PROJECT DESCRIPTION

Deltaport Terminal, Road and Rail Improvement Project

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File: 1246-001.04
October 2011
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1.0 GENERAL INFORMATION

1.1 PORT METRO VANCOUVER

The Vancouver Fraser Port Authority (conducting business as Port Metro Vancouver) is a non-shareholder, financially self-sufficient corporation, established by the Government of Canada in January 2008, pursuant to the Canada Marine Act, and accountable to the federal Minister of Transport.

Port Metro Vancouver is Canada’s largest and North America’s most diversified port, trading $75 billion in goods with more than 160 trading economies annually. Port Metro Vancouver serves as Canada’s point of entry for demand-driven consumer goods such as clothing, electronics and automobiles imported from Asia. As the largest port in North America for foreign exports, Port Metro Vancouver serves the interests of Canada’s commodity and manufacturing producers by exporting coal, potash, forest products, grain and petroleum products.

1.2 PROJECT BACKGROUND AND LOCATION

As part of the Container Capacity Improvement Program (CCIP), Port Metro Vancouver is working with the Province of British Columbia and TSI Terminal Systems Inc., the Deltaport Container Terminal operator, to design and implement the Deltaport Terminal, Road and Rail Improvement Project (DTRRIP or the Project) in Delta, British Columbia (Figures 1 and 2). This project would increase Deltaport’s container capacity by 600,000 TEUs to 2.4 million TEUs, with project works having low potential for environmental effects as they would be achieved mostly within the existing terminal, road and rail footprint, with no marine works.

The Project will require a screening-level environmental assessment (EA) under the Canadian Environmental Assessment Act (CEAA) because it is deemed a physical work with federal funding provided by Port Metro Vancouver. Port Metro Vancouver will act as the Regulated Authority (RA) for this project (as a Canada Port Authority under the Canadian Port Authority Environmental Assessment Regulations).

Based on current information, DTRRIP consists of four main components:

1. An overpass on the existing Roberts bank causeway to separate road and rail traffic;
2. Reconfiguration of rail track in the Deltaport Intermodal Yard and the addition of terminal operating equipment;
3. Additional rail track within the existing railway corridor and a portion of the Option Lands\(^1\); and,
4. Road improvements on and adjacent to Deltaport Way to improve the movement and control of container trucks at Deltaport.

Further details on these project components are provided in Section 2.3.

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\(^1\) The Option Lands refer to properties along the Deltaport Way corridor that had previously been expropriated by the Province of BC in 1968 then sold back (commencing in 1999) to local farmers subject to options to purchase in favor of creating new rail right-of-way. The options were negotiated in anticipation of future expansion of railway operations, and extended to a 200 ft (60 m) strip immediately south and adjacent to the existing right-of-way between Arthur Drive and 41B Street. The options were exercised in 2008 and designated as rail right-of-way by the Agricultural Land Commission.
1.3 PROPONENT INFORMATION

Port Metro Vancouver is coordinating the Project, and is responsible for Project scheduling, planning, design, permitting, approval, construction management and delivery. Port Metro Vancouver will work with the Province of BC on the road and rail improvements, and TSI Terminal Systems Inc. on the works within the Deltaport Terminal.

Communications to Port Metro Vancouver with respect to the environmental assessment should be directed to:

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Please email feedback regarding this project description to: container.improvement@portmetrovancouver.com

2.0 PROJECT DESCRIPTION

2.1 SITE LOCATION

The existing Deltaport Container Terminal is located at Roberts Bank in Delta, BC, and is comprised of Pods 3, 4 and 5 (Figure 2). The Deltaport intermodal yard straddles Pods 3 and 4 and extends northward on the Roberts Bank causeway. The causeway connects the terminal to the mainland, and is comprised of Roberts Bank Way and railway tracks. It extends from the intersection of Roberts Bank Way and 27B Avenue southward into the terminal. The Gulf Yard is located in the upland area on the south side of Deltaport Way between the causeway and 57B Street. The Fisher Yard is located further east and runs parallel to Highway 17.

