



**Deltaport Terminal, Road and Rail Improvement Project
Intermodal Yard Reconfiguration
Public Engagement Summary Report
September 2015**

1.0 Project Overview

GCT Canada is planning to expand the existing Deltaport Intermodal Yard (Deltaport IY) to help meet projected rail capacity requirements. The rail yard expansion is the second stage of Deltaport Terminal, Road and Rail Improvement Project (DTRRIP), Port Metro Vancouver's (PMV) cost-efficient, multi-phased expansion.

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

Since the project was initially reviewed and approved by PMV, GCT Canada has proposed improvements to the original plan that include reconfiguring the original rail track to optimize the terminal's design, increasing capacity, reducing 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. GCT Canada's Deltaport IY Project will increase overall capacity by 33 per cent.

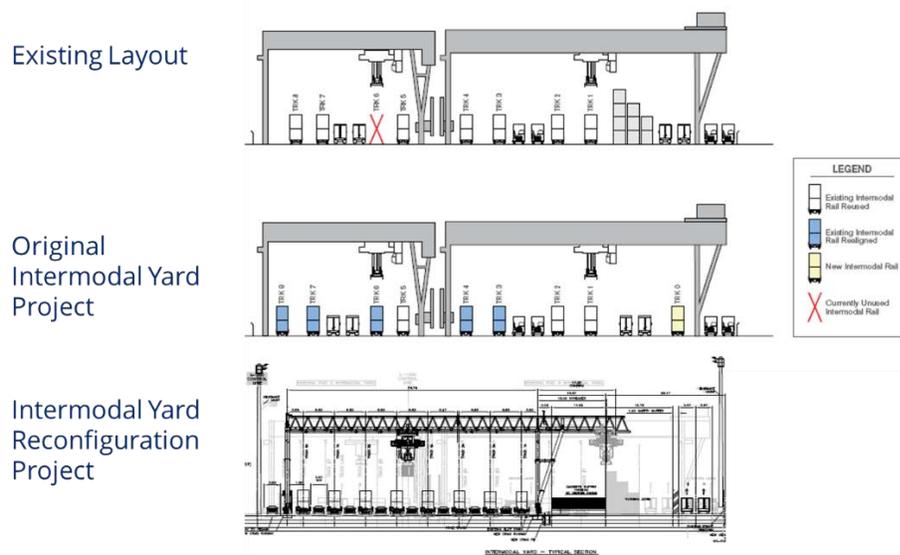


Figure 1: Profile view of the existing, original proposed design and revised proposed reconfiguration to the GCT Canada Deltaport Intermodal Yard.

The GCT Deltaport Intermodal Yard Reconfiguration also 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, state-of-the-art container handling equipment.

2.0 Consultation Program & Outcomes

In 2011 and 2012, PMV conducted public consultation to share information about DTRRIP, including the Deltaport IY project, and to gather feedback from stakeholders, government, and community members. Activities included: meetings, presentations, distributions of a project discussion guide

and feedback forms, website updates, open houses, as well as responses to enquiries and comments sent into the project office via email, fax or phone.

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/>

In May 2015, as part of GCT Canada's application to PMV to begin work on the IY project, GCT Canada undertook additional public consultation to provide detailed information about the proposed Intermodal Yard reconfiguration project to government, stakeholders and the community. The public comment period started on Saturday, May 30, 2015 with the open house and closed on Friday, June 12, 2015.

Activities included:

1. GCT Canada Presentation to Port Community Liaison Committee (Delta)

GCT Canada presented to the PCLC (Delta) on May 28, including a question and answer session. The presentation was well received, and GCT Canada responded to three questions and comments from three PCLC members. Specifically, the company provided responses to inquiries about the number of jobs affected at the terminal, whether the reconfiguration had been implemented elsewhere, and whether the ALR lands adjacent to the Gulf Yard would be developed as part of BCR's offsite rail improvements.

The presentation is included in Appendix 1 and is posted on the PCLC (Delta) website:

<http://www.portmetrovancover.com/en/community/CommunityLiaisonCommittees/PCLC.aspx>.

2. Mail Drop

GCT Canada notified local residents and businesses in the English Bluff area about the public Information Session by distributing 800 household flyers via mail drop.

In addition, approximately 200 non-Tsawwassen First Nations members living on TFN lands in subdivisions also received flyers. Tsawwassen First Nations community members received notification through their internally distributed bulletin.

A copy of the community notice (Information Session Flyer) and the notification area maps for both the English Bluff area and Tsawwassen First Nation region are included in Appendix 6.

3. Public Information Open House

GCT Canada hosted a 4-hour public information open house, with participation by Port Metro Vancouver staff, at the Delta Town and Country Inn on Saturday, May 30th, 2015. The date, time and location of the session was advertised twice weekly, two weeks in advance in the Delta Optimist (circulation of 17,250) and Surrey North Delta Leader (circulation of

82,583) newspapers. The ads appeared in both the Surrey-North Delta Leader and Delta Optimist in the May 15, 2015 and May 22, 2015 editions of each newspaper.

The 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 and Port Metro Vancouver staff, and provide feedback.

52 stakeholders participated in Deltaport Intermodal Yard Reconfiguration project consultation events:

- 39 attended the Information Session
- 11 committee members attended the PCLC presentation
- 2 local stakeholders (Westshore Terminals and BC Rail) provided feedback to GCT Canada or PMV

Materials produced for the Information Session included:

- a project fact sheet for participants to review and take home
- a comment form to submit feedback about the session and project
- display boards featuring:
 - 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

See appendices 2-7 for copies of the information boards, project fact sheet, public feedback form, email invitation, Information Session flyer, and newspaper advertisement. Please note, the project fact sheet (Appendix 3) 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."

4. GCT Canada Website

A webpage dedicated to Deltaport IY Project Updates was established on the GCT Canada website (www.globalterminalsCanada.com/ProjectUpdates/) to provide information about the project. Included on the website is notification of the Information Session, a project description, and copies of public consultation materials, including the information boards and a project fact sheet. The public feedback form was also available on the webpage during the public comment period.

