

PROJECT UPDATE

Quad Gantry Cranes Arrive



Deltaport container terminal received three new 80 Long Tonne (LT) Quad gantry cranes as part of the Deltaport Third Berth Project. Photo Credit: Jeff Edgar

This summer, Port Metro Vancouver's Deltaport container terminal took delivery of three new 80 Long Tonne (LT) Quad gantry cranes as part of the Deltaport Third Berth Project (DP3). With each lift, the new cranes will be able to hoist two 40-foot containers or four 20-foot containers to a maximum of 80 tonnes capacity. Deltaport will become the first container terminal in North and South America to use these dual-hoist cranes.

Deltaport is operated by TSI Terminal Systems Inc. (TSI), part of GCT Global Container Terminals Inc., which also operates container terminals in the Port of New York and New Jersey. TSI estimates the new cranes will result in a 40 per cent increase in handling capacity. TSI performed the first test lifts in October and following commissioning and additional testing, the three cranes will be ready for operation in January 2010.



Dual-hoist cranes can hoist two 40-foot containers or four 20-foot containers at the same time. Photo Credit: Jeff Edgar

Deltaport Third Berth set to open in January

Port Metro Vancouver (PMV) and TSI are putting the finishing touches on the Deltaport Third Berth Project and are on schedule for the official opening of the new berth in January 2010.

Marine construction has been substantially completed with some dredging clean-up work in the shipping channels remaining to be done. The installation of TSI's on-site operations is ongoing; an electrical substation upgrade is complete and high mast lighting has been installed in the new terminal area. The new lights are being commissioned and will remain on at night to test the new fixtures.

Paving the third berth area began late in the summer and is proceeding on schedule with a barge load of surfacing gravel and a barge load of hot asphalt mix being installed each day.

ENVIRONMENT

Adaptive Management Strategy 2008 Annual Report Released



Roberts Bank is an important feeding area for Great Blue Herons, one of many species monitored as part of the AMS Program.

Based on the results of the first two years of monitoring for the DP3 Adaptive Management Strategy (AMS) program, the data indicates that the DP3 Project has not resulted in negative ecosystem trends in the inter-causeway area.

The AMS 2008 Annual Report provides interpretation and discussion of the data that was collected in 2008, the second year of the AMS program. The 2008 Annual Report also evaluates potential trends occurring in the inter-causeway area and includes recommendations for modification to the AMS work program to better investigate identified trends or to reduce the scope of work when no impacts are evident.

The AMS 2008 Annual Report was prepared by a multi-discipline environmental science and engineering team consisting of Hemmera, Northwest Hydraulic Consultants and Precision Identification Biological Consultants and was reviewed by the DP3 Scientific Advisory Committee, a panel of independent scientists who review the scientific data and interpretation submitted by Port Metro Vancouver.

Detailed information on the AMS program, the findings of the 2008 field program, and the recommendations for changes to the AMS program for 2009 are contained in the 2008 Annual Report, which can be accessed through Port Metro Vancouver's website at portmetrovancover.com/dp3.

What is the Adaptive Management Strategy?

The Adaptive Management Strategy (AMS) is one of several significant environmental programs being undertaken as part of the DP3 Project. It is a science-based approach to monitoring and managing the Roberts Bank ecosystem. This approach allows for the early detection of changes in the inter-causeway ecosystem so that potentially significant negative ecosystem trends attributable to the DP3 Project can be prevented or mitigated. The AMS was developed in conjunction with and approved by Environment Canada.

Environmental monitoring for the DP3 AMS program is conducted in the following areas:

- Coastal geomorphology
- Surface water quality
- Sediment quality
- Eelgrass
- Bird populations
- Benthic community



EAST CAUSEWAY HABITAT CONSTRUCTION UNDERWAY

Construction of the East Causeway Habitat Compensation Project started in September. The project will transform the eastern part of the Deltaport causeway and the adjacent intertidal area into diverse marine and wildlife habitat through the creation of barrier islands, rip rap slopes, salt marsh, upland vegetation areas, and gravel and cobble beaches.

