



**Deltaport Terminal, Road and Rail Improvement Project
Intermodal Yard Reconfiguration
Input Consideration Memo
27 July 2015**

1. INTRODUCTION AND CONTEXT

GCT Canada is proposing to reconfigure the existing Deltaport Intermodal Yard (Deltaport IY) to meet projected rail capacity requirements. Deltaport IY is the second stage of Port Metro Vancouver's (PMV) called Deltaport Terminal, Road and Rail Improvement Project (DTRRIP), a cost-efficient, multi-phased project that will increase the overall capacity of the terminal by 33 per cent.

GCT Canada's densification approach to the Intermodal Yard Reconfiguration reflects the company's philosophy to increase operational efficiency with as little impact on the environment and community as possible. The project will be completed within GCT Canada's existing footprint, without the need for additional land creation.

GCT Canada has proposed improvements to the previously-approved Deltaport IY that includes reconfiguring the original rail track to optimize the facility's design, increase capacity, reduce equipment travel time and greenhouse gas emissions. Older, electric rail mounted gantry cranes (RMGs) will be replaced with the latest generation of semi-automated, electric RMGs.

2. PUBLIC AND STAKEHOLDER CONSULTATION

In 2011 and 2012, PMV conducted public consultation to share information about DTRRIP and gather feedback from stakeholders, government and community members. Activities included: meetings, presentations, distributing a project discussion guide and feedback forms, website updates, public open houses, as well as responding to enquiries or comments sent into the project office.

In May 2015, as part of Port Metro Vancouver's (PMV) regulatory review process, GCT Canada undertook additional public consultation to provide detailed information concerning the project to government, stakeholders and the community. The public comment period began May 30, 2015 and concluded June 12, 2015.

Information on PMV's consultation on the DTRRIP project can be found here: <http://www.portmetrovancover.com/working-with-us/permitting/status-of-applications/deltaport-terminal-road-and-rail-improvement-project/>.

Please note, the project fact sheet provided at the Information Session included a bullet point: “25% increase in overall capacity at GCT Deltaport.” This was an error. The fact sheet should have stated: “The new intermodal yard at Deltaport will enable a 33% increase in overall terminal container capacity.”

Participation:

- **52 people** participated in consultation events:
 - **11 people** attended the Port Community Liaison Committee (Delta) Presentation
 - **39 people** attended the Open House
 - **2 regional stakeholders** submitted feedback on the project to PMV or GCT Canada
- **11 feedback forms** were received
- **Government officials**, including Vicki Huntington (MLA for Delta South) and Linda Reid (MLA for Richmond East) attended the Open House. Representatives from Metro Vancouver (Marcin Pachcinski) and the BC Ministry of Transportation and Infrastructure (David Crozier) also attended.

3. RESPONSE TO PUBLIC AND STAKEHOLDER INPUT

Input received has been considered, along with technical and economic information, as GCT Canada prepares to begin construction on the Deltaport Intermodal Yard Reconfiguration Project.

A Public Engagement Summary Report summarizing feedback received during this consultation period has been produced and will be available online at <http://www.globalterminalsCanada.com/ProjectUpdates>.

This following table provides a comprehensive response to key input received from stakeholders during consultation regarding the Deltaport IY Reconfiguration Project.

Consideration of Consultation Input:

Feedback Form Question	Consultation Input	Consideration of Input
<p>Attendance and Interest</p> <p><i>Why did you attend today’s Community Open House?</i></p> <ul style="list-style-type: none"> • <i>To learn about the details of</i> 	<p>9 participants indicated they wanted to learn more about the details of the Intermodal Yard Reconfiguration Project</p>	<p>GCT Canada’s 4-hour public information session provided members of the public and interested stakeholders with an opportunity to learn more about the proposed intermodal yard reconfiguration project, ask questions of GCT Canada staff, and provide feedback.</p>

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<p><i>the Intermodal Yard Reconfiguration Project</i></p> <ul style="list-style-type: none"> • <i>To discuss potential project effects, including noise, dust, light or air pollution with GCT Canada staff</i> • <i>I'm generally interested in Port development projects</i> • <i>To get more information about job opportunities with GCT</i> 		<p>The Open House included display boards featuring information about:</p> <ul style="list-style-type: none"> • DTRIPP timeline and project map • Project overview with a description of Deltaport IY reconfiguration project and benefits • A visual comparison of the project design changes • Description of the new Rail Maintenance Building • Construction details and potential impacts and mitigation <p>Additionally, a project fact sheet was available to take home and attendees were encouraged to submit a feedback form either on site or mail/email during the two week public comment period.</p> <p>Project information was also published online at http://www.globalterminalsCanada.com/ProjectUpdates. Once complete, the Engagement Summary Report and Consideration Memo will also be posted online.</p>
	<p>6 participants indicated they wanted to discuss potential project effects, including noise, dust, light or air pollution with GCT Canada staff</p>	<p>GCT Canada staff provided information and answered questions participants had related to the project, including potential project effects.</p> <p>Information boards at the open house provided background information on relevant topics such as noise, dust, light and air pollution.</p>
	<p>7 participants indicated they were generally interested in Port development projects</p>	<p>No specific action required.</p> <p>GCT Canada's 4-hour public information session provided members of the public and interested stakeholders with an opportunity to learn more about the proposed intermodal yard reconfiguration project, ask questions of GCT Canada staff, and provide feedback.</p>

