



**GLOBAL  
CONTAINER  
TERMINALS**  

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**CANADA**

## ***DTRRIP Intermodal Yard Reconfiguration***

Port Community Liaison Committee – Delta

28 May 2015





## **DTRRIP and Intermodal Yard Reconfiguration**

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- The Deltaport Terminal, Road and Rail Improvement Project (DTRRIP) will **improve the operational efficiency of rail operations** at the GCT Deltaport container terminal, located at Roberts Bank.
- Led by PMV, GCT Canada and BC Rail
- DTRRIP is an efficient and cost-effective plan to **increase container capacity through improvements to existing infrastructure.**
  - Container traffic through Canada's Pacific Gateway is forecast to **double** over the next 15 years.
- The **GCT Deltaport Intermodal Yard Reconfiguration** is the second of four components of DTRRIP.



## Why This Project is Important

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- Yielding \$500 million in GDP and \$900 million in economic output to British Columbia.
- Creating 5,000 and 5,500 new direct and indirect jobs throughout construction and once in operation.
- No new land in the marine environment: **construction is within the existing footprint.**
- Enabling efficient and sustainable rail cargo growth.
- Meeting rail traffic demand through the Pacific Gateway.



## DTRRIP Components

**1. An overpass on existing Roberts Bank causeway to separate road and rail traffic.**

- Completed by PMV 2014

**2. Intermodal Yard Reconfiguration – rail track changes and additional container handling equipment within existing Deltaport footprint.**

- GCT Canada constructing 2015 – 2017

**3. Road improvements on Deltaport Way to improve movement of container trucks at Deltaport.**

- PMV completion Ongoing

**4. Additional rail track within the existing railway corridor and a portion of Option Lands.**

- TBD



## Component 2

### Intermodal Yard Reconfiguration – New Features

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- Since initially reviewed and approved, GCT Canada has proposed improvements to the original project, including:
  - Rearranging the two sets of 4 tracks into a single set of 8 tracks
  - Replacing existing older rail cranes with new, semi-automated, electric rail cranes
  - Replacing existing lights with energy-efficient LED fixtures to reduce glare and alias light
  - New rail maintenance building
  - New mobile container handling equipment in the container yard
- The proposed Intermodal Yard Reconfiguration **meets the same objectives as the original design, within the same footprint.**



# GCT Deltaport Intermodal Yard

## Locations inside the terminal footprint

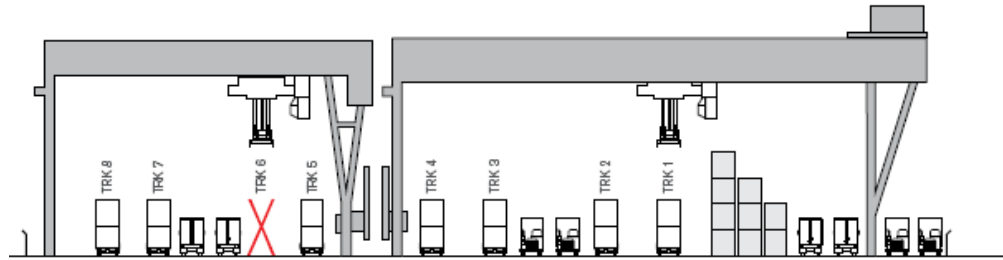




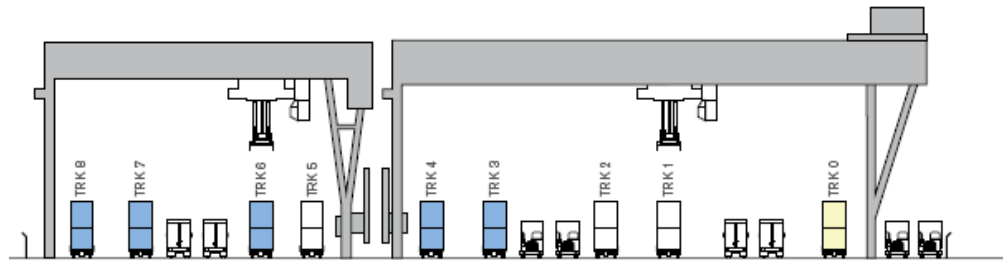
# GCT Deltaport Intermodal Yard

## Existing and Reconfiguration Design

Existing Layout



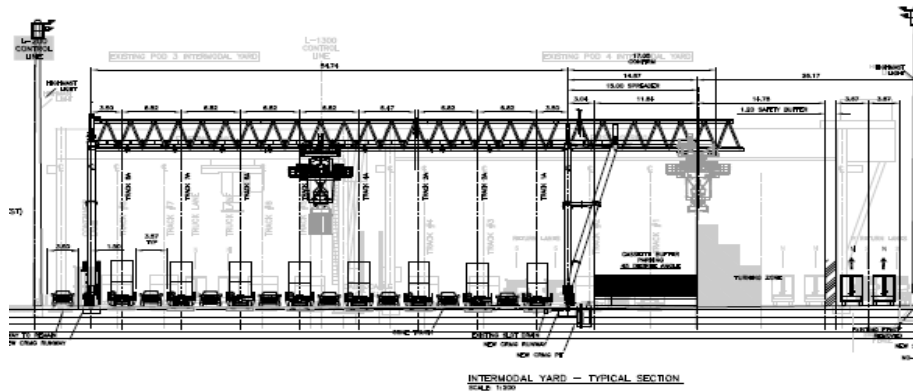
Original IY Project Proposal



**LEGEND**

- Existing Intermodal Rail Reused
- Existing Intermodal Rail Realigned
- New Intermodal Rail
- Currently Unused Intermodal Rail

