

**Meeting Date: January 11, 2018**

**Tsawwassen Container Examination Facility (TCEF)**

- The main building has been sustainably completed. Site works is planned for March 2018.
- The development permit application for the large scale imaging building is underway.
- Operations of the facility is planned to start in Q3, 2018.

**Deltaport Truck Staging Area**

- Preparation for the second phase of construction, which includes procurement of major work construction, is underway. A tender package for the major works stage of construction is being prepared and will be issued by the end of February.
- Construction is expected to start in the spring of 2018 and be completed by mid-2019.
- Key construction activities that will begin in the spring include:
  - dump trucks on the road to remove preload sand
  - work crews on site to install utilities for the new facility operations
  - work crews modifying the Highway 17A overpass embankment
  - paving

**Deltaport shore power**

- Civil infrastructure work is 90% complete.
- Installation of high voltage shore connection cables has commenced.
- System testing and commissioning is planned for Q2 in 2018.

**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 December 19, 2017 and contains 28 items that require responses from the port authority. This brings the total number of information requests issued to the port authority up to 10.
- The port authority has submitted responses to IR Packages 1, 2, 3 and 4, partial responses to IR Packages 5, 6, 7 and 8, and is currently working to provide response to the remaining 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.

**Committee Member Enquiries**

1. RE: Fraser Grain Terminal Ltd. | Grain Export Facility Project  
*Roger E – Community Member*

Part of this project [The Fraser Grain Terminal Ltd.] has implications for South Delta. PCLC needs to be informed as to the movement of 600,000 tonnes of grain by container to Deltaport and other container terminals.

1. How many containers per year will be moved via Deltaport?

2. How many of these containers will be moved by truck. How many additional truck trips per day does this translate to?

*Fraser Grain Terminal anticipates that 79 trucks will be leaving the site per day with full containers. It is anticipated that approximately 75% of these will be moved to Deltaport.*

*Based on this average of 75%:*

- *21,428 trucks with full containers will be moved from Fraser Grain Terminal to Deltaport per year (1 TEU/truck)*
- *59 trucks per day will be travelling from Fraser Grain Terminal to Deltaport*

*Please note that the number of trucks per day travelling to container terminals will be dependent on vessel availability at these terminals. Therefore, there may be some days when 100% of the trucks will go to Deltaport, and others when far fewer trucks will travel to Deltaport.*

**2. RE: Fraser Grain Terminal Ltd. | Grain Export Facility Project**  
*Roger E – Community Member*

*In response to enquiry above: I suggest this needs a full discussion at the next PCLC. The Port of Vancouver cannot keep adding more and more truck movements into and out of Deltaport. This is a prime example of where short sea shipping - i.e. barges - should be used instead of trucks.*

I would also like a wider discussion on port truck movements in and out of Deltaport, to include:

1. Empty rigs. There are more and more port trucks moving in or out of Deltaport with empty chassis. The Port was supposed to be addressing this years ago. What is being done?
2. Port Truck driving behaviour. Someone who uses Highway 17 and 99 on a regular basis pointed out to me recently the increasingly bad driving behaviour that exists. This person said it is now quite common for port trucks to use both lines on the highway, rather than staying in the right hand lane which is what they are supposed to do. I have noticed the same thing where it is common to see port trucks driving side by side taking up both lanes and blocking traffic from passing them. This is particularly bad on the approach to the Massey Tunnel, but also happens on a regular basis on Highway 17 between Tsawwassen and Surrey.
3. A prime cause of traffic congestion at the Massey Tunnel are the large numbers of port trucks, especially during rush hour. PCLC needs to receive statistics on the number of trucks per day to and from Deltaport, how many of these use the Massey Tunnel, and what can be done - such as short haul rail or short sea shipping - to alleviate the ever worsening traffic congestion.

This is a serious community issue and needs resolution.

*The focus of the Fraser Grain terminal is to ship bulk grain products on the Fraser River via an existing berth at Fraser Surrey Docks. The terminal would receive grains by rail which would then be transferred to storage silos or directly loaded onto ocean-going vessels at Fraser Surrey Docks. From the storage silos, most of the grain would be loaded onto vessels, and any remaining product transferred into containers, rail cars or trucks. Containers for export, which are filled with agricultural product, would be loaded directly onto container ships at Fraser Surrey Docks and would also be trucked to other container terminals, such as GCT Deltaport.*

*Currently, there are a number of transload facilities that exist south of the Fraser River that move agricultural products in containers by trucks to container terminals. The container terminals which receive these containers cannot be specifically selected or changed. Shipping lines, which service specific countries, call at specific terminals. This means that the terminal used is dependent on which shipping line is booked to transport the container.*

*Also, as you have alluded to, trucking is a very robust topic. We have connected with our Director of Land Operations to give a presentation on trucking in the Port of Vancouver at which point your additional questions will be answered. Unfortunately, he is not available to attend our January meeting but will likely attend our March meeting.*

**3.** RE: Jan 11 PCLC meeting – call for queries & Delta Optimist submission review  
*Robert M – Community Member*

For Jan 11<sup>th</sup>, I support Roger Emsley's request that the committee hear a brief on the relation between traffic on highways 17 and 99 and port truck traffic. We should not limit our focus to more containers moving between Delta Port and the proposed Fraser Grain Terminal, because I don't think we have current baselines for comparison.

