

**Present:**

Chairperson - Councillor Gill  
Councillor Hayne  
Councillor Hepner  
Councillor Hunt  
Councillor Martin  
Councillor Rasode  
Councillor Steele  
Councillor Villeneuve  
Mayor Watts

**Absent:****Staff Present:**

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

## A. DELEGATIONS

### 1. **Robin Silvester, President and Chief Executive Officer, Port Metro Vancouver (PMV)**

File: 5650-20; 0550-20-10

In attendance before Council to provide a brief presentation on PMV's activities and projects.

The following comments were made:

- PMV is a non-shareholder, financially self-sufficient corporation established by the Federal Government and is responsible for the operation and development of assets and jurisdictions covering more than 600 km of shoreline and the federally owned lands within that jurisdiction.
- PMV's mission is to lead the growth of Canada's Pacific Gateway in a manner that enhances the wellbeing of Canadians.
- PMV is very committed to engagement with Surrey through direct community involvement wherein PMV donates up to 1% of net income to community organizations.
- PMV has been engaged in long-term planning, and a key part of this is to consider how PMV assets can best be used to meet the mandate PMV operates within.
- A key element of Port 2050 was thinking about sustainability, what it means to be a sustainable port in a sustainable world and how to integrate sustainability into our day-to-day operations.
- Focusing on the Land Use Plan process in January 2012, PMV began to update its Land Use which guides the physical development of PMV lands over the coming 15-20 years.
- The new Land Use Plan is one of the first tangible actions arising from the Port 2050 Project and is an opportunity to coordinate Land Use Planning through the whole jurisdiction of PMV.

- The Director, Planning and Development for PMV gave an overview of what the Land Use Plan is about, the process that is being undertaken and how Surrey is involved in the process.
- The plan itself is a requirement of the *Canada Marine Act*. The three lower mainland Port Authorities amalgamated in 2008 and this is the first take on being able to provide a plan that views the port now in a holistic manner.
- The plan is intended to be a policy document which guides the development of the port in the next 15-20 years and is not a development strategy but a guiding document. Much of the development that occurs on PMV land is done by the terminal operators and the plan is to give guidance to the operators as well as the community as to the development in the port itself. The process being followed was begun at the beginning of 2012 and largely has four phases which include:
  - Phase 1 – Gathering Information & Setting the Context
  - Phase 2 – Developing Goals, Objectives & Policy Directions
  - Phase 3 – Drafting the Plan
  - Phase 4 – Finalizing the Plan
- There has been good participation from Surrey and staff, from a range of different departments, in a series of workshops. As well, talks with communities across the lower mainland have been held through open houses and other forums and through Port Talk.
- As the final phase is moved into (in 2014), as required under the *Canada Marine Act*, a technical 60-day comment period will be held February and March 2014. This 60-day comment period will seek input on the Plan as a whole but will focus on land use designation maps.
- PMV's Project Review Process was designed to provide a high level of protection to respond to local needs and priorities, which takes into account the input and requirements of port users and the communities where PMV operations are located.
- The steps in the process are integrated when looking at the project itself from an environmental perspective as well as ensuring that there is proper planning review with consultation for those projects that require it.
- Some of the issues addressed include a wide range of things depending on the nature of the proposal and include:
  - environmental assessment including human health risk assessment;
  - proposed land use and it's applicability to PMV's Land Use Plan;
  - site circulation and access, all aspects on how the site is to be services;
  - lot grading and drainage, services and utility requirements;
  - marine navigation impacts,
  - parking, view, noise, traffic impacts, landscaping,
  - hazard assessments and impacts to Aboriginal interests.

