



## Port update

Port Community Liaison Committee – Delta | December 10, 2020

### General updates

#### Port of Vancouver business sector update

October year-to-date numbers:

- Total October cargo volume year-to-date is at par with last year
- Some sectors have declined:
  - cruise sector, where the season has been effectively cancelled (down 100%);
  - auto sector, which is affected by consumer spending (down 24%). However, it is rebounding. September was up 6.5%) and October was up 34.5% in volumes.
- After a significant decline of containers in Q1, container volumes have recovered in Q2 and Q3. This sector has actually set a new single month volume record in October. 2020 YTD volumes are 1% below the 2019 level.
- Total cargo is performing well because there have been gains in other sectors:
  - potash is up 10% due to demand from China, Brazil and India
  - grain is up 21%; strong volumes continue and grain is on track to set a new annual record.

Cruise sector:

- Transport Canada has delayed the cruise season to February 28, 2021. Its press release is [here](#).
- The safety of passengers and guests who visit Canada Place remains our top priority. As a Canada Port Authority, we support and follow the direction of Transport Canada regarding the recently announced extension of measures pertaining to cruise ships. A typical cruise season at the Port of Vancouver begins in April and concludes in October. As a result, we can't speculate on the revenue impact for 2021. For your background, each time a cruise ship docks at Canada Place, it generates over \$3 million in direct local economic activity. We are in discussions with the cruise industry and tourism partners to support the industry under these challenging conditions. The port authority is a member of the Metro Vancouver Tourism and Hospitality Industry Response and Recovery Task Force. We are also working with the Association of Canadian Port Authorities Cruise Committee to resume safe cruise sector activity in Canada in 2021. This committee is comprised of Canada port authorities that have cruise terminals.

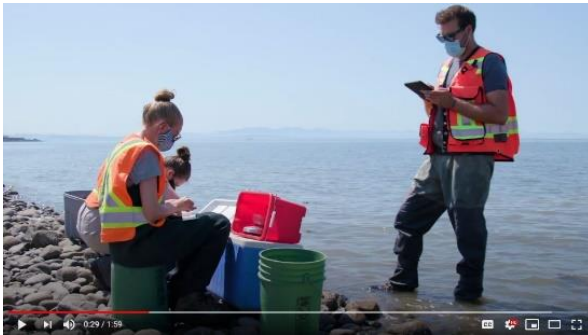
#### First LNG-fueled vessel calls on Port of Vancouver (in Delta)



On November 18, Ceres Terminals Canada welcomed NYK's first LNG fueled vessel into the Port of Vancouver on its first call of its maiden voyage. One of the world's largest pure car and truck carriers handling about 7000 vehicles per voyage, the Sakura Leader berthed at the WWS Annacis Island auto terminal in Delta. The ship is also the first LNG fueled cargo vessel to sail into the Port of Vancouver and is the first vessel for the NYK Line marked with the Digital Smart Ship notation. Press release and photos are [here](#).

## Updates about port authority-led projects

### Roberts Bank Terminal 2



No update other than the project team produced a video IN November that highlights ongoing work at Roberts Bank to protect salmon. [Read the story and watch the video here.](#)

## Updates about tenant-led projects

Background: The port authority controls the use of federally-owned port lands and water, leasing their use to terminal operators and other tenants. We are also responsible for land use planning for the federal lands that make up the port's jurisdiction. As laid out in the *Canada Marine Act*, our oversight includes conducting reviews and issuing permits for work, projects, and events proposed within our jurisdiction. More info is available [here](#).

The projects listed below are currently in the port authority's project and environmental review (PER) process. Although there are numerous projects under review, these ones are included because of their location in or proximity to Delta.

### Fraser Grain Terminal Ltd. | Grain Export Facility Project

Project status:

- Under construction
- Permit amendment under review

Permit issued: November 9, 2018

Project description:

- The Applicant is constructing a grain export facility to ship up to 4 million metric tonnes (MMT) per annum of bulk grain products including wheat, barley, oil seeds, pulses and other specialty grains on the Fraser River via an existing berth at Fraser Surrey Docks.
- The terminal will receive grain by rail which will then be transferred to storage silos, or directly loaded onto ocean-going vessels at Fraser Surrey Docks should a vessel be waiting at the dock. 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 would be trucked to other container terminals, such as Deltaport and Centerm. A small amount of agri-product would be distributed to customers in the Fraser Valley via rail and trucking.

Project update:

- The proposed works would include the installation of an enclosed cleaning system comprising cleaning machines and a dust control system to minimize fugitive dust emissions.
- The machines would be supported by a three-level, steel support structure, with a concrete foundation, walkways, and stair/ladder access.
- The structure would be lower than the height of the adjacent grain silos, and would be enclosed on two sides to provide weather protection and noise attenuation.

