

**PORT METRO VANCOUVER
ROBERTS BANK TERMINAL 2 PROJECT
PRE-DESIGN CONSULTATION**

**Small Group Meeting 5
October 15, 2013**

Notes from a small group meeting for the proposed Roberts Bank Terminal 2 Project, October 15, 5:00pm – 7:00pm, at the UBC Boathouse, Richmond, B.C.

Stakeholders: Craig Jones, Richmond Chamber of Commerce
Dan Overmyer, Nature Vancouver
Dave Makay, Seaspn Ferries Corporation
Doug Jesson, Seaspn Ferries Corporation
Matthias Heinzemann, Modern Engineering
Roger Emsley, Against Port Expansion

Port Metro Vancouver: Anna Wright, Kirk & Co. Consulting Ltd., Facilitator
Kyle Robertson, Manager, Environmental Assessment & Permitting
Carolyn Parenteau, Communications Advisor
Michael Zachary, CCIP Project Manager
Malcolm Smith, Senior Environmental Advisor, Container Capacity Improvement Program
Matt Skinner, Kirk & Co. Consulting Ltd., Meeting Recorder

The record notes that the meeting commenced at 5:03pm

KEY THEMES:

- Participants were interested in information about the movement of containers in the Lower Mainland, particularly related to the split between truck and train traffic.
- Participants questioned Fraser Surrey Docks' future container handling plans in light of the announcement to replace the George Massey Tunnel with a bridge.
- Participants questioned the relationship between the Port of Prince Rupert and Port Metro Vancouver as it relates to providing additional container capacity.
- Participants expressed skepticism regarding Port Metro Vancouver's Habitat Banking Program and the manner in which the Program could be used to offset impacts from the Roberts Bank Terminal 2 project elsewhere in the Lower Mainland.
- Participants expressed concern that the proposed Roberts Bank Terminal 2 Project would not be subject to an appropriate environmental assessment process.
- Participants expressed concerns regarding current noise impacts from truck and train movements to and from existing port facilities, and asked how these impacts could be mitigated by Port Metro Vancouver.
- Participants asked about how short-sea-shipping might be incorporated into the existing container supply chain in the Lower Mainland, as well as into the operations of the proposed Roberts Bank Terminal 2 Project.

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Anna Wright

Anna Wright welcomed participants to the small group meeting and explained the format of the meeting, and also introduced the Discussion Guide and Feedback Form. Anna informed participants that the meeting was being recorded for accuracy, and outlined how participants could provide feedback.

2. Review of Consultation Discussion Guide – All

Kyle Robertson reviewed the introduction to the Discussion Guide, including ways to participate in the consultation and how this consultation feedback is considered by Port Metro Vancouver. He then gave an outline of the information presented in the consultation discussion guide.

Environmental Assessment

Kyle Robertson provided an overview of the environmental assessment, including opportunities for public comment as part of this process (page 28 of the Discussion Guide).

Q: *Matthias Heinzemann:* I have a question on the timelines. If it goes as planned, when would it be finished?

A: *Kyle Robertson:* We anticipate a multi-year environmental assessment process and then a six-year construction window, so it would be early 2020s.

Why is Trade Important to British Columbians & Who is Part of the Container Supply Chain?

Kyle Robertson provided an overview of the public consultation process, and also described the role that containerized trade plays in the British Columbian economy and the types of participants who form the supply chain (page 2-6 of the Discussion Guide).

