

Meeting Date: February 28, 2019

Tsawwassen Container Examination Facility

- From an engineering perspective, the Tsawwassen Container Examination Facility is complete. The facility is being outfitted by the warehouse operator (Harbour Link/Tidewater Container Services). Containers began moving through on February 25, 2019.
- Lighting system update:
 - The lighting system can be programmed to dim the lights when there is no activity in specific zones. Currently, outdoor lights dim to 50% within defined zones when there is no activity.
 - The LED technology used conforms to the lighting levels and design concept provided by Canada Border Services Agency (CBSA) and the Tsawwassen First Nation-Development Permit Area Regulation, and complies with the dark-sky requirement by CBSA, which promotes reduction in light pollution and demonstrates good ecologically sound night-time lighting practices.

Deltaport Truck Staging Area

- Advance works: Removal of the preload sand from the DTS site is ongoing and it is expected to be complete by end of Q1-2019.
- Current Status: The port authority signed a lease agreement for the facility's land with the B.C. Ministry of Transportation and Infrastructure in December 2018. An invitation to tender for the major works contract was issued in January and closed on February 15, 2019.
- Major Works Construction Contract: Dependent on funding agreements being finalized with Transport Canada, it is expected that a contract will be awarded by end of Q1-2019. If that occurs, construction would start in Q2-2019. The construction is expected to be substantially complete in Q3-2020.

Deltaport shore power

- Deltaport shore power construction is complete. With some final testing being completed, a connection with a shore power enabled container ship is expected shortly.

Roberts Bank Terminal 2 Project

- The independent review panel for the Roberts Bank Terminal 2 (RBT2) Project recently declared [sufficiency](#) for the project and provided three additional information requests in a letter dated February 22, 2019 which is posted to the panel registry.
- Provided that the port authority can commit to submitting the additional information requests within the timelines outlined in their letter, the review panel will schedule the public hearing and issue a Notice of Hearing.
- The port authority will review these requests, and will confirm by March 1, 2019 if it is able to provide the information requested prior to the public hearing.

BHP Potash Export Facility Project

- The port authority is still reviewing BHP Billiton Canada Inc. (BHP) proposed project under the Project and Environmental Review process as a Category D project.
- The proposed facility would have an annual capacity of eight million tonnes and would use an existing berth and portion of the existing container yard at Fraser Surrey Docks to load potash to deep sea vessels on the Fraser River.

- It would include the construction of an above-ground storage building, a travelling ship-loader, rail loop, rail unloading facility, transfer system and other associated terminal infrastructure.
- More details, including the public consultation summary and consideration reports can be found on our website.

Fraser Grain Terminal Project

- A PER project permit for Fraser Grain Terminal Export Project was issued on Friday, November 9, 2018.
- The permit can be found [here](#) and the project permit report [here](#). The permit is subject to 64 conditions.
- Construction started late 2018, and will take approximately 24 months to complete.
- A Construction Notification has been sent to the area detailing the following active works beginning in early February 2019:
 - Pile driving to construct the foundations for the terminal started Feb 11 and will take approximately a week. A second phase is scheduled to commence in late February and will take approximately three weeks to complete.
 - Sheet piling work is scheduled to commence in early February and will take approximately three months to complete.
 - Stone columns, for ground densification that uses vibration to compact aggregate materials within the ground, will commence in early February and will take approximately four months to complete.
 - Concrete pouring, general earthworks, site grading, utilities removal and installation will continue with material deliveries starting at the end of February.
 - Hours of work for construction activities will be consistent with the port authority's approved hours of construction: 7:00 a.m. to 8:00 p.m. Monday to Saturday (excluding statutory holidays).

Enhancing Cetacean Habitat and Observation (ECHO) program

Underwater noise initiatives:

- The Haro Strait slowdown, and Strait of Juan de Fuca lateral displacement trial both ended October 31, 2018. Results are expected in spring 2019.
- The **Haro Strait slowdown**, a voluntary industry-led initiative supported by the ECHO Program, requests vessels travelling the Haro Strait to slow down to a speed which has been optimized based on data from the 2017 trial.
- The **Strait of Juan de Fuca lateral displacement trial**, a voluntary initiative, asks vessels to move south when travelling through the Strait in order to reduce underwater noise in southern resident killer whale foraging habitat.