5. First Nations Information Sharing

GCT Canada worked with Tanya Corbet, Executive Assistant to Chief of the Tsawwassen First Nation (TFN), to help facilitate distribution of over 200 Information Session flyers to TFN members. A digital flyer was also distributed electronically to TFN members from through an internal newsletter. A letter introducing the project and the flyer was also provided to Chief and Council.

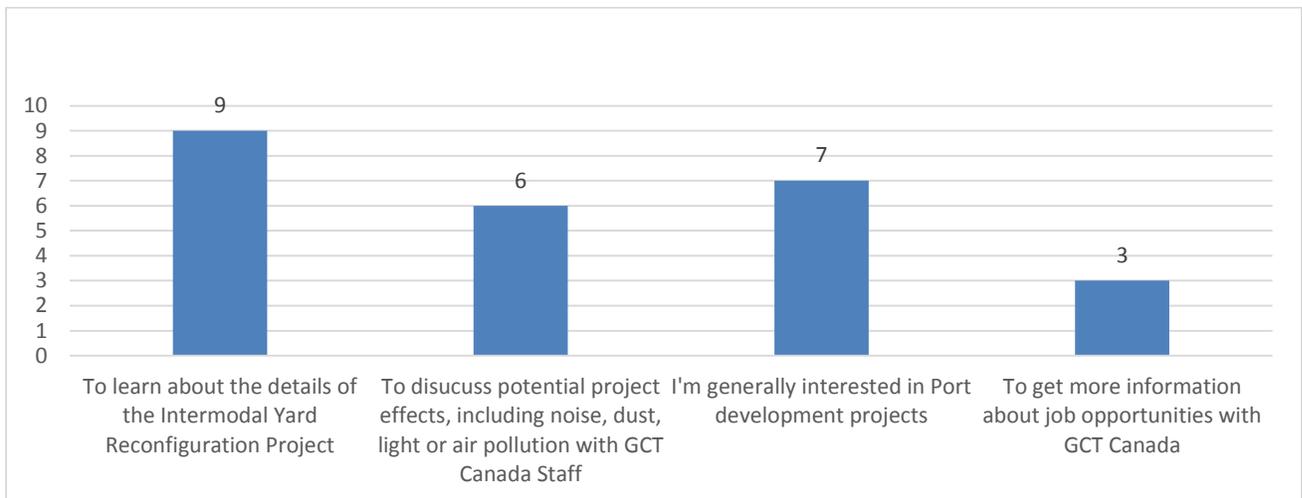
2.1 Feedback Form Results

In the following summary, feedback form results are shown graphically, with key themes from the additional comments section listed below.

Totals may not add up to 100% due to rounding.

11 participants provided feedback at the Information Session or via web submission. Not all participants responded to all feedback form questions. Some submissions included more than one theme.

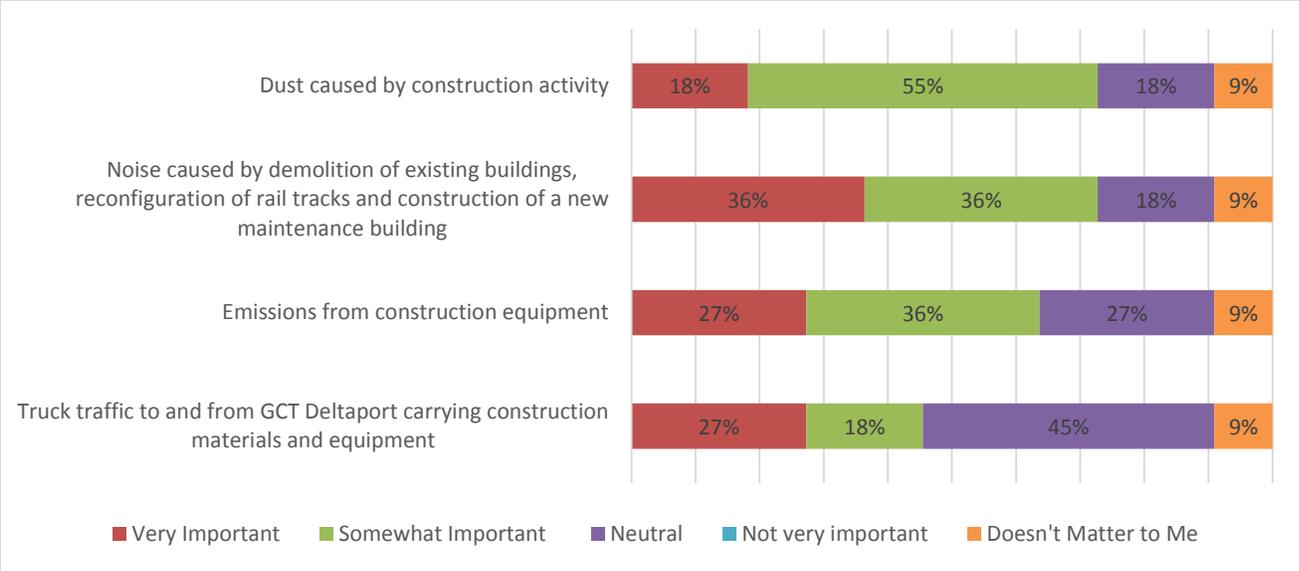
When asked to indicate why they attended the Community Open House, participants indicated the following:



- To learn about the details of the Intermodal Yard Reconfiguration project (9)
- To discuss potential project effects, including noise, dust, light or air pollution with GCT Canada Staff (6)
- I'm generally interested in Port development projects (7)
- To get more information about job opportunities with GCT Canada (3)

Impacts of the Intermodal Yard Reconfiguration Project During Construction:

