

Meeting Date: January 10, 2017

ROBERTS BANK TERMINAL 2

- On November 25, 2016, the Vancouver Fraser Port Authority submitted responses to the 22 Information Requests issued by the Review Panel in September 2016. These have been posted on the panel registry at www.ceaa.gc.ca.
- The Review Panel submitted a second package of 22 Information Requests to the port authority on December 16, and the port authority is currently working to develop responses to these requests.
- On December 14, independent Review Panel member Dr. Diana Valiela tendered her resignation to the Minister of Environment and Climate Change.
 - Her resignation was due to a client's participation in the environmental assessment for the Roberts Bank Terminal 2 Project, and her desire to not risk the potential appearance of bias by any ongoing participation of this client in the review process.
 - We understand the panel will continue with the remaining two members, unless the Minister of Environment and Climate Change determines otherwise. It is up to the Minister to decide if she would like to replace Dr. Valiela.

PROJECT PERMITS

Fraser Grain Terminal

The preliminary comment period for the proposed Fraser Grain Terminal Ltd. (FGT) project closed in early December. Between November 3 and December 1, 2016, FGT invited public comments on their proposed grain export facility and the scope of technical studies. FGT also hosted two drop-in events on November 16, 2016 at Trinity Lutheran Church in Delta, and November 26, 2016 at Old Crow Coffee in New Westminster.

The Consultation Summary Report and Consideration Report from the Preliminary Public consultation will be submitted to us for review and approval in the coming weeks. Once approved they will both be posted on our website.

Westshore Terminals – Temporary Barge Ramp Landing

Nickel Bros, on behalf of Westshore Terminals, proposes to install a temporary barge ramp landing to offload the components of a stacker reclaimer.

A previous temporary barge ramp at the south side of the site was approved in early 2016. This project is for a barge ramp landing on the west side as the stacker reclaimer at the north conveyor belt cannot be unloaded using the previously authorized barge ramp due to site obstructions.

The proposed works include construction of a barge landing facility, relocation of existing buildings onsite, and marine delivery of the equipment. This temporary barge ramp

landing is proposed to be installed March 1, 2017 and removed by 2018. The project is not deemed to have significant community impacts, therefore community consultation and construction notification is not required.

DELTA COMMUNITY OFFICE

This is a summary of topics that Delta Community Office staff discussed with people either at the office or in the community in November and December 2016. It includes a list of community events hosted at the office.

Topics

Proposed Roberts Bank Terminal 2 Project (RBT2)

- Overview of project
- Status of federal environmental assessment process
- How will the project affect marine invertebrates (crab) at Roberts Bank?
- Does the tidal flow at Roberts Bank affect Mud Bay / Boundary Bay?
- What will the underwater footprint of RBT2 be?
- What is the health of the intertidal area between the two causeways?

Other

- Purpose of the Delta Community Office
- Employment inquiries
- Are cyclists allowed on the Roberts Bank causeway?
- Wouldn't it make sense to move Burrard Inlet port operations to Roberts Bank?
- When will shore power be operational at Deltaport?
- Will coal shipments from Roberts Bank be eventually phased out?
- Why can't the port authority say no to coal?
- Request for safe boating guide for Fraser River
- Any plans for expanding container shipping on the Fraser River?



Events:

December 17 and 21: Students from Delta Secondary's Interact Club (Rotary) wrapped gifts for the community at the Delta office, raising \$800 for Delta Life Skills Society. As a result, more than 50 people (excluding the students) visited the office for the first time.

Committee Member Enquiries: - NEW SECTION

Robert M. – Community Member

1. Will the Port prepare for the anticipated 2017 CEAA panel hearings on its RBT2 proposal by updating its August 2016 container volume by Ocean Shipping Consultants? That report used *estimated* 2015 data. I would assume those consultants would wish to revise their estimates based on the Hanjin bankruptcy, and anticipated changes in Pacific shipping in relation to the Trans Pacific Partnership agreement.

As it has done in the past, the port authority will continue to obtain updated container forecasts to inform planning activities related to container infrastructure improvements at the Port of Vancouver. The timing for this next update has not yet been determined.

With respect to the 2016 OSC Container Traffic Forecast, it uses confirmed 2015 data for the Port of Vancouver and Port of Prince Rupert, and includes consideration of the progress made in relation to the Trans-Pacific Partnership (TPP) agreement. As for the bankruptcy of Hanjin Shipping, this development is a direct result of overcapacity within the shipping industry, and is not expected to have a tangible impact on the growth of container volumes through the west coast of Canada.

2. The Port should report on current progress in choosing and negotiating with an operator for the proposed RBT2 concession. I don't recall seeing a recent press release on this matter, or hearing it mentioned at the Port's May 31 2016 AGM.

In January 2016, the Vancouver Fraser Port Authority issued a Request for Proposals to five shortlisted teams, with submissions due in the fall of 2016. This process, which was monitored by a fairness advisor, is ongoing and commercially confidential negotiations with the preferred proponent have begun. The conclusion of an agreement is anticipated in the first half of 2017, and an announcement will be made at that time.

3. Please explain whether the Port has been approached about, or requested to participate in federal plans, announced November 7, which included, "The Government of Canada will ... design and launch a five-year project to collect and update baseline biological, ecological, social, cultural and economic data to support effective environmental stewardship and improve the ability to react to potential incidents and spills."