Whales in our Waters tutorial:

- The *Whales in our Waters* tutorial for mariners was launched on Friday, February 15 in advance of World Whale Day on Saturday, February 16.
- Just as World Whale Day seeks to raise awareness on the continuing need to protect whales, this tutorial was developed for mariners to build awareness of local whale species and best practices to implement when navigating ships in their presence.
- It was developed by the port authority-led ECHO Program and BC Ferries, in partnership with Ocean Wise. The media release is available on both the [Port of Vancouver](#) and [BC Ferries](#) websites and the tutorial itself can be [accessed here](#).
- For more information on ECHO Program initiatives, visit the port authority's [website](#).

EcoAction program

- The Vancouver Fraser Port Authority's EcoAction program, launched in 2007, offers discounts on harbour dues to commercial cargo ships meeting voluntary environmental best practices that reduce emissions, underwater noise and other environmental impacts. These practices include obtaining third-party environmental

designations, using cleaner fuels, and noise-reducing technologies. The program applies only to cargo and cruise ships calling on the Port of Vancouver, which includes Burrard Inlet, the Fraser River and Roberts Bank terminals.

- Effective January 1, 2019, the port authority has added a new incentive level and increased the number of underwater noise reducing options eligible for discounted harbour dues through its EcoAction program.
- Incentives to reduce ship noise were first added to the port authority's EcoAction program in 2017, making Canada the first country to encourage quieter ships.
- The EcoAction Program now accepts quiet ship notations from four different ship classification societies (the non-governmental organizations that establish and maintain technical standards for the construction and operation of ships), a performance indicator level from an environmental certification program for the maritime industry, and five propeller technologies, all of which can help reduce underwater noise emissions.
- Ships that have one or more of these quiet ship notations, performance indicator level or technologies are eligible to apply for the reduced fees.

2018 cargo statistics

- **Overall cargo** traded through the Port of Vancouver reached a new record of 147 million metric tonnes (MMT), posting a 3.5 per cent increase in tonnage compared to 2017.
- **Total cargo shipped in containers** was 26.6 MMT, 2.4 per cent over the previous 2017 high of 26.0 MMT.
- **Overall container units** increased by 4.4 per cent in 2018, setting a new record of 3.4 million 20-foot equivalent units (TEUs), including an increase of 3.0 per cent in full container units, a new record of 2.9 million TEUs.
- **Bulk grain** was 23.3 MMT in 2018, down 1.3 per cent over the previous 2017 high of 23.6 MMT.
 - Canola volumes increased by 1.9 per cent to 7.5 MMT.
 - Barley volumes increased by 54.4 per cent to 1.8 MMT.
- **Auto** volumes decreased by 1.1 per cent compared to 2017, with 424,985 units moved through the port in 2018.
- **Breakbulk cargo** was 18.6 MMT, up 11.7 per cent from 2017. Breakbulk forest product ended the year at 12.1 MMT, a 14.5 per cent increase against 2017. Domestic breakbulk log volumes increased by 19.0 per cent in 2018.
- **Bulk dry cargo** was 90.0 MMT, up 0.5 per cent from 2017.
 - Bulk Fertilizer volumes increased 16.3 per cent from 2017 to 11.5 MMT in 2018
 - Bulk Potash volumes increased 27.6 per cent from 2017 to 9.2 MMT in 2018
- **Bulk liquid tonnage** at 11.4 MMT, up 21.9 per cent from 2017.
- **Cruise** passengers increased 5.5 per cent in 2018 with 889,162 passengers compared to 842,928 passengers in 2017 on 241 cruise ship visits.

Committee member enquiries

Member enquiry (Robert)

1. Update on the ECHO program: what is the expected publication date of results for the 2018 monitoring program?

The 2018 underwater noise reduction initiatives ended on October 31, 2018 and overall results from the Haro Strait voluntary vessel slowdown and the Strait of Juan de Fuca lateral displacement trial will be available in spring 2019.

<https://www.portvancouver.com/environment/water-land-wildlife/echo-program/2018-underwater-vessel-noise-reduction-initiatives/>

2. The report on the 2017 ECHO program showed positive to significant noise reduction resulting from voluntary reduced vessel speed, but it also commented (p. 15) that this reduction may put the Port at a “significant competitive disadvantage”. Explain that apprehension, and does it imply the Port may abandon its advocacy of speed reduction to reduce adverse acoustical effects in orca ranges?

