

Meeting Date: December 5, 2019

Deltaport Truck Staging Facility

Construction Update

- Major works construction activities are ongoing with 34% progress achieved for this stage by end of October and with an overall 44% progress for the whole project. The facility is on track to be fully operational by end of 2020.
- As part of construction for the project, ground remediation below the HWY 17A overpass will take place during December 2019, and final asphalt pavement to take place towards the end of March 2020.

Roberts Bank Terminal 2

- The Vancouver Fraser Port Authority initiated a formal procurement process for a terminal operator in 2015, with the expectation that the construction for the project would be operational by the early-2020s. However, it is taking longer than we anticipated to complete the required federal environmental assessment.
- Since much time has elapsed, we have decided it is prudent to revisit market conditions and then re-evaluate procurement options for both construction and operation of the terminal, all in the interest of ensuring we are pursuing the right model for Canada.
- This fall, we will go out to the infrastructure and terminal operator market to learn more about choosing the best possible delivery model for construction and operation of the terminal. This market sounding will inform our development of a request for qualifications, which we hope to issue by late 2020 – early 2021, and which will start a new project delivery procurement process.
- Roberts Bank Terminal 2 is urgently needed because Canada's west coast marine container terminals will be full by the mid-2020s, and RBT2 can only likely become operational by 2029.
- Over the past number of years, the port authority has been in negotiations with a potential terminal operator for Roberts Bank Terminal 2. In the view of delays and resulting decision to initiate a new procurement process, we have mutually agreed with the terminal operator to end those negotiations. Our decision is in no way a reflection of the capability of the proponent with whom we have been negotiating or the project's feasibility.

Habitat Enhancement Program (HEP) - annual post-construction monitoring events

- During annual monitoring, damage to the existing shear boom at the Riverfront Park Tidal Marsh site was identified (Fraser River north arm). The shear boom is meant to protect the habitat by deflecting floating logs and other debris away from the site. Repair or replacement of the boom is expected to proceed later this fall or early winter.

Deltaport shore power

- MSC Meline, a container ship, was the first ship to connect with the shore power system at Deltaport on November 14. Construction of the facilities were complete in fall 2018.

Shore power background for new members

- Shore power technology allows for ships fitted with the necessary equipment to shut down diesel powered auxiliary engines and plug into land-based electrical power. Each connection reduces greenhouse gases, and is equivalent to taking 20 cars off the road for one year.
- As a Canada Port Authority, we're mandated to protect the environment and consider communities that neighbour the port, while ensuring port infrastructure is in place to handle our country's expected growth in trade. Shore power is one of the ways we're taking action to reduce air emissions and promote the use of renewable energy for ships. This is the fourth shore power installation at the Port of Vancouver, and the second at a container terminal. We, along with our project partners, will continue to seek ways to reduce air emissions from ships, reduce ship noise and improve air quality for terminal employees and neighbouring communities.

Portside/ Blundell Road improvements project

- This past summer, the port authority received a commitment of funding from the Government of Canada to support upgrades in this area through its National Trade Corridors Fund. The Richmond Logistics Hub generates some of the highest volumes and most concentrated container trucking activity in the Lower Mainland. The planned improvements are anticipated to help alleviate traffic congestion and rail crossing delays, improve access to container logistics and warehouse facilities, support future port development, and improve public safety and emergency vehicle response.

The project includes:

- New Portside Road overpass at Blundell Road and No. 8 Road to eliminate an at grade rail crossing and provide space for future parallel rail tracks
- Blundell Road widening to four lanes between Portside Road and west of York Road, to improve safety, address congestion and accommodate forecast port traffic growth
- Portside Road extension and bridge over the No. 7 Road canal to provide access to port industrial lands

As a next step, we are connecting with port tenants, Indigenous groups, and the City of Richmond to provide updates about parts of the project that will intersect city jurisdiction. We will be providing additional information and engagement with companies operating in the area and the public as the project progresses.

Fraser Surrey Transportation Improvement Project

- To improve the fluidity and safety of road and rail traffic operations in the Robson Road-Timberland Road corridors in support of container, bulk, breakbulk and other logistics activities. Improvements will include:
 - Upgrades to at-grade railway crossings, road surfaces and drainage
 - Re-routing of through-traffic to reduce conflicts with Fraser Surrey Docks container operations
- Funding agreement has been signed, and the project schedule is being developed, but the project is targeted for completion by the end of 2021.

