



Roberts Bank Terminal 2 Project  
Local Government Outreach and Engagement Program  
2017 Summary Report

**Table of contents**

- 1.0 Background .....4
  - 1.1 Project overview .....4
  - 1.2 Environmental assessment .....4
  - 1.3 Vancouver Fraser Port Authority-led consultation .....5
- 2.0 Engagement with elected officials .....7
  - 2.1 Mayors’ Roundtable – South of the Fraser .....7
    - 2.1.1 Purpose and composition .....7
    - 2.2.2 Mayors’ Roundtable – South of the Fraser meeting summary .....8
- 3.0 Engagement with local government staff .....9
  - 3.1 City of Delta .....9
    - 3.1.1 City of Delta Staff Liaison Committee .....9
    - 3.1.2 Port Community Liaison Committee ..... 10
    - 3.1.4 Other engagement ..... 12
  - 3.2 City of Richmond ..... 13
    - 3.2.1. City of Richmond Staff Liaison Committee ..... 13
  - 3.3 City of Langley, Township of Langley, and City of Surrey staff engagement ..... 14
    - 3.3.1 Engagement in 2017 ..... 15

**Appendices**

- Appendix 1: Mayors’ Roundtable – South of Fraser Terms of Reference
- Appendix 2: Mayors’ Roundtable – South of Fraser Meeting Notes (November 9, 2017)

## Executive summary

This report provides an overview of the Vancouver Fraser Port Authority's outreach and engagement with local government in 2017 regarding the proposed Roberts Bank Terminal 2 Project.

The Vancouver Fraser Port Authority (the port authority) has engaged with local governments since 2012, primarily through the Local Government Elected Roundtable and the Local Government Technical Liaison meetings, which were both established to facilitate two-way information sharing about the proposed Roberts Bank Terminal 2 Project and to provide a forum for staff and elected officials from local governments to identify and discuss municipal and community issues and interests. In response to feedback from participants, the port authority has made a series of changes to better facilitate regular engagement regarding a broader range of port-related topics.

For elected officials, the port authority now engages with local government through the Mayors' Roundtable – South of Fraser, which provides a forum for the port authority and elected officials from participating local governments in the Lower Mainland to share information and community interests, as well as identify opportunities for collaboration.

For municipal staff, the Local Government Technical Liaison Committees for the City of Delta and City of Richmond have been replaced with quarterly staff liaison committees, which provide an opportunity for the staff to engage with port authority staff regarding port-related topics, including the Roberts Bank Terminal 2 Project.

In addition to these committees, the Vancouver Fraser Port Authority has engaged in topic-specific meetings with City of Delta staff, and provides regular updates to the local community in Delta through the port authority's Port Community Liaison Committee - Delta (PCLC), whose membership includes port industry, rail, local residents, farming, the City of Delta, and Tsawwassen First Nation.

Local government outreach and engagement from previous years (2012-2016) has been summarized and is available on the project website at [portvancouver.com/RBT2](http://portvancouver.com/RBT2).

## **1.0 Background**

### **1.1 Project overview**

The Roberts Bank Terminal 2 Project is a proposed new three-berth container terminal at Roberts Bank in Delta, BC. The project would provide 2.4 million TEUs (twenty-foot equivalent units) of container capacity and is needed to meet forecasted demand for trade in goods in containers.

The Roberts Bank Terminal 2 Project would drive economic growth and increase employment, benefiting the region, the province and the country. During the five-and-a-half-year construction period, the project would support opportunities for approximately 4,100 person-years of direct construction employment worth almost \$500 million in wages, and a total of 12,700 person-years of direct, indirect and induced employment, totalling approximately \$1 billion in wages annually. During the construction period, the project would generate approximately \$1.3 billion in provincial gross domestic product and \$3.65 billion in total economic output.

During the operation phase, the project would support more than 12,400 direct, indirect and induced person years of employment during each year of operation, worth approximately \$810 million in wages annually. On-terminal activities would generate an annual total of approximately 1,500 person-years of direct, indirect and induced employment and approximately \$186 million in wages. On-terminal activities during operation would account for approximately \$212 million in provincial gross domestic product and about \$291 million in total economic output each year.

### **1.2 Environmental assessment**

The proposed project is undergoing an environmental assessment by an independent review panel under the *Canadian Environmental Assessment Act, 2012* and requires other permits and authorizations before it can proceed.