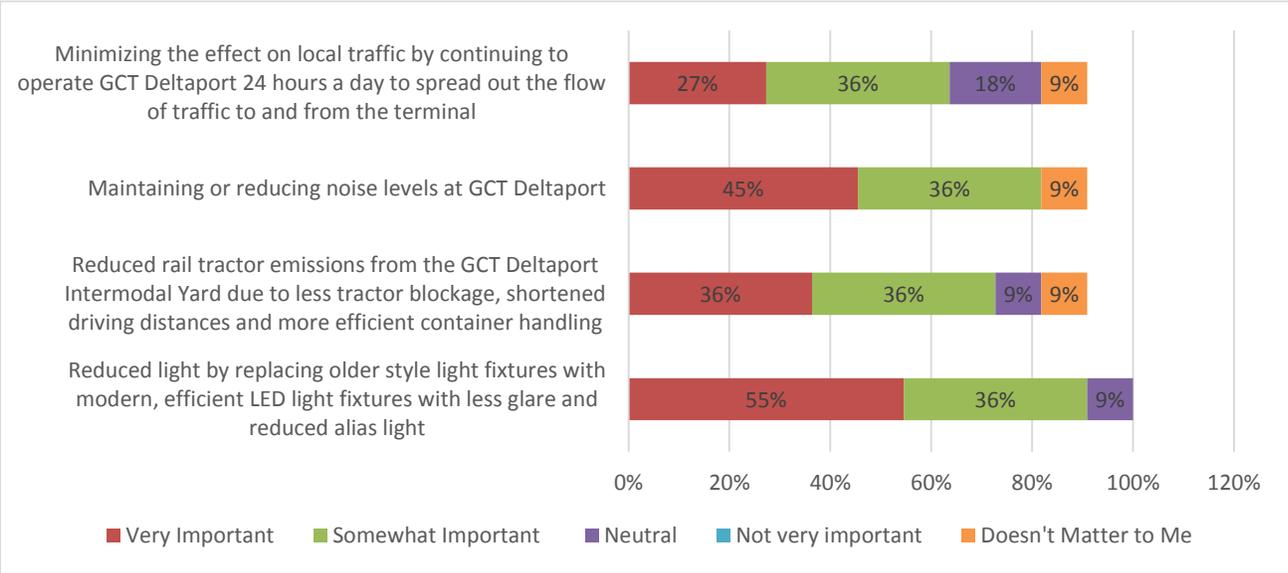
When asked to indicate how important the potential effects of proposed construction are, participants responded as follows:



- 73% of participants rated **dust caused by construction activity** as either very important or somewhat important. 18% rated it as very important.
- 72% of participants rated **noise caused by demolition, reconfiguration and construction** as either very important or somewhat important. 36% rated it as very important.
- 63% of participants rated **emissions from construction equipment** as either very important or somewhat important. 27% rated it as very important.
- 27% of participants rated **truck traffic to and from GCT Deltaport** as either very important or somewhat important. 27% rated it as very important.

Impacts of Reconfigured Intermodal Yard Operations After Completion:

When asked to indicate how important each of the following would be once the reconfigured GCT Deltaport Intermodal Yard is complete and in operation, participants responded as follows:



- 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.
- 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.
- 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.
- 91% of participants rated **reduced light by replacing older light fixtures** as either very important or somewhat important. 55% rated it as very important.

Requests for Updates:

When asked to indicate which topics they would like to receive further updates about, participants responded as follows:

- 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**

Additional Comments:

Among the participants who provided additional comments, the following topics were mentioned:

- Noise concerns (1)
- Concerns about blinking truck lights (1)
- Questions about employment at GCT Deltaport, specifically how many positions would be filled by Ladner and Tsawwassen residents (1)

2.3 GCT Canada Outreach to Stakeholders

The following stakeholders were notified about the project and provided the opportunity to submit comments or questions to GCT Canada and/or directly to PMV:

Stakeholders	Date	Engagement
Port Community Liaison Committee (Delta)	May 28	Presentation to 11 members in attendance. Participants asked three questions, which are summarized in the publicly-available meeting notes.
Corporation of Delta	September 28	GCT Canada presented a project overview to Delta Council Meeting on September 28, 2015.

English Bluff residents, including TFN Stahaken Development, area businesses and adjacent terminals	May 20	Distributed 800 Open House notification flyers
Tsawwassen First Nations residents	May 22	Over 200 open house notification flyer distributed to remaining leased lands including Tsatsu Shores
	May 29	Digital flyer provided to TFN Chief and Council Digital flyer distributed electronically to all TFN members following Council approval
Delta MLAs & MP <ul style="list-style-type: none"> • Scott Hamilton, MLA for Delta North • Vicki Huntington, MLA for Delta South • Kerry-Lynne Findlay, MP for Delta-Richmond East 	May 21	Emailed notification letter and copy of Open House flyer Vicki Huntington, MLA for South Delta and Linda Reid, Speaker of the Legislative Assembly (MLA for Richmond East) attended the Open House

2.4 Additional Stakeholder Outreach

In addition to the above mentioned stakeholders, GCT Canada notified local stakeholder organizations including Westshore Terminals Ltd., BC Rail and other elected government officials about the project and provided them with the opportunity to submit comments or questions to GCT Canada and/or directly to PMV.

Westshore, the neighbour to Deltaport, requested that GCT Canada coordinate utility disruptions with Westshore during construction. The company agreed to coordinate any planned utility disruptions directly with Westshore in advance and noted that disruptions would be minimal.

BC Rail responded with a letter to Port Metro Vancouver which stated "...BCR does not have any comments regarding the scope, technical, construction, social, or environmental aspects of the proposed project." The letter also included comments specifically related to BCR's role as owner and provider of the rail corridor connecting to Deltaport Terminal. As these comments reference land outside of Port Metro Vancouver's jurisdiction, they are not relevant or in scope to GCT Canada's permit application.

3.0 Going Forward

As work advances to secure final approval for the project permit from PMV, GCT Canada will continue to provide the community, stakeholders and Port Metro Vancouver with updates on the company's website. 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, including:

- PMV project permit (pending PMV approval)
- Construction start and completion notification

The public will also be notified of any new information that impacts the adjacent community, as necessary, throughout the process. The site can be found at:

<http://www.globalterminalscanada.com/ProjectUpdates/>

In addition to the website updates, GCT Canada will continue to keep appropriate staff at PMV apprised of any developments on the terminal during construction and operations.