The Port of Vancouver trades approximately \$550 million in goods each day, with approximately \$375 million in foreign trade involving international traffic that may transit through Haro Strait. In terms of port competitiveness, the 2017 trial was not expected to impact the overall competitiveness of the port because of its voluntary nature and short duration.

However, a more permanent vessel slowdown in which all vessels had to participate, particularly if applied only to Canadian waters, could add cost and supply chain uncertainty and create a significant competitive disadvantage for the Port of Vancouver relative to competing West Coast ports. This in turn could potentially result in future diversions of international trade traffic and cruise passengers away from the Port of Vancouver.

To that end, the science of underwater noise is complex and research is needed to inform noise reduction actions. As a result of collaborative work the port authority has undertaken with regional partners through the ECHO Program, we know there is still lots of data to be gathered in order to make evidence-based decisions to ensure the best outcomes for both the environment and the important marine trade activities in the region.

In 2018, the ECHO Program supported an industry-led second voluntary vessel slowdown in Haro Strait, along with a second underwater noise reducing initiative in the Strait of Juan de Fuca led by Transport Canada. The analysis for the 2018 underwater noise reduction initiatives is underway and the ECHO Program team is currently working with their advisory working groups to plan for 2019.

3. Transport Canada has not posted the Port's reports on the “Interim Protocol for the Use of Southern BC Anchorages” (see: <https://www.tc.gc.ca/en/services/marine/ports-harbours/interim-protocol-use-southern-bc-anchorages.html>) for August through to say, December 2018. Since the Port will continue to assign such anchorages until July 2019,
- When will the remaining reports be posted, and by whom?
 - What consultations has the Port (or Transport Canada, or both) had with the province regarding the Port's criteria in assigning “southern BC anchorages”, and

Questions regarding the Transport Canada Interim Protocol for Southern Gulf Island Anchorages, including Transport Canada's consultation and engagement, are best answered by Transport Canada, Oceans Protection Plan, Pacific Region at 604.666.2387 or by email at TC.PacificAnchorages-Ancragesdupacifique.TC@tc.gc.ca.

- Does the Shipping Act and its regulations exempt discharges (eg ballast water, sewage) from foreign-flagged ships anchored in “southern BC anchorages” from compliance with the Fisheries Act Sect. 36, and BC's Environmental Management Act?

Questions regarding Transport Canada's Acts and Regulations are best answered by Transport Canada at questions@tc.gc.ca.

Delta Community Office report

Community engagement events:

- January 12 + 18 – The Container Trail tour: 69 people participated.
- January 23 – Inside Fraser Surrey Docks speaker event: Jeff Scott, president and CEO; 44 people attended.
- February 16 + 26 – The Container Trail tour; about 70 people participated.
- February 20 – Patrolling the Port speaker event: Stephen Brown, Director, Marine Operations and Security (interim), VFPA and Jason Krott, Senior Harbour Patrol Officer, VFPA. Two sessions; 76 people attended.

Upcoming events:

- Voyage of a Vessel presentation by Transport Canada, Canadian Coast Guard, Pacific Pilotage Authority and Vancouver Fraser Port Authority; March 6, 2019, 7 p.m. at Harris Barn, Ladner

Recent media releases

[Vancouver Fraser Port Authority expands noise reduction criteria to encourage quieter waters for endangered whales](#) – February 11, 2019

[Amendments to Port Information Guide formalize 15-knot speed reduction in the First Narrows and other safety best practices](#) – February 8, 2019

[Vancouver Fraser Port Authority renders decision on Fraser Grain Terminal Grain Export Facility project application](#) - November 15, 2018

[Port authority supports federal government's additional measures to protect southern resident killer whales](#) - November 13, 2018

[New Brighton Park Shoreline Habitat Restoration Project receives highest achievement of environmental project leadership](#) - November 6, 2018

[Port community donates \\$230,000 to three local charities](#) - November 1, 2018

[Vancouver Fraser Port Authority recognized for best practices in sustainability governance](#) - October 29, 2018