- Q: *Matthias Heinzemann:* They're not just going by rail right now?
- A: *Michael Zachary:* Coming directly out of Deltaport right now about 65% goes directly onto rail. Kyle will talk about some of the transloading issues, which raises that up to about 80% total going inland on rail.
- C: *Matthias Heinzemann:* I remember when this first container terminal was built and it was said 90% of it was supposed to go on rail.
- C: *Michael Zachary:* Well we're up to 80% but there are some things in the industry that are changing. We'll talk about transloading and the different components of that.
- C: *Matthias Heinzemann:* I see on River Road there's a lot of container storage happening. I haven't seen any storage that is done with a rail station or where they have automatic cranes happening. I've seen that in Europe and a lot less goes on to trucks.
- C: *Kyle Robertson:* Okay, well, in the pages that follow we'll speak specifically of transloading and I think we'll address some of those issues but I'm curious to hear a little bit more about your experiences as well.
- C: *Michael Zachary:* I think it's important to note that, as Kyle mentioned, out of these six components, the Port does not control or have financial interest in any of those six.
- C: *Matthias Heinzemann:* Well, it's in the interest of the Port to grow.
- C: *Kyle Robertson:* We're operating under the *Canada Marine Act* and our interest is to facilitate that growth in trade in a sustainable manner.
- Q: *Matthias Heinzemann:* Who owns Deltaport? Deltaport or the Port Authority? Who makes the money?
- A: *Kyle Robertson:* Port Metro Vancouver is a non-shareholder entity. There are fees that are associated with it when containers come into the port but those fees are put back into the development of the port activity.
- C: *Michael Zachary:* The port leases the terminal to TSI. TSI operates the terminal, TSI charges the users for the operation of terminal. They charge a loading fee, they charge a discharge fee. They operate the rail yard. Once it gets on the train, CN and CP charge the shipping line for it. So the port gets its revenue from basically dockage, wharfage or lease.
- Q: *Doug Jesson:* I've just got a quick question. Do you see any changes in cross-docking operations in terms of relocating Vancouver to the prairies like we've seen recently?
- Q: *Michael Zachary:* You're talking about like for Prince Rupert where they're putting grain in containers?
- Q: *Doug Jesson:* Like Target and Wal-Mart. You said they have a cross dock and then they truck everything to Alberta. And some of the cans go into Toronto but I'm hearing that the growth in eastern Canada is sustainable, so there's going to be more rail activity in terms of cans going there? Is that a forecast which you guys have seen?

A: *Michael Zachary:* Yes, we're forecasting more rail. So the transloading operation that occurs in the Lower Mainland will be to get it into the 53-foot containers to go inland versus trucking it like they used to truck it. So the inland trucking is down substantially versus the rail is up. That's why I'm saying it's about 80% of the total going to rail.

Q: *Doug Jesson:* So the trend is definitely strong to rail?

A: *Michael Zachary:* Yes.

Why Do We Use Containers

Kyle Robertson provided an overview of how containers are used for the movement of goods, as well as expanding on the role that trucks play in the Lower Mainland (page 7 of the Discussion Guide).

Q: *Roger Emsley:* I asked this question previously but what worries me, I have seen more 45s and 53s taken from road transport, and indeed in those statistics you show 45s and 53s. Not very many, but it's certainly growing. That changes the whole dynamic as well. What do you see as a forecast in terms of more 45s ultimately? Perhaps less 20s?

A: *Kyle Robertson:* I think the 20s and 40s are associated with ships primarily due to the spacing in their bays.

C: *Michael Zachary:* So the bay itself is geared with cell guides for 40-foot containers. On the newer vessels you can get some 45s on deck. There used to be a 48-foot. That never picked up. That was more of a railroad and the 48 to 53-foot, as Kyle is going to point out on the next page, you can get three 40-foots into the two 53-foots, you can get two 40-foots into a high cube 53-foot. So your point is well taken, but that's on the inland component and after the transloading. You still have got to get them off the dock into the inland component.

C: *Roger Emsley:* I do see 45s on the trains leaving Deltaport.

C: *Michael Zachary:* Yeah, you'll see 45s on there and you might see one or two 48s. You won't see any 53s leaving Deltaport because you can't put them on a vessel.

C: *Kyle Robertson:* As far as the forecast and the amount coming to the shore, we count those in TEUs and that's how we quantify the forecast numbers.

Why Do We Need Trucks?

Kyle Robertson identified how transloading works at off-dock facilities in the Lower Mainland, and also described some of the reasons for transloading import and export cargo (page 8-9 of the Discussion Guide).

Q: *Matthias Heinzemann:* How much gets reloaded?

A: *Kyle Robertson:* 30% leaves Deltaport in trucks but roughly 5% stays in the Lower Mainland. Roughly 80% of imports are moving out of the Lower Mainland on rail.

C: *Michael Zachary:* So depending on the time of year. It's either 10-15% or 15-20%, depending on the season.

Q: *Matthias Heinzemann:* How many are reloaded from 40-footers into 53-footers?

A: *Michael Zachary:* About 15-20%.