2.2 PURPOSE OF THE PROJECT – JUSTIFICATION AND NEED

Canada’s Pacific Gateway is a world-class transportation network of airports, seaports, railways, roadways and border crossings, connecting Canada and the North American market to Asia and the world. Container traffic through the Gateway is expected to double over the next 10 to 15 years and nearly triple by 2030. Preliminary container traffic projections (Seaport Consultants, May 2011) demonstrate that existing container capacity on BC’s West Coast will become constrained as early as 2015, requiring additional capacity.
The Container Capacity Improvement Program is Port Metro Vancouver’s long term strategy to deliver projects to meet anticipated growth in demand for container capacity until 2030. As an integral component of the program, Port Metro Vancouver is assessing potential efficiency gains throughout existing Lower Mainland container facilities.

Following improvements at Centerm and Vanterm in 2005, and the completion of the Deltaport Third Berth Project in 2010, Port Metro Vancouver began evaluating additional terminal improvements, as well as road and rail improvements at Deltaport in Roberts Bank in Delta, BC.

Deltaport, which has a current capacity of 1.8 million TEUs, is the largest container terminal in Canada, handling approximately 60% of the containerized cargo that moves through the port of Vancouver. Road and rail constraints limit the ability of Deltaport to meet forecasted demand, and the most immediate and cost effective capacity increases can be achieved by making road and rail improvements at Roberts Bank. In addition, project works have low potential for environmental effects as they would be achieved mostly within the existing terminal, road and rail footprint, with no marine works. DTRRIP could increase the container capacity at Deltaport by 600,000 TEUs to a total of 2.4 million TEUs.

### 2.3 Project Components

Figures 3 - 6 attached illustrate the layout of the Project including the associated road and rail improvements. Based on current information, DTRRIP consists of four main components:

1. An overpass on the existing Roberts Bank causeway to separate road and rail traffic;
2. Reconfiguration of intermodal yard rail track and additional container handling equipment at Deltaport;
3. Additional rail track within the existing railway corridor and a portion of the Option Lands. Based on initial assessments, the amount of agricultural land required for Project rail improvements is expected to be approximately 10 ha; and
4. Road improvements on and adjacent to Deltaport Way to improve the movement and control of container trucks at Deltaport.

These components are described in more detail in the following sections. Project works will be achieved mostly within the existing terminal, road and rail rights-of-way (including the part of the new right-of-way in the Option Lands).

The estimated total project construction duration from award of contract through to commissioning of major equipment is anticipated to be approximately 2.5 years. Details of the construction program will be included in the CEAA screening-level environmental assessment report.
2.3.1 Mid-Causeway Overpass

There are currently several periods in the day where road and rail traffic come into conflict, leading to delays. The construction of a new overpass at approximately mid-point on the existing Roberts Bank causeway to separate road and rail traffic will remove this conflict, improving both efficiency and safety.

The existing at grade crossing will remain for emergency access only. The new overpass will pass over the rail between the South Yard (S Yard) tracks and the terminal. Construction will not interrupt rail and road operations to Deltaport and Westshore Terminals.

The overpass would be built entirely within the existing footprint of the causeway (Figure 3).

2.3.2 Terminal Improvements

Reconfiguration of existing rail track within the intermodal yard will densify and increase capacity within the existing intermodal yard footprint (Figure 4). Improvements include the addition of one intermodal rail track and the realignment of three other rail tracks to increase the capacity of the terminal within the existing intermodal yard footprint. This reconfiguration would increase the number of working intermodal tracks in the intermodal yard from seven to nine (one track is currently unusable). In addition to rail tracks and related infrastructure, additional equipment and vehicles necessary for operating a container terminal intermodal yard would be added, including three or four new rail mounted gantries (RMGs) that load containers onto the rail cars.

The addition of two ship-to-shore gantry cranes and related electrical infrastructure along the berth, along with support equipment such as rubber tired gantries (RTGs) and tractor trailers will allow the terminal to achieve the increased capacity.

2.3.3 Railway Improvements

Proposed DTRRIP rail improvements include the construction of a new lead track (a rail track that connects the rail yard with the main line) between 72nd Street and the Roberts Bank causeway, additional storage in the Gulf Yard, (3-6,000 ft tracks) and two new tracks through Gulf to assemble departing trains. In addition, about 4,500 ft of maintenance support tracks will be built west of 41B Street. East of Arthur Drive, rail works will take place within the existing railway right-of-way; west of Arthur Drive, rail works will also take place partially within the existing railway right-of-way and partially within the Option Lands. A total of 70,000 ft of new track is required for the Project, with 54,500 ft being constructed within the Gulf Yard. Based on initial assessments, the amount of agricultural land required for the Project rail improvements is anticipated approximately 10 ha.

