

Centerm Expansion Project

Application Review Phase - Round 1 Public Consultation

Background

This consideration report provides the Centerm Expansion Project team's response to input received as part of the Application Review Phase - Round 1 Public Consultation, held February 20 to March 24, 2017.

Project Overview

The Centerm container terminal (Centerm) is an existing container terminal operated by DP World Vancouver on the south shore of Vancouver's inner harbour, located on federal lands and waters managed by the Vancouver Fraser Port Authority. It is one of three primary container terminals in the Vancouver gateway and handles approximately one-fifth of the goods shipped in containers through Vancouver.

The Centerm Expansion Project is a proposed series of improvements to Centerm container terminal and port roads. It includes improvements at Centerm container terminal to help meet anticipated near-term demand for containers to be shipped through Vancouver. Subject to regulatory approvals, the on-terminal improvements would increase the maximum container handling capacity at Centerm by two-thirds, from 900,000 twenty-foot equivalent unit containers (TEUs) to 1.5 million TEUs. The project would include an increase to the terminal footprint by approximately 15 per cent and reconfiguration of the terminal to increase the container capacity of Centerm.

In addition, the application for a project permit includes the proposed South Shore Access Project to improve infrastructure that would benefit the entire south shore port area. The off-terminal improvements include a new Centennial Road overpass and an extension to Waterfront Road.

The proposed project is now in the port authority's Project and Environmental Review application phase and, if approved, will proceed into detailed design and construction later this year.

Consideration of Input from Application Review Phase Round 1 Public Consultation

Application Review Phase – Round 1 Public Consultation was held from February 20 to March 24, 2017. The purpose of this round of consultation was to provide information to the public and stakeholders regarding the proposed design of on-terminal and off-terminal works, results of technical and environmental studies, anticipated construction activities, and a proposed community investment program. The team sought feedback to assist in refining proposed project mitigations, plans to minimize potential construction-related impacts, and options for proposed community investments.

There were a total of 188 participant interactions during Round 1 consultation:

- 90 people attended three open houses
- 19 people attended two small group meetings
- 38 completed feedback forms (9 hardcopy, 29 online)
- 41 written submissions through email or mail, including four petitions with approximately 12,600 signatures

More information regarding the Round 1 consultation period can be found in the Application Review Phase – Round 1 Public Consultation Summary Report [online](#) on our web page. The project permit application and supporting technical studies continue to be reviewed as a part of the Project and Environmental Review process and are available [online](#) on the Project and Environmental Review web page.

The following summarizes the most frequently mentioned themes during Round 1 consultation and the project team’s response:

Summary of Issue or Interest	Source of Input	Centerm Expansion Project Team Response
<p>1. Air quality</p> <ul style="list-style-type: none"> • Concerns regarding air quality impacts from the project • Concerns regarding air quality impacts from increased truck and rail traffic • Requests for more information about innovative mitigation measures to address air quality concerns 	<ul style="list-style-type: none"> • Written submissions • Feedback forms • Small group meeting 	<ul style="list-style-type: none"> • An air quality study was submitted as part of the project permit application and is available online on the Project and Environmental Review web page. • The preliminary findings from air assessment modelling show that regional air quality objectives would continue to be met with the project, with the exception of rare and short-lived exceedances of nitrogen dioxide. These are predicted only to occur in a small area over water or industrial areas, not in residential or other sensitive locations for human health. • Mitigation measures are being incorporated to address air quality concerns, including: <ul style="list-style-type: none"> • Five rail-mounted electric gantry cranes in the intermodal yard; • Changing the configuration of the rail yard to increase efficiency of container handling and minimize diesel consumption;

