



<b>PER No.:</b>	<b>15-029</b>
<b>Tenant:</b>	<b>Global Container Terminals Canada Limited Partnership</b>
<b>Project:</b>	<b>Intermodal Yard Reconfiguration, Roberts Bank</b>
<b>Project Location:</b>	<b>2 Roberts Bank, Deltaport Way, Delta BC</b>
<b>VFPA SID No.:</b>	<b>DEL-034</b>
<b>Land Use Designation:</b>	<b>Port Terminal</b>
<b>Applicant(s):</b>	<b>Guy Buzzoni, Vice President Development, GCT Canada LP</b>
<b>Applicant Address:</b>	<b>Suite 610, 375 Water Street V6B 5C6, Vancouver, BC</b>
<b>Category of Review:</b>	<b>C</b>
<b>Date of Approval:</b>	<b>October 8, 2015</b>
<b>Date of Expiry:</b>	<b>April 30, 2018</b>

**PROJECT DESCRIPTION**

For the purposes of this project permit ("the Permit"), the ("Project") is understood to include the following works on Vancouver Fraser Port Authority (VFPA) property:

Reconfiguration and expansion of the rail intermodal yard at the Deltaport container terminal at Roberts Bank as part of the Deltaport Road and Rail Improvement Project (DTRRIP). The new rail intermodal yard at Deltaport will enable the existing marine container terminal to handle an additional 600,000 TEU (twenty foot equivalent units) annually largely within the existing terminal footprint and enhance workplace safety by eliminating terminal tractor blockages with trains arriving and departing Deltaport terminal every hour of the current 24 hours per day, 7 days per week operation.

Project scope also includes a new proposed 4000 m<sup>2</sup> (42,300 sq. ft.) rail maintenance building on the west side of POD 3 with exterior signage built to a maximum height of 14.6 m (48.0 ft.) to service rail container handling equipment with associated office space for terminal employees as well as upgrades to lighting throughout the terminal.

The proposed rail works consist of reconfiguring the intermodal rail track and adding additional container handling equipment at the terminal. The existing eight working tracks that are currently arranged in two distinct sets of four tracks will be combined into one set of eight tracks. The seven existing ten to twenty year old manually-operated container cranes will be replaced with eight modern semi-automated container cranes. Two additional temporary tracks will be constructed and used only during the construction period, following construction these tracks will be decommissioned.

**Proposed Works:**

- Reconfiguration of eight (8) intermodal rail tracks within the terminal, the existing eight (8) rail tracks that are currently arranged in two (2) distinct sets of four (4) tracks are proposed to be combined into one set of eight (8) tracks;
- Removal of seven (7) existing manually-operated rail mounted container cranes in the intermodal yard;

- Installation of eight (8) modern wide span rail mounted container cranes;
- Construction of a new 4000m<sup>2</sup> (42,300 sq. ft.) rail maintenance building on the west side of terminal POD 3. The proposed rail maintenance building will be 15 m (48.0 ft.) high to service container handling equipment and house GCT Canada workforce;
- Construction of truck portal equipment with two drive through lanes in the intermodal yard. The proposed truck portal equipment will scan trucks entering the yard;
- Replacement of existing site lighting within the intermodal yard with energy efficient LED light fixtures. Two (2) existing high mast light poles would be relocated and four (4) existing low mast light poles having flood lamps would be replaced with high mast poles having LED light fixtures to provide greater uniformity of light at ground level within the intermodal yard and reduce light glare;
- No new connections and utility services are proposed. Modification of existing water, sewer, stormwater and electrical utilities will be done inside the terminal;
- Road access within the terminal would be reconfigured including access to both the intermodal yard as well as to the new rail maintenance facility and adjacent areas in the terminal;
- Demolition of one (1) existing air compressor shed approximately 38 m<sup>2</sup> (400.0 sq. ft.) and one (1) 2.0 m<sup>2</sup> (19.7 sq. ft.) in-gate driver shed;
- 153 passenger vehicle parking spaces are proposed for the new maintenance facility;
- Container transfer staging area consisting of 203 truck parking spaces and 14 overflow parking spaces along the length of the working track within the reconfigured intermodal yard;
- Two (2) temporary rail tracks will be installed in the intermodal yard and will operate during the construction period to maintain terminal operations while the new intermodal yard is being constructed; and
- A new train portal will be installed at the terminal for identification of rail cars arriving at the facility.

Construction and Access:

- Construction will take approximately 30 months to complete and will commence immediately should the proposed project be approved.
- All construction vehicles and equipment will access the site via the new DTRRIP overpass and the Roberts Bank causeway.