Appendix 1

Port Community Liaison Committee (Delta) Presentation



GLOBAL CONTAINER TERMINALS CANADA

DTRRIP Intermodal Yard Reconfiguration
 Port Community Liaison Committee – Delta
 May 2015

GCT Canada Limited Partnership | DTRRIP Intermodal Yard Reconfiguration | 01 May 2015 | 1



DTRRIP and Intermodal Yard Reconfiguration

- 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.

GCT Canada Limited Partnership | DTRRIP Intermodal Yard Reconfiguration | 01 May 2015 | 2



Why This Project is Important

- 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.

GCT Canada Limited Partnership | DTRRIP Intermodal Yard Reconfiguration | 01 May 2015 | 3



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. Additional rail track within the existing railway corridor and a portion of Option Lands.	• TBD
4. Road improvements on Deltaport Way to improve movement of container trucks at Deltaport.	• PMV completion 2015

GCT Canada Limited Partnership | DTRRIP Intermodal Yard Reconfiguration | 01 May 2015 | 4



Component 2
Intermodal Yard Reconfiguration - New Features

- 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 Canada Limited Partnership | DTRRIP Intermodal Yard Reconfiguration | 01 May 2015 | 5



GCT Deltaport Intermodal Yard Existing and Reconfiguration Design



Existing Layout

Original IY Project Proposal

Revised IY Reconfiguration

GCT Canada Limited Partnership | DTRRIP Intermodal Yard Reconfiguration | 01 May 2015 | 6

Comparison of Track Layouts

The slide shows two side-by-side track layout diagrams. The left diagram is labeled 'Existing Layout' and shows a complex arrangement of tracks with several red 'X' marks indicating areas of concern or inefficiency. The right diagram is labeled 'New Reconfigured Layout' and shows a more organized and streamlined track arrangement.

GCT Canada Limited Partnership DTSP Intermodal Yard Reconfiguration 01 May 2015 7

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

An aerial photograph showing the construction site of the intermodal yard reconfiguration, with various structures and equipment visible.

GCT Canada Limited Partnership DTSP Intermodal Yard Reconfiguration 01 May 2015 8

Benefits of the Reconfiguration's Track Design

- 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

GCT Canada Limited Partnership DTSP Intermodal Yard Reconfiguration 01 May 2015 9

Benefits of the Reconfiguration's Track Design

- DECREASED** noise and greenhouse gas emissions 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

GCT Canada Limited Partnership DTSP Intermodal Yard Reconfiguration 01 May 2015 10

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.

A 3D architectural rendering of the Rail Maintenance Building, showing its long, rectangular structure and multiple levels. The view is from the south.

GCT Canada Limited Partnership DTSP Intermodal Yard Reconfiguration 01 May 2015 11

Intermodal Yard Reconfiguration Schedule

A horizontal timeline showing the project schedule with four main phases:

- 1st Half 2015:** Design & Public Engagements
- 2nd Half 2015:** Start Construction
- 2nd Half 2017:** End Construction
- Future after 2017:** Test Run 375 Cycles

GCT Canada Limited Partnership DTSP Intermodal Yard Reconfiguration 01 May 2015 12



Proposed Community Engagement Plan

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



Questions?

Appendix 2 Information Session Display Boards

GLOBAL CONTAINER TERMINALS CANADA

Deltaport Terminal Road and Rail Improvement Project

Phase 1: DTRRIP OVERPASS CONSTRUCTED 2013-14

Phase 2: DTRRIP IV RECONFIGURATION PLANNED 2015-17

Phase 3: DTRRIP RAIL MAINTENANCE BUILDING PLANNED 2015-17

Phase 1: An upgrade on existing Roberts Bank Causeway to support road and rail traffic. Completed in 2013-14.

Phase 2: GCT Deltaport Intermodal Yard Reconfiguration: Rail track changes and additional container handling equipment within existing Deltaport footprint. Construction will take place in 2015-17.

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

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

GLOBAL CONTAINER TERMINALS CANADA

Deltaport Terminal Road and Rail Improvement Project

Project Overview

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. DTRRIP is an efficient and cost-effective plan to increase container capacity through improvements to existing infrastructure. The intermodal expansion densifies operations and lessens the environmental impact.

Why This Project is Important

- Yielding \$500 million in GDP and \$900 million in economic output to British Columbia and Canada¹
- Creating of 5,000 and 5,500 new direct and indirect jobs throughout construction and once in operation¹
- 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

¹Source: Port Metro Vancouver

GCT Deltaport Intermodal Yard Reconfiguration

Details of the Reconfiguration

The proposed GCT Deltaport Intermodal Yard Reconfiguration is the second component of DTRIP, led by GCT Canada LP. Since the environmental assessment for the project was initially reviewed and approved, GCT Canada has proposed improvements to the original plan. The proposed reconfiguration meets the same objectives as original design, within the same footprint. However, the new design is more efficient, enabling the terminal to handle the projected increase in container rail traffic within the existing terminal footprint.



	Original Design	Reconfigured Design
Rail Track Changes:	5 tracks realigned 2 new tracks added	Rearrangement of the existing 2 sets of 4 tracks into a single set of 8 tracks
Container Handling Equipment Changes	Add 4 rail cranes to the existing 7 rail cranes operating today. Add mobile container handling equipment in the container yard	Replace 7 existing older rail cranes with 8 new, semi-automated, electric rail cranes Add mobile container handling equipment in the container yard Replace existing lights with energy-efficient LED fixtures to reduce glare and alias light Replace low mast poles with flood lamps, high mast poles and LED light fixtures Add a new rail maintenance building

Project Schedule



Benefits Of The Intermodal Yard Reconfiguration

The proposed GCT Deltaport Intermodal Yard Reconfiguration redesigns and optimizes the layout, providing significant operational benefits, including:



Sustainability:

