

2015-06-02 Port Metro Vancouver Annual General Meeting – Question Period

The following questions were submitted via Pigeonhole at Port Metro Vancouver’s annual general meeting held on June 2, 2015:

Question	Written Response
With the planned Deltaport expansion, what preparations is Port Metro Vancouver making about the required capacity upgrade to the rail infrastructure between Canada and US to support this planned growth?	There is a lot of work being done to repeat the success of the Asia Pacific Gateway Corridor Initiative and to ensure rail infrastructure continues to grow to meet ports needs in Roberts Banks and the North Shore and South Shore of Burrard Inlet. The rail link to the United States is not a part of the Roberts Bank Terminal 2 project due to the forecasted cargo being predominately Canadian. The focus is on the Roberts Bank Rail Corridor, which is currently being upgraded.
How will the Roberts Bank corridor evolve by 2050 for the regions south of the Fraser River?	Port Metro Vancouver is currently working with the Transport Canada-led Gateway Transportation Collaboration Forum on a long-term view of the regions surrounding Roberts Bank.
What is the port authority’s spill response plan for Boundary Bay (which has a challenging low tide delta that prevents boats to access the foreshore)?	The question will need to be addressed to the Canadian Coast Guard as Boundary Bay is outside of Port Metro Vancouver’s jurisdiction.
What is Port Metro Vancouver’s position on the municipalities of Surrey and White Rock’s efforts for rail relocation?	The rail line in this area is outside of Port Metro Vancouver’s jurisdiction and is a matter for discussion between the federal government, the Burlington Northern Santa Fe Railway (BNSF) and the municipalities of Surrey and White Rock.
When will Port Metro Vancouver implement a transparent and accountable governance structure?	Transparency is important to Port Metro Vancouver. Our governance structure is mandated by the <i>Canada Marine Act</i> . Additionally, as a port authority, we are subject to the <i>Access to Information Act</i> . We recently launched a new website and have

	also changed our permitting process, both with a goal of improving transparency.
What has the number of employees Port Metro Vancouver grown to?	Port Metro Vancouver currently has 305 employees.
What action is the port authority taking to deter criminal gangs from smuggling huge quantities of cocaine and other drugs? Recent news stories give me no faith in your ability to stop rampant criminality.	Ultimately, enforcement of the law at the docks is primarily the responsibility of Canada Border Services Agency and the Royal Canadian Mounted Police. Port Metro Vancouver's specific responsibility is the safe and efficient movement of trade traffic within our jurisdiction. Through our 24/7 Operations Centre, we provide information to law enforcement agencies for ongoing investigations.
At a recent conference a BC speaker stated Port Metro Vancouver has spent \$100 million to date on Terminal 2 and that the project will cost \$3 billion to develop. Is this correct or please advise the real number.	The estimated cost of the entire Roberts Bank Terminal 2 Project is more than \$2 billion. The project would be funded by Port Metro Vancouver and the private sector and therefore does not require any tax dollars.
Why is the port authority trying to ram through Terminal 2? Can't the existing terminals at Deltaport just be expanded?	Expansion of Deltaport was reviewed and was determined to be not feasible. Beyond improvements that have already been identified, analysis of additional opportunities to increase container capacity has confirmed that the proposed Roberts Bank Terminal 2 Project is the most technically and financially feasible option to meet long-term forecasted demand for container traffic on the west coast of Canada.
The expansion of coal export capacity is obviously highly controversial. From an ecological-economic point of view it is un-economic. Does Port Metro Vancouver understand this?	Port Metro Vancouver does not decide what cargo is shipped through the port. It is up shippers and terminals to make business case decisions on what products they ship, and it is the port authority's role to ensure goods are transported safely.

<p>How does the port authority intend to address the concerns of the 3000+ community members who oppose the coal port at Fraser Surrey Docks, if they are truly committed to collaboration and sustainability?</p>	<p>Canadian port authorities do not have the jurisdiction to determine Canada’s trade policies that control what can or cannot be exported—that is the role of the elected representatives in government. However, port authorities can assess whether these goods can be moved safely, with minimal impact to the environment and the surrounding community.</p> <p>Port Metro Vancouver’s role in reviewing the Fraser Surrey Docks proposal is to ensure whatever is shipped is done safely. We have mandated decision-making authority for projects on federal lands we managed, as per the <i>Canadian Environmental Assessment Act</i>. To reach a decision, Port Metro Vancouver ensures all environmental, safety, and community impacts are appropriately identified and addressed within the constraints of our authority, which do not extend beyond our jurisdiction. In general, project applications are reviewed based on the extent and nature of the development, the compatibility with Port Metro Vancouver’s Land Use Plan, and potential impacts on the local environment, communities and First Nations. Depending on the nature of the proposal, the process includes varying degrees of municipal, agency, First Nations, and community consultation. The review process for the Fraser Surrey Docks proposal, conducted over a 26-month period, was thorough and included a number of consultation activities.</p>
<p>We hear Port Metro Vancouver spokespersons often talk about the need for industrial land and floating the idea of an “industrial land reserve”. Where does the port authority see this land for industrial growth coming from?</p>	<p>Industrial land enables trade and creates jobs and tax revenue. Port Metro Vancouver seeks to protect existing industrial lands from conversion as the region has rezoned an alarming amount of industrial land to “mixed-use” or other uses not specifically related to industry. This is critical for long-term sustainability for local communities. A</p>