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	3 participants indicated they wanted to get more information about job opportunities with GCT Canada	<p>Participants inquiring about construction contractor opportunities were verbally given information about how to pursue their interests based on the type of construction work they were seeking.</p> <p>A new website is under development with an expanded Careers section.</p>
<p>Construction Stage of the Intermodal Yard Reconfiguration Project</p> <p><i>Please indicate how important potential effects of proposed construction would be to you:</i></p> <ul style="list-style-type: none"> <i>Dust caused by construction activity</i> <i>Truck traffic to and from GCT Deltaport carrying construction materials and equipment</i> <i>Emissions from construction equipment</i> <i>Noise caused by demolition of existing buildings, reconfiguration of rail tracks and construction of a new maintenance building</i> 	73% of participants rated dust caused by construction activity as either very important or somewhat important. 18% rated is as very important.	Dust will be controlled using best practices for sediment control including watering exposed, unpaved surfaces frequently, and sweeping paved surfaces to remove dust buildup.
	72% of participants rated noise caused by demolition, reconfiguration and construction as either very important or somewhat important. 36% rated it as very important.	Noise and light related to construction within the operating terminal will be imperceptible. No loud works, such as driving piles, are planned for the project.
	63% of participants rated emissions from construction equipment as either very important or somewhat important. 27% rated it as very important.	Emissions from construction equipment would be the same as the original intermodal yard concept that was included in the approved Environmental Assessment for the DTRRIP program.
	27% of participants rated truck traffic to and from GCT Deltaport as either very important or somewhat important. 27% rated it as very important.	<p>The IY project is not expected to have an effect on general public traffic.</p> <p>Once the fence lines are established as a result of the DTRRIP Overpass construction, all lane reconfigurations will occur inside the container terminal lease boundary and should not affect Deltaport Way traffic destined to Westshore.</p> <p>The sequencing of lanes leading to POD 4 ingate will be re-configured as follows:</p> <ul style="list-style-type: none"> Establish striping/fencing for northbound and

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		<p>southbound POV lanes to labour parking lots at Deltaport through POD 5.</p> <ul style="list-style-type: none"> Relocate POV traffic to new POD 5 lanes and close old northbound and southbound POV lane. Establish striping/fencing for new POD 4 southbound ingate truck lanes. Relocate ingate truck traffic to new POD 4 southbound lanes and close old POD 4 southbound truck lanes.
<p>GCT Deltaport operations after Intermodal Yard Reconfiguration completion</p> <p><i>Once the reconfigured GCT Deltaport Intermodal Yard is complete and in operation, please indicate the importance of each topic:</i></p> <ul style="list-style-type: none"> <i>Reduced light by replacing older style light fixtures with modern, efficient LED light fixtures with less glare and reduced alias light</i> <i>Reduced rail tractor emissions from the FCT Deltaport Intermodal Yard due to less tractor blockage, shortened driving distances and more efficient container handling</i> <i>Maintaining or reducing noise levels at GCT Deltaport</i> <i>Minimizing the effect on local traffic by continuing to operate GCT Deltaport 24 hours a day to spread out the flow of traffic to and from the terminal</i> 	<p>63% of participants rated minimizing the effect on local traffic by continuing to operate GCT Deltaport 24 hours a day as either very important or somewhat important. 27% rated it as very important.</p> <p>81% of participants rated maintaining or reducing noise levels at GCT Deltaport as either very important or somewhat important. 45% rated it as very important.</p> <p>72% of participants rated reduced rail tractor emissions from the GCT Deltaport Intermodal Yard as either very important or somewhat important. 36% rated it as very important.</p>	<p>Truck traffic is not expected to change as a result of this project, nor is vessel traffic expected to change since more rail import/export containers are projected to arrive on the same number of ships, just larger ships.</p> <p>Noise volumes are not expected to increase as a result of this project. The new, modernized rail mounted gantry container cranes are expected to operate more quietly than the older manually operated RMG container cranes.</p> <p>The Intermodal Yard project will result in decreased emissions at Deltaport:</p> <ul style="list-style-type: none"> Improved operational performance as a result of uninterrupted rail car switching will reduce waiting times for rail crane operators and tractor drivers, resulting in reduced emissions. Decreased emissions due to reduced equipment travel time. Decreased noise and greenhouse gas emissions with the introduction of electric, state-of-the-art rail cranes. Increased efficiency of tractors serving the rail