The Vancouver Fraser Port Authority filed an Environmental Impact Statement (EIS) for the proposed Roberts Bank Terminal 2 Project with the Canadian Environmental Assessment Agency in March 2015. The EIS is now undergoing a technical review by an independent review panel, which includes multiple opportunities for public comment and participation. For information on the environmental assessment process, see the Roberts Bank Terminal 2 Project page on the CEAA website at [ceaa-acee.gc.ca](http://ceaa-acee.gc.ca) (registry reference number 80054).

The environmental assessment process began in 2013. There have been, and will continue to be, opportunities for public comment throughout the process.

## **1.3 Vancouver Fraser Port Authority-led consultation**

Since 2011, the port authority has undertaken four rounds of public consultation regarding the proposed Roberts Bank Terminal 2 Project. Input received during consultation was considered, along with technical and economic information, and information obtained from Aboriginal groups and regulators, as the port authority prepared and finalized the EIS for submission to the Canadian Environmental Assessment Agency.

Consultation Summary Reports, which include input from the public and summaries of meetings with local governments are available on the Project website at [portvancouver.com/RBT2](http://portvancouver.com/RBT2).

Local governments have participated throughout the consultation process, as described below.

### **1.3.1 Pre-Consultation**

During Pre-Consultation (June 6 – 30, 2011), the port authority asked stakeholders and the public about how they wanted to participate in consultation and about what topics they wanted to discuss. As part of Pre-Consultation, the port authority held meetings with several municipal governments, including:

- City of Delta
- City of Langley
- Township of Langley
- City of Richmond

Input received from these municipal government meetings is summarized in the Roberts Bank Terminal 2 Project Pre-Consultation Summary Report.

### **1.3.2 Project Definition Consultation**

Project Definition Consultation (October 22 – November 30, 2012) presented a conceptual design for the project and sought input from stakeholders and the public about key impacts, benefits and features of the proposed project. As part of Project Definition Consultation, the port authority met with the Metro Vancouver Regional Planners Advisory Committee. The port authority also participated in a number of additional meetings with local governments, which are summarized in the Roberts Bank Terminal 2 Project Definition Consultation Summary Report.

### **1.3.3 Pre-Design Consultation**

Pre-Design Consultation (October 7 – November 12, 2013) was the third round of port authority-led public consultation regarding the proposed project. Building on stakeholder and public input from previous rounds of consultation the port authority provided additional details about the conceptual design as it was submitted to provincial and federal regulators in September 2013. Pre-Design Consultation focused on areas of potential impact and relevance to the community, and asked for

feedback on habitat mitigation, truck traffic considerations and community legacy benefits.

As part of Pre-Design Consultation, a Local Government Elected Roundtable meeting was held, and the proceedings are summarized in the Roberts Bank Terminal 2 Project Pre-Design Consultation Summary Report.

#### **1.3.4 Consultation regarding Preliminary Environmental Mitigation Concepts**

The fourth round of port authority-led consultation was undertaken regarding Preliminary Environmental Mitigation Concepts (September 15 – October 10, 2014). The port authority presented information regarding proposed environmental mitigation for topics that were raised as areas of interest by participants in previous rounds of consultation, such as light, noise and air quality. During this phase of consultation, the port authority held a Local Government Elected Roundtable meeting, which is summarized in the Preliminary Environmental Mitigation Concepts Summary Report.

#### **1.3.5 Port Community Liaison Committee – Delta**

The Port Community Liaison Committee – Delta (PCLC) Delta brings together community, municipal, First Nation, business, industry and port authority representatives to better understand and address port-related issues in Delta. It operates as a collaborative forum where participants can receive and respond to information, including ask questions, identify concerns and provide input on port projects and activities.

Since 2011, the Roberts Bank Terminal 2 Project team has provided regular updates to the PCLC, as well as provided opportunities to participate in public consultation regarding the project.

## **2.0 Engagement with elected officials**

In 2013, the Vancouver Fraser Port Authority created the Local Government Elected Roundtable to provide a forum for elected officials from participating local governments to share information and discuss community interests regarding the Roberts Bank Terminal 2 Project. Since then, the Local Government Elected Roundtable has met eight times. Feedback received during the meetings prior to 2015 was included in the Environmental Impact Statement, which was submitted to the Canadian Environmental Assessment Agency in March 2015, and is now being reviewed by an independent review panel.

