

NO: R244

COUNCIL DATE: December 20, 2021

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **December 16, 2021**

FROM: **General Manager, Engineering**

FILE: **5650-40**

SUBJECT: **Comments on the Deltaport Expansion – Berth Four Project**

RECOMMENDATION

The Engineering Departments recommend that Council:

1. Receive this report for information;
2. Endorse comments on the Deltaport Expansion – Berth Four Project, as outlined in the report; and
3. Instruct the City Clerk to forward a copy of this report and the related Council resolution to the Impact Assessment Agency of Canada before January 7, 2022.

INTENT

The purpose of this report is to provide information to Council on the Global Container Terminals Canada Inc.'s ("GCT") proposed Deltaport Expansion - Berth Four Project ("DP4 Project") and to provide staff comments to the Impact Assessment Agency of Canada within the comment period ending January 7, 2022.

BACKGROUND

GCT is proposing to expand the existing GCT Deltaport Container Terminal located in Delta, BC by adding a fourth berth on the east side of the Roberts Bank Causeway. The DP4 Project proposes to expand the existing marine shipping facility and increase the international shipping capacity of the facility by an additional two million 20-foot-long storage containers per year. The DP4 Project includes a 44-hectare expansion of the terminal for container handling and storage, a 560-metre berth expansion, a 12-hectare expansion of the existing intermodal rail yard, and a barge berth to accommodate future potential demand for short sea shipping capability, as shown in Appendix "I".

In October 2021, the Impact Assessment Agency of Canada decided that an impact assessment was required for the DP4 Project, in accordance with the *Impact Assessment Act* and British Columbia *Environment Assessment Act*. The Impact Assessment Agency of Canada and BC Environment Assessment Office are collaborating to provide a joint review process. As part of this review process the public comment period is now open and closes January 7, 2022.

The DP4 Project is a separate project to the Roberts Bank Terminal 2 (“RBT2”) project. The RBT2 project is a larger scale project also located at Roberts Bank in Delta that is sponsored by Vancouver Fraser Port Authority. The RBT2 project involves the construction of a new three-berth marine terminal as illustrated in Appendix “II”. Corporate Report No. R227; 2013 was provided to Council with comments in November 2013. RBT2 was initiated in 2011 and is further along in the process with the Federal Review Panel for the project releasing their report in March 2020 requiring further information be submitted.

Roberts Bank Trade Area Projects

In 2006, the Asia-Pacific Gateway and Corridor initiative was launched to bring together numerous agencies to enhance goods movement operations, accommodate anticipated growth, and mitigate potential impacts. The Roberts Bank Rail Corridor (“RBRC”) Road Rail interface study was conducted and identified nine road/rail projects in Surrey and Langley. A funding agreement was reached in 2010 and led to the successful RBRC combo project of \$182 Million with rail overpasses at four of the locations in Surrey 152 Street, 192 Street, 196 Street and 54 Avenue constructed.

In 2014, the Gateway Transportation Collaboration Forum (“GTCF”) was established to continue this successful collaboration and identify potential projects that would be candidates new funding Federal funding streams and programs. The GCTF included representatives from:

- Transport Canada;
- Port Metro Vancouver;
- BC Ministry of Transportation and Infrastructure;
- South Coast BC Transportation Authority (TransLink); and
- Greater Vancouver Gateway Council.

Surrey was included as a stakeholder as the part of the Fraser River Trade Area and Roberts Bank Trade Area (“RBTA”). A new study was commissioned for the RBTA which concluded five critical projects for Surrey for further evaluation, as shown in Appendix “III”, should there be any further expansion at Roberts Bank/Deltaport:

1. 168 Street Grade Separation Overpass;
2. 184 Street Grade-separation Overpass;
3. 16 Avenue corridor widening (from King George Boulevard in Surrey to 196 Street);
4. Highway 99 and 152 Street Interchange; and
5. Grade Separation of Burlington Northern Santa Fe (“BNSF”) tracks at Crescent Beach.

DISCUSSION

In July 2021, GCT met with staff to review the draft DP4 Project detailed project description. GCT advised that they will have the ability to implement measures to mitigate potential impacts within its anticipated lease boundary as part of their transportation plan.