Q: *Matthias Heinzemann*: Where are those reloading facilities?

A: *Kyle Robertson*: Page 11 illustrates some of those off dock facilities here in Richmond and then on the southern edge of the Fraser and speckled throughout the mainland.

Why Do We Need More Capacity For Containerized

Kyle Robertson described how transloading works at facilities in the Lower Mainland, and also provided an overview of the container traffic forecast and existing marine container terminals (page 10-13 of the Discussion Guide).

Q: *Dave Makay*: Are there any options for the Fraser River if the Massey Tunnel is removed?

A: *Kyle Robertson*: There are some constraints to ships getting up to Fraser Surrey Docks, aside from just dredging, and that is simply the length of those container ships. And when I say length I mean turning around. So the physical ability to turn some of these ships around in the Fraser River would be a constraining factor, in addition to requiring dredging. So, yeah, I don't think there has been any consideration for increased container movement up the Fraser River.

C: *Michael Zachary*: We are actually taking all of the containers out of Fraser Surrey Docks.

Q: *Matthias Heinzemann*: They want to get rid of the tunnel for the bigger boats?

A: *Michael Zachary*: The tunnel and the boats have nothing to do with each other.

C: *Matthias Heinzemann*: That is what it said in the paper.

C: *Michael Zachary*: The tunnel replacement is due to road congestion. And right now, there is a restriction on depth for some of the larger vessels. What Kyle just said was, the container vessels - and we are only talking container vessels - cannot turn around, and the pilots will not bring a ship down the Fraser River backwards.

Q: *Roger Emsley*: That kind of raises the question of why then did Fraser Surrey spend many millions of dollars expanding their container handling facilities?

A: *Kyle Robertson*: I can't speak for Fraser Surrey Docks and their rationale.

Q: *Matthias Heinzemann*: Are containers coming out of there?

A: *Roger Emsley*: Well, they were handling 85,000 TEUs not many years ago.

C: *Michael Zachary*: I think in terms of the economics of shipping. 8,000 TEU now is a standard size vessel. Fraser Surrey Docks caters to 3,000 TEU sized ships, and they found a little niche, and that niche can be handled by the bigger terminals.

Q: *Roger Emsley*: So didn't they see that coming when they spent hundreds of millions of dollars expanding?

C: *Doug Jesson*: They only put two cranes in there. That is all they did.

A: *Kyle Robertson*: So, again, I won't speak to Fraser Surrey Docks, but I will speak to constraints on terminals, but one of these constraints is the ability to handle these ships.

Q: *Matthias Heinzemann*: How much does Prince Rupert port and Deltaport talk to each other?

A: *Kyle Robertson*: Our executives do talk to each other, and that is also what is illustrated in this forecast really. It's not really competition, because we see increased container growth that requires both Prince Rupert and Port Metro Vancouver to respond to this. So, we are talking, but

this isn't a zero sum game. We both need the increased capacity in Prince Rupert and Vancouver. And if one doesn't happen, then it is really challenging for both.

Q: *Matthias Heinzemann*: It is functioning as competition then?

A: *Michael Zachary*: More like "coopertition".

Q: *Matthias Heinzemann*: Is it cheaper to unload in Prince Rupert than it is here?

A: *Kyle Robertson*: This is somewhat similar to the question you brought about Fraser Surrey Docks. It goes back to these supply chain folks, right? So you have shippers that are making decisions and saying "Okay, well I can make a deal with CN or CP, and up in Prince Rupert I can only make a deal with CN, because there is no CP up there." There is also the trans-load facilities, so how many empty containers are going to end up in your area, and is there enough trans-loading facilities? So, these players are going to determine what is the most efficient way to move these commodities, and we are just responding to demand.

C: *Michael Zachary*: There is no local market in Prince Rupert. Anything coming to the Lower Mainland is not going to go to Prince Rupert. Prince Rupert has proudly said that they offer direct access to the heartland of Canada and United States. So, their market, their target market is what they call first port of call and then send it to Chicago and even the Memphis and even down into the middle of the U.S. Vancouver's market is Eastern Canada. And so it is a different market and a different concept.

