

**Meeting Date: September 5, 2017**

### **Tsawwassen Container Examination Facility (TCEF)**

- The main building at the TCEF is under construction now, scheduled for completion in mid-2018.
- The Vancouver Fraser Port Authority (VFPA) has just received an application for a second building on the site, which is now under lease to VFPA, for an "imaging facility." The application has yet to be confirmed as complete and it will be a Category B review.

### **Deltaport shore power**

- Construction is on track for completion Spring 2018.
- Completed to date: duct bank to high voltage shore connection pit #1; service chamber at berth face formed and poured, lid installed; distribution cabinet foundation.
- Construction of the second high voltage connection pit to commence after the completion of terminal quay crane commissioning in late August.

### **Roberts Bank Terminal 2 Project**

- The Review Panel for the Roberts Bank Terminal 2 Project continue to review the Environmental Impact Statement and are issuing information requests to the Vancouver Fraser Port Authority as they go.
  - The most recent information request (IR) package was issued on July 24, 2017 and contains 43 items that require responses from the port authority. This brings the total number of information requests issued to the port authority up to seven.
  - The port authority has submitted responses to IR Packages 1, 2, 3 and 4, and is currently working to provide response to the three outstanding IRs.
- Once the Review Panel is satisfied that there is sufficient information available, they will schedule panel hearings. We do not yet know when these will be.

### **2017 Mid-year Statistics**

- Vancouver Fraser Port Authority released its [2017 mid-year statistics](#) for trade through the Port of Vancouver.
- Overall cargo through the Port of Vancouver has increased four percent to 60 million metric tonnes (MMT) over the same time last year and mid-year records reached in bulk grain and containers.
- Container quantities (measured by TEUs or twenty-foot equivalents) increased by 9.6 per cent compared to mid-year 2016 to a record 1.6 million TEUs as a result of the strengthening economy as well as global demand for Canadian products shipped in containers and Canadian demand for consumer and manufacturing goods from Asia.
- Overall coal volumes are up seven per cent in 2017. Metallurgical coal volumes are steady at 12.3 MMT. While this represents a two per cent decrease from 2016, it is the fifth consecutive year of metallurgical coal export volumes reaching more than 12 million tonnes at the mid-year point.

## **Delta Office**

Recent topics of interest from community members have included:

- George Massey Tunnel Replacement (GMTR) Project: inquiries about design, Ladner exit, project status, etc. All visitors were referred to the GMTR website and project office.
- Inquiries about Port Community Liaison Committee as a result of recruitment for new members
- Other: questions about Deltaport tours; tours at Westshore Terminals; coal dust; requests for gift baskets for community events

Events at the Delta Community Office:

- July 12 – 15 – hosted *Urban Sturgeon Week* in partnership with Fraser River Sturgeon Conservation Society. Events included a meet and greet with Rick Hansen, Canada's Man in Motion and Fraser River sturgeon advocate; children's presentation; expert presentation and daily screening of documentary entitled *Giants Among Us*. Total attendance: 105
- July 27 – speaker series: Carmen Ortega, Manager, Trade Development of Vancouver Fraser Port Authority gave a presentation entitled *Vancouver: Canada's Largest Cruise Port*. Two sessions; attendance: 70 people.
- August 26 – community tours of Deltaport in partnership with GCT Canada; three tours of 50 people each; included community activations by GCT Canada and Port of Vancouver.

## **Committee Member Enquiries**

1. RE: CD Howe Report  
*Roger E – Community Member*

*Summary of email:* Roger suggested a presentation from the Vancouver Fraser Port Authority on their view of the recent C.D. Howe report and highlighted items from the report that would be of interest to the PCLC. Items noted including questioning of returning port revenues to the federal government to be used for pressing needs other than reinvesting in infrastructure and terminal expansion projects (page 4-5, 8) and justification for terminal 2.

*The C.D. Howe Institute report was written from the viewpoint of one independent think tank and lacks an appreciation for the role Canadian port authorities play within a highly complex, multi-stakeholder supply chain that must be competitive in order to assure Canada's prosperity. The Vancouver Fraser Port authority believes there are some issues with the notion of privatization including:*

- *The Port of Vancouver handles cargo in more sectors than any other port in North America. This includes automobiles, bulk goods, breakbulk goods and cruise, in addition to containers. Typically, the goal of private companies is to maximize profit for shareholders. Privatization of ports could result in a focus on of high-profit sectors exclusively, rather than diversification, which would not be in Canada's trade interests and could also lead to a monopolization of sectors.*
- *Over the last decade, the port authority has reinvested about 90% of its profits back into the gateway in capital expenditure, such as the Deltaport Truck Staging Area and the Tsawwassen Container Examination Facility. It would be unlikely that a private company would reinvest into port infrastructure, as its interests may be in maximizing profit and would likely need to pay shareholders. This leaves the question of who would pay for infrastructure. Likely, an increased amount of direct*

*government investment would be needed to be made into roads and railways in order to maintain and upgrade transportation infrastructure to facilitate Canada's trade.*

## **Latest News**

[Unique study to measure how vessel speed affects underwater noise and killer whales earns strong support from industry](#) – July 20, 2017

Fifty-two marine shipping industry organizations, along with Washington State Ferries, have committed to participate in a voluntary study, the first of its kind, to focus on the relationship between slower vessel speeds, underwater noise levels and effects on southern resident killer whales.

[Canada150 at Canada Place drew over 1.5 million to the festivities](#) – July 4, 2017

More than 1.5 million people took part in the various events at Canada150 at Canada Place across two days, including five performance stages, a citizenship ceremony welcoming 150 new Canadians, Canada150 Parade, pancake breakfast and a two-barge fireworks display.