

Media Information Package

Nanaimo Auto Terminal and Vehicle Processing Facility

Project in Brief

Nanaimo Port Authority (NPA) is partnering with **Western Stevedoring (Western)** and their affiliate organization, the Auto Division of **SSA Marine (SSA)** to design, build, finance and operate a multipurpose break bulk terminal with an initial focus on automobile import and processing at NPA's Nanaimo Assembly Wharf (NAW).

European Automotive Original Equipment Manufacturers (OEMs) are experiencing significant capacity constraints and other issues with the existing east-west land bridge route. Currently, the land bridge stretches from Halifax to Vancouver, the latter which serves as a hub for OEM customers throughout western Canada. In response, the project partners wish to develop the first all-water global logistics service for European automobiles to a British Columbia port. This innovative "marine highway" would create a new, highly efficient and reliable international gateway featuring short-sea shipping from Nanaimo to the Lower Mainland.

The project has the potential to transform Canada's import automobile supply chain by addressing significant existing transportation bottlenecks, vulnerabilities and congestion while providing several compelling logistical efficiencies and environmental benefits. Imported vehicles will arrive on Pure Car/Truck Carriers (PCTCs), which are Roll-on/Roll-off transport ships purpose-built for overseas vehicle transport. The imported vehicles will be processed for delivery to Lower Mainland dealerships on conventional car carrier trailers using short-sea shipping options currently serving Vancouver Island. The project would also provide sustainable economic development opportunities for Nanaimo and Vancouver Island.

Vision:

Redeveloping the Nanaimo Assembly Wharf into a world-class facility that will help transform Nanaimo into an international gateway.

Purpose:

This unique economic renewal opportunity diversifies the cargo base at the Nanaimo Port Authority.

Benefits

- A commercially accessible marine terminal with modern infrastructure and available industrial land will attract new business, create more jobs and lead to additional revenues for the local and regional economy.
- Nanaimo Assembly Wharf improvements will provide modern and efficient dock space with associated facilities and infrastructure for off-loading, processing, storage, and trans-shipment of automobiles.
- A terminal of significance with multimodal connectivity serving a variety of commercial and industrial users.
- This project leverages industrial lands that have been historically used as a marine terminal. It does not represent a new marine or port facility.
- Deploying an all-water transport route alleviates land-bridge constraints in the finished vehicle logistics chain serving British Columbia and Western Canada.

Key Facts

- The Port was created in 1961 as the Nanaimo Harbour Commission and was continued as the Nanaimo Port Authority on July 1, 1999 under the Canada Marine Act. Nanaimo has been a trading port for as long as Canada has been a country, moving goods from a major coal find in 1852. Coal mining peaked in 1923 with 1 million tons being shipped around the world from Nanaimo and employed 3,400 miners. Mining operations shut down in 1953 and gave way to the high global demand for forestry products.
- The Port is a Federal agency. Its mandate is to administer, control, manage and protect navigation and safety of the Nanaimo Harbour. The Nanaimo Port Authority must remain financially self-sufficient, without subsidy from any level of government. The Port strives to be competitive and continue its role as a catalyst for improvement of the Nanaimo waterfront and the regional economy.
- Port facilities include deep sea terminals at Nanaimo Assembly Wharf, Duke Point Terminal, Commercial Inlet Basin Marina, W. E. Mills Landing and Marina, Pioneer Waterfront Plaza Shops and Parking, Seaplane Terminal, Walking/Fishing Pier, and Harbourside Walkway, the Cruise Passenger and Helijet / Air-Ambulance Terminal as well as the administration of federal water leases in the Port boundaries.
- The Port also acts as a facilitator in initiating and supporting ideas and events which stimulate economic growth for the community and, laterally, the Port.
- Western Stevedoring is the largest and most diversified stevedoring company in British Columbia, Canada. Western loads and unloads more than 12 million metric tons of cargo at 10 different ports and terminals along the coast of Vancouver Island and throughout the Lower Mainland and northern BC. Western Stevedoring is a wholly-owned subsidiary of Carrix, Inc.
- SSA Marine was founded in 1949 and has grown to 250 international operations. SSA's comprehensive cargo handling capabilities include RoRo services at both conventional and container terminal operations, handling 1.94 million autos in 2017 in Canada, Mexico, New Zealand, Panama, South Africa and the United States. SSA Marine is a wholly-owned subsidiary of Carrix, Inc.

Frequently Asked Questions

Why modernize and redevelop the Nanaimo Assembly Wharf?

- Redevelopment of the Nanaimo Assembly Wharf uplands will reuse existing terminal facilities and upgrade existing infrastructure. The existing shed will be transformed into a modern Vehicle Processing Centre by retrofitting the existing steel structure with contemporary amenities and materials. The existing pier will be upgraded with new fendering and mooring infrastructure to allow for berthing of a modern Pure Car and Truck Carrier (PCTC), a specialized cargo vessel used to transport vehicles and equipment. Terminal pavement will be secured and marked to efficiently support automobile operations. Lighting will be upgraded with efficient LED fixtures.

What is advantageous about this location?

- Nanaimo provides direct short-sea connections to the Lower Mainland and United States west coast, taking advantage of existing back haul routes. Its location provides an all-water route connecting the Canadian West Coast to international markets.

What are the project benefits?

- Trade
 - Potential to increase Canada's share of the North American auto trade when 2017 global auto sales set an eighth consecutive annual record (Scotiabank Global Auto Report, August 2017)
 - Years 1-2: 10,000 import autos per annum
 - Years 3-4: 25,000 import autos; 25,000 units/year @ 52 sailings/year
 - Years 6-30: 40,000 import autos; 40,000 units/year @ 52 sailings/year
- Economic Development
 - Short-term: Creates 40 to 60 new jobs in British Columbia; creating an additional 5-year PV\$9 million in direct annual wages and 5-year PV\$12 million in direct annual GDP, largely in the Nanaimo area
 - Long-term: Creates 80 to 110 new jobs in British Columbia; creating an additional 30-year PV\$37 million in direct annual wages and 30-year PV\$52 million in direct GDP, largely in the Nanaimo area
- Supply Chain
 - Short-term: Productivity gain from transport costs savings and avoided costs of congestion PV\$20.5 million
 - Long-term: Productivity gain from transport costs savings and avoided costs of congestion PV\$71.811 million
- Environment
 - Short-term: Reduction in CO2 emissions due to green marine versus rail supply chain 7,769 tonnes
 - Long-term: Reduction in CO2 emissions due to green marine versus rail supply chain 89,546 tonnes

What vehicles will be handled at the facility?

- The Nanaimo Auto Terminal is a common user facility, and will be marketed to OEM customers to maximize the terminal's available processing capabilities.
- Vehicles processed and distributed through the project will be delivered to dealerships in the Greater Vancouver market, including Vancouver Island with the long term potential to service dealerships throughout western Canada.