**PROJECT AND ENVIRONMENTAL CONDITIONS**

The Vancouver Fraser Port Authority (VFPA), a federal port authority doing business as Port Metro Vancouver (VFPA), has undertaken and completed a review of the Project in accordance with the

*Canada Marine Act* and Section 5 of the Port Authorities Operations Regulations and, as applicable, Section 67 of the *Canadian Environmental Assessment Act, 2012*

If at any time the Applicant fails to comply with any of the project and environmental conditions set out in the Permit below, or if VFPA determines that the Applicant has provided any incomplete, incorrect or misleading information in relation to the Project, VFPA may, in its sole and absolute discretion, cancel its authorization for the Project or change the project and environmental conditions to which such authorization is subject.

Pursuant to Section 29 of the Port Authorities Operations Regulations, VFPA may also cancel its authorization for the Project, or change the project and environmental conditions to which such authorization is subject, if new information is made available to VFPA at any time in relation to the potential adverse environmental and other effects of the Project.

**The following are the project and environmental conditions that must be followed by the Applicant to mitigate potential or foreseeable adverse environmental and other effects.**

No.	GENERAL CONDITIONS
1.	This Permit is conditional on a valid tenure agreement with respect to the subject premises being in place. <b>No construction or any other physical activities may commence in the absence of a valid tenure agreement.</b>
2.	This Permit is granted subject to the fulfillment of all other requirements of VFPA, relating to the Project. Furthermore, prior to commencing construction or any other physical activities the Applicant shall ensure that it has complied with all other necessary legal requirements and that all necessary regulatory approvals have been obtained.
3.	This Permit in no way endorses or warrants the design, engineering, or construction of the Project and no person may rely upon this Permit for any purpose other than the fact that VFPA has permitted the construction of the Project, in accordance with the terms and conditions of this Permit.
4.	In consideration of the granting of this Permit by VFPA the Applicant agrees to indemnify and save harmless VFPA against any and all actions, claims, loss, damages or other expenses in any way arising or following from or caused by the granting of this Permit or the construction or operation of the Project as contemplated by this Permit.
5.	The Applicant is responsible for locating all existing site services and utilities including any located underground and to employ best practices and meet applicable code requirements with respect to protection of existing site services and clearance between existing and proposed site services. The Applicant is responsible for repair or replacement of any damage to existing site services and utilities, to the satisfaction of VFPA, that result from construction and operation of the Project.
6.	The Applicant shall undertake and deliver the Project to total completion in a professional, timely and diligent manner in accordance with the Application submitted by the Applicant and the applicable standards and specifications set out in the sections above entitled Project Description and Information Sources, including the attached plans and drawings numbered <b>PER No. 15-029-A1 to M2. The Applicant shall not carry out any other physical activities unless expressly authorized by VFPA.</b>

7.	The Applicant shall establish a spill prevention, containment and clean-up plan for hydrocarbon products (including fuel, oil and hydraulic fluid) and any other deleterious substances using standards, practices, methods and procedures to a good commercial standard, conforming to applicable law and using that degree of skill and care, diligence, prudence and foresight which would be reasonably and ordinarily expected from a qualified, skilled and experienced person engaged in a similar type of undertaking under the same or similar circumstances. The Applicant shall ensure that appropriate spill containment and clean-up supplies are available on site at all times and that all personnel working on the project are familiar with the spill prevention, containment and clean-up plan.	
8.	The Applicant shall have due regard to the potential application of the <i>Migratory Birds Convention Act (Canada)</i> and/or the <i>Wildlife Act (British Columbia)</i> . To reduce the risk of Project-related harm to birds and/or their active nests and eggs, the Applicant may wish to avoid certain physical activities during the general bird breeding season, which falls between <b>April 1 and July 31</b> . If potentially harmful activities must be undertaken during this period, the Applicant shall exercise all due diligence to avoid causing harm to birds and/or their active nests and eggs.  The Applicant shall also have due regard to nests of those species of birds protected by Applicable Law at all times of the year, regardless of the time of year or whether or not the nests are occupied. The Applicant should, where circumstances warrant, retain the services of qualified environmental professionals to assist in developing and undertaking appropriate bird nest surveys immediately before, during and after the general bird breeding season.	
9.	The Applicant shall cooperate fully with VFPA in respect of any review by VFPA of the Applicant's compliance with these conditions including, without limitation, providing any information or documentation required by VFPA.	
10.	The Applicant shall make a copy of this Permit available to all employees, agents, contractors, licensees and invitees prior to commencing any physical activities. The Applicant shall be solely responsible for ensuring that all such employees, agents, contractors, licensees and invitees comply with these conditions.	
11.	The Applicant shall make available upon request by any regulatory authority (such as a Fishery Officer) a copy of this Permit.	
12.	Unless otherwise noted, the Applicant shall submit all documents required for VFPA approval to <b>email: per@portmetrovancover.com; fax: 1-866-284-4271 and referencing PER No.15-029.</b>	
<b>No.</b>	<b>CONDITIONS - PRIOR TO COMMENCING CONSTRUCTION OR ANY PHYSICAL ACTIVITIES</b>	<b>SUBMISSION TIMING (business days)</b>
13.	The Applicant shall submit signed and sealed drawings for proposed works approved for construction by a professional engineer licensed to practice in the Province of British Columbia.	5 days before commencing construction or any physical activities
14.	The Applicant shall prepare and distribute a construction notice to property owners of the English Bluff area in Tsawwassen. The Applicant shall copy VFPA on this notification. The Applicant shall submit the notification for VFPA review and approval prior to distribution. Please	10 days before commencing construction or any physical