In summary, the comments on the DP4 project are as follows:

- The DP4 Project is estimated to create an additional eight rail movements, 2,900 truck movements and 1,700 other road movements per day;
- The impacts directly at the site in Delta are being considered by the applicants; however, impacts to neighbouring municipalities, such as Surrey, are not being considered at this time even though there will be attributable increases in rail and train movements across Surrey;
- A condition of Provincial approval of the D4P Project should be road, highway, and rail grade separation (overpasses) improvements in Surrey, as discussed herein this report; and
- Increases to rail and truck traffic on Surrey's roads result in:
 - Increases to transportation movements and greenhouse gases;
 - Increases to congestion/delays and increased safety risks at rail crossings due to increased rail movement; and
 - Decreases to health and socio-economic impacts such as the increased noise affecting Surrey.

Similar to RBT2, GCT's transportation plan is focusing solely on immediately adjacent lands/impacts in Delta and not Surrey. An example is the movement of trucks and railcars outside of the anticipated lease boundary where GCT has no ability to direct or influence third party operators, including Canadian Pacific Railway and Canadian National Railway or various trucking companies.

GCT has expressed willingness to continue to engage with the City to jointly identify projects related to DP4 expansion and commitment to advocate for funding of those projects from National Trade Corridors Fund and Canada Infrastructure Bank. Unfortunately, GCT was unable to provide commitment for potential projects to mitigate the impact on the City. This is a major deficiency in the impact review process, particularly if both expansion projects proceed. The impact assessment is intended to be a comprehensive review and should include a review of potential road and rail impacts to the public along major road and rail corridors that serve Roberts Bank facilities.

Based on the RBTA Study, five area projects, as noted above, have been identified as likely warranted capital projects to support any expansion at Roberts Bank/Deltaport; however, they have not received commitment and funding from senior levels of government as a requirement for the DP4 Project and RBT2. These projects are required as priority projects to help mitigate transportation impacts associated with both the DP4 Project and RBT2.

On a particular note, the 184 Street project is of even greater importance with the construction of the new hospital near 184 Street, as emergency vehicles will be frequently accessing this corridor and an increase in rail activity at the 184 Street crossing could result in significant delays in emergency response.

Next Steps

Following the public comment period, approval of the DP4 Project is subject to the Impact Assessment. In addition, the Minister of the Environment and Climate Change indicated that DP4 Project has been referred to an independent review panel. This is similar to the RBT2 process and will include two Impact Assessment Phases, one led by the Review Panel and one by

the Government, that will to an ultimate decision. During this time staff will open up a dialogue with the GTCF on exploring opportunities for funding and advancing the RBTA shortlisted projects.

SUSTAINABILITY CONSIDERATIONS

This work supports the objectives of the City's Sustainability Charter 2.0. In particular, this work relates to the Sustainability Charter 2.0 themes of Ecosystems, Infrastructure, Economy and Public Safety. Specifically, this work supports the following Desired Outcomes ("DO") and Strategic Directions ("SD"):

- Ecosystems SD8: Work with senior governments, TransLink, other local governments, non-governmental organizations and the private sector to reduce greenhouse gas emissions and ensure good air quality throughout Surrey
- Infrastructure DO14: Goods movement throughout the city is efficient, and minimizes environmental and community impacts.
- Infrastructure SD5: Work collaboratively with diverse stakeholders to lower greenhouse gases and to improve air quality
- Infrastructure SD10: Secure a stable funding mechanism for transportation infrastructure and services
- Economy SD4: Collaborate with senior levels of government and TransLink to reduce congestion along strategic goods and people movement corridors.
- Economy SD5: Ensure infrastructure is in place to support businesses as neighbourhoods develop.
- Public Safety DO10: The transportation network supports and provides safe mobility for all ages and abilities.

CONCLUSION

As part of any expansion at Deltaport, the transportation (rail and truck) impacts of the project beyond the immediate adjacent impacted area need to be assessed and capital projects funded, in particular, completion of the five projects in Surrey as identified herein this report. Based on the above discussion, it is recommended that Council instruct the City Clerk to forward a copy of this report and Council resolution to the Impact Assessment Agency of Canada before January 7, 2022.