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		<ul style="list-style-type: none"> • Reducing the number of train movements by increasing the length of tracks in the intermodal yard from approximately 2,000 to 3,000 feet. • Should the project be approved to proceed, operations and administration at Centerm terminal would be centrally located in one LEED Gold certified building, allowing for greater efficiency in electrical, heating, and cooling systems. • The air quality study did not take into account the potential reduction in emissions once shore power is operational at Centerm and therefore the study was based on conservative estimates. • Separate from the proposed project: <ul style="list-style-type: none"> • The port authority is currently installing shore power at Centerm to allow one vessel to connect to the power grid while at berth. Funding options are currently being explored to install shore power at a second berth. Shore power is a clean technology that enables compatible ships to shut down their engines while at berth, reducing air emissions and engine noise. • The port authority's Truck Licencing System includes environmental requirements for container drayage trucks to reduce air emissions. Environmental requirements target engine age restrictions and idle reduction. • Other port-led initiatives that reduce air emissions associated with key port activities include the Northwest Ports Clean Air Strategy, EcoAction program and Non-Road Diesel Emissions Program. Further information about these programs is available online on the port authority's website.
<p>2. Community investments</p> <ul style="list-style-type: none"> • Suggestions for improvements and funding in CRAB Park at Portside, including: <ul style="list-style-type: none"> ○ Additional/expanded green space ○ Renovations to the existing caretaker building 	<ul style="list-style-type: none"> • Written submissions • Feedback forms • Small group meeting 	<ul style="list-style-type: none"> • We are committed to being a good neighbour and providing opportunities for local communities to benefit directly from port growth. The provision of community investments as part of the proposed project are not a requirement of the port authority's Project and Environmental Review process. • Expansion of CRAB Park at Portside, or infrastructure that would require additional lands, is outside of the scope of the proposed community investment program.

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<ul style="list-style-type: none"> ○ Park expansion ○ Improved access ○ Seasonal programming ○ Improvements including pedestrian and bike overpass, or new transit route • Suggestions for other community investments, including: <ul style="list-style-type: none"> ○ Funding for Downtown Eastside co-ops, Strathcona Community Centre and Ray-Cam Co-operative Centre ○ A memorial (such as a Totem pole) for missing women ○ Public art/green walls ○ A restaurant or information centre to attract tourists • Concerns that proposed investments are inadequate compared to potential impacts from the project 		<ul style="list-style-type: none"> • Should the project be approved, a community investment program would contribute to community initiatives that matter most to adjacent local communities. • Based on the feedback received during Round 1 consultation, and subject to feedback received during upcoming consultation, we anticipate contributing capital funding towards the four priority areas outlined below. <ul style="list-style-type: none"> • Improvements to CRAB Park at Portside. The nature and scope of improvements to CRAB Park at Portside would be subject to consultation with the Vancouver Board of Parks and Recreation. Potential areas for investment could include: <ul style="list-style-type: none"> ▪ Restoration of the foreshore ▪ Improvements to the playground, pier, park furniture, caretaker or washroom buildings ▪ Installation of public art • Community grants supporting youth, heritage, culture, arts, environmental and Aboriginal initiatives in the Downtown Eastside: <ul style="list-style-type: none"> ▪ Grants would be made available to non-profit organizations for initiatives that support these priority areas identified above, and in the City of Vancouver Downtown Eastside Local Area Plan • Contributions towards Strathcona Community Centre and Ray-Cam Co-operative Centre: <ul style="list-style-type: none"> ▪ Contributions could be made towards capital infrastructure improvements or initiatives run by each community centre • Contributions towards Aboriginal initiatives for the Tsleil-Waututh Nation, Squamish Nation and Musqueam First Nation. Potential areas for investment could include: <ul style="list-style-type: none"> ▪ Cultural signage at CRAB Park at Portside ▪ Burrard Inlet environmental initiatives ▪ Commissioning and installation of Coast Salish artwork • We would work with the Vancouver Board of Parks and Recreation, Aboriginal groups, City of Vancouver and other partners on opportunities to contribute to priority areas.

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		<ul style="list-style-type: none"> The final scope of the proposed community investment program will depend on the overall costs of the community investments and opportunities for partnerships.
<p>3. Consultation and notification</p> <ul style="list-style-type: none"> Concern regarding the notification and length of the public consultation period Concern that input from consultation is not being taken into consideration Request for a meeting in San Juan County, Washington, USA 	<ul style="list-style-type: none"> Written submissions Feedback forms 	<ul style="list-style-type: none"> We encourage the public to share their voice. It is important that we hear and understand community interests and concerns pertaining to the proposed Centerm Expansion Project. Feedback received during public consultation is being considered and used to refine proposed project mitigations and to develop a community investment program. During our preliminary consultation in January and February 2016, we heard the community’s feedback to provide more opportunities for participation in consultation, and in a variety of ways. We designed the public comment period during Round 1 to be five weeks long with multiple ways for the public to participate, including hosting three open houses, two small group meetings, online consultation and the opportunity to submit written comments. The project team is committed to ensuring there is broad notification of consultation opportunities. Round 1 public consultation notification included newspaper advertisements, posters, mail-drops, use of social media, and direct email communications. The preliminary consultation notification included postcards being sent to 6,200 households and businesses in the area near Centerm, between Cambie Street and Clark Drive and north of Hastings Street. Based on feedback from preliminary consultation, Round 1 notification was expanded to include all Downtown Eastside neighbourhoods to reach 11,300 addresses. Further details regarding Round 1 notification are available in the consultation summary report posted online on the Centerm Expansion Project web page. The proposed project is located in the Port of Vancouver, on the southwest coast of British Columbia in Canada. While the project team is not hosting a meeting in San Juan County, USA, the team encourages participation from all those interested in providing input during public consultation. A second round of consultation will occur May 15 to June 2, 2017, and participation is encouraged through a number of methods, including online at