Proposed tracks within the Gulf and Fisher Yards are illustrated on Figure 5 and 6.
Sidings and support tracks shall be designed to accommodate current inbound and outbound train lengths of 12,000 ft (3,660 m).

The current rail operation has bad order rail cars being fixed in the intermodal yard. Bad Order Setout Tracks (Figure 3) will comprise a repair yard where rail cars requiring service can be cut out from intermodal trains and repaired. This repair yard will be located off-causeway in the Option Lands (Gulf Yard) between the BC Rail Yard office and the 41B Street overpass. A locomotive fuelling station and an emergency muster station will also be located in the Bad Order and Setout area, as well as storage for locomotives.

The existing farmer’s overpass at 46A Street would be demolished and all demolition material would be removed from the site. The north approach footprint would be reinstated in the Agricultural Land Reserve, while the south approach footprint would be incorporated in the Gulf Yard. The rail tracks and Deltaport Way would remain in operation during the demolition process.

**Road Improvements On and Adjacent to Deltaport Way**

The following road improvements are proposed to reduce the impact of container truck movements on local residents:

- Construction of a truck turnaround, likely either within the footprint of the overpass currently under construction at 41B Street or under the existing Deltaport Way overpass, to reduce the number of trucks lining up along Deltaport Way, east of 41B Street (Figure 3);
- Installation of two weigh-in-motion scales on Deltaport Way, to identify and prevent overweight trucks from accessing and/or leaving the terminal; and,
- Installation of a Vehicle Access Control System (VACS) on or near the Roberts Bank causeway, to ensure only authorized vehicles enter the Deltaport Terminal.

### 2.3.4 Other Project Components

The following additional Project components will be required during construction:

- Civil works including storm water management
- Electrical control systems
- Fencing and security

#### 2.3.4.1 Civil Works

In general, the existing drainage configurations and patterns within the intermodal yard will be maintained as services are adequate to meet the project needs. Further details will be included in the CEAA report.
Collected storm-water will be passed through existing oil-water separators within the intermodal yard. All storm pipes crossing under rail tracks will meet the requirements of the BC *Railway Safety Act* and other applicable regulations and standards.

The roads on the causeway and modifications to Deltaport Way will be graded for storm-water to drain and infiltrate into the gravel shoulder. Storm-water runoff from the new mid-causeway overpass will be collected and discharged directly to the ground via a standpipe, and allowed to infiltrate into the gravel.

Existing on-site sanitary treatment facilities will be utilized if required. Sanitary pipe crossing under rail tracks, if required, will also meet the requirements of the BC *Railway Safety Act* and other applicable regulations and standards.

### 2.3.4.2 Electrical and Control Systems

Existing electrical and control systems for the terminal will be utilized in the reconfigured intermodal yard. Any new electrical and control systems for the DTRRIP will be designed to meet the appropriate standards and functional requirements.

Some BC Hydro poles and electrical service will be relocated along the causeway to accommodate the mid-causeway overpass.

### 2.3.4.3 Fencing and Security

Port Metro Vancouver is required for all its container terminals to meet the International Ship and Port Facility Security (ISPS) Code (July 1, 2004). Existing fencing and security gates will be utilized wherever possible and where new sections of fence are required they will be designed to meet the latest security standards.

### 2.4 PROJECT SCHEDULE

The anticipated DTRRIP schedule is presented below:

- **Environmental and Engineering Studies**: spring 2011 to winter 2012
- **CEAA Decision**: spring 2012
- **ALC Decision**: spring 2012
- **Commencement of Construction**: summer 2012
- **Construction Complete/DTRRIP Operational**: fall 2014

A detailed construction schedule, including timing of environmental windows (i.e., wildlife, bird nesting windows) will be developed for the CEAA screening report.
2.5 CONSTRUCTION PHASE

The estimated total project construction duration from award of contract through to commissioning of major equipment is approximately 2.5 years. The main construction phase activities include:

2.5.1 Site Preparation and Clearing

Clearing and site preparation works will involve:

- Clearing and grubbing existing foliage and vegetation; and
- Stripping the top surface of organics from the grading limits.

2.5.2 Site Pre-loading

The repair yard (or bad order set out tracks), Gulf Yard and Fisher Yard will need to be pre-loaded to remove most of the long term settlement. While detailed geotechnical investigations have not yet been completed, existing information indicates that nearby sites in Delta have compressible soils in the upper 5 to 10 m. The pre-load material is anticipated to come from a dock in Tilbury or vicinity by truck.