The port authority supports the Government's recent Ocean Protection Plan announcement on November 7, 2016 and is particularly supportive of the federal government's plans to fully resource the Canadian Coast Guard, which is critical to effectively responding to spills on our coasts.

We are not the lead agency when it comes to responding to incidents and other emergencies, but we do provide assistance and support. We have been engaged with government during their consultations and outreach related to marine safety in recent months.

As part of our submission and subsequent government consultations on the Canadian Transportation Act review and future of transportation in Canada, we put forward a

recommendation relating to marine safety and spill response - Excellence in spill response, in the wake of the Marathassa spill in Vancouver, B.C., which provided an opportunity to test on a small scale the ability of the Canadian Coast Guard and other agencies to provide meaningful and effective spill response.

Patrick T. – Community Member

4. Recent stories in the newspaper have mentioned plans by the federal government to introduce a new/revised approach to managing the Fraser River estuary (ie. Regional planning forum). It would be helpful to learn about any involvement by the Port in this initiative.

VFPA has been advocating for a regional collaborative environmental planning forum and has expressed our support for a new forum to the federal government. We understand that the federal government has made statements in support of such a forum. Should there be any such initiative or program in the future, the port authority would be more than willing to participate in any way that is constructive.

Latest News

[G3 to build next-generation grain export terminal at the Port of Vancouver](#)

G3's Vancouver terminal will feature a rail loop track that will be capable of holding three 134-car trains, unique to grain exporting terminals in Canada. The terminal includes over 180,000 metric tonnes of storage and will be able to handle cereal grains, oilseeds, pulses and special crops, much of which will be supplied via a throughput agreement with G3 Canada Limited. This will allow trains to travel to Vancouver, unload while in continuous motion, and travel back to G3 Canada's primary elevators, including four recently constructed primary elevators, without detaching from their locomotives, critical to increasing supply chain efficiency.

[Proposed Centerm Expansion Project proceeds to formal project and environmental review](#) - December 15, 2016

Centerm is an existing container terminal operated by DP World Vancouver on the south shore of Vancouver's inner harbour. The proposed \$454 million project is part of the port authority's plans to accommodate Canada's growing trade with Asia. The proposed project would see a 15 per cent increase in federal terminal lands, increasing the capacity of the terminal by two thirds. Containers are used to ship Canadian grain, lumber and other resources and food products, and to import consumer and manufacturing goods.

[The jade trade is a B.C. success story](#)

For B.C.-based Green Mountain Jade, proximity to Canada's largest port has enabled it to become one of the largest suppliers of nephrite jade worldwide, with more than 90 per cent of his company's production exported to Asia Pacific markets.

"Overall, our company produces about 250 tonnes annually, but without trade our market would be significantly smaller," writes Shao Long Li, president of Green Mountain Jade. "For those that question the benefit of trade, I encourage them to look at B.C., where our economy is driven by an understanding of and connectivity to markets beyond local borders."

[The Woodward's Windows, Avenue of Christmas Trees, movies and more, all available at Canada Place December 16 to 30](#) - December 6, 2016

[Port of Rotterdam offers many lessons for Metro Vancouver](#)

In October, ports and municipalities from around the world gathered to attend the World Conference Cities and Ports "Crossovers" Conference in Rotterdam, home to Europe's largest port. The conference provided an invaluable opportunity to learn best practices from some of the world's finest ports and how these practices can be implemented in a B.C. context.

"For me, the key take-away is the importance of collaboration. While European and Canadian ports differ fundamentally in their governance structures, an overarching theme was the importance of multilateral co-ordination," writes Delta Mayor Lois Jackson, who attended the conference with a delegation from her municipality. "In the Lower Mainland, that means all levels of government, industry, local communities and First Nations must embrace collaboration, especially in terms of how the efficient and economical movement of goods is integrated into regional, provincial and federal planning processes."

[Protecting local waters vital to survival of salmon](#) - November 21, 2016

"While water quality testing is a year-round responsibility for us, when it comes to protecting water quality we simply can't do it alone," writes Brian Wormald, president of the Port Moody Ecological Society. "We must rely on everyone within the network of organizations and industry that make use of our waters to do their part."

The Port of Vancouver is one such organization. Wormald mentions some of the important initiatives the Port of Vancouver has in place to help protect local water quality. These include such measures as the Fraser River Improvement Initiative; comprehensive controls of stormwater; and that we were the first port in North America to prohibit in-port ballast water exchange without prior mid-ocean exchange, preventing the transfer of invasive species from ships entering our local waters – a practice that served as the basis of government requirements now enforced by Transport Canada and adopted by many other countries.

[Vancouver Fraser Port Authority appoints new chief financial officer](#)

Vancouver Fraser Port Authority is pleased to announce the appointment of Victor Pang as chief financial officer. Pang will succeed Allan Baydala, who has served in the role since 2008 and who announced earlier this year his intention to retire at the end of 2016.

[Manufacturing prosperity through trade](#) - November 18, 2016

Manufactured goods accounted for two-thirds of the nearly \$480 billion in goods Canada exported in 2015. British Columbia represents about seven per cent of the national total, making our province the fourth largest exporter in the country.

[Port Authority's online TV channel surpasses one million views in 2016 as interest in port activity grows](#) - November 15, 2016