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<p>4. CRAB Park at Portside</p> <ul style="list-style-type: none"> Concern regarding general impacts to CRAB Park at Portside Importance of CRAB Park at Portside as the community's only waterfront green space Concern regarding impacts to views from the park Concern regarding impacts to park tranquility Concern regarding impacts to/reduction of green space Suggestion of improvements to CRAB Park at Portside (see item 2 above for suggestions regarding community investment) Concerns regarding project renderings 	<ul style="list-style-type: none"> Small group meetings Written submissions Feedback forms 	<p>portalk.ca/centermexpansion and at two scheduled open house meetings.</p> <ul style="list-style-type: none"> The port authority is committed to continuing to support CRAB Park at Portside as an important community greenspace. The public space currently enjoyed will still be available, as the proposed project area is outside of CRAB Park at Portside. Should the project proceed, the view from the park would be very similar to the view today when a vessel is at berth. There are images of the view from CRAB Park at Portside with and without the proposed project, available online on our web page and in the Round 1 public consultation discussion guide. Additional images from different perspectives are available in the view and shade study component of the project permit application, available online on the Project and Environmental Review web page. The viewscape analysis on pages 17-23 of this study pertains to CRAB Park at Portside. Based on feedback from Round 1 consultation, should the project proceed, we anticipate contributing funding towards enhancing CRAB Park at Portside and supporting other initiatives through the proposed community investment program, subject to feedback from round 2 consultation. See item #2 in this document for further information.
<p>5. Emergency response and safety: terminal</p> <ul style="list-style-type: none"> Concerns regarding emergency response plans Concern regarding effectiveness of emergency response in Downtown Eastside, citing 2015 container incident at Centerm Concern regarding safety risks and emergency response associated with expansion of Centerm 	<ul style="list-style-type: none"> Written submissions Feedback forms Small group meeting 	<ul style="list-style-type: none"> A south shore emergency access study was completed and compares emergency response times pre- and post-construction, and how the proposed change to the port roadway would impact access for emergency vehicles to Centerm terminal. The study found that there is a minimal difference between the anticipated response times for emergency vehicles accessing the south shore port area whether they are accessing via the existing Heatley Avenue overpass, or via Clark Drive and a proposed Centennial Road overpass. Currently the average response time is estimated at 10.5 minutes while the estimated response time after project completion is estimated at 10 minutes. The port authority is committed to public and work safety and security in the Port of Vancouver. Emergency response at Centerm is the responsibility of the City of Vancouver in the event of a fire. In the event of a spill, life-saving event or