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	91% of participants rated reduced light by replacing older light fixtures as either very important or somewhat important. 55% rated it as very important.	yard Light pollution mitigation strategy consists of replacing older style high pressure sodium light fixtures with more modern, energy efficient LED light fixtures having less glare and reduced alias light.
<p>Requests for Updates</p> <p><i>Which topics would you like to receive further updates about?</i></p> <ul style="list-style-type: none"> • <i>Construction status updates</i> • <i>Job postings</i> • <i>Engagement Summary Report</i> • <i>Traffic advisories</i> • <i>Others</i> 	<ul style="list-style-type: none"> • 3 participants requested construction status updates • 1 participant requested updates on job postings • 2 participants requested the Engagement Summary Report • 1 participant requested traffic advisories • 1 participant requested updates on bidding opportunities 	<p>As GCT Canada works to secure final approval for the Deltaport Intermodal Yard Reconfiguration Project the company will continue to provide the community, stakeholders and Port Metro Vancouver with updates on the company's website.</p> <p>Specifically, the website will be updated with current information on the project status to help ensure members of the community and public can remain informed of developments of the project.</p>
<p>Additional Comments</p> <p>Theme: Lighting</p> <p><i>Please provide any additional comments you may have regarding the Intermodal Yard Improvement project</i></p> <p><i>3 comments received of 11 feedback forms</i></p>	<p>Question/Comment</p> <p>Please don't blink lights.</p>	<p>Light pollution mitigation strategy consists of replacing older style high pressure sodium light fixtures with more modern, energy efficient LED light fixtures having less glare and reduced alias light.</p> <p>Some flashing lights are required on vehicles, equipment and vessels for safety reasons and on light poles and taller container cranes for aircraft navigation.</p> <p>The terminal is continuously reviewing conditions to ensure the safety of workers and equipment while reducing potential effects on neighbouring stakeholders or residents.</p>

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Additional Comments Theme: Economic Benefits	Question/Comment 5000 direct jobs and 5500 indirect jobs – how many for Tsawwassen and Ladner residents?	Deltaport creates jobs and economic benefits in communities throughout the Lower Mainland, and across Canada. While many employees live in the Tsawwassen and Ladner area, personnel decisions are not based on residency. We encourage all candidates interested in pursuing a career with GCT Canada or at one of our terminals to apply to our job postings, or interested in joining the International Longshore Workers Union to contact BCMEA.
Additional Comments Theme: Noise	Question/Comment Noise at 2am can be heard in Tsawwassen	Noise volumes are not expected to change significantly as a result of this project. The new modernized rail mounted gantry container cranes are expected to operate more quietly than the older manually operated RMG container cranes.

Consultation Source	Consultation Input	Consideration of Input
Port Community Liaison Committee (Delta)	GCT Canada presented to the Port Community Liaison Committee on May 28, 2015. Members of the PCLC (Delta) verbally asked questions following the presentation.	GCT Canada presenter Guy Buzzoni responded to questions related to employee count, railway configuration, agricultural lands and RMG crane manufacturing.
Corporation of Delta	The corporation of Delta expressed an interest in learning more about the project and invited GCT Canada to attend an upcoming Council Meeting to provide a project overview.	GCT Canada will attend the Delta Council Meeting scheduled to provide an informational project update on September 28, 2015.
Westshore Terminals Ltd.	Westshore requested that GCT Canada coordinate utility disruptions with Westshore during construction.	Utility disruption during the proposed Deltaport Intermodal Yard Reconfiguration will be minimal. GCT Canada will coordinate any planned utility disruptions directly with Westshore in advance.
British Columbia Railway Company (BC	BC Rail submitted a letter to Port Metro	Comments related to the potential impact on BC Rail's rail

Rail)	Vancouver which stated that BC Rail did not have comments regarding the scope, technical, social or environmental aspects of the project. The letter also included comments specifically related to BCR's role as owner and provider of the rail corridor connecting to Deltaport Terminal.	infrastructure and railway operations under their management control is out of scope for GCT Canada's permit application.
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PCLC Presentation

Guy Buzzoni, Vice President of Infrastructure for Global Container Terminals presented on behalf of GCT Canada to the Port Community Liaison Committee on May 28, 2015. There were 11 committee members in attendance, including:

Community Representatives

- Roger Emsley, Tsawwassen
- Patrick Thompson, Tsawwassen
- Robert McCandless, Tsawwassen
- Frank Rogers, Tsawwassen
- Randy Johnstone, Ladner

Environmental Representative

- Kate Hagmeier

Organizations

- Allan Baydala, Port Metro Vancouver
- Bernita Iversen, Corporation of Delta
- Gord Westlake, BC Rail Company
- Eric Waltz, Global Container Terminals

- Leisa Yee, Delta Farmers' Institute

Guests in attendance including representatives from GCT Canada, Port Metro Vancouver, and Kirk & Co Consulting.