Scott Neuman, P.Eng.
General Manager, Engineering

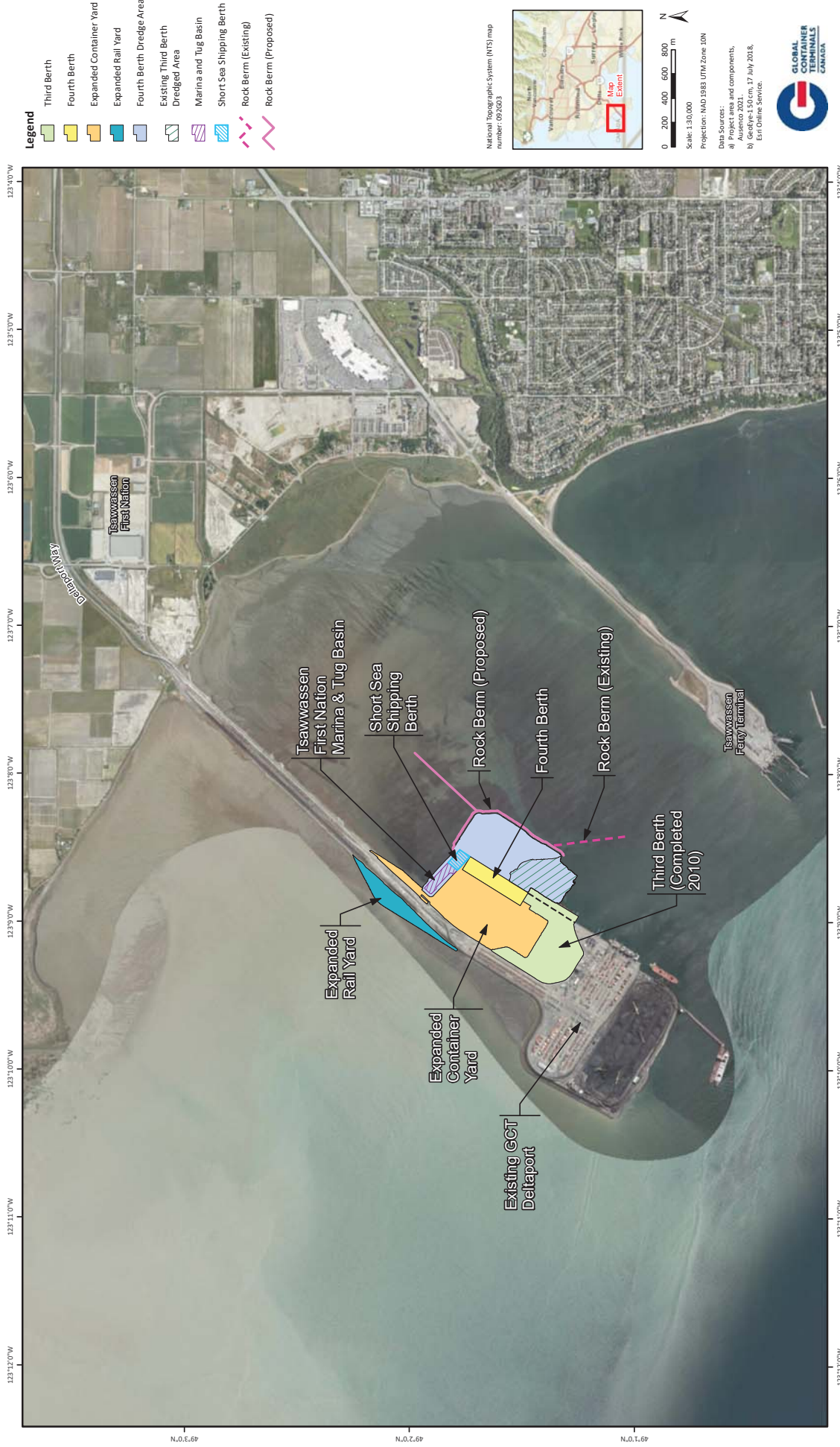
Appendix "I": GCT Deltaport Expansion – Berth Four Project

