

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 28, 2014

3:00PM

VANCOUVER

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| ATTENDEES/AFFILIATION | Marko Dekovic, Port Metro Vancouver Peter Xotta, Port Metro Vancouver Dennis Bickel, Port Metro Vancouver Taylor Briggs, Port Metro Vancouver |
| MOTI REPRESENTATIVES | Kirsten Pedersen, Executive Project Director, BC on the Move / Regional Director, Northern Region, Ministry of Transportation and Infrastructure (MoTI) Brad Glazer, Director, Infrastructure Development, Northern Corridor, Pacific Gateway Branch, MoTI Helen Berthin, Director, Infrastructure Development, Southern Corridor, Pacific Gateway Branch, MoTI |
| NOTE TAKER | Carmen Bennett, Kirk & Co. Consulting Ltd. |
| KEY THEMES (3-6) | |
| 1) | Highways and side roads: Participants noted there should be focus on goods movement and on the major arteries that support this. |
| 2) | Goods movement: Participants noted that permitting complexities present challenges for the movement of goods through Metro Vancouver. |
| 3) | Goods Movement: Participants expressed that they would like to make sure projects that support gateway growth and meeting demand are being fully realized. Maintaining the strategic advantage of this gateway is important. |
| 4) | Rail/road crossing: Participants noted that the general theme for Port Metro Vancouver is always with respect to crossings, road and rail interface issues and borders. |
| 5) | Engagement with communities: Participants expressed the need to continue to be mindful of communities, recognizing that the success of the gateway relies on the support of its communities. |
| 6) | Transportation planning: Participants noted that the Fraser River will be important for goods movement and economic development in the region. |
| CHALLENGES AND OPPORTUNITIES | |
| | <ul style="list-style-type: none"> The main challenge for Port Metro Vancouver is in dealing with the impacts of Port growth. Participants noted challenges with respect to recognizing impacts to the communities that support the gateway, and finding ways to support these communities. Participants highlighted challenges with respect to goods movement, reliability of roads, and congestion. Participants noted that the goods movement strategy needs to be a broader conversation. Participants added that jurisdictional issues create permitting complexities and make the movement of goods challenging in this region. |
| MOVING FORWARD – STRATEGIES | |
| 1) | Moving People and Goods Safely and Reliably |
| | <ul style="list-style-type: none"> One participant noted that, as far as granular projects go, the Putullo Bridge, George Massey Tunnel, and a rebirth of the North Fraser Perimeter Road or related projects would be priorities. The participant also noted that it is important to consider how to move more trade along the river once the tunnel is removed, and it is also necessary to think about whether there are other utilities in the river that will require solutions in order to grow trade up and down the river. Participants noted the Fraser River will likely play an important role in goods movement in the future. The Fraser River is important for Port Metro Vancouver. One participant noted that jurisdictional issues create a permitting complexity, layered on top of the technical complexity, which means a lot of opportunity that would flow to ports in this region ends up in other areas including the United States and northern B.C. This creates a lost economic opportunity in the region. Current challenges in Metro Vancouver include marine terminal capacity, as well as permitting to get through the region. Break bulk terminals have been impacted due to permitting issues. Participants discussed issues related to transit and goods movement in the region. One participant noted it is necessary to consider the rural-urban divide when thinking about issues related to goods movement. The participant noted that the goods movement strategy needs to be a broader conversation. Participants suggested that the need for utilizing road infrastructure 24/7 to facilitate goods movement should be emphasized. Participants noted there should be focus on goods movement and on the major arteries that support this. Participants noted that other priorities include road and rail issues on Roberts Bank, road and rail issues on the Fraser River (Richmond and Surrey lands), and rail capacity issues on the North Shore. One participant noted that the Highway 13 Sumas border crossing is important. |