The South Fraser Perimeter Road is no longer new; traffic has settled down after the removal of bridge tolls; seasonal traffic (e.g. tourist) is low; the truck parking facility is nearing completion; and the economies (global, regional, local) seem stable, even growing. And the rate of growth in residential construction in South Delta and South Surrey is accelerating and there's no rapid transit even in long range Metro plans.

Now would be a good time to measure (or hear reports on) current traffic patterns, and understand the proportion of that traffic going to and from the port. From that, at a subsequent PCLC meeting, we can consider options, e.g. restricting all truck traffic to left lanes, enforce the 80 kph speed limit, start 24 hour port operation. We would also be better prepared when the new provincial administration rolls the dice, and chooses expanding or replacing the Massey Tunnel.

*Thanks for your feedback Robert. As you have alluded to, trucking is a very robust topic. We have connected with our Director of Land Operations to give a presentation on trucking in the Port of Vancouver as which point your questions will be answered. Unfortunately, he is not available to attend our January meeting but will likely attend our March meeting.*

### **Latest News**

[Changes to access charges coming soon to benefit smaller container trucking companies](#)  
– December 5, 2017

Effective January 1, 2018, the amount the port authority charges container trucking companies that are authorized to operate within the port will be changed to benefit smaller companies. Annual charges will be more equitably distributed. The changes are being made in response to feedback from smaller trucking companies and government who said the charges were disproportionate.

[Special examination reports sounds operational practices by the Vancouver Fraser Port Authority](#)– December 6, 2017

As required by the *Canada Marine Act*, Canada Port Authorities must undergo a special examination to evaluate their operational practices and processes. The examination

assesses whether systems and practices provide reasonable assurance that the organization's assets are safeguarded and controlled; its financial, human and physical resources are managed economically and efficiently; and its operations are carried out effectively. Results showed that there were no significant deficiencies in the books, records, systems and practices related to the focus areas examined.

[Port authority applauds federal government's commitment to protect the marine environment](#) – December 11, 2017

The Vancouver Fraser Port Authority commends the federal government on its recent announcement to invest \$9.3 billion in the protection of Canada's coastal ecosystem through the Cumulative Effects of Marine Shipping initiative as part of the Oceans Protection Plan.

[Port authority submits annual report of permits granted in 2016](#) – December 11, 2017

Under section 71 of the *Canadian Environmental Assessment Act 2012* (CEAA 2012), Canada Port Authorities are required to report annually to Parliament on all permits they issued during the previous year. This requirement is one of several mechanisms in place that provides oversight to port authority matters. The report is publicly available on the websites of both the federal government and the port authority. In 2016, the Vancouver Fraser Port Authority granted 232 project permits.

[Just-released emissions inventory report finds significant decrease in Port of Vancouver air pollutant emissions since 2010](#) – December 12, 2017

The Vancouver Fraser Port Authority has released its third Port Emissions Inventory Report, which indicates air pollutant emissions have decreased significantly since 2010, despite an increase in trade through the port – a result of stronger regulation and investment in technology.

[Federal government's investment in oil spill research welcomed by port authority](#) – December 20, 2017

The Vancouver Fraser Port Authority applauds the federal government on its recent announcement to invest \$80 million on new science funding, partnerships, and technologies that will help mitigate and prevent marine incidents such as oil spills.

### **Delta Office**

Recent topics of interest from people who visited the office in December 2017:

- Proposed Roberts Bank Terminal 2 project
- Air quality monitoring and coal dust management
- Port and terminal tours
- Shore power
- Speaker Series presentations
- Possibility of cruise ship terminal at Roberts Bank in response to a *Delta Optimist* newspaper article on November 3

Events:

- December 16 – Christmas open house and gift wrapping fundraiser. Hosted the 4<sup>th</sup> annual gift wrapping fundraiser by students from Delta Secondary's Rotary Interact club. All proceeds to Delta Life Skills Society. Attendance: 45
- December 23 – The second day for the gift wrapping fundraiser. Attendance: 45