### **2.1 Mayors' Roundtable – South of the Fraser**

In 2016, Roundtable participants expressed their desire to expand the scope of the meetings to allow for a meaningful discussion of a broader range of port-related topics. In response to this feedback, the port authority replaced the Local Government Elected Roundtable with the Mayor's Roundtable – South of Fraser (MRSF). This forum has a similar format and membership as in the past, but with three important changes:

1. Participation from the mayors of each participating local government;
2. Open discussion regarding a broad range of port-related topics and issues; and
3. Increased emphasis on identifying opportunities for collaboration.

The first meeting for the MRSF took place on November 9, 2017.

#### **2.1.1 Purpose and composition**

The purpose of the MRSF is:

- To bring mayors from local governments together with Vancouver Fraser Port Authority officials in a regular forum.
- To regularly update participating mayors about planning and development relating to port projects and initiatives, and to discuss related community interests and issues.
- To facilitate timely two-way information exchange to ensure accurate information is available to communities as projects and initiatives proceed through planning, regulatory review and construction.
- To identify opportunities for collaboration.

The Mayor's Roundtable – South of Fraser includes the following representatives:

- a) Mayor of City of Langley
- b) Mayor of Delta
- c) Chair, Metro Vancouver Regional Planning Committee
- d) Mayor of Richmond
- e) Mayor of Surrey
- f) Mayor of Township of Langley
- g) Chief of Tsawwassen First Nation
- h) Vice President, Corporate Social Responsibility, Vancouver Fraser Port Authority
- i) Vice President, Infrastructure, Vancouver Fraser Port Authority

j) Vice President, Real Estate, Vancouver Fraser Port Authority

Although participating mayors are encouraged to attend each meeting, they may designate another elected representative as an alternate for meetings where they are unable to attend.

The Terms of Reference for the MRSF can be found in Appendix 1.

### **2.2.2 Mayors' Roundtable – South of the Fraser meeting summary**

**November 9, 2017**

#### **Agenda**

1. Introductions
2. Review of proposed Terms of Reference
3. Greater Vancouver Gateway (GVG) 2030 update
4. Port security update (Anita Gill)
5. Port updates
  - ECHO
  - Mid-year stats
  - Roberts Bank Terminal 2 Project (Delta)
  - BHP Billiton Canada Inc. Potash Export Facility Project (Surrey)
  - Fraser Grain Terminal Grain Export Facility Project (Surrey)
  - Delta Truck Staging Project (Delta)
  - Tsawwassen Container Examination Facility (Delta)
  - Cruise ship pre-feasibility study
  - Rail Crossing Information System (RCIS) (Langley, Surrey)
  - Industrial land acquisition (Richmond, Port Coquitlam)
  - Metro Vancouver industrial land inventory
6. Roundtable discussion & next steps

#### **Key Themes**

- Interest in port security, particularly around container examination processes
- Interest in industrial land and real estate, particularly as it relates to land parcels in Surrey

The formal meeting summary for the Mayors' Roundtable – South of the Fraser meeting on November 9, 2017 can be found at [www.portvancouver.com/RBT2](http://www.portvancouver.com/RBT2).

## **3.0 Engagement with local government staff**

Since January 2012, a total of 36 Local Government Technical Liaison Committee meetings were held with staff from participating local governments. These committees have provided a forum to exchange technical information as the project proceeds through planning and regulatory review, and ensure that municipal interests relating to technical elements of the project are able to be raised and discussed.

While the City of Delta, City of Richmond, City of Surrey, City of Langley and Township of Langley each had a standalone committee to facilitate engagement between municipal staff and the port authority, this approach has been modified, based on feedback received, to better facilitate ongoing engagement regarding port-related projects and activities. The changes are outlined in the sections below.

### **3.1 City of Delta**

#### **3.1.1 City of Delta Staff Liaison Committee**

The purpose of the City of Delta/Vancouver Fraser Port Authority staff liaison committee is to provide a broad forum to share information related to port activities and operations in Delta, including the Roberts Bank Terminal 2 Project. This committee brings together all disciplines from each organization to share information, provide ideas and direction on joint initiatives and/or projects, and facilitate issues resolution at a staff level. The port authority met with City of Delta staff three times in 2017.

##### **April 4, 2017**

###### *Agenda*

- Terms of reference
- RBT2 update
- Gateway Transportation Collaboration Forum
- Emergency Exercise
- Truck Staging
- Fraser Surrey Docks – Direct Coal Transfer Facility & proposed Fraser Grain Terminal
- Priorities, opportunities, issues, etc.

