



An Aerial view of the waterfront facilities at Pacific Coast Terminals Co. Ltd.

## The “Port” in Port Moody: What goes on in the city’s namesake

If you’re planting a garden this spring, pouring a pop on a hot day this summer, or wearing a warm sweater this fall, there’s a good chance you’re reaping the benefits of PCT’s work. Here’s a snapshot of what happens in Port Moody’s Port, and how it might impact you.

**A**ccording to the Canadian Encyclopedia, sulphur is used in the production of almost everything we eat, wear or use—from medicine to crop fertilizer to clothing and industrial products.

Nearly half of the world’s production comes from the gas and oil fields of Western Canada, and is transported in solid form to manufacturers around the world. Port Moody is a transition hub connecting sulphur-filled trains from Alberta with ships bound for international sulphur markets. PCT plays the important role of moving sulphur from shore to ship, and storing sulphur when an immediate transfer is not available. Sound like a simple job? It can take up to 48 hours, and 4 highly specialized

systems to transfer these resources from train to ship. Here’s how it happens:

**1. Sulphur is brought in from Alberta by railcar**—Canadian National and Canadian Pacific Railways. Last year, more than 36,000 railcars and 3.5 million tonnes of sulphur passed through PCT. Because the sulphur is not affected by rain or snow, and cannot blow out of the railcar, there is no need to cover the tops of the railcars.

**2. Rotary Car Dumper:** Once onsite, the sulphur needs to be removed from the railcars. The rotary car dumper actually rotates each individual railcar, one at a time, dumping its contents onto the receiving hoppers below. The dumper can unload up to 30 railcars or 3,000 tonnes in just one hour.

**3. Conveyor Systems:** The sulphur is moved across the terminal using several conveyor belts. Sulphur can be moved from the rotary car dumper to a ship’s hold, or moved into storage until an empty ship arrives.

**4. Stakrake:** If the sulphur needs to be stored on site, it is moved by conveyor

*Continued on page 2*



Sulphur Handling at PCT

## Land Ahoy: How to Dock a 250m-long Ship



**H**ave you ever noticed that ships turn around in Port Moody's harbour before docking at PCT? They're not just doing donuts for fun, read on to find out what it takes to navigate and dock a cargo ship.

How do you dock a ship that is up to 250 metres long in PCT's harbour? It all starts in the waters near Victoria, B.C.,

where international PCT-bound ships pick up a ship pilot who is familiar with the Gulf of Georgia, and can guide them through the busy shipping lanes to PCT.

Once safely in Vancouver harbour, the ship is carefully inspected. Customs and Immigrations clears the crew to enter Canada, quality control personnel inspect the sulphur holds for cleanliness, and Transport Canada inspects ships 15 years and older to confirm the ship will be seaworthy for the long return journey overseas. Once inspected and approved, the ship travels through Second Narrows at slack tide, accompanied by four tugs.

In front of PCT's dock, there is a turning basin where the water is deep enough for the tugs to turn the ship around. It's important for the ship to turn and position itself for a smooth exit while the holds are empty, and the ship is lighter and easier to maneuver. Once loaded, the ship can simply pull straight away from the berth and head to the open seas.

The last step is for the tugs to maneuver the ship onto PCT's dock. The ship then casts its lines onto the dock and shore personnel grab the lines and hook them onto the dock. Land ahoy!

### The "Port" in Port Moody *Continued from page 1*

belt over towards the stakrake. The 27-metre high stakrake has two booms that reach out on either side. These booms have chain-driven paddles, which gently push the sulphur out onto the tall windrow piles for storage. By reversing the rotation of the chains, the stakrake operates in reverse, and reclaims sulphur onto the conveyer system for loading into ships.

**5. Shiploader:** It takes a special machine to ensure that the sulphur is loaded accurately and safely into the ship's hold. The high-capacity shiploader machine at PCT stands over 40 metres tall, and extends up to 122 metres over the ship during loading. The shiploader can fill a 70,000 tonne ship in less than 48 hours.

But sulphur is not the only material that PCT handles on site. In addition to the sulphur, PCT helps store and move ethylene glycol from shore to ship. As you can imagine, it is a much different process to move and store this liquid than solid sulphur. This is how it happens:

Much like sulphur, ethylene glycol is used in many everyday products like anti-freeze, plastic pop bottles, carpet fabric, and fleece and polyester clothing. It is produced in Alberta and shipped to the Pacific Rim, to be used in the production of these products.

Ethylene glycol is shipped in railcars designed to transport liquids, and once onsite, it is pumped into PCT's six ethylene glycol storage tanks.