2.5.3 Soil Densification

Soil densification (pipe piles or stone columns) will be constructed along the Roberts Bank causeway in order to improve the soil stability for the abutment and approach spans of the new mid-causeway overpass. It is anticipated that the installation of stone columns around each of the pile groups will be required for seismic performance.

All waste material generated (i.e., slurry, waste water) will be contained and disposed according to appropriate guidelines and best management practices.

2.5.4 Overpass Construction

In addition to the soil densification described above, construction of the new mid-causeway overpass will involve building of abutments, placement of girders and the bridge deck. The construction of the overpass shall not interrupt rail and road operations to Deltaport and Westshore Terminals other than isolated scheduled outages to lift over and modify tracks. Further details of the construction will be addressed in the CEAA screening-level environmental assessment report.

2.5.5 Rail Track Construction

East of Arthur Drive, rail works will take place within the existing railway right-of-way; west of Arthur Drive, rail works take place partially within the existing railway right-of-way and partially within the Option Lands (see Section 3.3). It is anticipated that track will be laid at a rate of 600 to 800 ft per day. Further details of the construction will be addressed in the CEAA screening-level environmental assessment report.
2.5.6 Intermodal Yard Track Realignment

As tracks are re-aligned within the intermodal yard, some pavement repair will be required in order to maintain the ability to drive trucks through the intermodal yard. As well some buried utilities will need to be added or relocated. Further details of the construction will be addressed in the CEAA screening-level environmental assessment report.

Terminal works will also involve the addition of three or four new rail-mounted gantry cranes (RMGs), requiring additional power supply and trench space, and the addition of new support equipment including rubber-tired gantries (RTGs), reach stackers, side handlers, and tractor-trailers.

2.5.7 Additional Gantry Cranes

To achieve the incremental 600,000 TEUs two additional ship-to-shore gantry cranes (for a total of twelve cranes) and related electrical infrastructure will be required along the berth face. Further details of the construction will be addressed in the CEAA screening-level environmental assessment report.

2.6 OPERATION PHASE

2.6.1 Terminal Operation

Deltaport operations consist of the loading and unloading of container ships, container storage, and container transfers to and from rail and road transport. The container ships are loaded and unloaded by electric powered ship-to-shore gantry cranes that are rail mounted at the berth face.

After the containers are unloaded from the ships, the containers are moved by tractor trailers to the container storage yard and stacked by RTG or reach stacker/top pick. The tractor trailers, the RTGs, and the reach stackers/top picks are powered by diesel engines. After a brief storage period, the containers are loaded onto trucks for road transport or onto yard based tractor trailers, which move the containers to the existing Deltaport intermodal yard for rail transport. Electrified RMGs are used in the intermodal yard to load the containers onto the rail cars.

New equipment for the Project includes approximately 12 RTGs or reach stackers, three or four new RMGs in the intermodal yard, and two new ship-to-shore gantry cranes.

These improvements will provide for additional capacity at Deltaport of up to 600,000 TEUs.

2.6.2 Road and Rail Operation

Road access to the Roberts Bank Terminal Complex (Deltaport and Westshore Terminals) will be via Highway 99 and the South Fraser Perimeter Road (opening 2013), both of which will be designated provincial highways. Access from the South Fraser Perimeter Road will be via Deltaport Way, which was
constructed in 1995 for the original development of Deltaport. Deltaport Way continues west onto the 4.1 km causeway leading to the Roberts Bank Terminal Complex.

In 2010, approximately 45% of all import and export containers were handled by truck. This generated approximately 3,038 truck trips per day (1519 in and 1519 out). Overall, truck traffic is forecasted to increase to approximately 3,435 trips per day by 2014, and DTRRIP could result in an additional increase in truck trips of up to 1,000 truck trips per day (500 in and 500 out).

In 2010, the Roberts Bank rail corridor carried approximately six container trains per day three into the Deltaport facility and three out). In addition, an average of ten coal trains (five in and five out) arrived and departed daily from Westshore Terminals. By the time the Project reaches capacity, rail container traffic is expected to increase to an average of eight trains per day (four in, and four out).