###### *Key Themes (RBT2)*

- VFPA provided a procurement update regarding the RFQ for an infrastructure developer for RBT2
- Discussion regarding the RBT2 business case, as well as discussion regarding capacity increases at existing terminals
- Update regarding the CEA Agency review process

##### **June 15, 2017**

###### *Agenda*

- RBT2 update
- Delta office event
- Dredging
- Truck staging
- Servicing agreement
- Emergency exercise
- Gunderson Slough
- Economic Impact study

#### *Key Themes (RBT2)*

- VFPA provided an update on the sufficiency review phase, and a status update on the information requests from the panel
- Discussion regarding the timelines around the selection of a terminal operator
- Delta indicated that questions surrounding the business case still remain
  - VFPA noted that the business case will be determined with the terminal operator and the final investment decision
- Delta noted concern regarding the lack of support for the George Massey Tunnel from the province

#### **September 12, 2017**

#### *Agenda*

- Update on Gunderson Slough fire/ access issues
- Deltaport Truck Staging Facility
- Tsawwassen Container Examination Facility
- RBT2 update
- Royal Canadian Coast Guard Search and Rescue Station 8
- Emergency exercise
- Derelict vessels funding program
- Local channel dredging

#### *Key Themes (RBT2)*

- VFPA indicated they continue to respond to information requests from the review panel
- VFPA indicated they are hopeful that the panel hearings will commence in the first half of 2018

### **3.1.2 Port Community Liaison Committee**

The Port Community Liaison Committee – Delta (PCLC) is a mechanism for dialogue and communications about port-related issues in Delta. The committee is an information sharing forum that works in the spirit of collaboration to bring together municipal, First Nations, industry, the Vancouver Fraser Port Authority, and community interests to discuss developments, identify concerns, provide suggestions, and facilitate two-way communication among respective constituencies about port operations and development.

The PCLC meets four to six times per year or on an as needed basis and has been meeting regularly since May 2011.

### **PCLC meeting summaries**

In 2017, the Vancouver Fraser Port Authority provided the Port Communities Liaison Committee - Delta with regular updates regarding the Roberts Bank Terminal 2 Project, identify concerns and provide suggestions for port-related issues in Delta. Key themes as they relate to the container sector and the Roberts Bank Terminal 2 Project are provided below.

Complete meeting notes for every PCLC meeting are available at [portvancouver.com](http://portvancouver.com).

### **PCLC meeting – January 10, 2017**

#### *Key themes*

- Updates provided on the Deltaport Logistics Centre and the Tsawwassen Container Examination Facility
- VFPA to provide a presentation to Delta council in March about the Roberts Bank Terminal 2 project and shore power at Deltaport

### **PCLC meeting – March 7, 2017**

#### *Key themes*

- Update regarding the Tsawwassen Eelgrass Project provided by Charlotte Olson and Scott Northrup
- Presentation on Global Container Terminals Deltaport – two new ship to shore container cranes, provided by Marko Dekovic
- General port update, including discussion of the Truck Staging Area
- Member comment regarding importance of sharing panel hearing location opinions with the panel for the Roberts Bank Terminal 2 Project
  - Upon review of the questions the panel has been asking, member felt encouraged by their thoroughness
- Updates regarding the Delta Community Office, including key topics community members discussed
  - Roberts Bank Terminal 2 project
  - Purpose of Delta Community Office
  - Shower Power
  - Kinder Morgan
  - George Massey Tunnel

### **PCLC meeting – May 1, 2017**

#### *Key themes*

- Presentation given by Western Canada Marine Response Corporation on marine spill response, with discussion following the presentation

- Community member discussed complaint regarding the environmental impacts of the proposed Roberts Bank Terminal 2 project

### **PCLC meeting – June 27, 2017**

#### *Key themes*

- Gord Westlake gave a BC Rail track update, as part of the DTRRIP project
- General port update provided by Tom Corsie
  - Presentation to council was well received
- Discussion regarding noise complaints from community members

### **PCLC meeting – September 5, 2017**

#### *Key themes*

- Update regarding the Deltaport truck staging area, provided by Gerry Fleming
- General port update provided by Tom Corsie
  - Tsawwassen Container Examination Facility update
  - Port of Vancouver mid-year stats update
  - Brunswick Point trail survey – question from community member
    - RBT2 panel asked the port authority to provide information regarding recreational use near Roberts Bank