	allow five business days.	activities
15.	The Applicant shall submit a Construction Parking and Traffic Management Plan approved by a Professional Engineer licensed to practice in the Province of British Columbia for PMV approval.	20 days before commencing construction or any physical activities
16.	For structures that are reviewable under the 2010 National Building Code and 2010 National Fire Code, the Applicant shall apply for and receive a VFPA Building Permit.	40 days before commencing construction or any physical activities
<b>No.</b>	<b>CONDITIONS - DURING CONSTRUCTION OR ANY PHYSICAL ACTIVITIES</b>	
17.	The Applicant shall notify VFPA upon commencement of construction or any physical activities of the Project.	
18.	Construction and any physical activities related to the Project may be conducted between <b>Mondays to Sunday for 24 hours a day, 7 days a week over a 30 month period.</b> No construction works shall occur during statutory holidays. These hours shall not be modified without prior approval from VFPA.	
19.	The Applicant may place temporary construction trailers on site while this permit remains in effect, provided that the Applicant shall not connect such trailers to any underground utilities without the prior written consent of VFPA which may include, without limitation and at VFPA's discretion, a VFPA Building Permit.	
20.	The Applicant shall not, directly or indirectly: (a) deposit or permit the deposit of a deleterious substance of any type in water frequented by fish in a manner contrary to Section 36(3) of the <i>Fisheries Act</i> ; or (b) adversely affect fish or fish habitat in a manner contrary to Section 35(1) of the <i>Fisheries Act</i> .	
21.	All work associated with the project involving the use of concrete, cement, mortars and other Portland cement or lime-containing construction materials must be conducted in a manner that prevents sediments, debris, concrete (cured or uncured), and concrete fines from being deposited into any aquatic environment, either directly or indirectly. Water that has contacted uncured or partly cured concrete or Portland cement or lime-containing construction materials, such as the water that may be used for exposed aggregate wash-off, wet curing, equipment and truck washing, etc. must be prevented from entering any aquatic environment. Containment facilities should be provided at the site for the wash-down water from concrete delivery trucks, concrete pumping equipment, and other tools and equipment as required.	
22.	The Applicant shall carry out all works in a manner that prevents the release of sediment, sediment-laden waters, and turbid waters to the aquatic environment. Sediment and erosion control measures should meet or surpass the standards outlined in the Fisheries and Oceans Canada (DFO) "Land Development Guidelines for the Protection of Aquatic Habitat".	
23.	The Applicant shall handle any soils excavated during the Project in a manner that prevents their release into an aquatic environment, either directly or indirectly as silt in storm runoff. Excavations must not be dewatered unless an acceptable dewatering plan is in place.	

