

Meeting Date: November 28, 2017

Westshore Terminals Shoreline Protection Repairs

- Westshore Terminals is proposing to repair shoreline protection along their east and south side of their terminal. This requires re-installation of rip rap in areas where it has been displaced due to wave action and is no longer at its original design height.
- Rip rap is an important tool to protect marine infrastructure and to protect slopes from erosion.
- Installation is anticipated to take up to five days to complete. The works will be completed before the end of February 2018.
- The proposed works are anticipated to have minimal impacts to the community, and will take place during normal working hours, with flexibility to work on Sundays or holidays to accommodate vessel traffic.
- The project permit was issued in November by the port authority.

ECHO Program Vessel Slowdown Trial

- The ECHO Program's Vessel Slowdown Trial concluded on October 6.
- The overall average vessel participation rate, based on pilots self-reporting to Pacific Pilotage Authority dispatch following each transit, was 60 per cent.
- The ECHO Program is very encouraged by these results and would like to express their sincerest gratitude to all those who supported and participated in the planning and execution of the trial.
- Full results of the trial will be available in early 2018.

Port of Vancouver Community Awareness Campaign

- Television, radio and digital promotion will run from early October until December 10.
- Promoting the work of our partners, especially related to the ECHO Program and our work to better understand and manage the impact of shipping activities on at-risk whales throughout the southern coast of British Columbia.

Tsawwassen Container Examination Facility (TCEF)

- The main building warehouse at the TCEF is currently under construction, scheduled for completion by Q2, 2018.
- Located on the same parcel of land as the Container Examination Facility, construction of a large scale imaging facility operated by Canada Border Services Agency (CBSA) is anticipated to start in May 2018.
- The building will be built on the south west corner of the site. The permit is currently under review.
- The building is designed to image large objects including marine containers transport trucks and vehicles, using high energy rays. A small shed is proposed to be constructed on the north east corner of the site to store and ventilate containers.

Deltaport Truck Staging Area

- Advance Works at the proposed Deltaport Truck Staging facility are currently underway to complete placement of preload at the staging area and highway ramps.

- A major works construction tender will be made available publicly in mid-2018 for construction of the proposed Truck Staging facility.

Deltaport shore power

- Construction is on track for completion in spring 2018.
- Civil infrastructure work is 70% complete.
- Transformer and disconnect foundation has been poured and the pull box and catch basin are installed in the transformer yard.
- High voltage shore connection switchgear foundation and protection bollards are also installed.

Roberts Bank Terminal 2 Project

- The Review Panel for the Roberts Bank Terminal 2 (RBT2) Project continues 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 October 12, 2017 and contains 14 items that require responses from the port authority. This brings the total number of information requests issued to the port authority up to eight.
 - The port authority has submitted responses to IR Packages 1, 2, 3 and 4, and is currently working to provide response to the four 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.

Delta Office

Recent topics of interest from people who visited the office in September, October and November 2017.

Proposed Roberts Bank Terminal 2 project:

- Cost of project; impact on truck traffic (in the tunnel and elsewhere; when will project start; impact of project and other shipping activities on Southern Resident Killer Whales
- Interest in automation, procurement and employment opportunities, whether RBT2 and George Massey Tunnel Replacement (GMTR) projects are related; will the project result in additional road infrastructure improvements

Other port-related:

- Concerns regarding coal dust; proportion of port-bound trucks regularly transiting the George Massey tunnel; the volume and frequency of container trucks parking along Deltaport Way
- Interest in:
 - air quality monitoring and coal dust management
 - port and terminal tours
 - shore power
 - criminal activity on the waterfront
 - Speaker Series presentations
 - employment opportunities
 - the proportion of containers moved by rail versus truck
 - the preservation of agricultural land
- Queries regarding possibility of cruise ship terminal at Roberts Bank in response to a *Delta Optimist* newspaper article on November 3; pro, anti and neutral opinions voiced
- Several visitors expressed how much they enjoy the speaker series because the presentations are so informative.