### **PCLC meeting – November 28, 2017**

#### *Key themes*

- Update regarding dredging in the Fraser River given by Tino Isola
- Update regarding B.C. Rail's Intermodal Yard Expansion Project provided by Gord Westlake
- Port update provided by Tom Corsie
  - Update on the ECHO Slowdown Trial
  - Update on the construction of a CBSA large scale imaging facility near the terminal instead of the current facility in Burnaby
- Concern raised regarding the proposed cruise terminal in Delta, and how it should be sent to the RBT2 panel
  - The port authority explained there is no data to send to the panel, as the discussion is only at an abstract level currently

### **3.1.4 Other engagement**

The port authority met with the City of Delta staff once in 2017 to discuss future water servicing requirements for the Roberts Bank Terminal 2 Project.

The port authority met with the City of Delta on March 23, 2017 at Delta Municipal Hall. Attendees were as follows:

City of Delta staff:

- Hugh Fraser

- Harald Fograscher
- Suman Shergill

Vancouver Fraser Port Authority staff:

- Kevin Karaloff
- Sepehr Davani
- Matt Skinner (Kirk & Co.)

#### **Key themes:**

- VFPA provided background information regarding the Roberts Bank Terminal 2 Project and additional context for the meeting to discuss water
- VFPA provided information that their consultant had confirmed that 200 Ls (litres per second) at RBT2 would be sufficient for firefighting purposes, and had considered the assumption of a single fire to be reasonable for determining water requirements. Delta staff interested in the confirmation of these assumptions, and stated that the Delta Fire department would need to review
- Delta staff expressed a clear preference for leaving the existing 350mm causeway water main in place
- Delta staff interested if other forms of fire suppression are planned for RBT2, and the VFPA staff responded that there were other forms planned, such as foam capabilities for fighting chemical fires.

## **3.2 City of Richmond**

### **3.2.1. City of Richmond Staff Liaison Committee**

The purpose of the Richmond Staff Liaison Committee is to bring together relevant staff from the City of Richmond and the Vancouver Fraser Port Authority to discuss issues of mutual interest, including the Roberts Bank Terminal 2 Project. The port authority and the City of Richmond met three times in 2017.

#### **January 24, 2017**

##### *Agenda*

- Approval of agenda and minutes
- Harvest power
- Dredging
- Federal review on selling Port of Vancouver lands
- Vancouver airport fuel delivery project
- Spire development
- Area 4 and lots E & K
- Gateway Transportation Collaboration Forum

##### *Key Themes (RBT2)*

- None

## April 11, 2017

### *Agenda*

- Approval of agenda and minutes
- Harvest power
- Steveston UNESCO update
- Lulu Island Dyke Master Plan
- Gateway Transportation Collaboration Forum
- Transportation update
- Wallenius Willhelmsen Logistics Terminal – Access to Waterlot
- 1700 No. 6 Road (and River Road) Land Use Plan amendment
- Any other business

### *Key Themes (RBT2)*

- None

## October 17, 2017

### *Agenda*

- Approval of agenda and minutes
- Harvest power
- 1700 No. 6 Road/ Knox Way extension
- Gateway Transportation Collaboration Forum
- Transportation update
- WWL waterlot
- Area 4 ecowaste stormwater outfall
- Roberts Bank Terminal 2 project
- South Arm Jetty Habitat Enhancement project
- Other business

### *Key Themes (RBT2)*

- VFPA provided a brief update regarding the CEA Agency panel review process and the information requests that they are responding to on a regular basis
- VFPA indicated that they hope the panel hearing process will begin in 2018

### **3.3 City of Langley, Township of Langley, and City of Surrey staff engagement**

Since 2012, the Roberts Bank Terminal 2 Project's Local Government Technical Liaison Committees have offered an opportunity for regular contact between the port authority's project team and staff from the City of Langley, Township of Langley and City of Surrey. In 2016, the technical liaison committees from these three municipalities were consolidated, so as to allow for more efficient engagement and discussion regarding topics of mutual interest.

### **3.3.1 Engagement in 2017**

It was established in previous meetings in 2016 that this group would only meet on an as-needed basis, and that project updates and milestones would be provided in writing.

Engagement with the Local Government Technical Liaison Committees in 2017 was limited to their participation in the CEA Agency's sufficiency review of the project, where all stakeholders had the opportunity to provide input on the sufficiency of the Environmental Impact Statement. The objective of this phase of the environmental assessment is for the Panel to obtain sufficient information to proceed to a public hearing.