

NO: R227

COUNCIL DATE: **NOVEMBER 12, 2013**

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **November 7, 2013**

FROM: **General Manager, Engineering**

FILE: **5650-20 (FRPA)**

SUBJECT: **Proposed Roberts Bank Terminal 2 Project**

RECOMMENDATIONS

The Engineering Department recommends that Council:

1. Request that Port Metro Vancouver retain qualified experts to undertake a full analysis of the proposed Roberts Bank Terminal 2 Project in relation to its anticipated road and rail impacts on corridors located within the City of Surrey and to identify appropriate measures to effectively address and mitigate such impacts with a view to including the implementation of these measures as part of the Project; and
2. Authorize staff to forward a copy of this report and the related Council resolution to each of Port Metro Vancouver and the Canadian Environmental Assessment Agency (CEAA) with a request that the CEAA review include a full review of the analysis and related mitigation measures that emanate from the analysis to which 1 above refers.

INTENT

The purpose of this report is to provide an update on the proposed Roberts Bank Terminal 2 Project which is included in the ongoing development of a new Port Metro Vancouver Land Use Plan.

BACKGROUND

Port Metro Vancouver (PMV) was formed by the amalgamation of the Fraser River Port Authority, the North Fraser Port Authority and the Vancouver Port Authority. In 2012 PMV began the process of developing a new Land Use Plan for the lands under its jurisdiction. This process has included stakeholder workshops with industry, community, environmental groups and municipalities, public open houses, First Nations workshops and online surveys. The consultation process also included a Local Government Elected Roundtable. Based on the current timeline the final Land Use Plan is expected to be completed by the middle of 2014.

The Roberts Bank area has been identified as a focus for PMV's container growth strategy and the PMV Land Use Plan includes a Roberts Bank Terminal 2 Project that would operate in parallel with the existing Roberts Bank Terminal. This aspect of the proposed PMV Land Use Plan has the potential to have significant impacts on the City of Surrey.

Between October 7 and November 12, 2013, PMV is undertaking a Pre-Design Consultation regarding the Roberts Bank Terminal 2 Project. PMV has also submitted a Project Description Document for the Terminal 2 Project to both the federal and provincial regulators. This referral will initiate a 45-day review of the Project Description by the Canadian Environmental Assessment Agency (CEAA) to determine whether an environmental assessment is required. This process includes a 20-day public comment period.

DISCUSSION

The Roberts Bank Terminal 2 Project will involve the construction of a new three-berth container terminal at Roberts Bank in Delta that will expand the container traffic capacity of the Roberts Bank facility. The current capacity of the existing Terminal is 1.8 million twenty-foot equivalent units (TEU's) of container traffic per year. With the completion of a Road and Rail Improvement Project in 2016/17, the container capacity at the existing Terminal will increase by an estimated 600,000 TEU's a year to 2.4 million TEU's. The proposed Terminal 2 Project will add a further 2.4 million TEU's of container capacity a year resulting in a total capacity of 4.8 million TEU's per year at the Roberts Bank Port facility. This is approximately 2.5 times its current capacity.

Efficiency Opportunities

PMV has undertaken studies in the past with a view to improving the efficiency at Port facilities; however at recent stakeholder consultations in Surrey, industry experts raised concerns about the operational efficiency of the Port and were pressing for a review of existing port operations and implementation of efficiency enhancements prior to adding any new Port capacity. Recent strikes by independent truck drivers blocking the Vancouver Port in protest to the long delays they are experiencing in unloading their containers lends some credence to these requests.

Trucking Impacts

While the implementation of the new South Fraser Perimeter Road should significantly improve truck access to Port facilities on the Fraser River and to the Roberts Bank Terminal and should reduce impacts of truck traffic on Surrey roads, the significant increase in goods movement through the Region that would result from the Terminal 2 Project warrants a comprehensive review of potential truck activity and an assessment of potential street enhancement and mitigation measures.

Rail Impacts

The majority of container traffic to and from Roberts Bank travels on the Roberts Bank Rail Corridor and with the implementation of the proposed Terminal 2 Project there would be a significant increase in rail traffic through Surrey both in terms of the length and number of trains. The Roberts Bank Rail Corridor currently carries approximately 22 trains per day, which is expected to increase to 28 to 38 trains a day with completion of the third berth at the existing Terminal. Current trains can be up to 3.2 kilometres in length. With the addition of the Terminal 2 Project, rail traffic may potentially increase to over 60 trains per day on the Corridor.

The Roberts Bank (Deltaport) expansion that includes the construction of a third berth also includes the construction of improvements along the Roberts Bank Rail Corridor including a number of rail overpasses, four of which are in Surrey. These overpasses that are currently under construction include 152 Street, 192 Street, 196 Street and 54 Avenue. These projects were funded

through a collaboration of local, provincial and Federal governments, private industry, Port Metro Vancouver and the railway operators. These improvements were intended to mitigate the impacts of the third berth project. The projected 4.8 million TEU capacity that would result from the proposed Terminal 2 Project would require additional improvements along the Rail Corridor such as grade separations at 168 Street and at 184 Street in Surrey. Staff has advised representatives of PMV that Surrey would expect these crossings to be grade-separated as part of a Terminal 2 Project.

Project Review Process

PMV has advised that they will be developing a Transportation Plan as part of the proposed Roberts Bank Terminal 2 Project, which will include traffic counts and analysis of traffic distribution across the various routes leading to and from the Roberts Bank port facilities. They have also stated that they intend to work with the supply chain partners and the Provincial and local governments to ensure that the port-related traffic analysis is fulsome and that potential transportation impacts are identified and solutions developed.

Despite the above statement, the Project Description Document submitted by PMV to CEAA is limited to the impact of the proposed Terminal 2 Project on the immediate vicinity of the Port and does not include an examination of the impact of increased rail traffic on the Roberts Bank Rail Corridor or truck movement impacts on roads in the Region. This is a major deficiency in the planning process and the environmental impact review. The CEAA process is intended to be a comprehensive review of environmental issues and public concerns related to the project. As such it should include a review of potential road and rail impacts to the public along major road and rail corridors that serve the Port facilities.

CONCLUSION

Based on the above discussion, it is recommended that Council:

1. Request that Port Metro Vancouver retain qualified experts to undertake a full analysis of the proposed Roberts Bank Terminal 2 Project in relation to its anticipated road and rail impacts on corridors located within the City of Surrey and to identify appropriate measures to effectively address and mitigate such impacts with a view to including the implementation of these measures as part of the Project; and
2. Authorize staff to forward a copy of this report and the related Council resolution to each of Port Metro Vancouver and the Canadian Environmental Assessment Agency (CEAA) with a request that the CEAA review include a full review of the analysis and related mitigation measures that emanate from the analysis to which 1 above refers.

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