- Increased rail capacity allowing for sustainable intermodal cargo growth
- Decreased noise and greenhouse gas emissions with the introduction of electric, semi-automated cranes
- Reduced light glare as a result of the new energy-efficient LED lights
- Decreased emissions due to reduced equipment travel time



Safety:

- Removal of manual inspections and repairs from the working track area
- Container exchanges to be completed outside the working track area



Efficiency:

- Improved operational performance and management of workflow in the Deltaport IY:
 - Enables 24-hour car switching to Deltaport IY tracks
 - Reduces waiting times for rail crane operators and tractor drivers
 - Increases efficiency as loaded containers trolley over a moving track and container work continues uninterrupted adjacent to a moving track

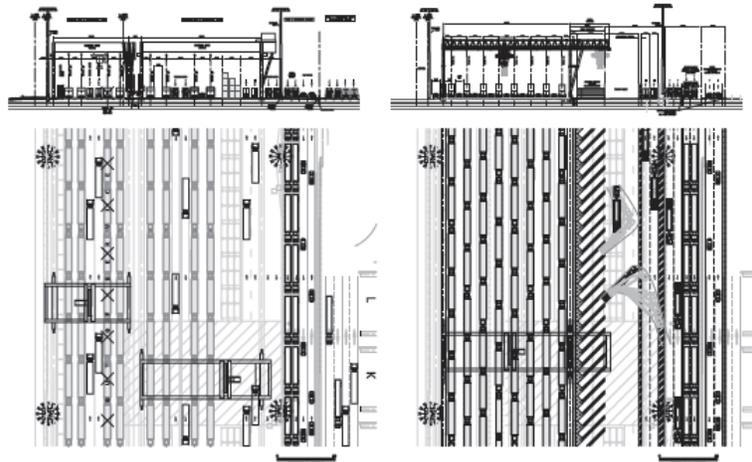
A Visual Look at the Design Changes

The differences between the existing, original, and revised plans for the proposed GCT Deltaport Intermodal Yard are compared below.



A Side-by-side Comparison of the Track Layouts

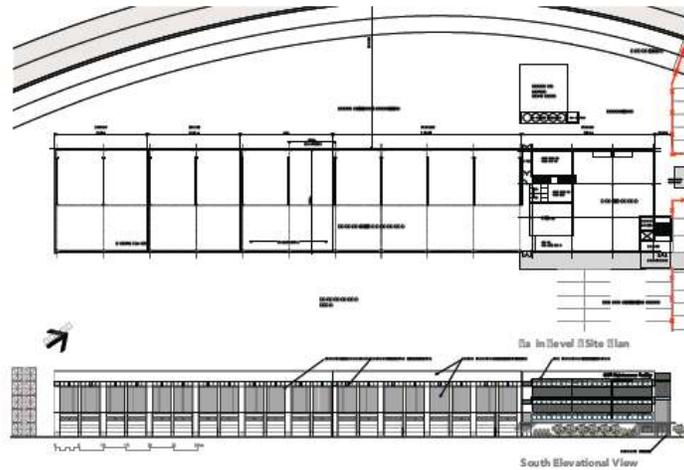
Comparison of current and future track layouts





The New Rail Maintenance Building

The GCT Deltaport Intermodal Yard Reconfiguration Includes a new Rail Maintenance Building that will provide the workshop space needed to maintain the new container handling equipment.



Building Details

- 3,930 square metres (42,300 square feet)
- 14.6 metres (48 feet) high, the same height as the current stacked containers
- Located at the west side of Pod 3 where the containers are presently stacked



Your Feedback is Important

Thank you for attending today's event to learn more about our proposed Intermodal Yard Reconfiguration project.

If you would like to submit any comments, please use the feedback forms available near the exit. You may fill out and submit the form on your way out or mail it in later. The deadline to submit feedback is June 12, 2015.

All feedback received will be reviewed and included in a Consultation Summary Report and Consideration Memo that GCT Canada will submit to Port Metro Vancouver. The documents will be publicly available and posted online at

<http://www.portmetrovancover.com/CCIP>.

Contact Us

If you have any further questions about the GCT Deltaport Intermodal Yard Reconfiguration project, please fill in the feedback form and contact Louanne Wong at feedback@globalterminals.com or call 604.267.5200.

Please mail any written feedback forms by June 12, 2015 to:

GCT Canada LP
c/o DTRRIP
1285 Franklin St
Vancouver, BC
V6A 1J9

Construction Effects and Mitigation

General Information

- The project will be completed entirely within the existing terminal, road, and rail footprints: no construction will occur within the marine environment
- Deltaport terminal will continue to operate on a 24-hour schedule, 7 days per week during construction of the Intermodal Yard Reconfiguration project
- Construction will take place concurrently with regular terminal operating hours mostly during the day, with occasional night, and weekend work as necessary
- No loud works, such as driving piles, are planned for the project

Proposed Mitigations



Dust

Dust will be controlled using best practices for sediment control including watering exposed, unpaved surfaces frequently, and sweeping paved surfaces to remove dust buildup. Construction stages are small in order to maintain the existing rail operation and will avoid potential dust exposure from large unpaved areas.



Waste Management

Construction and demolition debris will be collected and discarded at an appropriate disposal facility. When possible, excavated material will be re-used as backfill in trenches.



Noise and Light

Noise and light related to construction within the operating terminal will be imperceptible. Once construction is complete, the Intermodal Yard Reconfiguration project is expected to reduce light pollution from the terminal by replacing older light fixtures with modern LED light fixtures.

Appendix 3
Project Fact Sheet



Deltaport Terminal Road and Rail Improvement Project

Phase 2: GCT Deltaport Intermodal Yard Reconfiguration

Project Overview

GCT Canada is planning to expand the existing Deltaport Intermodal Yard (Deltaport IV) to meet projected rail capacity requirements. Our rail yard expansion is the second stage of the multi-phased expansion called Deltaport Terminal Road and Rail Improvement Project (DTRRIP), a collaboration with Port Metro Vancouver and the Province of BC.

Our densification approach to the Intermodal Yard Reconfiguration reflects our company's priority to increase capacity with little to no impact on the environment and community as possible. The project will be completed within our existing footprint, without the need for additional land creation to meet rail traffic demand through the Pacific Gateway.