- The environmental assessment process is a big part of the entire process and is a very rigorous environmental review that PMV conducts for projects that require a review under the *Canadian Environmental Assessment Act 2012*. The role of PMV in the environmental assessment is to make a determination that any project approved would not result in significantly adverse environmental impacts.
- A significant project in the Surrey community, which has no doubt generated a lot of interest, is the Fraser Surrey Docks (FSD) proposed direct transfer thermal coal facility. The project is for a direct transfer thermal coal facility that would be handled at the terminal and would start from the proponent of FSD at around 2 M tons of coal per year increasing to 4 M tons.
- In terms of the type of rail access that is required for this type of project, it represents 160 new trains increasing up to 320 trains in the future.
- The process for the FSD project included:
  - Received the application in 2012 and in the fall of 2012 the application was reviewed internally and began the preparation of packages for information for the various interests including the City of Surrey.
  - Spring of 2013 saw a series of presentations to communities and interests including Surrey's Environmental Sustainability Advisory Committee and Transportation Infrastructure Advisory Committee.
  - Through the process and the interest received from a wide variety of people, communities and organizations interested in the project, the proponent was requested to go back and to undertake further consultative activities that took place in the spring of 2013.
  - As PMV looked at the comments received, in late Spring/early Summer 2013, FSD was approached to make significant changes to the project which included:
    - Work with BNSF to further reduce coal dust and the potential migration from rail cars in a manner that would be with best practices of the movement of other railcars in the region
    - Remove the on-site coal stockpile from the project which has been done.
    - Ensure barges do not emit coal dust.
    - Re-scope the project and conduct an Environmental Impact Assessment (EIA) on issues within the scope of PMV jurisdiction which included an impact on human health.
- PMV is still reviewing the many submissions received and is taking time to carefully consider the comments and concerns of interested parties and seeking clarification from the proponent.
- PMV's President and Chief Executive Officer touched on other areas of interest to Surrey including the trucking sector. PMV is putting together a program to better manage the way in which the trucking interface with the port occurs under the banner that PMV calls the Smart Fleet Strategy.

- Another topic of interest to Surrey is the Roberts Bank Rail Corridor. Surrey has been an active participant in a number of projects to both reduce road congestion as well as improve rail access in and out of the port. This is a fundamentally important corridor as PMV looks to expand the container terminal at Delta Port.
- Another concern of communities in Surrey and a number of other river communities is the Fraser River Improved Project which aims to address trespass and derelict vessels and structures up and down the river. There are currently 141 sites which have been identified of which 14 are in Surrey. One of the major priorities includes the clean-up the CN Thornton rail yard.
- PMV has a tradition of innovation, accountability and leadership in the environmental area, ie:
  - EcoAction Program;
  - Blue Circle Award;
  - the Cruise Ship Shore Power;
  - Northwest Ports Clean Air Strategy; and
  - annual GRI Sustainability Report.

The Acting Mayor thanked the delegation for the presentation. The following comments were made by council and the delegation:

- The delegation advised that there was no date, at this time, when a decision will be made regarding the FSD proposal.
- This Council had a motion for a full Health Impact Assessment study and a public hearing on the project which was not conducted by FSD.
- The delegation noted that there was no trigger for a public hearing through the process and that there has been a large amount of public consultation, which is valued as well as the input from all Councils. The health issues were part of the Environmental Impact Assessment (EIA) and the information provided and information received from the public comment period is currently being reviewed.
- Council noted that a lot of people felt that there were significant deficiencies, incorrect assumptions and limited analysis of what is the health and environmental concerns in the EIA that was provided. PMV should be conducting a more complete impact study from health and environmental perspectives. The medical health officers are calling for more complete studies into health and environmental impacts and this is a very important issue not only for the doubling the number of trains but also for the potential of further expansion in the future.
- The community is very interested in the long terms plans that PMV is considering and it is premature to support this project until long term plans are revealed and to let it be known that there are major concerns within the community.
- These issues affect a lot of people, and the rail traffic is a particularly dominant concern in our communities especially our beach communities and other communities, where it is known that trains to date have doubled.