C: *Craig Jones*: I'll give you an example here in Richmond with the Hudson's Bay Company. A great deal of our trade today is with Asia for the goods coming in to our department stores. Those goods are coming into the ports here, and are being offloaded and consolidated in the facilities here in Richmond. In Richmond the containers are destuffed, and then reloaded based on the destination throughout Canada. So, it could be a department store in Edmonton, it could be a department store in Saskatoon, it could be a department store in Halifax. And the goods are shipped from here. In the old model years ago, they were offloaded here in Vancouver, shipped back east to Montreal or Toronto where they then were destuffed, and then they were shipped back out west if the goods had to come back out west. So, it wasn't very cost effective. But today, with our trading routes being very much more global and very much Asian-Pacific focused, it is very important that the port facilities here receiving the goods destined for the rest of Canada are handled appropriately to keep our costs competitive. That is very, very important.

C: *Michael Zachary*: Good point, thank you.

The Roberts Bank Terminal 2 Project

Kyle Robertson provided information regarding the various options for creating additional container capacity at Port Metro Vancouver, and also provided an overview of the proposed Roberts Bank Terminal 2 Project and the economic benefits that it would provide (page 14-17 of the Discussion Guide).

Q: *Matthias Heinzemann*: Employment, what area does it include? The Lower Mainland?

A: *Michael Zachary*: Well, it's also national. You are talking about people on the terminal. You are talking about the railroad folks working on the trains. You are talking about the truckers. You are talking about the Hudson's Bay guys that are destuffing the containers, and you're talking about the counterparts back in Montreal and Toronto. It's jobs for Canadians.

Marine Terminal

Rhona Hunter provided information regarding the terminal design, orientation and construction (page 18 and 19 of the Discussion Guide).

- Q: *Dan Overmyer:* Will the environmental assessment include an analysis of the effects of moving the sand around?
- A: *Kyle Robertson:* Absolutely. The environmental assessment will look at all the components of construction and operation, including the movement to and from a temporary storage pit. Once it moves into the containment facility, there will be a certain portion of the sand that is not good for seismic issues, that would have to be disposed of at sea, and this will be considered as part of the environmental assessment. There is an associated disposal at sea permit that would be required for this action as well.
- Q: *Matthias Heinzemann:* How deep is the water there right now?
- A: *Kyle Robertson:* If I turn your attention to the cover actually, the cover provides a little bit of an overview. Basically really at the tail end of the existing facility, the low water mark is really not very far above it. It is really an intertidal zone, and the high water mark really comes up to the edge of that facility, and then it drops off quite a bit. So that is why between the north end of the terminal and the south end it really drops off quite readily. There would be some dredging of the berth pocket that would be required and this too would be considered in the environmental assessment project. And this is where the ships come in, but ultimately the dredging would go down to 20 metres and then there would be some compaction, and refilled up to 18 metres. So, where you see the ships in the Roberts Bank Terminal 2, that would be at a depth of 18 metres, but really, you are only one or two metres deep on the shore side of this at low water.

Consultation Topics

Kyle Robertson provided an overview of Port Metro Vancouver's Habitat Banking Program mitigation, as well as the various habitat mitigation options that the Port is looking for feedback on (page 22-23 of the Discussion Guide).

- Q: *Matthias Heinzemann:* How was the feedback regarding log removal you did on the salt marsh? I saw some demonstration when I was riding my bicycle at 6 o'clock in the morning.
- A: *Kyle Robertson:* It is a one million dollar project that is under development. It's a large habitat development program that we have done in concert with the Department of Fisheries and Oceans and identified that as a benefit. Whether or not that specific parcel of land would ultimately be used as mitigation for a Roberts Bank Terminal 2 project if it were to go to ahead and if the agencies identified a need that compensation could be identified through that project is not known. It could be used for any port development projects as part of a separate group in our organization that's looking at developing habitat. So that project will go ahead and if Roberts Bank Terminal 2 project doesn't go ahead, that habitat banking project will continue to go ahead and be available for other uses.
- C: *Roger Emsley:* As a community, we are still curious as to why you rushed it into Boundary Bay. The project you've carried out down there was almost universally panned by any of the community that have experience in birding and the ecology of the salt marsh. We had contact with somebody in Washington State who is an expert on salt marsh restoration and his basic advice was "don't do it." I'm down there most days on the dyke, and this time of year you should

be seeing raptors. There are none. There are raptors in the field behind the dyke, there are raptors further up the dyke toward Beach Grove but there are none there.

