



Meeting Date: January 28, 2016

CONTAINER CAPACITY IMPROVEMENT PROJECT

Roberts Bank Terminal 2 Project

- The project is currently in the completeness phase of the environmental assessment.
- The public comment period regarding the completeness of the Marine Shipping Supplemental Report ran from November 12 to December 16, 2015. Copies of all comments received are available on the [Canadian Environmental Assessment \(CEA\) Agency website](#).
- On December 4, 2015, CEA Agency issued another series of information requests to Port Metro Vancouver. The project team is currently working to respond to these requests, and anticipates submitting the responses in the coming months.
- Port Metro Vancouver recently issued a Request for Proposals to the five shortlisted terminal operator teams. Selection of a preferred terminal operator is expected by the end of 2016.

Deltaport Terminal Road and Rail Improvement Program (DTRRIP)

- Construction is still underway on the Vehicle Access Control System (VACS) for Deltaport. There are no impacts on terminal operations, nor on the surrounding community.
- Early construction activities as part of Global Container Terminal's on-terminal improvements are underway, including the order of new terminal equipment.

FRASER RIVER PROJECTS

Tsawwassen First Nation (TFN) Proposed LNG Facility at Roberts Bank

- On December 16, 2015, TFN announced that its members had voted against the proposed development of a liquefied natural gas (LNG) export facility on Tsawwassen Lands.
- As a result of their December vote, TFN has indicated that they will not be moving forward with any additional discussion regarding the proposed LNG concept.
- Further information is available on TFN's website at www.tsawwassenfirstnation.com

INDUSTRIAL LAND

Study: The Industrial Land Market and Trade Growth in Metro Vancouver

- A [new study undertaken by Site Economics Ltd.](#) and commissioned by Port Metro Vancouver has found that the current supply of trade-enabling industrial land in the Lower Mainland will likely be exhausted roughly within the next 10 years.
- According to the study, the supply of large trade-enabling industrial land in the region is being threatened by a number of factors, including rezonings and encroaching residential development.
- Industrial land located near major rail and road networks is needed for warehouses and distribution centres so that goods movement can be done efficiently. Locating such facilities far from the port, and even outside the Lower

Mainland, would mean increased truck traffic, more congestion, higher consumer prices and environmental impacts, in addition to lost jobs.

- Further information is available on the [News and Media page](#) of Port Metro Vancouver's website.

OTHER

Delta Chamber of Commerce

- Port Metro Vancouver was an event sponsor of the Minister Qualtrough's inaugural address to the Delta Chamber of Commerce on Wednesday, January 20, 2016.