



Port update

Port Community Liaison Committee – Delta | June 11, 2021

General updates

Port of Vancouver performance: 2021 year-to-date

- Q1 2021 total port volume 9% higher than Q1 2020, setting a new record for Q1
 - 9% higher than Q1 2019, the last record
- Q1 2021 bulk grain volume 39% higher than Q1 2020, setting a new record for Q1
 - Q1 2020 was the last record
- Q1 2021 container/TEU volumes 27% higher than Q1 2020, setting a new record for Q1
 - 11% higher than Q1 2019, the last record

2021 Vancouver Fraser Port Authority annual general meeting

Invitations were sent to PCLC members via email on May 4, 2021

- Our annual general meeting (AGM) was held on June 1, 2021
- As required by the *Canada Marine Act*, we hold an AGM every year to present our audited financial statements, discuss our previous year's results, and to provide an opportunity for stakeholders and the public to ask questions of the president and chief executive officer
- Recipients of the annual [Blue Circle Awards](#) were also announced. Thirteen shipping lines, four coastal marine operators and two terminal operators were recognized for their voluntary efforts to conserve energy and reduce emissions at the Port of Vancouver

Northwest Ports Clean Air Strategy renewal

- On April 7, 2021, the Vancouver Fraser Port Authority joined the Pacific northwestern ports of Seattle, Tacoma, and the Northwest Seaport Alliance in formally adopting the renewed Northwest Ports Clean Air Strategy (NWPCAS), which sets out a vision to gradually eliminate emissions from seaport-related activities by 2050
- Through a partnership between the four ports, the renewed [Northwest Ports Clean Air Strategy](#) aims to transition port activities away from fossil fuels and towards cleaner, lower-emission fuels and technologies in order to improve air quality and reduce emissions of both greenhouse gases (GHGs) and diesel particulate matter (DPM) in the Georgia Basin-Puget Sound air shed
- In line with the strategy, the port authority leads and participates in air quality and climate action programs designed to help conserve energy, reduce air contaminants and greenhouse gas emissions, and promote alternative energy sources, such as our [EcoAction program](#), the [Non-Road Diesel Emissions program](#), and our container truck environmental standards
- Our participation in the Northwest Ports Clean Air Strategy sets our direction and targets, and our port-wide [air emissions inventory](#) and [air quality monitoring initiatives](#) are the foundational programs we use to



Container truck environmental standards

Managed through the Truck Licensing System



Ecoaction and the blue circle awards

Rewarding ocean-going vessels for environmental choices



Non-road diesel emissions program

For cargo handling and other non-road diesel equipment



Shore power

For ocean-going vessels



Corporate initiatives

To reduce emissions from port authority activities

measure our overall progress and guide how we develop additional programs and incentives for the wider port community to engage in

Reducing container truck emissions

- In 2008, the Port of Vancouver was the first port in Canada to implement comprehensive environmental requirements for container trucks to reduce air emissions. Compliance with the environmental program is mandatory to gain approval in the port authority's [Truck Licensing System \(TLS\)](#)
- The key environmental requirement for trucks older than 2007 currently in the Truck Licensing System includes the installation of specific retrofits to bring emissions closer to federal government limits on newer engines. Any new container trucks being added by a Truck Licensing System participant must be 2014 or newer, both in model and engine year

TLS Rolling Truck Age Program

- On February 1, 2022, in keeping with our vision to be the world's most sustainable port, the Vancouver Fraser Port Authority will launch the TLS Rolling Truck Age Program. Under the new program, only trucks that are 10-years old or newer will be approved to access the Port of Vancouver
- The program, developed in consultation with the drayage community since 2015, is designed to help improve air quality and support cleaner, healthier communities within the Port of Vancouver
- The program complements the port authority's existing truck engine emissions standards and other supply chain environmental programs. It also supports the Northwest Ports Clean Air Strategy, a partnership of the Vancouver Fraser Port Authority, and the ports of Seattle and Tacoma