3.0 REGULATORY CONTEXT

3.1 CANADIAN MARINE ACT AND CANADA PORT AUTHORITY ENVIRONMENTAL ASSESSMENT REGULATIONS

Port Metro Vancouver is a Canada Port Authority (CPA), as defined under Section 8 of the Canada Marine Act, and has responsibility under the Section 3.(1) of CPA Environmental Assessment (EA) Regulations of the Canadian Environmental Assessment Act (CEAA) to carry out an EA of this project in accordance with the Regulations before exercising a power or performing a duty or function referred to in section 9 of CEAA.

3.2 CANADIAN ENVIRONMENTAL ASSESSMENT ACT

Under section 9(2)(b) of the CEAA, an environmental assessment is required because Port Metro Vancouver, as the proponent, will contribute funding for the purpose of enabling the Project to be carried out in whole or in part.

Port Metro Vancouver will act as the Regulated Authority (RA) for this project (as a Canada Port Authority under the Canadian Port Authority Environmental Assessment Regulations), and will seek expert advice from Federal Authorities including Transport Canada, Environment Canada and Fisheries and Oceans Canada, within their respective areas of expertise.

At this time, no other federal approvals or authorizations are required as the Project is described. However, should environmental studies identify additional CEAA triggers, further authorization will be pursued to satisfy the appropriate requirements.

3.2.1 Screening Level Environmental Assessment

Under Section 18(1) of CEAA, the RA is required to conduct a “screening” type of environmental assessment process where a project is not described in the comprehensive study list or the exclusion list.
The RA is also responsible for determining the scope of the environmental assessment and for
determining if the project is likely to result in any significant adverse effects.

The federal CEAA screening process focuses primarily on the biophysical effects of a project. All project
assessments under CEAA must examine a project’s potential environmental effects, including cumulative
effects, the effects of accidents and malfunctions on the environment, the significance of these effects,
and the measures available to mitigate and/or compensate for them. The environmental effect, or change
that the project may cause in the environment, also includes consideration of the effect of any change on
health and socio-economic conditions, physical and cultural heritage, First Nations traditional uses and
historical structures, sites or things. The assessment also evaluates the effects of the environment on the
project, which is included in CEAA’s definition of “environmental effects”.

CEAA does not require an assessment of the socio-economic / cultural environment beyond considering
any socio-community changes that result from a change in the bio-physical environment due to the
Project (i.e., indirect effects).

However, in keeping with Port Metro Vancouver’s commitment to sustainability, and understanding the
important social components (traffic, noise) that were addressed in the Deltaport Third Berth EA, social
components will be included in the DTRRIP CEAA screening.

As part of the environmental assessment, desktop and or field studies are presently being undertaken for
the following components:

Biophysical Studies:

- Terrestrial Environment (wildlife and vegetation including species at risk)
- Marine mammals
- Coastal seabirds and waterfowl
- Water resources
- Fish and fish habitat
- Air quality
- Agriculture

Socio-community Studies:

- Noise and vibration
- Archaeology
- Socio-economic and community impacts
- Lighting and Visual
- Traffic

In addition to the above study components, the following will also be addressed in the environmental assessment:

- Cumulative environmental effects
- Accidents and malfunctions
- Effects of the environment on the project

As part of the CEAA screening level environmental assessment, Port Metro Vancouver is required to post a ‘Notice of Commencement’ and a CEAA Screening Level environmental assessment report and make these available for review by stakeholders. Over and above these requirements, Port Metro Vancouver is posting this project description and soliciting public feedback as well as providing other engagement opportunities (described in Section 4).

### 3.3 Agricultural Land Commission Process

In 2008, the Agricultural Land Commission\(^2\) approved the acquisition of the Option Lands (Figure 5) to create new rail right-of-way. The Commission’s approval was subject to two conditions: a plan showing the area to be dedicated as rail right-of-way and the ability to keep farming activities going until the rail construction has been approved and the land is needed for construction.

Port Metro Vancouver is undertaking a consultation process with the Agricultural Land Commission and other key stakeholders regarding proposed mitigation and compensation for the loss of agricultural land. Based on initial assessments, the amount of agricultural land required for the Project rail improvements is expected to be approximately 10 ha.

### 3.4 Other Permits and Approvals

Permits and authorizations will need to be acquired prior to any modification or relocation of agricultural ditches. A permitted fish salvage will need to be conducted in conjunction with any ditch relocation. Such permits may include: Approval or Notification under the Provincial Water Act, and Scientific Fish Collection Permit under the Provincial Wildlife Act.

