital role the terminal plays in Canada's export industry," said Ken Catton, vice-president and general manager at PCT.

To provide perspective on how much sulphur has been exported through the terminal, 100 million tonnes is the equivalent volume of 30 BC Place Stadiums or 32 piles of sulphur the size of the Great Pyramid. Alternately, this quantity of sulphur would fill one million rail cars in a continuous train stretching from Vancouver to Halifax four times, or create a sulphur highway that was six feet wide and one foot high, and would circle the earth 3.73 times.

Q and A



with Robert Michl

Bulk Operator

Robert is a bulk operator, who operates PCT's shiploader. Standing 40 meters tall, the shiploader pours sulphur from the conveyor systems into a ship's hold, which is made up of different hatches that can store cargo. The shiploader has the ability to load 5,000 tonnes of sulphur per hour onto a waiting vessel.

1. What kind of responsibilities does your job entail?

As a bulk operator at PCT, my job is to operate the shiploader, which loads vessels with sulphur.

2. What's a typical day like when operating the shiploader?

When I first arrive at work I always check-in with the foreman to find out what hatches need to have sulphur loaded into them, and to receive any other instructions. I then climb into the shiploader and wait to receive the cargo and start loading the waiting vessel.

3. Why do you have to keep moving the shiploader as it loads a vessel?

We keep moving the shiploader in order to load the different hatches on the

vessel. The sulphur needs to be evenly distributed onboard the ship in order to keep it level in the water.

4. What is the most challenging part of your job?

The hardest part about operating the shiploader is when you're moving from hatch to hatch. You have to be completely alert in order to avoid hitting objects, while you're simultaneously concentrating on operating the machinery.

5. What's the best part of your job?

The absolute best part of my job is the amazing views of the terminal and the Inlet that I get from up here. Aside from the views, being a shiploader operator is a really fun job that I would recommend to anyone.

Did you know ?

Interesting Professions at PCT

Ever wonder who operates the shiploader or the Stakrake at PCT, and what their qualifications are?

It could one day be you. Here are four interesting jobs at PCT and the qualifications they require:

Marine Surveyor: Often a former sea captain, with their mariner's ticket, a marine surveyor is in charge of inspecting ships once they've docked at a PCT. Surveyors ensure that the vessel is in an appropriate condition for the cargo, take samples of ocean water to determine salt levels, and measure the amount loaded by how low the vessel sits in the water.

Sampler: A sampler is in charge of inspecting incoming rail cars and drawing samples from the arriving product. The sampler then monitors the dumping as the product is unloaded into the vessel or pile, and creates a record about what they find. Samplers must complete a two-day training course.

Liquid Bulk Operator: A liquid bulk operator manages the unloading and loading of PCT's bulk liquids, such as ethylene glycol. Liquid bulk operators must complete a week long training program.

Maintenance Planner: A maintenance planner is in charge of planning the preventative and corrective maintenance of PCT's equipment. In order to become a maintenance planner you need to have mechanical aptitude. Post secondary training in a trade or engineering is an asset.

2007 PCT Scholarship Winners

Congratulations and best wishes to all the Port Moody and Heritage Woods Secondary School graduates. PCT would also like to acknowledge this year's PCT scholarship recipients: Fine Arts: Chase McKenzie; Environment & Engineering: Zhang Hong Liau; Business or General Studies: Megan Lynch. Each student will receive a \$1000 scholarship to put towards a post secondary education in their field of study. Look for further information on our scholarships and scholarship winners in the fall edition of Channels.



The Port's City Scene

PCT's Open House



Pacific Coast Terminals would like to invite the entire Port Moody community to its upcoming open house, taking place on Saturday, June 30th. As part of the event, you and your family will have an opportunity to explore the terminal and meet PCT's staff. From complimentary boat tours to food and entertainment, there will be a variety of family-friendly activities.

Transportation will be available from Rocky Point Park to Pacific Coast Terminals. Buses will shuttle between the two sites from 11am until 4pm.

Please visit www.pct.ca for further details as the date nears.

Golden Spike Days

Join your neighbours in commemorating the completion of the Canadian National Railway in Port Moody and Canada's Confederation at Golden Spike Days. Held at Rocky Point Park and beginning Friday, June 29th, the festival features concerts, food, and festivities.

Fingerling Festival

PCT was proud to once again sponsor the Port Moody Ecological Society's Fingerling Festival, which took place on May 5th. An exciting learning experience for the whole family, this festival features a chum salmon release at Noon's Creek.

Canada Day Seniors' Lunch

When: Friday, June 29th, 12pm-2pm
Where: Kyle Centre, 125 Kyle Street
Who: Kyle Centre

PCT is pleased to sponsor this patriotic hot buffet lunch, hosted by the Kyle Centre. The lunch will be followed by entertainment from the children of the Lindbjerg Academy.

Tickets are \$6 for Kyle Centre members or \$9 for non-members. For more information call (604) 469-4561.

Links to Literacy Golf Tournament

When: August 27, 2007
Where: Meadow Gardens Golf Club
Who: Port Moody Public Library
 PCT will once again be the primary sponsor of the upcoming Public Library's 7th Annual "Links to Literacy" Golf Tournament. Enjoy on-course competitions, live and silent auctions, and a banquet dinner. To register, call 604-469-4686.



Spring Pollen Message

That light coating of yellow flecks on your car or deck may be an annoyance, but it is the small price of living in a community, such as Port Moody, with an abundance of vegetation. Though the yellow speckles sprinkled around town may be the same hue as sulphur, you can rest assured that those specks are actually pollen. In fact, PCT has special dust control systems in place that prevent dust from the sulphur from escaping as it moves through the terminal.

Arborist Clifford Hoegler of BC Plant Health Care Inc. explains that the cottonwood trees and viburnum shrub in the Lower Mainland are the biggest culprits for the pollen we see from March to May each year.

Contact Information

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