Events at the Delta Community Office:

- September 20 – speaker series: Doug Mills, Senior Account Representative, Vancouver Fraser Port Authority gave a presentation entitled: *How Canada Feeds the World*. Two sessions; attendance: 46 people.
- October 18 – speaker series: John Beckett, Vice President, Training, Safety and Recruitment, B.C. Maritime Employers Association, gave a presentation entitled: *On B.C.'s Waterfront*. One session; attendance: 40 people.
- October 28 – Salty the Seagull, VFPA's mascot, visited the office and handed out Halloween candy and the Community Relations team: engaged with 56 people.
- November 2 – speaker series: Carolyn McFarlane and Gary Olszewski with Vancouver Fraser Port Authority gave a presentation entitled: *The Beauty of Shore Power*. Two sessions; attendance: 46 people.

Committee Member Enquiries

1. RE: Cruise ship terminal in Delta or Richmond
Roger E – Community Member

As part of the port update can you please ensure that the announcement of a cruise ship terminal in Delta or Richmond is covered? In particular the community will want to know just how the port intends to address the many issues that this would introduce including:

- Changes in the terminal footprint, size of the man-made island etc.
- Additional changes to the surrounding wetlands, the biofilm, water temperature, salinity and tidal flows etc.
- Additional changes to noise and light.
- Air quality and pollution - a full analysis of the impacts of new vessel types and their emissions
- Changes required on the causeway to accommodate passenger arrivals and departures
- Infrastructure requirements to service the cruise ships, both within the terminal footprint as well as on shore.
- Cumulative impacts on each wildlife species.
- Endangered species.
- Traffic impacts and highway requirements to service passenger movements to and from the cruise ship terminal

As growth in the cruise industry continues, the port authority is working closely with cruise lines, destination partners and industry associations to understand what the future demand for Vancouver's cruise terminal may be, and how to accommodate potential growth.

Currently, Canada Place is the only cruise terminal in the Lower Mainland and it operates at maximum capacity during the busy cruise season. This, combined with the cruise market trends towards larger cruise vessels will create challenges for existing facilities at Canada Place in the future.

To address the anticipated growth of the cruise industry in Vancouver, the Vancouver Fraser Port Authority is conducting a pre-feasibility study to explore how an increase in cruise traffic could be accommodated. All options are being reviewed, including

improvements to Canada Place and whether there is a potential for a new cruise terminal in the Lower Mainland.

While our preliminary analysis suggests there may be locations potentially suitable for a new cruise terminal, a thorough feasibility study would be needed to properly assess any potential site and related impacts, like you have mentioned, before any advancement can be made, including even putting a proposal forward. Therefore, it is still far too early to speculate on where and if another cruise terminal is a real possibility.

2. RE: Future of cruise ships
Robert M – Community Member

The November 3 *Delta Optimist* quotes Robin Silvester about expanding Port of Vancouver cruise ship capacity. PCLC members will look forward to learning more about this.

Certainly cruise ships are becoming very large, but even if the Port built capacity to handle ships with 5000 + tourists at a time, where would those ships go? It would be helpful if the Port's planners explained whether or not Pacific Pilotage would allow such ships (225,000 + gross tons, 360 m in length, 150 m in beam and 9 m in draft) to use the Inside Passage. Could the usual Alaska cruise ports of call handle the ships?

As with expanding the container port, development of a new cruise port would incur losses which must be quantified in environmental economic terms and included in the business case for expansion. I hope the Port will be more forthcoming in explaining this idea.

The port authority recently began a pre-feasibility study to explore how increased cruise traffic could be accommodated. As part of the study, all options are being reviewed, including improvements to Canada Place and whether there is a potential for a new cruise terminal in the Lower Mainland. It is still too early to know if another cruise terminal is a real possibility, but should the port authority be in a place to move forward with a feasibility study, stakeholder engagement – including with the Pacific Pilotage Authority – and environmental studies – like mentioned above – would be needed to properly assess any one site before a proposal could ever be put forward.