ECHO Program publishes 2020 annual report and 2021 season begins June 1

- The port authority-led Enhancing Cetacean Habitat and Observation (ECHO) Program is celebrating its five-year anniversary of coordinating voluntary underwater noise reduction initiatives in southern resident killer whale (SRKW) critical habitat areas off British Columbia's southern coast
- The 2021 season of voluntary measures begins June 1 and includes a ship slowdown at Swiftsure Bank and a lateral displacement in the Strait of Juan de Fuca. A third initiative at Haro Strait and Boundary Pass will be activated upon confirmation of SRKW presence in the area
- The recently published [2020 ECHO Program annual report](#) details how the program achieved record-high participation rates in two of its voluntary underwater noise reduction initiatives last year, while also introducing a new slowdown at Swiftsure Bank



- For more information on the ECHO Program's voluntary underwater noise initiatives and the program's participants, advisors, and partners see:
 - [ECHO Program 2021 participants](#)
 - [ECHO Program 2021 voluntary underwater noise reduction initiatives](#)

Canada Day at Canada Place

- Our Canada Day at Canada Place celebration will take place virtually again. We will be hosting a special one-hour broadcast on Global BC at 11:00 a.m. on Thursday, July 1, with musical performances, culinary demonstrations, a mascot dance-off, and more. [Visit our website for updates](#), and please free to share with your networks!

US Bill allows Alaskan cruises to bypass Canadian ports

- Our understanding is that the law will be in effect until current cruise ship restrictions are lifted in Canada (the current ban is in place until February 28, 2022). Once cruising in Canada resumes, we expect cruise ships to continue stopping at Canadian ports as they have before
- We recognize the strong economic importance of the cruise business, with each cruise ship visit in Vancouver contributing \$3.2 million in direct economic impact to the local economy
- We are working with our travel destination partners to develop a framework for a future, phased restart of the Vancouver to Alaska Cruise. When the time is right, we look forward to welcoming cruise travellers from within British Columbia, Canada, and around the world
- In anticipation of cruise restrictions being lifted in Canada, there are currently more than 300 cruise ship visits scheduled to arrive in Vancouver for the 2022 season

Garry Point incident

- On April 30, 2021 a woman and her dog walking along the water at Garry Point Park in Richmond were swept up in the water and injured due to a wave from a passing ship
- We recognize the seriousness of this incident and the impacts on those involved. We have initiated discussions with the Pacific Pilotage Authority and other agencies to determine what factors may have led to this unfortunate event. As a port authority, we are responsible for ensuring the safety of the waterways within port jurisdiction, which includes this area of the Fraser River. We regularly review and update the safety practices and procedures we have set in place for vessels to follow, in particular those along the Fraser River, to highlight critical safety information and potential hazards that are unique to river waters and narrow channels

Updates on projects on federal lands in the port authority's jurisdiction

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 they are located in Delta, are near Delta and/or of interest to this committee.

DP World Fraser Surrey | Containerized dry bulk handling project

Project status:

- Project permit issued on April 12, 2021
 - The proposed operations do not require the construction of any new infrastructure on site or additional off-road motorized equipment
 - The specialized revolving heads are interchangeable with the standard spreader heads and the two types of heads would be manually switched out as necessary

Project description:

- DP World is proposing to utilize specialized revolving heads on up to three existing gantry cranes in order to facilitate the handling of containerized dry bulk cargoes at its DP World – Fraser Surrey site. DP World

anticipates handling a wide range of containerized dry bulk cargoes, which include but are not limited to copper concentrate, potash, zinc and lead concentrates. The utilization of the specialized revolving heads would allow cargoes to be handled more efficiently. A mobile dust suppression unit fitted around the rim of the vessel hatch would emit water mist to prevent dust from escaping the hold of the vessel. For more information, visit our [website](#).