Economic Impact & Growth

The existing Intermodal Yard is nearing capacity, limiting economic growth in the region. Economic benefits arising from DTRRIP include:

- \$500 million in GDP and \$900 million in economic output to British Columbia and Canada¹
- 5,000 and 5,500 new direct and indirect jobs²
- 55% increase in rail yard capacity at GCT Deltaport
- 25% increase in overall capacity at GCT Deltaport

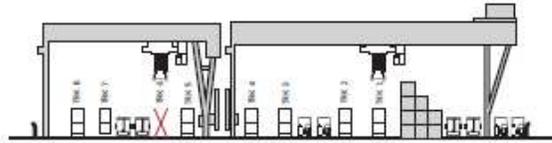
Intermodal Yard Reconfiguration Design Features

Since the environmental assessment for the project was initially reviewed and approved, GCT Canada has proposed improvements to the original plan that would improve sustainability, increase capacity, and gain efficiency within the same footprint.

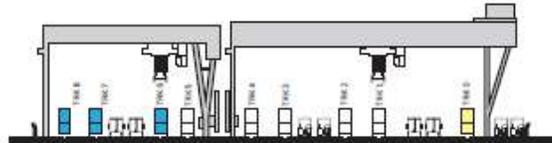
	ORIGINAL DESIGN	RECONFIGURED DESIGN
RAIL TRACK CHANGES	5 tracks realigned 2 new tracks added	Rearrangement of the existing 2 sets of 4 tracks into a single set of 8 tracks
CONTAINER HANDLING EQUIPMENT CHANGES	Add 4 rail cranes Add mobile container handling equipment in the container yard	Rearrangement of the existing 2 sets of 4 tracks into a single set of 8 tracks Replace 7 existing older, electric rail cranes with 8 new, semi-automated, electric rail cranes Add mobile container handling equipment in the container yard Replace lights with energy-efficient LED fixtures to reduce glare and alias light Add a new rail maintenance building

¹Source: Port Metro Vancouver

Existing Layout



Original Intermodal Yard Project



Intermodal Yard Reconfiguration Project

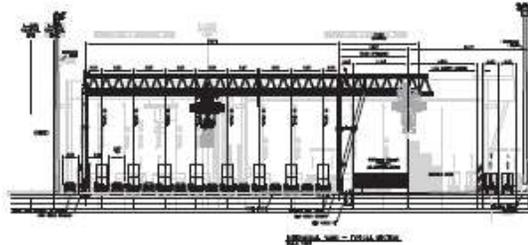


Figure 1: Profile view of the existing, original proposed design, and revised proposed reconfiguration to the GCT Deltaport Intermodal Yard.

Project Benefits

The proposed GCT Deltaport Intermodal Yard Reconfiguration optimizes the layout, providing significant operational benefits to our stakeholders, including:

- Increased rail capacity enabling sustainable intermodal cargo growth
- Decreased noise and greenhouse gas emissions with the introduction of electric, semi-automated cranes
- Reduced light aliasing as a result of the new energy-efficient LED lights
- Decreased emissions due to reduced equipment travel time
- Improved safety stemming from semi-automation as well as the elimination of manual inspections, repairs, and container exchanges from the working track area
- Improved operational performance and management of workflow in the Deltaport IY:
 - Enables 24-hour rail car switching to Deltaport IY tracks
 - Reduces waiting times for rail crane operators and tractor drivers
 - Increases efficiency as loaded containers trolley over a moving track and container work continues uninterrupted adjacent to a moving track

Rail Maintenance Building

The GCT Deltaport 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, state-of-the-art, container handling equipment. Located at the west side of Pod 3, where the containers are presently stacked, the building will be 14.6 metres (48 feet) tall – the same height as the current stacked containers.

Project Schedule

The anticipated schedule for the Intermodal Yard Reconfiguration Project is as follows:

- H1 2015: Design and public engagement
- H2 2015: Construction begins
- H2 2017: Construction complete
- Beyond 2017: Introduce two additional ship-to-shore cranes

Contact Information:

If you have any questions or comments about the GCT Deltaport Intermodal Yard Reconfiguration project, please fill in a feedback form and email Louanne Wong at feedback@globalterminals.com or call 604.267.5200.

Appendix 4 Feedback Form



Feedback Form

Deltaport Terminal Road and Rail Improvement Project Phase 2: Intermodal Yard Reconfiguration

Your responses to the questions below will help ensure our proposed Intermodal Yard Reconfiguration moves forward with minimal impact on community members and other local stakeholders. The input we receive will be collected and summarized into an Engagement Summary Report, which will be made available on the GCT Canada and Port Metro Vancouver websites. Please submit your feedback form by June 12, 2015.

1. Why did you attend today's Community Open House? (Check all that apply)

- To learn about the details of the Intermodal Yard Reconfiguration project
- To discuss potential project effects, including noise, dust, light or air pollution with GCT Canada staff
- I'm generally interested in Port development projects
- To get more information about job opportunities with GCT Canada

2. Construction stage of the Intermodal Yard Reconfiguration Project

Please indicate how important potential effects of proposed construction would be to you.

Topic	Very Important	Somewhat Important	Neutral	Not Very Important	Doesn't Matter to Me
Truck traffic to and from GCT Deltaport carrying construction materials and equipment	<input type="radio"/>				
Emissions from construction equipment	<input type="radio"/>				
Noise caused by demolition of existing buildings, reconfiguration of rail tracks, and construction of a new maintenance building	<input type="radio"/>				
Dust caused by construction activity	<input type="radio"/>				

Other (Please include detail)

3. GCT Deltaport operations after Intermodal Yard Reconfiguration completion

Once the reconfigured GCT Deltaport Intermodal Yard is complete and in operation, please indicate the importance of each topic.