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		<p>security incident, the response agency may vary between different agencies. The port authority plays a coordinating role and also facilitates training and exercises with emergency responders and other agencies.</p> <ul style="list-style-type: none"> • DP World Vancouver also has its own site-specific emergency response plan, which meets the applicable regulatory requirements, including those of Transport Canada and Employment and Social Development Canada (ESDC). This plan would be updated prior to project completion, should the proposed project be approved to proceed.
<p>6. Emergency response and safety: marine</p> <ul style="list-style-type: none"> • Request for increased scope of Spill Prevention and Emergency Response Plan • Request for funding for an emergency response tug in Haro Strait/Boundary Pass (USA) 	<ul style="list-style-type: none"> • Written submissions • Feedback forms 	<ul style="list-style-type: none"> • The port authority is not the lead agency with respect to marine emergency response, but the marine patrol and port authority's Operations Centre would provide assistance by working with first responders and other agencies. • In the event of a recoverable spill, the Canadian Coast Guard will lead a response and, if necessary, set up a unified command to coordinate cleanup. Western Canada Marine Response Corporation is contracted by the vessel operators for spill response and cleanup on the west coast. The Coast Guard's Canada-US Joint Marine Spills Contingency Plan outlines roles and responsibilities for cleanup efforts if an incident occurs in the waters between Canada and the United States.
<p>7. Environmental mitigation</p> <ul style="list-style-type: none"> • Requests for mitigation measures to address potential impacts to marine mammals (i.e. orcas) • Requests for mitigation plans for environmental impacts including marine accidents and oil spills • Concerns regarding potential changes to bay flushing 	<ul style="list-style-type: none"> • Written submissions • Feedback form 	<ul style="list-style-type: none"> • A marine resource study was completed as part of the project permit application to determine how the proposed project may affect fish and fish habitat, marine birds and marine mammals. Most of the growth in capacity at Centerm would be through an increase in the size of vessels, rather than the number of vessels. Risks to marine mammals associated with the proposed addition of one vessel per week are expected to be low. • The proposed project requires a Fisheries and Oceans Canada Authorization for potential impacts to fish and fish habitat. As part of this authorization, the project team proposes to offset the loss of deep subtidal mudflat at the proposed project site using a habitat restoration site located on port land within Burrard Inlet, approximately 10 kilometres east of the proposed project. This is proposed to increase the overall productive capacity of fish within Burrard Inlet, specifically Dungeness crab. The loss of subtidal mud flat at the proposed Project site is not expected to be

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		<p>production limiting for Dungeness crabs, due to the abundance of this type of habitat in Burrard Inlet.</p> <ul style="list-style-type: none"> • The proposed 24-hour construction window for marine construction would allow for a shorter construction period within the marine environment, thereby reducing impacts to fish and fish habitat. • A number of plans including a construction environmental management plan, storm water management plan and soil management plan would be developed in accordance with requirements. The plans would integrate construction phase emergency response with the existing operational emergency response processes at the terminal. See section 6 for information regarding spill response. • Additionally, an assessment found that the Vancouver harbor has the capacity to accommodate an increase in vessel traffic. Information related to vessel forecasting in the Port of Vancouver is available online on the port authority’s website. • Separate from the proposed project: <ul style="list-style-type: none"> • The port authority requires vessels to travel at safe speed, which reduces the chance of harm to marine life and provides navigational safety. Further information about procedures that vessels must follow are available online in the Port Information Guide. • Other measures under development including Transport Canada’s proposed Oceans Protection Plan and the port authority’s ECHO Program, are intended to further reduce risks associated with impacts to marine mammals. • The project team completed modelling of tidal flushing within the bay bordering Centerm and CRAB Park at Portside and found that natural tide cycles would continue to completely flush and replenish the bay after the proposed expansion. Further information is available online in the project permit application (environmental studies, chapter 7).
<p>8. Expressions of opposition to the project</p>	<ul style="list-style-type: none"> • Written submissions • Feedback forms • Petition 	<ul style="list-style-type: none"> • The project team acknowledges expressions of opposition received during public consultation. Where specific concerns have been raised, the project team has carefully considered and responded to concerns in this document.