	<p>process that will address the industrial land shortage through careful review and assessment of the current lands available is needed.</p>
<p>What is the port authority's position on protection of land in the ALR?</p>	<p>With an expected one million people moving to the Lower Mainland by 2040, Port Metro Vancouver shares concerns around growth and the pressure it puts on land. We believe protection of land is an important collaborative opportunity and that all parties must work together to ensure all land use needs are protected. We are seeking the protection of existing industrial land, similar to the ALR. We are not advocating for the conversion of agricultural land.</p>
<p>Was the impact of global climate change considered when Port Metro Vancouver approved the coal terminal expansion at Fraser Surrey Docks?</p>	<p>Canadian port authorities cannot decide what can or cannot be exported—that is the role of the elected representatives in government. However, port authorities can assess whether these goods can be moved safely, with minimal impact to the environment and the surrounding community.</p> <p>As mandated by the Canadian Environmental Assessment Act, the limit of Port Metro Vancouver's permitting authority is an environmental review of impacts within our jurisdiction. As such, we cannot consider the impacts of global climate change in our decision process.</p> <p>After a through project review, Port Metro Vancouver issued a project permit to Fraser Surrey Docks for the development of a Direct Transfer Coal Facility to handle up to four million metric tonnes of coal, subject to conditions. The decision to issue the project permit was made taking into consideration environmental and technical information, as well as municipal, agency, community and First Nations input.</p>

	<p>We are currently reviewing an application from Fraser Surrey Docks to amend their existing Direct Transfer Coal Facility project permit, issued on August 21, 2014.</p>
<p>Port of Prince Rupert is expanding its capacity. How would that impact Port Metro Vancouver? Will B.C. be over capacity when Roberts Bank Terminal 2 is completed?</p>	<p>Demand for goods shipped in containers is growing. Forecasts indicate container traffic on Canada’s west coast will double from 3.5 million twenty-foot equivalent units (TEUs) in 2014, to more than 7.0 million TEUs by 2030.</p> <p>Existing container terminals on Canada’s west coast (in Vancouver and Prince Rupert) will reach capacity by the early 2020s, and so Port Metro Vancouver is proposing to build the Roberts Bank Terminal 2 Project to meet forecasted demand. Expansion at Prince Rupert is required as well to meet these growth forecasts.</p>
<p>With a shortage of industrial land available why does Port Metro Vancouver allocate land to coal tenants?</p>	<p>At Port Metro Vancouver, we work hard to make the best use of the federal land we manage. We work with terminal operators to ensure land is being used as efficiently as possible. We are also required to have a land use plan, similar to a municipality’s community plan. Port Metro Vancouver’s Land Use Plan guides development of port lands and waters over the next 15 to 20 years. Our most recent plan was released in 2014 after three years of consultation with communities, Aboriginal groups and other stakeholders. The plan sets out current and proposed uses of land as well as areas that will need further study and consultation before their uses can be determined. Designations relate to both land and marine uses and include Port Terminal, Industrial, Commercial, Log Storage and Barge Moorage, Recreation, Conservation, Port Water, and Special Study Area. Note the plan does not designate land by commodities.</p> <p>For land use designation descriptions, please see page 46 of the plan, which is available</p>

	<p>online here: http://www.portmetrovancover.com/workin-g-with-us/planning-development/land-use-plan/</p>
<p>When is the port authority going to get a proper handle on the loud and annoying rail shunting late at night in communities adjacent to port facilities?</p>	<p>In Canada, rail companies own the rail corridor, and are regulated directly by Transport Canada.</p>
<p>Why are the people on the panel [Port Metro Vancouver executive team present at the Annual General Meeting] almost exclusively white, middle aged and male?</p>	<p>We agree our executive team should be more representative of the communities we serve, but it takes time to get there. Of note is the next level of management below executives much more representational, including half are women. The board of directors is also more representational, including several women and ethnicities.</p>
<p>Where can the tens of thousands of Canadians who support growth of trade in Canada, and more good paying jobs show their support for Port Metro Vancouver and other Canadian companies?</p>	<p>We encourage community members to connect with us through social media, such as Twitter and our Facebook page. We welcome feedback and the opportunity to share information and answer questions.</p>
<p>Why has my question about the composition of Port Metro Vancouver management been moderated out?</p>	<p>The original question about diversity has been answered above. Some questions could not be answered during the time allotted for questions so preference was given to those questions that received the most "votes" using the Pigeonhole technology.</p>