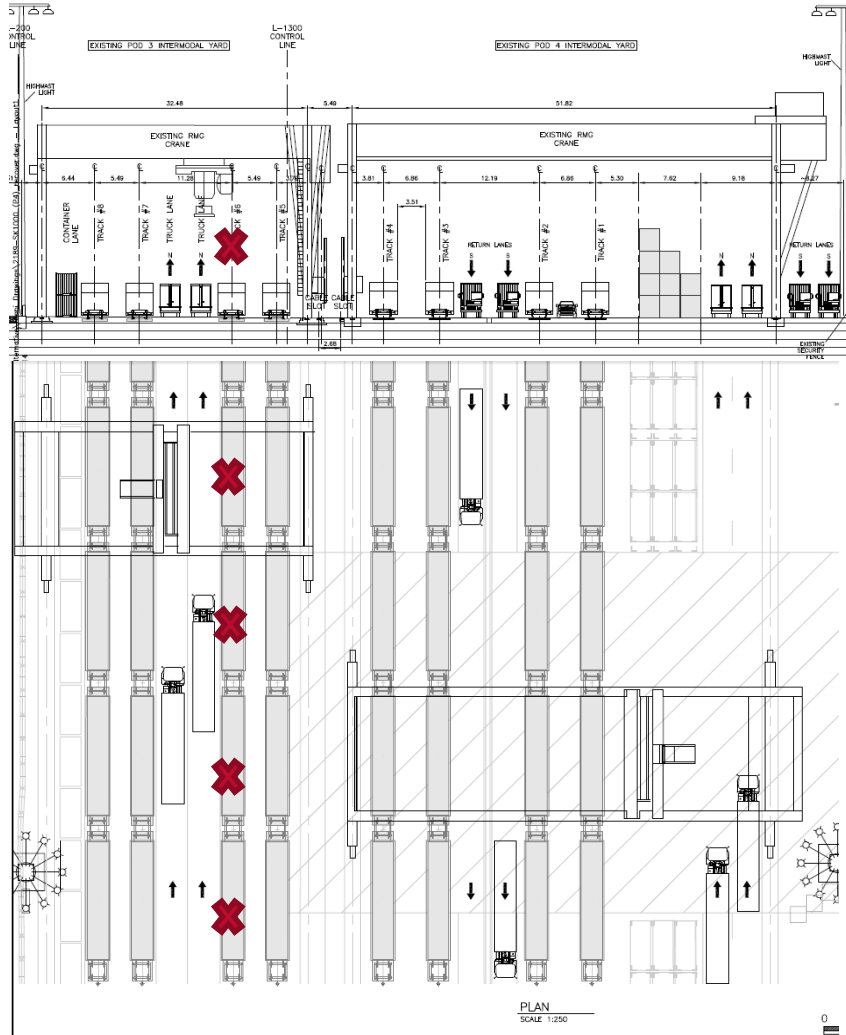
Revised IY Reconfiguration



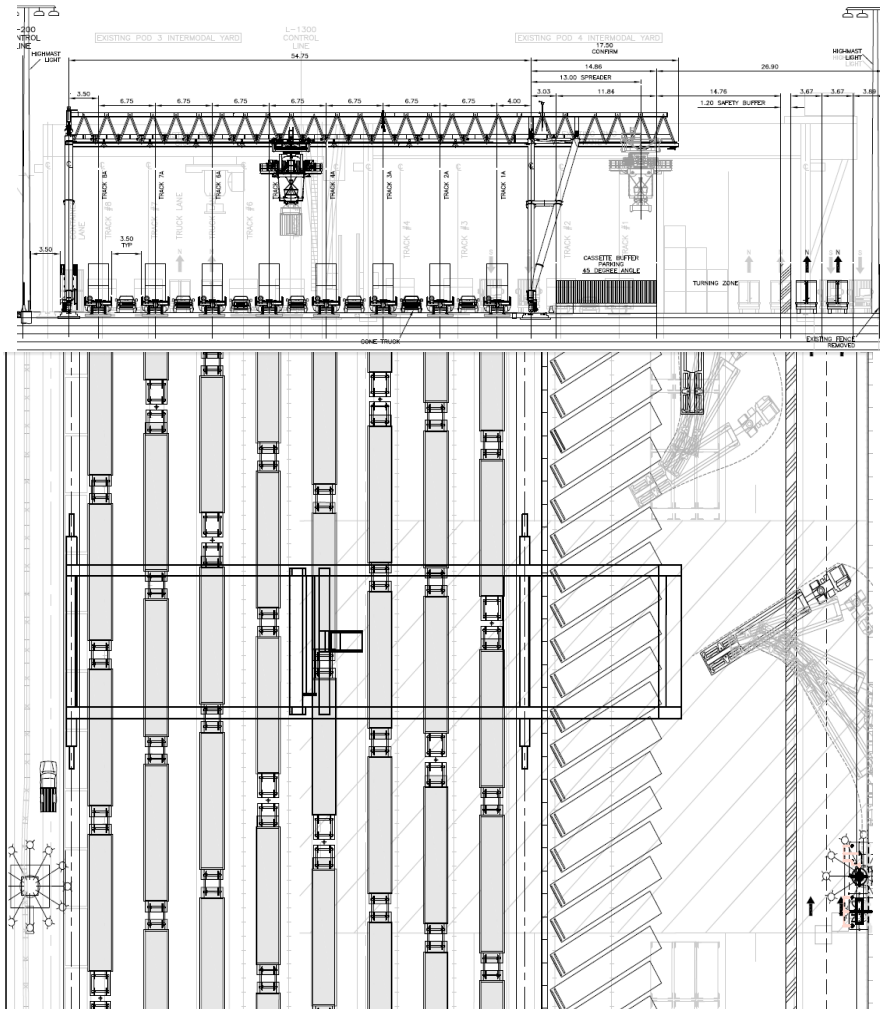


# Comparison of Track Layouts

## Existing Layout



## New Reconfigured Layout







## Component 2

### Intermodal Yard Reconfiguration – Benefits

- The proposed **GCT Deltaport Intermodal Yard Reconfiguration** redesigns and optimizes the layout, providing significant operational benefits, including:
  - Increased sustainability
  - Improved safety
  - Increased efficiency





## Benefits of the Reconfiguration's Track Design

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- **INCREASES** rail capacity allowing for sustainable intermodal cargo growth
- **ENABLES** 24 hour availability to switch cars on IY tracks by reducing waiting time for rail crane operators and tractor drivers
- **ENHANCES** safety of rail workforce
- **IMPROVES** operational performance and management of rail container work flow in the GCT Deltaport IY



## Benefits of the Reconfiguration's Track Design

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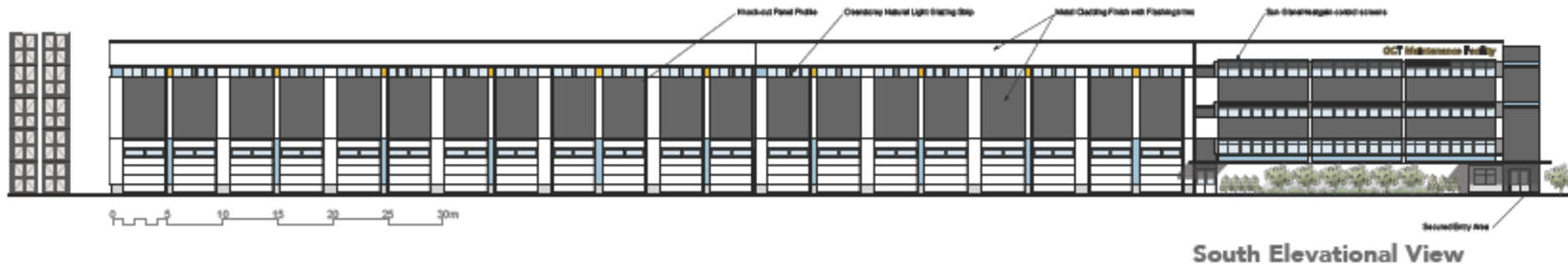
- **DECREASED** noise with the introduction of electric, semi-automated cranes
- **REDUCES** light glare as a result of new, energy efficient LED light fixtures within intermodal yard
- **REDUCES** air quality emissions due to reduced equipment travel time



# Intermodal Yard Reconfiguration

## Rail Maintenance Building

- **Intermodal Yard Reconfiguration** includes a new 3,930 square metre (42,300 square foot) Rail Maintenance Building that will provide the workshop space needed to maintain the new container handling equipment.
- Building footprint is located at the west side of Pod 3 where containers are presently stacked.
- Height of the building will be 48 feet (14.6 metres) – the same height as the current stacked containers.





# Intermodal Yard Reconfiguration Schedule





## Proposed Community Engagement Plan

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GCT Canada will build on public consultation completed during DTRRIP EA by:

- Presenting to the Port Community Liaison Committee – Delta
- Hosting a public open house on May 30 to inform stakeholders, government and community members of project details
- Updating GCT Canada website with project information
- Providing feedback forms at the open house and online
- Developing an Engagement Summary Report for Port Metro Vancouver at the conclusion of community engagement
- Developing a Consideration Memo for Port Metro Vancouver at the conclusion of community engagement