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		<ul style="list-style-type: none"> A summary of input received, along with additional project information, is available online on our web page.
<p>9. Expressions of support for the project</p> <ul style="list-style-type: none"> General support for the project Suggested need for future port growth 	<ul style="list-style-type: none"> Feedback forms 	<ul style="list-style-type: none"> The project team acknowledges expressions of support received during public consultation. A summary of input received, along with additional project information, is available online on our web page.
<p>10. Federal regulation</p> <ul style="list-style-type: none"> Request that Parliament: <ul style="list-style-type: none"> Conduct a full review of the port and port activities, and conduct an independent environmental assessment process for all proposed projects Ensure port activities respect Indigenous rights Request that the Minister of Transport stop the westward expansion of Centerm 	<ul style="list-style-type: none"> Petition 	<ul style="list-style-type: none"> The proposed project is located on federal lands and requires an authorization from the port authority, which issues a permit through the Project and Environmental Review process, in order to proceed. As part of the permitting process, the project team is required to conduct comprehensive technical studies, develop plans and consult with the public, stakeholders and Aboriginal groups. Building permits from the port authority would also be required for any new, relocated or renovated buildings. The proposed project would also require approvals and permits from other federal agencies, such as Environment and Climate Change Canada Disposal at Sea permit for proposed dredging activities and a Fisheries and Oceans Canada Authorization for potential project impacts to fish and fish habitat. During design and construction, other permits would also be required.
<p>11. Greenhouse gas (GHG) emissions</p> <ul style="list-style-type: none"> Concerns regarding environmental impacts, including GHG emissions 	<ul style="list-style-type: none"> Written submissions Feedback forms 	<ul style="list-style-type: none"> A greenhouse gas emissions study was completed to predict the degree of change from existing conditions. The study anticipated that the project would increase greenhouse gas emissions by 22 per cent, compared to the existing terminal operating at full capacity. A number of measures will be put into place to reduce greenhouse gas emissions, including introducing new and encouraging use of, electric vehicles, replacing diesel fuel vehicles and using sustainable building methods and systems. It is anticipated that the increased efficiencies and equipment improvements would result in an 11 per cent improvement to greenhouse gas emissions per container moved as compared to current operations at Centerm.

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		<ul style="list-style-type: none"> • Separate from the Centerm Expansion Project: <ul style="list-style-type: none"> • The port authority is currently installing shore power at Centerm to allow one vessel to connect to the power grid while at berth. Funding options are currently being explored to install shore power at a second berth. Shore power is a clean technology that enables compatible ships to shut down their engines while at berth, reducing air emissions and engine noise. • The port authority's Truck Licencing System includes environmental requirements for container drayage trucks to reduce air emissions. Environmental requirements target engine age restrictions and idle reduction. • Other port-led initiatives that reduce air emissions associated with key port activities include the Northwest Ports Clean Air Strategy, EcoAction program and Non-Road Diesel Emissions Program. Further information about these programs is available online. • Once shore power is put into use and newer equipment is brought on-line, greenhouse gas emissions per container would be further reduced.
<p>12. Heritage</p> <ul style="list-style-type: none"> • Support for preserving Rogers Sugar building and Ballantyne cruise terminal façade. 	<ul style="list-style-type: none"> • Feedback forms 	<ul style="list-style-type: none"> • The Rogers Sugar building and the former Ballantyne cruise terminal fall within the footprint and vicinity of the proposed project. • The proposed project would not require changes to or physically affect the Rogers Sugar building. The proposed Centennial Road overpass would be designed at a similar height as the existing Powell Street overpass. Construction of the Centennial Road overpass would block public views of the lower three floors of the building, as it would be slightly higher than the existing rail cars alongside the building. • The Ballantyne cruise terminal façade and concrete structural elements that are of historic importance would be repurposed as a new container operations facility to achieve a minimum of LEED Gold certification for green buildings. This would involve retaining and repairing character-defining elements of the building to help protect its heritage value.
<p>13. Marine impacts</p> <ul style="list-style-type: none"> • Concerns regarding cumulative impacts from 	<ul style="list-style-type: none"> • Written submissions 	<ul style="list-style-type: none"> • A marine transportation impact study was conducted to understand the effects of the project on marine vessel traffic. The study found that the Vancouver harbour has the capacity to

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<p>the size and number of vessels in the Salish Sea</p>	<ul style="list-style-type: none"> Feedback forms 	<p>accommodate an increase in vessel traffic, and that most of the growth in capacity at Centerm will be through an increase in the size of vessels, rather than an increase in number of vessels calling at the terminal. Vessel traffic associated with Centerm is anticipated to increase by a maximum of one vessel call per week.</p> <ul style="list-style-type: none"> Separate from the proposed project: <ul style="list-style-type: none"> The port authority forecasts that the number of vessel calls to the Port of Vancouver may increase from the present number of about nine ships per day to about 12 ships per day by 2026 and is confident that the number of vessels forecasted can be safely handled. Information related to the number of vessel calls forecasted in the Port of Vancouver, as well as programs underway to mitigate the impact of shipping, is available online on the port authority website.
<p>14. Noise</p> <ul style="list-style-type: none"> Concerns regarding noise impacts from the project Requests for implementation of additional noise monitoring stations Concerns regarding noise from increased rail Requests for more information about innovative mitigation measures to address noise concerns Requests for mitigation plans to reduce noise 	<ul style="list-style-type: none"> Written submissions Feedback forms 	<ul style="list-style-type: none"> A noise assessment was submitted as part of the project permit application and is available online on the Project and Environmental Review web page. Preliminary findings indicate that noise level increases attributed to the proposed project are not expected to be significant. Sound levels throughout the day, evening and night are expected to increase by small amounts. Although sound levels from the proposed Centerm Expansion Project are predicted to increase by small amounts, the project team are proposing noise mitigation measures, including using electric rail-mounted gantry cranes that would generate less noise than the non-electric equipment currently in use in the Centerm intermodal yard. Separate from the proposed project: <ul style="list-style-type: none"> The port authority has installed eleven, long-term noise monitoring stations at locations across the port. The public can access noise data in real time online. The port authority will continue to monitor sound levels through the existing noise monitoring stations, along the south shore port area. Concerns related to port noise may be directed to the port authority's community feedback line, at 604.665.9004.