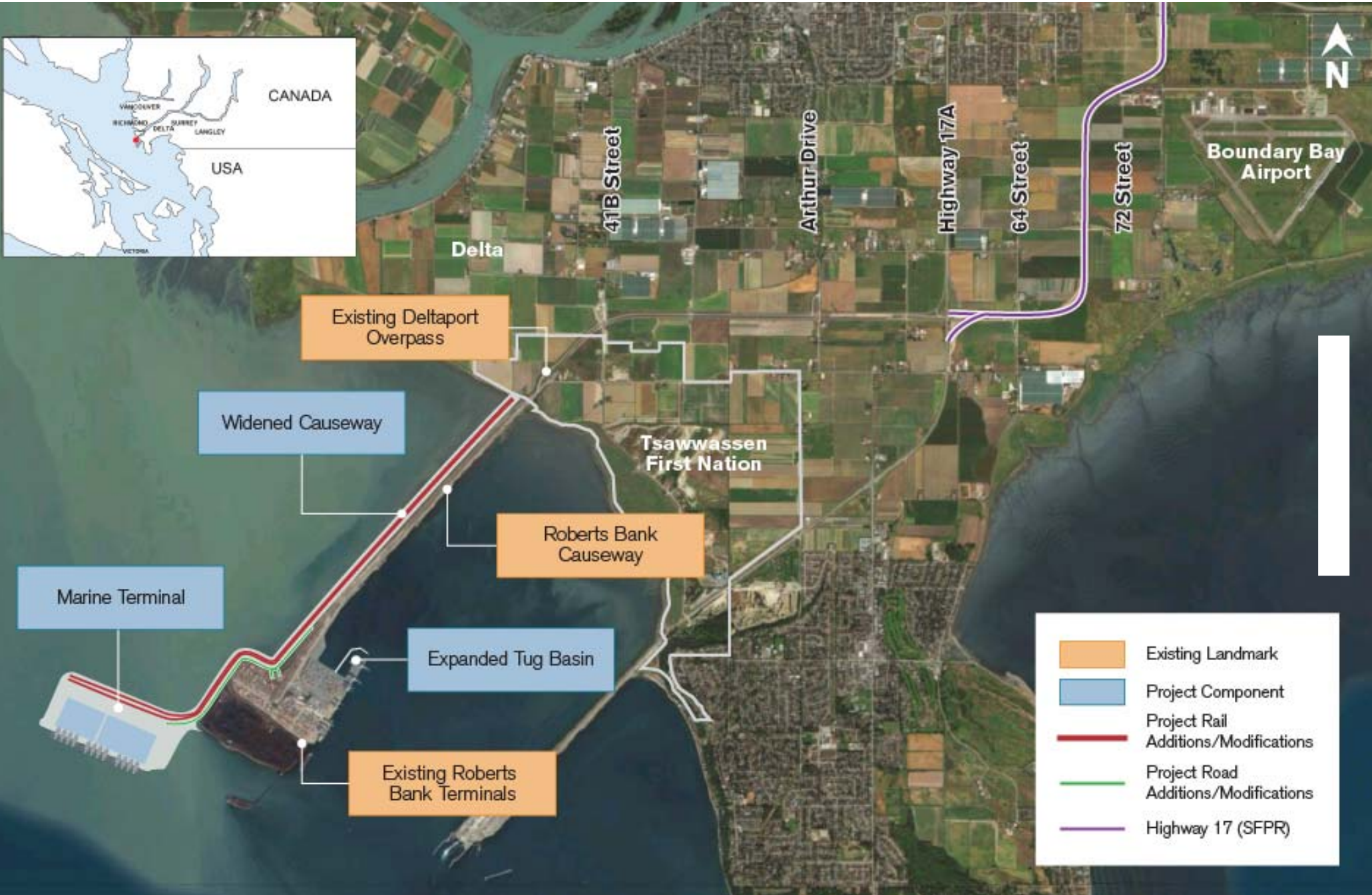
Appendix "II": Roberts Bank Terminal 2 Project

Appendix "III": Roberts Bank Trade Area Study Projects

APPENDIX "I"

Figure 1: GCT Deltaport Expansion, Berth Four Project Area.