24.	Debris and waste material resulting from the Project shall be contained, collected, and disposed of at suitable upland locations using standards, practices, methods and procedures to a good commercial standard, conforming to applicable law and using that degree of skill and care, diligence, prudence and foresight which would be reasonably and ordinarily expected from a qualified, skilled and experienced person engaged in a similar type of undertaking under the same or similar circumstances.
25.	Equipment shall be in good mechanical condition and maintained free of fluid leaks, invasive species, and noxious weeds.
26.	The Applicant shall dispose of any soils excavated from the site that are not suitable for backfill at appropriate off-site facilities in accordance with applicable legislation, guidelines and best management practices.
27.	Should contaminated materials be encountered, the Applicant shall ensure that all contaminated materials are removed, contained, and disposed of at appropriate off-site facilities using standards, practices, methods and procedures to a good commercial standard, conforming to Applicable Law and using that degree of skill and care, diligence, prudence and foresight which would be reasonably and ordinarily expected from a qualified, skilled and experienced person engaged in a similar type of undertaking under the same or similar circumstances. Suspect materials should be treated as contaminated or stockpiled until their environmental quality has been determined.
28.	Materials brought onto the property for use as backfill or for site preparation must be from sources known to be clean and free of environmental contamination.
29.	<p>Air emissions such as vehicle/equipment exhaust, dust and vapours, associated with Project deconstruction, demolition and/or construction as applicable shall be minimized and managed to avoid adverse health, safety, nuisance and other environmental effects on and off site. In this regard, emission control measures shall be implemented as required and may include but are not limited to the following:</p> <ul style="list-style-type: none"> <li>a) No visible dust or track out beyond the lease boundary;</li> <li>b) Implementation of an idle reduction program; and,</li> <li>c) Onsite speed limit.</li> </ul> <p>More detailed guidance is available in <i>Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities</i> prepared for Environment Canada (Cheminfo Services Inc. March 2005).</p>
30.	<p>The Applicant shall also:</p> <ul style="list-style-type: none"> <li>a) Make reasonable efforts to ensure that heavy duty diesel powered road licensed vehicles and engines are model year 2007 or newer;</li> <li>b) Make reasonable efforts to ensure that diesel-powered non-road or off-road equipment is Tier 3 or better, or equivalent for emissions;</li> <li>c) Ensure the use of well-maintained engines and exhaust systems, in good operating order; and,</li> <li>d) Ensure that vehicle and equipment idling are limited to the greatest practical and safe extent.</li> </ul>
31.	Appropriate steps shall be taken to prevent adverse noise impacts on people and wildlife during operations. In the event that it becomes apparent to VFPA that additional measures are necessary with regard to managing noise, VFPA may require that the Applicant prepare,

	submit, and implement a noise management plan, to the satisfaction of VFPA. The Applicant shall be responsive to noise-related issues identified by the public, regulators and VFPA.	
32.	The Applicant shall ensure that any changes to the non-road equipment fleet operating at the facility shall be in compliance with the Non-Road Diesel Emissions Program as detailed in the VFPA Fee Document. For additional information see - <a href="http://www.portmetrovanancouver.com/environment/air-energy-climate-action/cargo-handling-equipment/nrde/">http://www.portmetrovanancouver.com/environment/air-energy-climate-action/cargo-handling-equipment/nrde/</a>	
33.	No in-water works or works below the high water level shall be conducted as part of the Project.	
<b>No.</b>	<b>CONDITIONS – PRIOR TO OPERATION</b>	
34.	Prior to commencement of operations, the applicant is required to provide to the satisfaction of PMV evidence of an offsite rail infrastructure agreement and offsite rail operating model with the British Columbia Railway Company (BCRC) to support and enable the proposed works.	
35.	Prior to commencement of operations, the applicant is required to provide to the satisfaction of PMV evidence of an agreement with the British Columbia Ministry of Transportation and Infrastructure (BC MOTI) to support and enable the proposed works including any operational vehicular traffic impacts to the Provincial highway system.	
<b>No.</b>	<b>CONDITIONS - UPON COMPLETION</b>	<b>SUBMISSION TIMING (Business Days)</b>
36.	The Applicant shall notify VFPA upon completion of the Project.	Within 10 days of completion
37.	The Applicant shall provide as-built drawings approved by a Professional Engineer licensed to practice in the Province of British Columbia, in both AutoCAD and Adobe (PDF) format to VFPA.	Within 40 days of completion
38.	The Applicant shall confirm the Project was constructed within the tenured area by providing to VFPA: <ul style="list-style-type: none"> <li>a) Digital photographs of the tenured area, both before and after construction of the Project, from the land and water side of the tenured area.</li> </ul>	Within 40 days of completion
<b>VFPA reserves the right to rescind or revise these conditions at any time that new information warranting this action is made available to VFPA.</b>		
<b>LENGTH OF PERMIT VALIDITY</b>		
The construction of the Project must commence by <b>October,31, 2016</b> (the "Commencement Date") and be complete no later than <b>April 30th, 2018</b> (the "Expiry Date").		
<b>AMENDMENTS</b>		

- Details of any material proposed changes to the Project, including days and hours when construction and any physical activities will be conducted, must be submitted to VFPA for consideration of an amendment to this Permit.
- For an extension to the Commencement Date, the Applicant must apply to VFPA in writing no later than 30 days following that date.
- For an extension to the Expiry Date, the Applicant must apply in writing to VFPA no later than 30 days prior to that date.

**Failure to apply for an extension as required may, at the sole discretion of VFPA, result in termination of this Permit.**

**PROJECT AND ENVIRONMENTAL REVIEW DECISION**

**PROJECT PERMIT PER No. 15-029 IS APPROVED BY:**

Greg Yeomans

October 8, 2015

**Greg Yeomans**  
**Director, Planning & Development**

**DATE OF APPROVAL**

**CONTACT INFORMATION:**

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*Port Metro Vancouver (VFPA)*  
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Review History		
Draft	October 6, 2015	PC
Final		