Construction of the East Causeway Habitat Compensation Project will continue into 2010.

COMMUNITY

Trucking Working Group

PMV and TSI have been working together with the Deltaport Third Berth Project Community Liaison Committee (DCLC) on community trucking issues, including congestion and truck driver behaviour. Measures are being taken to address issues including:

- TSI has implemented operational solutions to address queuing on Deltaport Way. These include additional night gates and speed gate services.
- TSI is developing a truck management plan for ongoing terminal operations.
- PMV is developing an overall trucking strategy in Delta, including the Truck Licensing System, and working with key stakeholders to help influence positive truck driver behaviour.



Container truck brings export container to Deltaport. An example of Canadian containerized exports include specialty grains and lumber products.

Truck Licensing System

PMV's Truck Licensing System (TLS) works towards optimizing the movement of container trucks through the port and port communities. PMV utilizes this license to implement stricter safety and environmental requirements for container trucks. PMV is also working with the Ministry of Transportation,

ICBC and Delta Police to share information that would allow PMV to suspend or rescind a license (resulting in a loss of access to port property) if a container truck driver does not follow the rules and requirements outlined by all relevant regulatory agencies.



PMV is proud to support community organizations and participate in community events throughout Delta.

In the Community

Since 1997, PMV has invested approximately \$9 million into the community of Delta to support various community organizations and community projects.

This year, PMV donated \$2 million to the Corporation of Delta for the purchase of the Seven Seas Fishing Company property in Ladner to provide future waterfront access for the community. PMV is also proud to support the Delta Hospital Foundation, Delta Hospice, Burns Bog, Tour de Delta, Ladner May Days, Tsawwassen Sun Festival, North Delta Family Days and more!

PUBLIC INFORMATION SESSIONS

To learn more about the DP3 Project, come to visit us at one of our public information sessions.

Tsawwassen Town Centre Mall

Friday November 27, 2009
3:00 pm to 7:00 pm

Save-on-Foods Ladner

Sunday November 29, 2009
11:00 am to 3:00 pm

Deltaport Third Berth Project

Construction of the Deltaport Third Berth Project (DP3) is nearing completion—operations are expected to start early in 2010.

DP3 is a Port Metro Vancouver and TSI Terminal Systems Inc. (TSI) initiative to expand existing container operations at the Deltaport container terminal at Roberts Bank. DP3 will increase capacity at Deltaport by up to 600,000 TEUs (twenty-foot equivalent units) by adding a third berth and 20 hectares of container storage facilities to the existing two-berth container terminal.

The Deltaport Third Berth Project is a direct response to the growing needs of Canadian industry and consumer demand, and specifically the significant increase in container volumes predicted over the next 20 years. In Delta, port activities support 3,500 local jobs and \$140 million in wages, and generate \$430 million in GDP with total economic output of more than \$1 billion.

Deltaport Third Berth Project Community Liaison Committee

The Deltaport Third Berth Project Community Liaison Committee (DCLC) consists of 18 individuals representing residents, community associations and local businesses in Delta, along with port stakeholders. The purpose of the committee is to work with the Port during the construction and first year operation of the third berth to identify community concerns and develop potential solutions to address those concerns. For more information, please visit the DCLC website at www.delta3berthinfo.org.



The Deltaport Third Berth, scheduled to open in January 2010, features three new Quad-lift gantry cranes. Photo credit: TSI Terminal Systems Inc.

- Over 95% of container imports through PMV are destined for the Canadian market.
- Container trucks moving to and from the Port bring imported goods such as electronics, furniture and food products to customers in the Lower Mainland, and export Canadian products such as specialty grains and lumber.

The Deltaport Third Berth Project Update is published twice a year.

CONTACT US

Project Information Line: 604.665.9337

Project Email: container_expansion@portmetrovancover.com

Project Website: portmetrovancover.com/dp3



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