- From an economic point-of-view, the financial analysis is not understood on why this is a good project when most of the jobs are located in the US and the coal is being exported from the US into Canada and then from Canada overseas with 25 jobs being created in Canada and from Surrey's perspective the impact is much more harmful to the community than the value of those 25 jobs.
- Regarding stakeholders involvement the delegate noted that Metro Vancouver is one of the stakeholders in PMV's Land Use Planning process. In terms of truck parking, the planning for the Truck System is obviously larger than just the port. The planning is focused around the port related activity, but through the Small Fleet Strategy and the outreach we are doing with the trucking community and the industry at large, PMV is trying to improve all of the various parts of the system. There is no specific planning right now in regards to truck parking because ultimately that is the responsibility of each truck operator. What we do have now is the ability to determine the location of 50% of the trucks at any particular time and are hoping that by the end of 2014 this will increase to 100%.
- Rail Safety is a major concern in the FSD proposed project and in particular, the foreshore and the stability around the slopes around the bluff. We know that with increased rainfall there is going to continue to be additional erosion issues and given the trestle issues and the stability of the slope and the increased rail traffic, the rail safety issue is crucial to the community.
- With the trains being more frequent and longer, there will be limited access to Crescent Beach as there is only one access in/out which is very problematic for emergency vehicles to have access when a train is passing through. Rail Safety is one of the City's major issues and will continue to be and from the City's perspective the rail safety issue is very key to the analysis.
- The delegation noted that this is a rail corridor that is in use today, regardless of the decision of the FSD Project, and the jurisdiction of the corridor is the operator BNSF and Transport Canada. PMV is certainly aware of the issues but does not have authority over those issues but will pass on these concerns as has been done in the past.
- The Independent Health Impact Assessment is critical to this process. After reviewing the submitted Environmental Impact Assessment Surrey's staff has serious issues with storm water management. Such a project cannot be supported with these kinds of impacts on the community's environment (ie. water runoff and drainage into Fraser River).
- The delegation responded to a question regarding the Massey Tunnel by noting that the Fraser River FSD is zoned as a marine terminal facility, so whether or not the George Massey Tunnel is replaced does not in fact directly impact the zoning of the land in PMV's Land Use Plan as it is already zoned as a marine terminal. If the George Massey Tunnel was to be replaced it would provide an opportunity to more fully load the vessels calling at FSD, Annacis Island and Fraser Wharf and other facilities along the river.
- The Federation of Canadian Municipalities (FCM) has set up a Rail Safety Committee around national interests of rail and rail safety.
- PMV is not aware of any direct engagement on this issue with FCM. PMV does have a relationship with FCM and consults on a number of issues.

- It may be useful and significant at the national level that the comments PMV is receiving, in regards to the issue, be provided to FCM wherein policies could be developed and could be of assistance right across Canada.
- Notification of the movement of dangerous goods is critical to this community.
- The delegation advised that although the movement of dangerous goods is not a PMV issue, the message will be conveyed to the rail company very clearly.
- Whistle cessation, as it does have impact in neighbourhoods throughout the City, is a further issue that PMV could assist on. The delegate noted that Whistle cessation is a topic that PMV has done a lot of work on, jointly with Surrey and other municipalities and will continue their efforts.

The Acting Mayor thanked the delegation for the presentation.

**B. ITEMS REFERRED BY COUNCIL**

**C. CORPORATE REPORTS**

**D. DELEGATION REQUESTS**

**E. COUNCILLORS' REPORTS**

**F. OTHER COMPETENT BUSINESS**

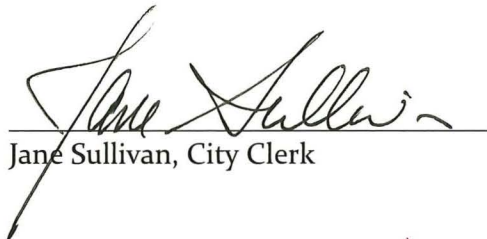
**G. ADJOURNMENT**

It was  
  
now adjourn.

Moved by Councillor Hepner  
Seconded by Councillor Hayne  
That the Council-in-Committee meeting do

Carried

The Council-in-Committee adjourned at 5:36 p.m.

  
Jane Sullivan, City Clerk

  
Councillor Gill, Chairperson