Public engagement:

- A notice of intent for the proposed project was posted to the Canadian Impact Assessment Agency registry with an opportunity for public comment. The applicant held a public engagement period December 23, 2020 to January 29, 2021.
- The summary of the consultation and consideration report of how feedback will be considered will be posted the VFPA website [here](#) and on DP World's [project website](#).

Metro Vancouver Annacis Island Wastewater Treatment Plant

Project status:

- Permit amendment issued on March 22, 2021
- Permit amendment issued on April 8, 2020
- Permit issued on March 10, 2019 – construction is expected to take approximately 3 years

Project description:

- Metro Vancouver proposes to construct a new outfall system in the Fraser River as part of upgrades to increase the secondary treatment capacity of the Annacis Island Wastewater Treatment Plant. Project components located on lands and waters administered by the port authority include a section of the outfall tunnel, the river riser, and the diffuser manifold. For more information, visit our [website](#).

Project update:

- In March 2021, an authorization was issued for the continuation of construction and physical activities outside of standard construction hours (as set out in Permit condition No. 32). Construction work will be allowed 7 days a week, 24 hours a day, from April 15 to June 15, 2021. Metro Vancouver also has an existing authorization issued in April 2020 for construction outside of standard hours between June 16, 2021 to February 28, 2022.

City of Delta Stormwater Outfall | 8600 River Road, Delta

Project status: *Permit under review*

- In December 2020, the City of Delta submitted a project permit application to construct a Stormwater Outfall, located at 8600 River Road in Delta on federal lands and waters managed by the Vancouver Fraser Port Authority.

Project description:

- The City of Delta proposes to install a new stormwater outfall at 8600 River Road, Delta. The outfall will capture immediate runoff from the surrounding 15 hectare catchment allowing for better stormwater servicing in the area and enabling redevelopment. The current system conveys the area's stormwater over 2 kilometres to the next outfall where there are existing capacity concerns. The outfall at 8600 River Road will alleviate those concerns and provide additional future capacity.
- The City of Delta proposes to remove woody debris in two nearby areas of marsh as habitat offsetting in support of a Fisheries Act Authorization for the project.

Public engagement:

- As part of the Project and Environmental Review for the proposed project under the *Impact Assessment Act*, the proposed project is posted on the [Canadian Impact Assessment Registry](#) with an opportunity for public comment between January 26, 2021 to February 27, 2021. No comments were received.

Fraser Grain Terminal Ltd. | Grain export facility project

Project status:

- Under construction

- On April 30, 2021, [approval](#) was granted by Vancouver Fraser Port Authority to extend work outside of standard construction hours (as set out in Permit condition No. 36) for the following specific activity. Work is permitted 24 hours a day x six days a week between May 24 and November 24, 2021 to complete grain storage bin remediation work. A [construction notification letter](#) was sent to the surrounding community prior to work commencing.
- Permit amendment issued January 6, 2021
- 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 project includes the construction of 25 above ground steel storage silos, three fixed stationary shiploaders, a semi-loop rail track, container loading facility and storage yard, rail and truck loading facility and other associated terminal infrastructure.
- 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:

- Work has begun on the steel hopper bins (for recertification). Works due to be complete November 2021.
- Wrapping up commissioning of the ship loader in the next few weeks before moving towards full operations in June, 2021.

Updates on Greater Vancouver Gateway (GVG) 2030 projects

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. 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 proposed Annacis Auto Terminal Optimization Project will improve the efficiency of the terminal's operations within the existing footprint, increase its ability to handle a greater volume of automobile imports in the future, and help meet emerging climate change targets by responding to increased demand for electric vehicles. Construction for the project is expected to begin in fall 2022 and be complete by fall 2023.

