

Present:

Councillor Hepner – Chairperson
Councillor Gill
Councillor Hayne
Councillor Hunt
Councillor Martin
Councillor Rasode
Councillor Steele
Mayor Watts

Absent:

Councillor Villeneuve

Staff Present:

City Clerk
City Manager
City Solicitor
Deputy City Manager
General Manager, Engineering
General Manager, Finance & Technology
General Manager, Human Resources
General Manager, Parks, Recreation & Culture
General Manager, Planning & Development

A. DELEGATIONS**1. Sheri Plewes, Vice President of Infrastructure Development & Cliff Stewart, Director of Infrastructure Development - Port Metro Vancouver Container Capacity Improvement Program**

File: 5650-01; 0550-20-10

In attendance before Council to report on the Roberts Bank Terminal 2 Project - Container Capacity Improvement Program.

The following comments were made:

- Port Metro Vancouver is one of Canada's largest, busiest, and most diversified ports, trading with more than 160 economies. The total jurisdiction of Port Metro Vancouver is comprised of land and waters, bordering 16 municipalities. In terms of economic impact, the Port accounts for 4000 jobs.
- Port Metro Vancouver is committed to marine industry leadership and encourages sustainability and innovation.
- The delegation noted the Fraser River is as significant to the economic prosperity as the Saint Lawrence Seaway. Port Metro Vancouver has been working on a Fraser River improvement plan; in partnership with the Fraser Surrey Docks and Department of Fisheries and Oceans Canada (DFO), to enhance future growth opportunities.
- The Container Capacity Improvement Program (CCIP) is part of the long-term strategy to meet anticipated growth in the container sector. Indications show the capacity program will become constrained by 2015 and will be operating to 80% of the maximum capacity. Efficiency losses occur when operations go above 85%.

As part of the improvement program, Port Metro Vancouver is pursuing two key projects:

1. **Deltaport Terminal, Road and Rail Improvement**
 - Involves retrofitting existing equipment.
 - Will provide increased capacity
 - Additional track available along Roberts Bank Corridor
 - Road improvements on Deltaport Way

2. **Roberts Bank Terminal 2**
 - Longer term project.
 - Proposed multi-berth terminal. Will provide capacity of two million twenty-foot equivalent units (TEU's*) annually.
 - Estimated 10 year timeframe for delivery
 - Comprehensive multi-phase consultation program
 - Timeline for Environmental Assessment is 4 years

*represents the cargo capacity of a standard intermodal container

- Because of public consultation conducted, the Port will be using existing infrastructure to provide improvements by 6000 TEU's. The Port acknowledges the proposed improvements for the Roberts Bank Terminal 2 Project will have impacts to communities; and noted further public consultation will be conducted to explore mitigation measures. The delegation noted work has commenced on the Environmental Assessment Screening project which will involve continued collaboration with Municipal Councils and further public consultation.

- The Roberts Bank Terminal 2 project is part of a series of projects including South Fraser Perimeter Road; trucks will be diverted to the new corridor instead of HWY 17.

- The delegation noted the rail corridor program has conducted active consultation with the City of Surrey and will hold further discussion regarding business models, facility needs, and services. More specifically, the Port wants to work with Surrey to align business plans to optimise assets.

Mayor Watts relayed concern surrounding Fraser Surrey Docks has been going on for 6 years and is still a problem. Primary concerns are as follows:

1. The Port has left Fraser Surrey Docks (FSD) on its own and is focussing its energies elsewhere.
2. FSD has lost two shipping lines and 250 jobs
3. Establishing a working relationship between the City of Surrey and the Port is imperative.
4. The Port must be cognisant of the economic impact and examine viable alternatives before proposed plans are rolled out.

The delegation clarified Port Metro Vancouver provides the land to FSD through a lease and is interested in continued success of that endeavour. The concern is getting in larger ships. The tunnel is a major constraint as it limits the draft to 11.5 / 12 metres; the Port has looked at a study for draft up the river. The delegation explained increasing the draft up the river by dredging would be an exercise that would not have as much benefit.

The delegation explained when looking at the constraints for 2015 with the Container Capacity Improvement Project, the FSD program has potential but noted there is a constraint for a draft for larger vessels; some of the larger ships pose constraints.

The delegation noted in the short term, no marine works are required to reach the capacity. The public (through consultation) requested Port Metro Vancouver to make the best use of the current facility. With respect to the Fraser Surrey Docks, the construction of the revised Panama Canal has created a deeper standard; with locks opening in 2014 the 14-15 metre draft vessel is becoming the standard. Unfortunately, with Surrey, the tunnel is a bar to vessels, dredging up river would only be effective once the tunnel is replaced.

Council requested information on plug-ins. The delegation relayed that the International Maritime Organization (IMO) is looking to develop a standard. The Port is working to understand the specific requirements; all the terminals are ready for the capability; however, there are several possible international standards. To date, no container ships have plugged in because they are waiting to see what standard will be adopted once a decision has been made, shore power should roll out quickly after that.

The Chair asked for information specific to the proposed container traffic increase, the impact it will have on increased trucking, and what provisions the Port is making provincially / federally. The delegation noted that both rail and trucking are significant and federal monies have been allocated to address increased volumes.

The delegation explained that currently 65% of the materials received at our ports move by rail and 55% move by truck. It adds up to more than 100% but the bulk of exports go east by rail and the extra 20% is caused by the empty containers returning from the east. There is a significant volume and throughput for both. The delegation provided Mayor and Council with a prospectus outlining potential mitigation measures to address increased container traffic as well as infrastructure requirements and noted they are seeking continued input at the municipal level on how to arrive at a suitable solution.

Mayor and Council thanked the Port Metro Vancouver delegation and requested that Surrey be kept informed and included in ongoing discussions. Council further requested the Port to consider a mutual cost sharing arrangement relative to proposed upgrades.

B. ITEMS REFERRED BY COUNCIL

C. CORPORATE REPORTS

D. DELEGATION REQUESTS

E. COUNCILLORS' REPORTS

F. OTHER COMPETENT BUSINESS

G. ADJOURNMENT

It was

Moved by Councillor Hunt


Seconded by Councillor Martin

That the Council-in-Committee meeting do

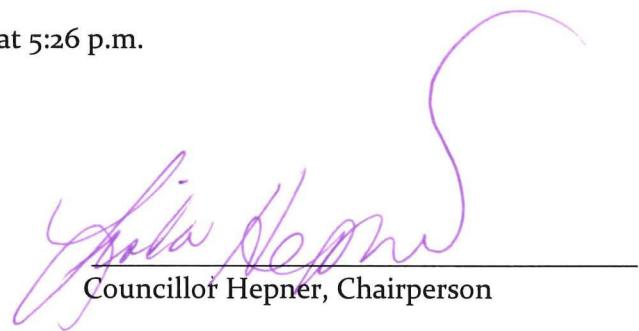
now adjourn.

Carried

The Council-in-Committee adjourned at 5:26 p.m.



Jane Sullivan, City Clerk



Councillor Hepner, Chairperson