Somebody who walked by the artificial perches the other day stopped and said, "What the hell is going on" they said, "It looks like a piece of modern art, it looks so artificial. Why did they do this?" The answer was, "I have no idea." We're just now hoping that ultimately the wildlife returns because at the moment it is a dead zone. This time of year it should be rich in raptors.

- C: *Kyle Robertson*: Thank you. I mean the program in general is to look at these things. In this particular case, excessive logs in that area were identified as not creating the best value for habitat. So the idea was to remove a portion of those logs to allow the salt marsh to recover. And during the construction period, we probably anticipated some noise levels and whatnot, but in the long term this is anticipated and through the discussions with the agency, to really benefit the area and improve the habitat both for fish and wildlife and birds. There is monitoring that will continue on further to this to make sure that we are getting that.
- C: *Michael Zachary*: We had a session like this about three hours ago and Deb Jacks was at the meeting. And she basically echoed what you said, Roger, and one of the things that we were talking to her about afterwards is, you know, Kyle's mentioned down at the bottom of page 22 are the agencies that we have to deal with. And there is a disconnect between what the agencies think is right versus what the local experts and the community think is right. And the problem is you coming to the Port doesn't really solve that issue. You need to go to those agencies and get the agencies, including the Corporation of Delta, to listen to you, and then they can direct the Port to do what is right.
- C: *Roger Emsley*: Well, had we had the opportunity at the time we would have done that. The reality is the agencies, DFO as an example, have been decimated and those who are left are afraid to speak up because they can get shut off and they will be scared to speak up. We have been in touch with some of them. The only substantive reply I got was from the Minister in Victoria and really it was a non-comply.
- If we had an opportunity as a community to dialogue with you to point out some of the experts we contacted and have the opportunity for dialogue. Instead you rushed in there, which was why it did show up as so much of a surprise.
- Q: *Dan Overmyer*: We began this discussion with your question, "Should there be an environmental review on this whole process?" And I can only say that in Metro Vancouver, everybody else in the field that I know of were horrified the question even had to be asked. I mean it is obvious and it's a huge project involving expansion and millions of dollars and alteration of large areas of land and waterfront, so obviously the answer to that is we need a thorough and highly professional environmental assessment on this whole business. And I don't know what the mindset behind that question is in the first place? It's a non-starter question.
- A: *Kyle Robertson*: I was just describing the Canadian Environmental Assessment Agency process. That's how they do it for all projects. And that's how early we are in the stages. We do anticipate that an environmental assessment would be triggered because under their process they indicate what projects do trigger and our project anticipates a new marine terminal that can handle ships of 25,000 dead weight tonnes, which is a trigger. So we anticipate that the answer to your question is "yes".
- C: *Dan Overmyer*: Yeah, it is a rhetorical question.

- C: *Kyle Robertson*: It's a rhetorical question. We believe it is a rhetorical question because we are in the very early stages and they just haven't checked that box at this point.
- C: *Dan Overmyer*: We couldn't believe it when we saw that question. Should we have an environmental review? Well, hell yes!
- C: *Kyle Robertson*: Well, say that. Say that to them.
- Q: *Matthias Heinzemann*: A lot of people will say it is a waste of money. What is going to happen when people really want this thing, it doesn't matter what the environmental costs are? A lot of people will say you're wasting your money on this thing.
- A: *Kyle Robertson*: The environmental assessment is intended to answer that question. What is the incremental increase to potential impacts to the environment and to the community associated with the Roberts Bank Terminal 2 Project? But also, today is the last day for public comment period on CEAA's website so say "Hell, yes." It should be written right into that because that's the whole purpose of this step in the very early stages.

And Roger, just to your comment earlier about the ability to inform or help develop mitigation strategies or habitat banking, particularly in the case of the salt marsh. There again when we look at the discussion guide and these potential options or ways that could be identified, the agencies are going to hear the feedback from the community on this. We're going to respond to this both through a consideration document, but also through a summary of our public consultation. The agencies will hear it through our forum, and you can provide comments directly to agencies as well about processes. But this is something that our Habitat Banking Program within Port Metro Vancouver will be exposed to and it will help their understanding of how habitat mitigation might be considered from the lens of the community, in addition to their agencies that they do work with. So please, feedback on this particular component it will be valuable.