3. RE: Terminal ownership structure
Dennis M – Community Member

I was looking for an overview of the ownership structures down the coast as well as our port - land, operating equipment and general operations.

The Port of Vancouver is Canada's largest port. The Vancouver Fraser Port Authority's role is to responsibly facilitate Canada's trade through the port. We work together with port terminals and tenants to ensure the efficient and reliable movement of goods and passengers, integrating environmental, social and economic sustainability initiatives into all areas of port operations.

In Canada, Canadian Port Authorities manage federal port lands and waterways in and around Vancouver, on behalf of the government. As a landlord, we lease land to our tenants and terminal operators. There are, however, a few exceptions of privately owned properties, such as Vancouver Wharves. Private enterprises that lease federal property are responsible for day-to-day operations and maintenance of their property and assets.

There are 27 major marine cargo terminals and various other tenants located within the Port of Vancouver. The terminals handle a diverse range of commodities including bulk, breakbulk, containers, automobiles and cruise ships. A list of terminals and their operators follow below:

TERMINAL	OPERATOR
<i>Alliance Grain Terminal</i>	<i>Alliance Grain Terminal Ltd.</i>
<i>Burrard Products Terminal</i>	<i>Suncor</i>
<i>Canada Place</i>	<i>Cerescorp Company</i>
<i>Cargill</i>	<i>Cargill Ltd.</i>
<i>Cascadia</i>	<i>Viterra Inc.</i>
<i>Centerm</i>	<i>DP World Vancouver</i>
<i>Chemtrade</i>	<i>Chemtrade Logistics Inc.</i>
<i>Deltaport</i>	<i>GCT Canada Limited Partnership</i>
<i>Fibreco</i>	<i>Fibreco Export Inc.</i>
<i>Fraser Surrey Docks LP</i>	<i>Fraser Surrey Docks LP</i>
<i>IOCO</i>	<i>Imperial Oil Ltd.</i>
<i>Lantic Inc.</i>	<i>Lantic Inc.</i>
<i>Lynnterm</i>	<i>Western Stevedoring Company Ltd.</i>
<i>Neptune Bulk Terminals</i>	<i>Neptune Bulk Terminals (Canada) Ltd.</i>
<i>Pacific Coast Terminals</i>	<i>Pacific Coast Terminals Co. Ltd.</i>
<i>Pacific Elevators</i>	<i>Viterra Inc.</i>
<i>Richardson International</i>	<i>Richardson International Ltd.</i>
<i>Shellburn</i>	<i>Shell Canada Ltd.</i>
<i>Stanovan</i>	<i>Chevron Canada Ltd.</i>
<i>Univar Canada Terminal</i>	<i>Univar Canada</i>
<i>Vancouver Wharves</i>	<i>Kinder Morgan Canada Terminals Limited Partnership</i>
<i>Vanterm</i>	<i>GCT Canada Limited Partnership</i>
<i>Wallenius Wilhelmsen Logistics (WWL) Annacis Island and Richmond</i>	<i>WWL Vehicle Services Canada Ltd.</i>
<i>West Coast Reduction</i>	<i>West Coast Reduction Ltd.</i>
<i>Westridge</i>	<i>Kinder Morgan Canada Terminals Limited Partnership</i>
<i>Westshore Terminals</i>	<i>Westshore Terminals Ltd. Partnership</i>

Please see [Cargo and Terminals](#) on our website for more details about terminals and their operators. Additionally, you can review the [Chamber of Shipping of BC's Ports Handbook](#) to learn more about the types of services offered and types of commodities loaded at the terminals within the Port of Vancouver, as well as in British Columbia.