Land Use Plan update engagement process

- The process is currently in Phase 1: Review and update elements. Phase 2: Draft plan is expected to take place in Spring 2020
- From November 18 to December 9, 2019, you can view an interactive mapping tool of the proposed designation updates, read background information and complete a survey [here](#) (the survey will be live from Nov. 18)

Member Enquiries

1. RE: Agenda items
Astor D, Community Representative

I would like to add the following items on the agenda if possible:

- How does the Port of Vancouver or designated Govt. Organisations monitor the quality of water ballast being pumped out into the local Fraser River ports and terminals; to ensure minimum or no contamination of invasive species into local BC waters?
- Handling of container fires or pollution especially from undeclared or improperly declared hazardous/toxic goods in containers at port yards or terminals. (There have been several cases of similar fires on board container vessels at sea).
- If there is a fire on board a ship alongside a berth, how long will it take for first responders to arrive at the Delta Container Terminal (for example). Is there a plan in place if the situation escalates and have emergency fire drills been carried out with terminal representatives and first responders.

Response from the port authority:

How does the Port of Vancouver or designated Govt. Organisations monitor the quality of water ballast being pumped out into the local Fraser River ports and terminals; to ensure minimum or no contamination of invasive species into local BC waters?

- The Vancouver Fraser Port Authority was the first in North America to prohibit in-port ballast water exchange without prior mid-ocean exchange, to prevent the transfer of invasive species. Exchanging ballast water 200 nautical miles from shore in waters that are at least 2,000 metres deep currently provides the best available option to reduce the risk of introduction and transfer of alien species. This practice became the basis of government requirements now enforced by Transport Canada and adopted by many other countries. Please also refer to our [FAQ](#)
- Transport Canada provides further information on the program within their [Guide to Canada's Ballast Water Regulations](#)
 - Additional information on ballast water management can be found [here](#)

Please explain the handling of container fires or pollution especially from undeclared or improperly declared hazardous/toxic goods in containers at port yards or terminals.

- Transport Canada is the federal organization responsible for addressing risks associated with the transportation of dangerous goods.
- Transport Canada's formal risk assessment was initiated in the Fall of 2017 to evaluate the risks associated with the handling and transportation of undeclared or mis-declared dangerous goods (DGs) entering into Canada's transportation system through marine points of entry, with the goal to develop recommendations to treat these risks.
- Within the waters of the Port of Vancouver, the port authority's harbour master requires pre-notification of the movement of dangerous goods into the port. A

minimum of 24 hours advance notification is required for all dangerous cargoes entering the port by ship.

If there is a fire on board a ship alongside a berth, how long will it take for first responders to arrive at the Delta Container Terminal (for example). Is there a plan in place if the situation escalates and have emergency fire drills been carried out with terminal representatives and first responders.

- The Vancouver Fraser Port Authority's primary purpose is to facilitate Canadian trade in a safe and sustainable way with regard for neighbouring communities. As such, we are not the lead agency when it comes to emergencies, but we do provide assistance as we can. Usually this takes the form of working with first responders and other agencies, providing information on a situation through our 24/7 operations centre, our security cameras, and our patrol boat.
- Municipal first responders such as police and firefighters generally manage emergencies that occur on federal port lands. An example of this system in action was a chemical reaction at the Centerm container terminal in Burrard Inlet in early 2015. In that instance, the Vancouver Fire and Rescue Services was in charge, assisted by many other agencies as well as the port authority. Visit our [FAQ](#) on spill response for more information.
- Delta Fire have a great working relationship with both terminals at Roberts Bank and practice drills and scenarios frequently. Recently, we hosted an emergency response workshop, which brought together partner agencies to collaborate on strategic planning for coordinated response scenarios.

Delta Community Office report

Events since the last PCLC meeting:

- October 26 and November 8: *The Container Trail* tours for the public
- November 16: Delta Community Passport Challenge Harbour Tour

What's new:

- On November 16 the Delta Community Office team hosted 75 community members on a port-related Burrard Inlet tour. Thank you to our PCLC members who were able to join us. The *Delta Community Port Challenge*, was a summer passport challenge designed to engage the community. Total Number of participants: 152.

Upcoming events:

- October 26: *The Container Trail* tours for the public
- November 16: Delta Community Passport Challenge Harbour Tour

What we've heard

A community member visited the Delta office to enquire about the Fraser Grain Terminal project and engagement opportunities.

Recent media releases

[Last cruise ship of 2019 season departs Canada Place tomorrow](#) – October 31, 2019

The final cruise ship set to sail during the 2019 season will depart from Vancouver tomorrow, marking the end of the 33rd cruise season at Canada Place terminal at the Port of Vancouver.

[Port community donates \\$210,000 to three local charities](#) – October 23, 2019

On October 3, the Vancouver Fraser Port Authority hosted the 20th annual Port Fundraising Gala in partnership with Global Container Terminals, Fraser Surrey Docks, Western Stevedoring, and DP World Vancouver.

[Vancouver Fraser Port Authority renders decision on Westridge Marine Terminal Upgrade and Expansion Project permit application](#) - September 30, 2019

The Vancouver Fraser Port Authority has approved a permit application from Trans Mountain Pipeline ULC for the portion of the Trans Mountain Expansion Project within our jurisdiction involving the upgrade and expansion of the existing Westridge Marine Terminal in the Port of Vancouver.