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<p>15. Permitting and accountability</p> <ul style="list-style-type: none"> Concerns regarding accountability and oversight of the Vancouver Fraser Port Authority with respect to port activities and project permitting 	<ul style="list-style-type: none"> Written submissions Feedback forms Small group meetings Petition 	<p>Further information about managing port noise is available online on the port authority's website.</p> <ul style="list-style-type: none"> The proposed project is located on federal lands and requires an authorization from the port authority, which issues a permit through the Project and Environmental Review process, in order to proceed. As part of the permitting process, the project team is required to conduct comprehensive technical studies, develop plans and consult with the public, stakeholders and Aboriginal groups. Building permits from the port authority would also be required for any new, relocated or renovated buildings. The proposed project would also require approvals and permits from other federal agencies, such as Environment and Climate Change Canada Disposal at Sea permit for proposed dredging activities and a Fisheries and Oceans Canada Authorization for potential project impacts to fish and fish habitat. During design and construction, other permits would also be required.
<p>16. Project need</p> <ul style="list-style-type: none"> Question regarding the need for the project Suggestion that if the Centerm Expansion Project is approved, Roberts Bank Terminal 2 Project is not needed 	<ul style="list-style-type: none"> Small group meetings 	<ul style="list-style-type: none"> The trade of goods shipped in containers through Canada's west coast continues to increase. To accommodate this growth, the first priority is to look at opportunities to increase capacity and efficiency at existing terminals, such as Centerm. The proposed Centerm Expansion Project is the next in a series of projects designed to help meet anticipated demand for increased container handling capacity. The capacity that the project would provide is needed by 2020. Further details about the anticipated growth in container traffic that the Centerm terminal will be expanded to meet, is provided online on the port authority's website. The Roberts Bank Terminal 2 Project is proposed to address longer-term container capacity requirements to meet Canadian trade. Further information is available online on the Roberts Bank Terminal 2 website.
<p>17. Project ownership</p> <ul style="list-style-type: none"> Interest in the relationship between DP World Vancouver and the port authority 	<ul style="list-style-type: none"> Small group meetings 	<ul style="list-style-type: none"> As a non-shareholder, financially self-sufficient corporation established by the Government of Canada, the Vancouver Fraser Port Authority operates pursuant to the Canada Marine Act and is accountable to the elected federal minister of transport. The port authority is responsible for the efficient and reliable movement of goods and passengers, and integrates environmental, social and