4. RE: Roberts Bank Terminal 2 Project Field Studies Update
Patrick T – Community Member

I have been asked by two different sources for a quick Port Update about the November 2017 Field Studies:

<http://www.robertsbankterminal2.com/wp-content/uploads/Roberts-Bank-Terminal-2-Project-Field-Studies-Information-Sheet-November-2017.pdf>

In particular, the "Recreational Trail Use Survey" is of interest to walkers and cyclists who frequent the Brunswick Point area. It would be helpful to better understand who is being surveyed, and how (for instance, is it solely individuals or groups that are on the breakwater path? Or are there plans to connect with other stakeholders as well?).

There are many groups with an interest in both conservation and recreation in the area (including Trans Canada Trails, TrailsBC, and the Delta HUB Cycling Committee, which I Chair). Since access to the area is limited - and it is winter right now - there is some concern that the "sample size" on the breakwater may not be fully representative.

The Recreational Trail Use Study was completed in response to an Information Request from the RBT2 Review Panel. Specifically, IR7-37 asked that the port authority "provide information on the levels of trail use within the local assessment area, especially the Brunswick Point/Dyke-Great Blue Heron trail, including bird watching."

To inform the study design, the City of Delta and Tsawwassen First Nation were contacted for input and, where necessary, permission.

As part of the study, surveyors were on site all day during daylight hours, and all trail users were counted. Each party was interviewed (voluntary participation) for information about the types of activities they undertake on the trail (i.e. walking, biking, bird watching, hunting), frequency of use, where they usually go, and barriers they may face accessing the trail.

The survey of trail users was designed to gather data on the volume and types of trail use, both in the summer and winter periods, as well as on week days and weekends. It is worth noting that while the weather was free of precipitation on each day of the survey, analysis of the results will still take into consideration the seasonal constraints related to the timing of the study.

Once the collection of results is complete, they will be included as a response to the RBT2 Review Panel, and will be posted to the panel registry. Additionally, results will be shared with the City of Delta, Tsawwassen First Nation, and PCLC.

Latest News

[Craig T. Munroe appointed to Vancouver Fraser Port Authority Board of Directors](#) – November 16, 2017

Her Excellency the Governor General in Council, in conjunction with the Minister of Transport, has appointed Craig T. Munroe to the board of directors of the Vancouver Fraser Port Authority for a term of three years commencing November 15, 2017.

[18th annual Port Fundraising Gala raises \\$240,000 for local charities](#) – October 24, 2017

The event was held in support of three charitable organizations: Harvest Project on the North Shore, Mission Possible in Vancouver's Downtown Eastside and Reach Child and Youth Development Society south of the Fraser River. Through ticket purchases, the sale of auction items, and the generous contributions of attendees, this year's event raised \$240,000 in support of these worthwhile organizations.

[Port authority makes move to protect trade-enabling industrial land through acquisition of three properties in the Lower Mainland](#) – October 18, 2017

The port authority recently purchased three strategic industrial-zoned properties in Richmond and Port Coquitlam. The acquisitions were made to secure trade-enabling land to support future port growth, facilitate Canada's trade and contribute to our local economy.

[Vancouver Fraser Port Authority board of directors approve amendments to Land Use Plan](#) – September 27, 2017

Four properties were added to the Port Authority's Land Use Plan. In their respective municipalities, the properties located in Delta and Richmond were designated as industrial use and the property located in Surrey was designated for mixed employment (lands comprised of industrial, commercial, office or institutional uses). All three properties are now designated for industrial use in the port authority's Land Use Plan. The property located in North Vancouver was designated by the municipality as industrial and is now designated for port terminal use by the port authority.

[Vancouver Fraser Port Authority wins marine environment award](#) – September 15, 2017

The port authority was honoured to be awarded the 2017 North American Marine Environment Protection Association (NAMEPA) award for its innovative marine environment protection initiatives in and around the Port of Vancouver. The award recognizes the port authority's Enhancing Cetacean Habitat and Observation (ECHO) Program, Habitat Enhancement Program and the Fraser River Improvement Initiative.