- Also proposed, and integrated with the cleaning system, are two 4,200 cubic foot screening storage bins, three cleaner baghouses, an enclosed conveyance system, a loading spout and a single storey Modular Control Centre (MCC) building to hold new switchgear.
- An additional switching station module and transformer for high voltage power would also be installed.
- Anticipated to be minimal impacts to the surrounding community based on air and noise assessments

Public engagement:

- As part of the Project and Environmental Review for the proposed project under the Impact Assessment Act, the proposed amendment is posted on the Canadian Impact Assessment Registry which is [here](#).
- ▶ There is an opportunity for public comment between November 18 and December 17, 2020.

## Updates about Greater Vancouver Gateway (GVG) 2030 projects

Background: In 2018 and 2019, the Vancouver Fraser Port Authority received funding from the Government of Canada through the National Trade Corridors Fund to progress multiple infrastructure projects throughout the Lower Mainland. These projects were identified through a collaborative planning process that involved the port authority, TransLink, the B.C. Ministry of Transportation and Infrastructure (MoTI), the Greater Vancouver Gateway Council, and Transport Canada. As part of our mandate to facilitate Canada's trade objectives, we are working with partners on projects that will ensure efficient road and rail networks in the region, and address the impacts of increased trade, including on safety, congestion, community access, and general livability. The program's Fall 2020 update is [here](#). Although there are numerous projects underway as part of this initiative, these ones are included because of their location in or proximity to Delta.

### Annacis Auto Terminal Optimization Project (Richmond/Delta)

The original scope of the Annacis Auto Terminal Optimization Project was reduced to manage costs. Over the coming months, the port authority and WWS will be working to determine the project scope and timelines. The revised scope will require Transport Canada approval. Construction for the project will begin in fall 2022, and will be complete by fall 2023. Project cost: \$85 million.

Status update:

- In October, the port authority, together with terminal operator WWS, reached a conditional agreement to optimize the Annacis Auto Terminal to increase the capacity and improve the efficiency of the existing operations
- All automobile volumes at the Port of Vancouver will be consolidated at the Annacis Auto Terminal to accommodate current and future forecasted auto volumes
- As the project progresses, the port authority will engage port authority tenants, local municipalities, Indigenous groups and the public to understand their interests and address concerns

### Fraser Surrey Port Lands Transportation Improvements Project (Delta/Surrey)

The project will increase terminal capacity at Fraser Surrey Docks and reduce road and rail crossing conflicts. Project cost: \$25 million.

The project includes:

- Creation of a Timberland Road (south) route for traffic to travel through the Fraser Surrey Port Lands
- Closure of the Robson Road-Timberland Road (north) corridor
- Upgrades to the Timberland Wye to create a four-way intersection
- Railway crossing upgrades along Timberland Road (seven crossings)
- Creation of left turn bays on Timberland Road (south) for access to Westran

Status update:

- Early planning underway
- Stakeholder letters introducing project sent to the City of Surrey and City of Delta

- Tenant notification letters sent October 2020
- Consultation continues with Indigenous groups
- Geotechnical investigation conducted the week of October 13, 2020

Detailed information will be provided to the committee in 2021.

### **Portside/Blundell Road Improvements Project (Richmond)**

The project involves upgrading roadways in the Fraser Richmond Industrial Lands, a 700-acre logistics area owned and managed by the port authority. This location has some of the region's most concentrated activity for moving goods from terminals to rail lines and trucks, and to other destinations. Project cost: \$100 million. More info is available [here](#).

The project includes:

- A new overpass on Portside Road at Blundell Road to cross over the CN rail line
- Widening Blundell Road from two to four lanes, between the No. 8 Road intersection and just west of York Road
- A new bridge and extension of Portside Road over the No. 7 Road canal
- A new multi-use pathway along the north side of Blundell Road and south side of Portside Road

Project status:

- Project team will continue conversations with stakeholders to discuss potential traffic impacts during construction, including with the City of Richmond, primary lease holders of port property, and Indigenous groups
- Construction anticipated to begin 2021

### **Delta Community Office update**

The Delta Community Office opened to the public in November. Current visitor hours are Tuesday, Wednesday, and Thursday, 11:00 a.m. to 3:00 p.m. The office may close without notice to comply with provincial health orders or if short staffed. Staff are on location throughout the week. The Delta Community Office is closed for the holidays as of December 19, reopening on Tuesday, January 5, 2021.

In November, the community office began collecting men's winter socks, hats and gloves for seafarers who visit the drop-in centre at Roberts Bank. Local residents are dropping off their donations which has created foot traffic to the office for the first time since March.

► If you would like to donate items, please drop them off at the community office. We are accepting donations now and throughout the winter.