A number of site construction approvals will also be required and these will be sought at the appropriate time. Other approvals may carry conditions that could affect the construction or operation of the site, although likely at a much smaller scale than the main permits identified above.

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\(^2\) The Provincial Agricultural Land Commission (ALC) is an independent Provincial agency responsible for administering the Province's land use zone in favor of agriculture.
The proposed project will meet the intent of all local municipal bylaws such as the Corporation of Delta Noise Control Bylaw No. 1906, 1972, that regulates noise or sound that disturbs the peace, and limits the time of days when noise or sound can be generated.

4.0 DIALOGUE AND ENGAGEMENT PROCESS

4.1 PUBLIC COMMUNICATIONS AND CONSULTATION

Engagement regarding the Deltaport Terminal, Road and Rail Improvement Project began in October 2011 with a series of stakeholder meetings with local governments and stakeholders. The initial engagement focused on introducing the project elements, and the high level impact mitigation strategies for project impacts such as road and rail traffic and agricultural land.

In addition to initial meetings and receiving comments on this project description, opportunities for public and stakeholder input into the Deltaport Terminal, Road and Rail Improvement Project will include the following:

- A series of stakeholder meetings (3-6), and open houses (1-2) regarding proposed mitigation and compensation for potential project impacts (anticipated for late 2011);
- Web posting of a CEAA Screening Level environmental assessment report, including results of studies, for public comment (anticipated for early 2012).

4.2 FIRST NATIONS CONSULTATION AND ENGAGEMENT

First Nations consultation regarding the Deltaport Terminal, Road and Rail Improvement Project will be conducted as part of the CEAA process to meet applicable regulatory requirements. CEAA requires documentation of consultation efforts with First Nations communities whose interests are potentially impacted by the proposed project. Consideration must be given to “the current use of lands and resources for traditional purpose by aboriginal persons” as specified under the Canadian Environmental Assessment Act, Section 2(1) and Section 16(1)(a). The Act requires that the Project demonstrates that there will be no significant direct or indirect adverse impact on the current traditional use of land and resources in the area.

An additional and critical objective is to ensure that positive, productive, and lasting relationships are established between Port Metro Vancouver and potentially impacted First Nations. It is PMV’s intent to structure and implement the consultation process with First Nations so as to ensure that potential project related benefits are maximized, potentially adverse impacts are minimized and that any legal duties owed to First Nations are fully met.
FIGURES
SITE LOCATION

DELTAPORT TERMINAL, ROAD AND RAIL IMPROVEMENT PROJECT - PROJECT DESCRIPTION

CLIENT: HEMMERA

PROJECT No. 1246-001.04 October 2011

FIGURE 1
KEYNOTES
- WFS*SHORE / POD 3 OUTGATE
- ACCESS ROAD
- EXISTING PERIMETER FENCE
- PERIMETER ACCESS ROAD
- EXISTING 32.5M RMG
- EXISTING 51.7M RMG
- EXISTING POD 3 INTERMODAL YARD WORKING TRACKS
- EXISTING POD 4 INTERMODAL YARD WORKING TRACKS
- EXISTING BOMBCART LANES
- EXISTING BUFFER STACKS
- REALIGNED POD 3 INTERMODAL YARD WORKING TRACKS AND BOMBCARTS LANES
- NEW POD 4 INTERMODAL YARD WORKING TRACK
- NEW BOMBCART LANES
- EXISTING WATER MAIN
- EXISTING TELEPHONE CONDUIT
- EXISTING AEI CABLE

LEGEND
- EXISTING INTERMODAL RAIL REUSED
- EXISTING INTERMODAL RAIL REALIGNED
- NEW INTERMODAL RAIL

NOTE: Figure based on Drawing 5-2, titled "DTRRIP, Existing and Modified Intermodal Yard Sections", provided by Port Metro Vancouver.
FIGURE 6

FISHER YARD LOCATION

LEGEND
- Red: Rail ROW
- Grey: Agricultural Land Reserve (ALR) Land
- Black: Existing Rail Track
- Blue: New Rail Track

DELTA PORT TERMINAL, ROAD AND RAIL
IMPROVEMENT PROJECT - PROJECT DESCRIPTION

SCALE 1:9,000

CLIENT:

HEMMERA

PROJECT No.: 1246-001.04

October 2011

FIGURE 6