Existing Deltaport Overpass

Widened Causeway

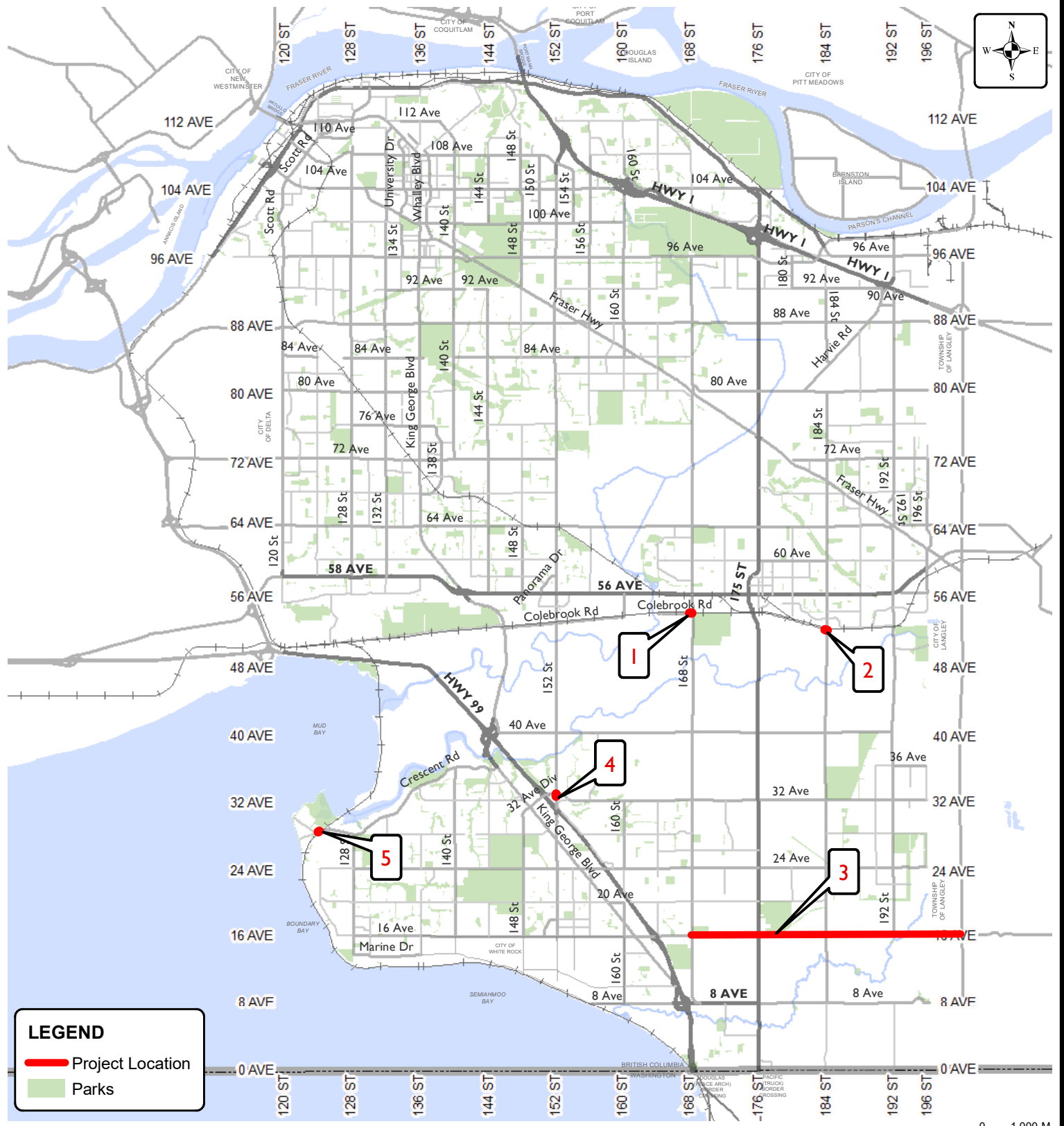
Roberts Bank Causeway

Marine Terminal

Expanded Tug Basin

Existing Roberts Bank Terminals

- Existing Landmark
- Project Component
- Project Rail Additions/Modifications
- Project Road Additions/Modifications
- Highway 17 (SFPR)



Produced by GIS Section: 15-Dec-2021, JJR Scale: 1:125,000 0 1,000 M



Roberts Bank Trade Area Study Projects

ENGINEERING DEPARTMENT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, Legal descriptions and encumbrances must be confirmed at the Land Title Office.