

### Field Studies Information Sheet – July 2017

The Vancouver Fraser Port Authority is continuing field studies in July 2017 as part of ongoing environmental and technical work for the Container Capacity Improvement Program.

#### Container Capacity Improvement Program

The [Container Capacity Improvement Program](#) was announced in 2011, and is the port authority's long-term strategy to ensure the timely delivery of required infrastructure to meet anticipated growth in the container sector. A key objective of the program is the use and capacity maximization of existing terminals before the construction of any new facilities. In planning for future capacity with this objective, the port authority considered opportunities to:

- Increase the capacity and efficiency of existing container terminals;
- Convert existing under-utilized terminals to handle containers; and
- Build a new terminal.

Improvements to existing container terminals within the port authority's jurisdiction include:

- [The Deltaport Terminal, Road and Rail Improvement Project](#). This project provides improvements that address road and rail constraints on and off-terminal, and includes additional equipment on the terminal. Once complete in 2017, this project will increase the container capacity of Deltaport to approximately 2.4 million twenty-foot equivalent units (TEUs).
- [The Centerm Expansion Project](#). This project is a proposed series of improvements to Centerm container terminal and off-terminal road and rail. Subject to regulatory approvals, the project would increase the container capacity of Centerm to approximately 1.5 million TEUs.

However, even with these improvements, and capacity increases planned for the Fairview Terminal in Prince Rupert, Canada's west coast will still require additional container capacity by the mid-2020s. To meet this demand, the port authority has proposed the construction of a new terminal at Roberts Bank in Delta, B.C.

- [The Roberts Bank Terminal 2 Project](#). The Roberts Bank Terminal 2 Project is a proposed new three-berth container terminal that would provide 2.4 million TEUs of additional container capacity annually. The Roberts Bank Terminal 2 Project is undergoing a federal environmental assessment by an independent review panel, under the *Canadian Environmental Assessment Act, 2012*, and requires other permits and authorizations before it can proceed.

### Field Studies – July 2017

An overview of field studies that will be taking place in July 2017 is below.

<b>Overview</b>
<b>Coastal Geomorphology</b>
Abiotic Parameters Study

Some field studies taking place in July require environmental authorizations and/or access to public and private land. Prior to starting any studies, the port authority will obtain any required permits and landowner permission before accessing private property.

The port authority has produced monthly field studies information sheets summarizing work planned during that month. Past updates regarding the Roberts Bank Terminal 2 Project are available at [www.portvancouver.com/RBT2](http://www.portvancouver.com/RBT2).

Study Name	Summary
<b>Coastal Geomorphology – Abiotic Parameters Study</b>  (continued from June 2017)	<p><u>Purpose:</u> To determine the physical conditions (e.g., temperature and salinity) influencing biofilm presence and distribution at Roberts Bank.</p> <p><u>Study Area:</u> Roberts Bank in the upper and mid intertidal zones north of the Roberts Bank causeway.</p> <p><u>Methods:</u> Water quality measurements (conductivity, temperature and depth) will be recorded in the mid and upper intertidal zones of Roberts Bank.</p> <p><u>Timing:</u> This study is anticipated to continue in July 2017.</p>

### For Further Information

For further information, please visit our website at [portvancouver.com/CCIP](http://portvancouver.com/CCIP) or contact us:

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