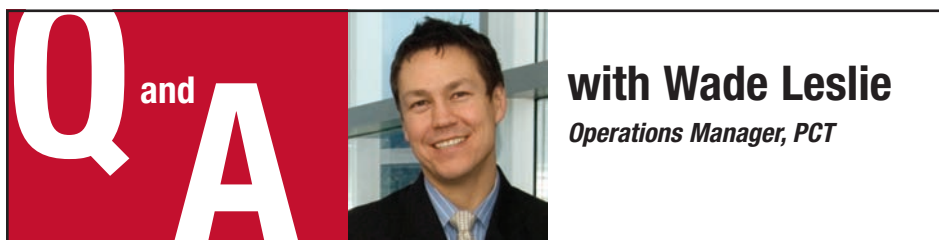
PCT has a special ship loading system



Shiploader

that pumps the liquid into a tanker ship, also specifically designed to transport liquids. Each year, about one million tonnes pass through PCT's facility.

It's amazing that the two products transported by PCT can be found in such a wide range of goods. From gardening fertilizer and pop bottles to fleece sweaters, the odds are you probably own something made of materials that have passed through PCT's terminal, right here in Port Moody.



Wade Leslie, a long-time employee at PCT, was recently promoted to the position of Operations Manager. Wade tells us a bit about his new position, and what it's like to work for PCT.

**Q: When did you start working at PCT?**

A: I'm originally from Winnipeg, but back in 1999 I had the choice between a couple of job opportunities in Western Canada. I chose to make the journey out to PCT because I felt they offered the most opportunity. I worked for several years as one of the Assistant Manager of Operations, so I was involved in the actual day-to-day ground work like scheduling the ships, trains and labour. I spent a lot of time on the front lines actually talking to employees, which has provided me with a lot of insight as Operations Manager.

**Q: What do you now oversee as Operations Manager?**

A: My main job at PCT is to ensure operations onsite run efficiently. I still oversee the flow of sulphur through the terminal, but now from a higher level. PCT places a high value on our relationship with the community, so I am also involved in various community groups to make sure our neighbours thoughts and opinions are heard and recognized by the organization.

**Q: What's it like to work at PCT?**

A: I like my work, not just for the tasks, but for the environment. I see there's the opportunity to make change here. An open culture is fostered, people are

more than just numbers and their opinions are valued. I've had the opportunity to work outside PCT and in that time I realized the quality of this organization and I was lucky enough to have the opportunity to return.

**Q: What do you enjoy about working in Port Moody?**

A: The City has a park-like atmosphere. I enjoy the great view of the mountains from PCT and I often run through Rocky Point Park on my lunch hour. One of my favourite places in Port Moody is NewPort Village; I like the atmosphere created by the shops and restaurants.

**Q: I understand that you're the president of a local not-for-profit organization, tell us about that.**

A: Yes, I'm President of Pets and Friends ([www.petsandfriends.org](http://www.petsandfriends.org)), which organizes pet visitation to patients in long-term care facilities in the Lower Mainland. The focus is on improving quality of life and providing some companionship to those patients. The program has been in place since 1982, and we currently visit 200-300 facilities throughout the Lower Mainland. I think the pet visitations bring a lot of joy into the lives of patients, and I'm proud to be a part of the organization.

**Did you know**



- In 2007, PCT loaded 84 sulphur vessels and 72 liquid tanker vessels.
- 145 million tonnes in total have pass through PCT's terminal since 1960.
- 7,183 vessels and 3,311 barges have loaded resources at PCT since 1960.
- The average sulphur vessel loads 42,000 tonnes, and spends 48 hours on berth.
- The average liquid tanker loads 14,000 tonnes, and spends 24 hours on berth.



**Winner of the reader's survey:**

PCT is proud to announce the winner of our winter reader feedback survey. Nasser Aminpour responded to our online survey and has won a delicious dinner for two at the Saint St. Grill. Enjoy, Nasser!



# The Port's City Scene



Children were a big help at last year's Fingerling Festival, releasing 35,000 chum fry into Noons Creek.

## Fingerling Festival, May 3rd

Once again, the Port Moody Ecological Society hosts the Fingerling Festival on Saturday, May 3rd, 2008. A family-friendly event, children can help partake in the release of 35,000 chum salmon fry into the Noons Creek. Visit [www.noonscreek.org](http://www.noonscreek.org) for more information.

## Festival of the Arts, April 4-13

2008 marks the 11th year of Festival of the Arts. From April 4th-13th celebrate local artisans, and unlock your own creative spirit at this local celebration. Visit

[www.pomoartsfestival.ca](http://www.pomoartsfestival.ca)

for upcoming details on

the calendar of events. PCT is proud to sponsor Art 4 U Day on Sunday April 6th, 2008. This fun family interactive day features hands on arts activities for everyone in the family. Whether you're 3 or 93 you are sure to have a great time.

## Port Moody Festival of the Arts



*Please join us April 4 - 13, 2008, for our 11th Festival of the Arts!*

## Pollen Reminder

As yellow daffodils and tulips start to appear, you may also notice yellow dust settling on cars, decks

and other areas around town. Rest assured that the yellow dust is pollen, not sulphur.

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



## Contact Information

[www.pct.ca](http://www.pct.ca)

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