Topic	Very Important	Somewhat Important	Neutral	Not Very Important	Doesn't Matter to Me
Reduced light by replacing older style light fixtures with modern, efficient LED light fixtures with less glare and reduced alias light	<input type="radio"/>				

Topic	Very Important	Somewhat Important	Neutral	Not Very Important	Doesn't Matter to Me
Reduced rail tractor emissions from the GCT Deltaport Intermodal Yard due to less tractor blockage, shortened driving distances and more efficient container handling	<input type="radio"/>				
Maintaining or reducing noise levels at GCT Deltaport	<input type="radio"/>				
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	<input type="radio"/>				

Other (please explain):

4. Which topics would you like to receive further updates about? (Please check all that apply.)

- Construction status updates
- Job postings
- Engagement Summary Report
- Traffic advisories
- Others: _____

5. Please provide any additional comments you may have regarding the Intermodal Yard Improvement project:

Please provide your contact information so we can follow up with you regarding subjects you have indicated (optional):

Name: _____
 Address: _____ City: _____ Postal Code: _____
 Email: _____ Phone: _____

Return your completed feedback form to:

Mailing Address:
 GCT Canada LP
 c/o DTRRIP
 1285 Franklin St
 Vancouver, BC
 V6A 1J9

Email: feedback@globalterminals.com
 Phone: 604.267.5200

Appendix 5
Feedback Form Email Invitation (Sample)

To: Kerry-Lynne Findlay, MP Delta-Richmond East, Minister of National Revenue

Dear Minister Findlay,

It was good to see you on the plane from Ottawa last week.

This is an update on GCT's proposed reconfiguration of our Deltaport intermodal yard. As you know, we have been working closely with Port Metro Vancouver on our permit application for this project, and on Saturday, May 30 we will host an Information Session to provide information to the public.

The project is the second stage of the overall Deltaport Terminal Road and Rail Improvement Project ("DTRRRIP"), a collaboration with PMV, BC Rail and the Province of BC. Further information on DTRRRIP is posted on PMV's website.

Attached please find our flyer with more information. In brief:

Date: Saturday, May 30

Time: 10:00 am – 2:00 pm

Place: Delta Town & Country Inn (Ballroom), 6005 Highway 17A (at Highway 99) Delta, BC

If you have any questions about the upcoming open house or the project, please feel free to contact me.

Best regards,

Todd Croll


Todd Croll

General Counsel and Corporate Secretary

T +1 604 267 5217

M +1 604 760 3614

GCT Global Container Terminals Inc.

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Vancouver, BC, Canada V6B 5C6

globalterminals.com

Appendix 6 Information Session Flyer

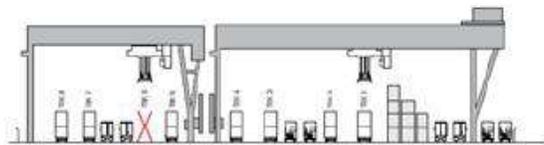


GCT Deltaport Intermodal Yard Reconfiguration

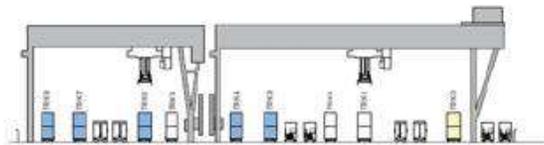
GCT Canada LP is planning to expand the existing GCT Deltaport Intermodal Yard (Deltaport IY) to meet projected rail capacity requirements. Our rail yard expansion is the second stage, the multi-phased called Deltaport Terminal Road and Rail Improvement Project (DTRRIP), a collaboration with Port Metro Vancouver and the Province of BC.

Our densification approach to the Intermodal Yard Reconfiguration reflects our company's priority to increase operational efficiency with as little impact on the environment and community as possible. Reconfiguring the rail track will optimize the facility's design, increasing capacity while reducing equipment travel time and greenhouse gas emissions. Older, diesel rail mounted gantry cranes (RMGS) will be replaced with the latest generation of semi-automated, electric RMGS. All work will take place in the existing footprint and no work will occur in the marine environment.

Existing Layout



Original Intermodal Yard Project



Intermodal Yard Reconfiguration Project

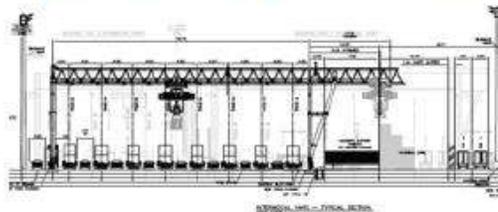


Figure 1: Profile view of the existing tracks, original proposed design, and revised proposed reconfiguration to the GCT Deltaport Intermodal Yard.

We encourage you to attend the upcoming **Community Open House** to learn more about the GCT Deltaport Intermodal Yard Reconfiguration project. Representatives from GCT Canada will be present at this information session to answer any questions you may have.

Open House Details:

Host: GCT Canada

Date: Saturday, May 30th

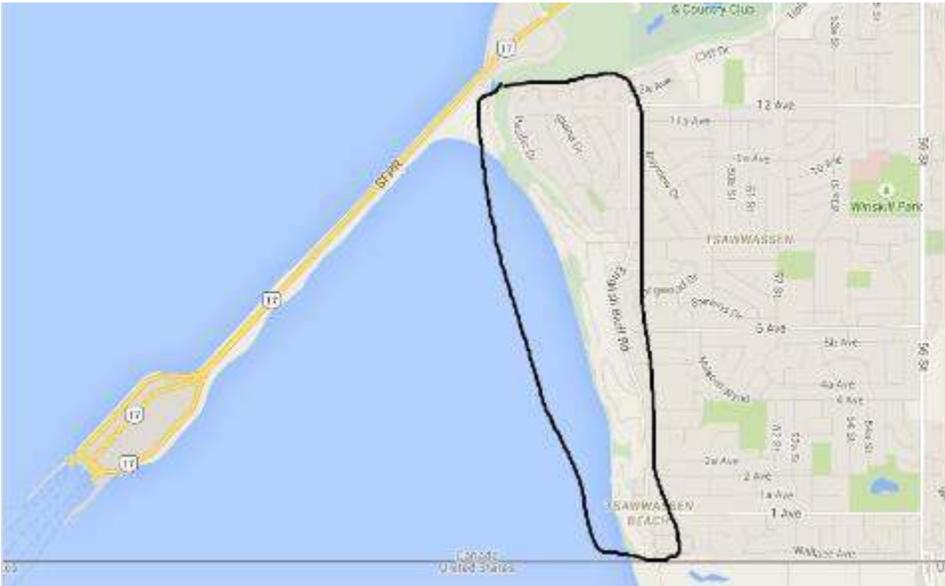
Time: 10:00 – 14:00

Delta Town & Country Inn (Ballroom)

6005 Highway 17A (at Highway 99) Delta, BC

If you have any questions about the upcoming Community Open House, please go to www.globalterminalsCanada.com/ProjectUpdates or contact Louanne Wong at 604-267-5200 or feedback@globalterminals.com.