Status update:

- The revised project scope is pending approval from Transport Canada
- Once the revised project scope is approved by Transport Canada, early outreach will begin with municipalities, port tenants, and Indigenous groups
- The project is targeting fall 2021 for a project and environmental review application

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

Project status:

- Permit under review – see the new PER [project webpage](#) for more information

Project description:

- The port authority is proposing to undertake road and rail improvements within the Fraser Surrey Port Lands to alleviate traffic congestion and rail crossing delays, and improve the movement of goods for port tenants. The Fraser Surrey Port Lands is an industrial area situated alongside Highway 17 at Tannery Road, bordering on the municipalities of Surrey and Delta.

The project includes:

- Creation of a Timberland Road (south) route for traffic to travel through the Fraser Surrey Port Lands
- Upgrades to the Timberland Wye to create a four-way intersection
- Railway crossing upgrades along Timberland Road to meet federal standards
- Implementation of vehicle access control system gate
- Adding street lighting, relocating closed-circuit television cameras, and integrating camera feeds into the port authority's operations centre

Anticipated timeline:

- 2019 – Project successful in receiving funding from the Government of Canada's National Trade Corridors Fund for design and construction
- April 2021 – PER application submission
- Spring/summer 2021 – Public and stakeholder engagement
- Fall 2021 – Construction start

Status update:

- Early planning underway
- Project team working through the PER submission process
- Notification letters introducing project sent to the City of Surrey and City of Delta in July 2020
- ▶ **Opportunity to comment:** in alignment with the PER process, a public engagement and public comment period will take place between **June 16 to July 21, 2021** – visit the [engagement website](#) for information on how to submit your feedback.
- Online information session will be held on July 8, 2021 for port tenants and nearby businesses
- Consultation continues with Indigenous groups

For more information about these and other projects in the Port of Vancouver:

- [Port authority-led infrastructure projects](#)
- Other projects in the port - [Status of permit applications](#)

Roberts Bank Terminal 2

Clarification of agricultural land use

- The Roberts Bank Terminal 2 Project would require a very small parcel of land (1 hectare) that is currently designated as agricultural. The parcel is currently used as rail right-of-way.
- We acquired a 4-acre parcel of land at the base of the Roberts Bank causeway from BC Rail, which includes the right-of-way required for the project. We had sought a right-of-way from BC Rail for a narrow strip of Lot 3, but instead were offered the entire property because BC Rail no longer needed it for rail purposes.

- While the parcel of land was designated as agricultural, none of the land required for the rail right-of-way was or is currently being used for agricultural purposes, and the port authority's acquisition of the land will not affect existing farmers.
- The parcel of land is currently designated as a "special study area" under the port authority's Land Use Plan because further study, consultation and planning is required to determine the future use of the remainder of the property not required for Roberts Bank Terminal 2.
- This is the only agricultural land that would be required for the project

Offsite offsetting projects for the RBT2 Project

Delta projects (Westham Island Canoe Pass Tidal Marsh Project, South Causeway Eelgrass Project)

- We are advancing technical work, Indigenous consultation and stakeholder engagement in support of the Roberts Bank Terminal 2 Project Offsetting Plan, including projects proposed in Delta
- Recent work includes:
 - The Roberts Bank Terminal 2 Project team continues to meet with the Delta Farmers' Institute and the City of Delta to discuss the Westham Island Canoe Pass Tidal Marsh Project and looks forward to ongoing conversations
 - Land tenure is being advanced with regard to the Westham Island Canoe Pass Tidal Marsh Project.
 - South Causeway Eelgrass Project (formerly known the Tsawwassen Eelgrass Project):
 - After ongoing discussion with Tsawwassen First Nation, the project team has recently renamed the Tsawwassen Eelgrass Project to the South Causeway Eelgrass Project
 - We believe this name change will provide clarity and reflect what we've heard during consultation on the Roberts Bank Terminal 2 Project

Delta Community Office update

The Delta Community Office is open to the public Tuesday, Wednesday, and Thursday, 11:00 a.m. to 3:00 p.m. Arshpreet Mander, a community relations student has joined our team for the summer.