- A: *Anna Wright*: We welcome written submissions. We welcome attendance at all of our meetings and filling out feedback forms. So the more people that want to provide us with feedback, the better.

Road and Rail Traffic Considerations

Kyle Robertson provided information regarding Port Metro Vancouver's current truck traffic initiatives, including the Smart Fleet Strategy and TLS (page 24 and 25 of the Discussion Guide).

- Q: *Matthias Heinzemann*: What about noise control? Have you considered like putting walls up? Even at idle, the engines on the trucks have a certain noise.
- A: *Kyle Robertson*: Yeah we are initiating noise monitoring out at Roberts Bank. We're actually in the process of that right now and a permanent noise monitoring facility out at the Roberts Bank terminal project.

A lot of the truck movement happens beyond our gate, and it is Ministry of Transportation that regulates that activity. I mean we can put conditions on who comes into our gate and whatnot, but as far as noise beyond our gate and on provincial roads, that's beyond Port Metro Vancouver.

- C: *Matthias Heinzemann*: Well, you could have some influence.
- C: *Kyle Robertson*: And there again when we speak of this discussion guide and some of that feedback that we are asking for, we work with all these partners and so if there's issues that are identified, they will be summarized in our consultation documents and we can bring that to them.

Q: *Matthias Heinzemann:* You hear those trains all over Tsawwassen? So if you double the amount that's going to need to be part of the noise reduction.

A: *Kyle Robertson:* Right and so the Roberts Bank Rail Corridor Program with the overpasses to reduce the whistle noise going through intersections and whatnot is one component to reduce some of that noise component. We would consider noise as part of this environmental effects assessment in addition to air quality and traffic congestion in the areas of key corridors. So this would be looked at as part of what Roberts Bank Terminal 2 project would contribute to the existing conditions. So that's there as well.

Road and Rail Traffic Considerations

Kyle Robertson provided an overview of the various types of mitigations that Port Metro Vancouver is seeking public comments and feedback, including infrastructure improvements, operational improvements and technological improvements (page 26 and 27 of the Discussion Guide).

Q: *Craig Jones:* You cite examples there. Are some ports throughout the world operating today on the 24-hour clock?

A: *Michael Zachary:* Well Singapore operates 24 hours but they're basically a trans-shipment facility, so not going inland. I think the most common example is L.A./Long Beach with the Pier Pass Program where they attempted to do it. Right now it's kind of quiet but that handled off-hours and the problem is that it's a pitch and catch system. If the terminal is pitching it, you've got to catch it which means your distribution facility has got to be open at 1:00 in the morning or else the truck goes and sits and idles outside his facility and you're not getting the turn. So no one in North America is a full 24-hour facility. Rotterdam is close. That's about it.

Q: *Doug Jesson:* What about Hamburg? I saw them working. I was just there actually.

A: *Michael Zachary:* Hamburg and Sarroch will both, at times of the season, operate in that manner.

C: *Kyle Robertson:* So again, lots of different stakeholders. It's not an easy thing to just make happen but we're certainly getting direction from the communities, from the public that that is something that the Port should be looking at to mitigate against the impacts of port-related traffic.

Q: *Doug Jesson:* Do you have any shipping customers that are looking at the Fraser River as an alternative linking interior cross-dock operations with the river?

Q: *Kyle Robertson:* Short-sea-shipping?

Q: *Doug Jesson:* Short-sea-shipping. You haven't heard any customers wanting this service?

A: *Michael Zachary:* Not directly other than what you guys have been doing.

Q: *Doug Jesson:* Have you heard anybody talking about maybe a similar situation where you come to the terminal and smaller box containership down to the US?

A: *Michael Zachary:* That's been looked at by both the Port and the U.S. ports in terms of looking at that. Port Alberni was named as a potential hub for that but again, you've got to have some synergy around the capability, and if you have a viable land transport system.

Q: *Doug Jesson:* If it's 2020 and we built the terminal and now we're starting to attract freight opportunities like Rupert. They found a niche in servicing the cross continental trains. Is there a chance this super terminal would now facilitate some small shippers down in Seattle?