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<ul style="list-style-type: none"> Request for clarification of terminal expansion (Project) ownership Request clarification regarding funding for the proposed project 		<p>economic sustainability initiatives into all areas of port operations.</p> <ul style="list-style-type: none"> DP World Vancouver leases and operates Centerm terminal, which is located on federal lands and waters managed by the port authority. The port authority's infrastructure delivery team is leading the planning and delivery of the proposed Centerm Expansion Project. The total preliminary cost estimate for the project is approximately \$454 million. Proposed terminal improvement costs would be shared by the port authority and DP World Vancouver. Funding sources for the proposed off-terminal infrastructure improvements are being explored. The cost of the proposed terminal improvements would be recovered from DP World Vancouver through a revised lease agreement and other commercial agreements.
<p>18. Rail impacts to the community</p> <ul style="list-style-type: none"> Concerns regarding increased rail traffic resulting from increased container throughput Concerns regarding noise from rail (related to shunting and squealing) near residential areas Concerns regarding rail impacts on air quality, including dust and soot 	<ul style="list-style-type: none"> Written submissions Feedback forms Small group meetings 	<ul style="list-style-type: none"> The proposed improvements would enable a reduction in the number of train movements on-terminal by increasing the length of tracks in the intermodal yard from approximately 2,000 to 3,000 feet. Concerns about rail noise may be directed to the port authority's community feedback line, at 604.665.9004. Through this process, the port authority can forward information to the railways and track community complaints. Concerns regarding the railways may also be directed to the railways themselves, through their public feedback lines. <ul style="list-style-type: none"> CN Rail Email: contact@cn.ca Phone: 1-888-888-5909 CP Rail Email: community_connect@cpr.ca Phone: 1-800-766-7912 The Canada Transportation Agency can investigate complaints about noise and vibration once community members have tried to communicate with the railway. Info on this recourse process is online on the Canada Transportation Agency website.
<p>19. Terminal expansion – project design</p>	<ul style="list-style-type: none"> Small group meetings 	<ul style="list-style-type: none"> An alternative siting report, submitted as part of the project permit application, details each of the alternatives considered for

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<ul style="list-style-type: none"> • Questions regarding whether expansion could occur to the east instead of to the west of existing terminal 		<p>the project, including for improvements to berth capacity and the intermodal yard. All documents submitted with the permit application are available online on the Project and Environmental Review web page.</p> <ul style="list-style-type: none"> • The report recommends a balanced approach to achieve required terminal capacity. Five 3,000-foot intermodal yard rail tracks are critical to achieving the required terminal capacity, and this component could not be accommodated with only an eastern expansion. • Extending the operating berth to the existing mooring dolphin at the west end of the terminal is also critical to achieving terminal capacity. This expansion does not require a change to the vessel mooring locations.
<p>20. Transportation - general</p> <ul style="list-style-type: none"> • Interest in promoting alternative/active transportation options • Interest in the use of electric vehicles on site, and parking for electric vehicles 	<ul style="list-style-type: none"> • Written submissions • Feedback forms 	<ul style="list-style-type: none"> • The extension of Waterfront Road to Centennial Road would improve connectivity to the central waterfront transit hub for port employees and port users, promoting alternative transportation options in the future. • A number of electric vehicle charging stations are proposed to be installed as part of the proposed project for use at Centerm by DP World Vancouver employees and port users.
<p>21. Traffic</p> <ul style="list-style-type: none"> • Concerns about increased port-related truck traffic, including noise and air quality effects • Request more information related to traffic • Requests for more information about mitigation measures related to truck, rail, and general traffic 	<ul style="list-style-type: none"> • Written submissions • Feedback forms • Small group meetings 	<ul style="list-style-type: none"> • A traffic impact study was completed to understand the effects the proposed project may have on both the restricted-access south shore port area roads, as well as the surrounding City of Vancouver roads. This study is available online on the Project and Environmental Review web page. • The study concluded that including the Waterfront Road extension in the project scope slightly reduced traffic in the Downtown Eastside, when compared to a project with no Waterfront Road extension. • The proposed project – which includes the removal of Heatley Avenue overpass and the construction of Centennial Road overpass and Waterfront Road extension – would grade-separate three rail crossings and improve goods movement and access along the entire south shore port area, reducing idling. • A construction traffic management plan would be developed and implemented during construction. Further details of proposed traffic mitigation are available on page 25 of the Round 1 public

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		<p>consultation discussion guide, online on our web page. An anticipated construction schedule, and information about traffic management during construction, will be included in the Round 2 public consultation materials which are available as of May 15 online at porttalk.ca/centermexpansion.</p> <ul style="list-style-type: none"> • With respect to air quality, concerns would be addressed through a number of mitigation measures, including: using rail-mounted electric gantry cranes in the intermodal yard; changing the configuration of the rail yard to increase efficiency of container handling and minimize diesel consumption; reducing the number of train movements by increasing the length of tracks in the intermodal yard from approximately 2,000 to 3,000 feet. • Separate from the proposed project: <ul style="list-style-type: none"> • The port authority’s Truck Licencing System includes environmental requirements for container drayage trucks to reduce air emissions. Environmental requirements target engine age restrictions and idle reduction.