Tsawwassen Map



Tsawwassen First Nation Area Map



Appendix 7 Newspaper Advertisement



Where tomorrow arrives today.



An open house for the future of GCT Deltaport.

Port Metro Vancouver is in the process of a multi-phased expansion called Deltaport Terminal Road & Rail Improvement Project (DTRRIP). GCT Canada LP's Intermodal Yard Reconfiguration for Deltaport is part of that project.

As long-time operators in the area, our goal is to ensure that the Canadian West Coast is prepared to meet future transportation demands with as little impact on the environment and community as possible. The proposed Intermodal Yard Reconfiguration will be completed within our existing footprint, requiring no additional land-creation. We encourage you attend the upcoming open house to learn more about the project.

Open House Details:

*Host: GCT Canada
Date: Saturday, May 30th
Time: 10:00 - 14:00
Delta Town & Country Inn
6005 Highway 17A (at Highway 99)
Delta, BC Canada V4K 5B8*

www.globalterminalscanada.com/ProjectUpdates

Appendix 8
Delta Council Meeting Presentation



GLOBAL
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TERMINALS

Deltaport Terminal Road and Rail Improvement Project (DTRRIP)

GCT Deltaport Intermodal Yard Reconfiguration



Summary

1. Project overview
2. Revised design
3. Construction mitigation
4. Project benefits

Project Overview At a glance



Phase 1
An overpass on existing Roberts Dam. Crossing to separate road and rail traffic. Completed in 2013-14.

Phase 2
GCT Deltaport Intermodal Yard Reconfiguration. New track changes and additional container handling equipment within existing Deltaport footprint. Construction will take place in 2015-17.

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

Phase 4
Additional rail track within the existing railway corridor and a portion of the Edison Lands.

Project Overview GCT Deltaport IY Reconfiguration

Why:

- Improves operational efficiency of rail operations
- Increases capacity by improving existing infrastructure
- Cost effective
- Overall reduced environmental impact

How:

- Densifies operations
- Reconfigures existing alignment
- Upgrades equipment
- Does not disturb marine environment

Project Overview **Why is this project important?**

-  Yields \$500mm in GDP and \$900mm in economic output
-  Creates 5,000 and 5,500 new direct and indirect jobs through construction and once in operation
-  Expands within existing footprint: no new land created
-  Enables efficient and sustainable rail cargo growth
-  Meets rail traffic demand for the Pacific Gateway

Revised Design **Reconfiguration Details**

CHANGES	Original Design	Reconfigured Design	Benefit
Rail Track	<ul style="list-style-type: none"> • Realign 5 tracks • Add 2 new tracks 	<ul style="list-style-type: none"> • Realign 2 x 4 tracks to 1 x 8 tracks 	<ul style="list-style-type: none"> • Efficient redesign • Cost-efficient expansion • >50% additional capacity
Container Handling Equipment (CHE)	<ul style="list-style-type: none"> • Add 4 electric RMGs 	<ul style="list-style-type: none"> • Replace 7 electric RMGs with 8 electric, cantilevered, RMGs 	<ul style="list-style-type: none"> • Reduced travel time • Reduced emissions • Quieter
	<ul style="list-style-type: none"> • Add mobile CHE in yard 	<ul style="list-style-type: none"> • Add mobile CHE in yard 	<ul style="list-style-type: none"> • Increased safety • Reduced overall impact
		<ul style="list-style-type: none"> • Replace lights with energy-efficient LED fixtures 	<ul style="list-style-type: none"> • Reduced glare and alias light
		<ul style="list-style-type: none"> • Add rail maintenance building 	<ul style="list-style-type: none"> • Provides workspace to maintain new CHE • Post construction employment

Construction Mitigation Proposed



Dust

Controlled with best practices for sediment control, including watering exposed, unpaved surfaces and sweeping paved surfaces to remove dust buildup. Construction stages are small to maintain the existing rail operation and will avoid potential dust exposure from large, unpaved areas.



Waste Management

Light related to construction is not expected to exceed permitted levels for the normal operations of GCT Deltaport.

Construction Mitigation Proposed



Noise

Noise related to construction is not expected to exceed permitted levels for the normal operations of GCT Deltaport. Once complete, noise levels will decrease due to the new, much quieter, electric, cantilevered RMGs.



Light

Light related to construction is not expected to exceed permitted levels for the normal operations of GCT Deltaport. Once complete, the IY Reconfiguration project is expected to reduce light pollution from the terminal by replacing older light fixtures with modern LED lights.

Project Benefits Summary



Sustainability

- Increases rail capacity allowing for sustainable intermodal cargo growth
- Decreases noise and GHGs with modernised, electric, cantilevered RMGs
- Reduces light glare as a result of the new energy-efficient LEDs
- Decreases emissions due to reduced equipment travel time



Safety

- Removes manual inspections and repairs from the working track area
- Completes container exchanges outside the working track area



Efficiency

- Improved operational performance and management of workflow
 - Enables 24h car switching
 - Reduces waiting times for RMG operators and tractor drivers
 - Increases efficiency as loaded containers trolley over a track and work continues uninterrupted



Thank you

GCT Deltaport Intermodal Yard Reconfiguration