- A: *Michael Zachary*: Your new self-contained vessel is probably the answer to that because the U.S. Department of Maritime Administration did a whole analysis of the M5 core which looked exactly like that and if it wasn't a component to come up to Vancouver, and part of it was is just because of the vessels. And if they build your proposed vessel, it may be.
- C: *Kyle Robertson*: The Roberts Bank Terminal 2 project is really to address container growth in Canada. This Port Alberni proposal and this sort of thing wouldn't really reduce the capacity requirements or the trucks that you would see here in the Lower Mainland. The proposed Roberts Bank 2 Terminal is to respond to Canadian growth. As I said, there's a small percentage that goes down to the U.S. but our forecast reflects Canadian growth.
- C: *Craig Jones*: But on that note about the short sea opportunities, right now the biggest impediment is the rail bridge that is a hundred and seven years old. The Pattullo is not the issue, it's the rail bridge right next to it. There's a sandbar out there in the Fraser, and basically Sapperton Island could be infilled and connected into the South Fraser Perimeter Road, which then you're allowed that movement inland to connect up because there was no South Fraser Perimeter Road years ago when they talked about it. But with the South Fraser Perimeter Road, there could be an opportunity in the future, but right now it's not even considered because you got a rail bridge, the Pattullo Bridge and who knows what's going to happen in that corridor in the foreseeable future.
- Q: *Roger Emsley*: So they're saying they can't get enough trains over there?
- A: *Craig Jones*: Well, you got train traffic. You can't get boats coming up the river to make it work because you've got congestion of rail traffic and you've got a swing bridge that operates currently. So there's too much at stake on the rail system to -- so right now you're really restricted at that point.
- Q: *Kyle Robertson*: This is barging? Short-sea-shipping?
- A: *Craig Jones*: Yes. But if we look to the future, it's definitely something that is on the horizon.
- Q: *Roger Emsley*: Why don't they build another bridge for the railroad?
- A: *Craig Jones*: Well, the rail has to be replaced. It is almost 115 years old. It has to be. It's a choke point today. The plans are with the federal government. They control that bridge.
- Q: *Roger Emsley*: Back to trucking. Do you count the number of empty rigs going in and out of Deltaport? If not, why not?
- A: *Michael Zachary*: The old count was 1.89 gate moves per container. So if you do two gate moves per container, you're going in with a load and coming out empty. So three years ago that was 1.89. It's currently just less than 1.7 and the target is to get it down to 1.2
- Q: *Roger Emsley*: So it is going down?
- A: *Michael Zachary*: Yes and part of it is this truck licensing thing where again, just like Pier Pass, you get fined for it, but you paid extra if didn't -- if you came in empty or left empty.
- C: *Kyle Robertson*: And this speaks to reducing the number of empty truck trips and the single-handed trips.
- Q: *Matthias Heinzemann*: Do trucks have a problem with the noise too? They rattle like crazy. Anything they can do about that?

- A: *Michael Zachary*: Put a container on it.
- C: *Matthias Heinzemann*: Rubber bumpers? Well I guess that's not happening...
- C: *Roger Emsley*: I've heard a lot of people in Ladner complaining about that.

Community Legacy Benefits

Kyle Robertson provided an overview of community legacy benefits as part of the proposed Roberts Bank Terminal 2 Project, including potential categories for feedback (page 29 of the Discussion Guide).

- Q: *Doug Jesson*: Ports have struggled in other parts of the world where there hasn't been a land base for cross dock operations or distribution centres. I guess there is probably some thought now to the foreshore away from this development that would be the area for that type of activity. I guess that's already on the way, isn't it?
- A: *Michael Zachary*: Yeah, that's part of that page 11 with the orange dots.
- Q: *Doug Jesson*: And that's in conjunction with of course the First Nations? I guess what I'm referring to is these dots that are all over the place. They should actually be out near Deltaport, since other successful ports around the world have when the cross docks are close to the port.
- A: *Kyle Robertson*: Port Metro Vancouver does have a land use plan. I didn't really speak to that but there is a land use planning division and we're currently doing consultation on that land use plan. And, we anticipate next year we'll have a report out on that and more opportunities for public consultation on that.
- Q: *Doug Jesson*: Will this development threaten other stakeholders in the port like Vanterm and Centerm?
- A: *Michael Zachary*: We don't think so.
- C: *Kyle Robertson*: Again, when we're looking at the forecast, we need all the capacity on the west coast of Canada.
- Q: *Matthias Heinzemann*: Maybe they shouldn't build a mall there. They should be making some container handling facilities. Is the Richmond Chamber of Commerce in favour of it?
- A: *Craig Jones*: That's a pretty loaded question. We're here to listen just like everybody else. We're part of the process. We're part of the economy. We're in the global supply chain and we've got to protect our land. We have to protect the environment, but we have to create jobs to have a sustainable future.

So all of that comes into play and we're observers in this process and we're concerned about the Fraser River just like everybody else is. We want to make sure that our congestion is dealt with and it's good to see the improvements in the rail corridor out there because communities were being affected and we had situations where we had a fire in Langley that the Langley fire department couldn't get there but Surrey had to go in, you know because we had a train going through at the time of a critical incident.

Over time we're seeing those situations improve where we get cooperation. It's all about livability as well. We all have to live here.

- Q: *Matthias Heinzemann*: How many dangerous good containers are going through there?

- A: *Kyle Robertson*: There are no specific numbers. Can't say but there's certain regulations as to what can go into a container and we comply with those regulations.
- C: *Michael Zachary*: But I think there's a key component. No, the Port does not know because the Port is not part of that supply chain. So CBSA knows, and there are federal agencies that know what's moving through. The Port itself does not know what's moving through.
- C: *Craig Jones*: There are controls and measures in place. Every day you have 35 tankers of fuel leaving Cherry Point for YVR; that's 50,000 litres per tanker just fueling the airport. That's dangerous goods. It's not going through the tunnel. It has to be controlled.
- C: *Dan Overmyer*: Well, just a follow up with what I said earlier. The whole area where the terminal is proposed to be built is what's all known as an Important Bird Area which is an area designated by the United Nations. That whole area is extremely important for water bird migrations. And so this proposal smashes right through an environmentally sensitive area that's been there for thousands of years and it needs our maximum protection. What you folk are discussing, however you mitigate it, it's still going to be very destructive and I guess I just wish that there wasn't so much concern to increase the economic viability at expense of the natural world. It's just not good. It's not a proper trade-off. I mean we're all from the natural world. We depend on it for our life. I mean, and if we don't protect it in projects like this, where are we going to?
- I'm just a retired UBC Prof working with the strength I have left to try to protect the natural world around me where I live. You keep those seven considerations in mind please. It is not just how to make more money, or how to make large projects work, it's also how to take care of our place in the natural world which we are busy destroying. Thank you for your patience.
- C: *Anna Wright*: Thanks, Dan.
- C: *Matthias Heinzemann*: I personally think it doesn't cut as much into the environment as other projects, like a chemical plant in the middle of an agricultural zone. This is strictly far out in the water, where there is something already. It has some benefits for the region as employment, but extra traffic is a concern obviously, and the noise pollution in my opinion is a big concern.
- Also for the birds, wildlife in general, they don't like the noise, so if you can do something about that, if the trains can to be quieter. I have never seen these loud trains as there are here. I don't know why that is. I guess electric is not an option. But you could put walls up on the side to protect a little bit. They do that in Europe a lot. And same with the roads.
- I mean, we do get already more noise from the planes now, too. I don't know what is going on with the jets. They must have changed something in YVR.
- C: *Craig Jones*: YVR doesn't change it, Transport Canada changes. Again, on the air noise front, there are efficiencies with modern aircraft that are not as noisy as some of the older aircraft. They are more fuel efficient and those improvements continue to be made.
- C: *Matthias Heinzemann*: In general there is more noise. And it will continue, but you can do stuff about it.
- C: *Craig Jones*: I would like to control right that at about 5:30 in the morning about five or six thousand snow geese that land next to my house every morning. It is a nice alarm clock. It is actually only once a year at this period that you get to experience it, but it is a lovely sight to see. I have a great big agricultural field right opposite me that is a sea of white right about now, and it

is a wonderful sight to see. That migratory path is very important; you have to be considerate of that.

Anna Wright wrapped up the meeting and encouraged participants to complete the feedback form and encourage their friends and others to participate.

The meeting ended at 6:42pm.