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| <ul style="list-style-type: none"> Participants noted that the theme for Port Metro Vancouver always concerns crossings, road and rail interface issues and borders. |
| <ul style="list-style-type: none"> One participant noted access points into British Columbia from other provinces can be an issue (e.g. Highway 1 and Highway 13) |
| <ul style="list-style-type: none"> Participants noted that most tonnage into and out of this port comes and goes via rail. Trucking from other areas of B.C. relies on those highway corridors to get goods to the Port; but rail is the most important to this gateway. |
| <ul style="list-style-type: none"> Participants noted that reliability of roads on the Lower Mainland is an issue, in terms of congestion. Port Metro Vancouver would also be supportive of any improvements to Highway 1. Port Metro Vancouver relies primarily upon rail to keep this gateway going. |
| 2) Growing the Economy |
| <ul style="list-style-type: none"> Participants noted that they would like to encourage the Province to continue strategic investments in infrastructure. |
| <ul style="list-style-type: none"> One participant noted it is important to ensure that projects linked to gateway growth and meeting demand are being fully realized, in terms of granular pieces that bring Gateway 2020 to reality. Looking at transportation priorities that support gateway growth is important (such as the Proposed Roberts Bank Terminal 2 Project, and associated transportation infrastructure). |
| <ul style="list-style-type: none"> With Gateway Transportation Collaboration Forum, participants noted the importance of recognizing that the gateway is growing in a variety of areas, and making sure the right pieces are in place to support growth. Maintaining the strategic advantage of this gateway is important. |
| <ul style="list-style-type: none"> Participants noted they would support Prince Rupert's ambition to participate in business as well, so B.C. can be more competitive in securing projects. |
| <ul style="list-style-type: none"> Participants noted there are regional benefits to local investments. |
| <ul style="list-style-type: none"> Participants suggested that the more the Province can encourage the Open Skies policy, the easier it is to attract customers and do business here. |
| 3) Connecting and Strengthening Communities |
| <ul style="list-style-type: none"> Participants expressed the need to continue to be mindful of communities, recognizing that the success of the gateway relies on the support of its communities. One participant suggested that there are challenges in this respect, but it is important to recognize the impacts to communities and to look for partnership opportunities that support them. The participant suggested a collaborative fund that could be accessible to communities that may be impacted by trade infrastructure. |
| <ul style="list-style-type: none"> One participant suggested the need to recognize that the cities in this region exist in large part because of the transportation network and the ports that have historically existed here, while recognizing the challenges moving forward. |
| <ul style="list-style-type: none"> Participants noted it is important to recognize that certain communities are affected by transportation and trade more than others, while at the same time recognizing the benefit to communities. |
| 4) Maximizing Collaboration and Investment with Partners and Stakeholders |
| <ul style="list-style-type: none"> One participant noted that Port Metro Vancouver is looking forward to more complex, challenging and much higher level of collaboration on projects moving forward. |
| <ul style="list-style-type: none"> Participants noted it is important to have a common message around priority projects, and the potential alignment to move forward. |
| <ul style="list-style-type: none"> Participants discussed the Gateway Transportation Collaboration Forum (GTCF), highlighting that this will include a set of projects that will hopefully align with Province's 10-year plan. Maximizing collaboration is an important aspect of this, through the Pacific Gateway Alliance and New West Partnerships for example, and it is necessary to make sure there is alignment and coordination. This is important so that partners are successful in capturing federal funding for collaborative infrastructure. |
| TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS |
| <ul style="list-style-type: none"> Participants noted that as far as specific projects go, the Putullo Bridge, George Massey Tunnel, and the North Fraser Perimeter Road are priorities. Participants noted that the Proposed Roberts Bank Terminal 2 Project is a priority for Port Metro Vancouver. |
| <ul style="list-style-type: none"> Participants noted that other priorities include road and rail issues on Roberts Bank, road and rail issues on the Fraser River (Richmond and Surrey lands), and rail capacity issues on the North Shore. |
| <ul style="list-style-type: none"> Participants noted that the theme for Port Metro Vancouver is always with respect to crossings, road and rail interface issues and borders. Participants noted that the Highway 13 Sumas border crossing is important. |
| ADDITIONAL COMMENTS/DISCUSSION |
| <ul style="list-style-type: none"> One participant noted that the biggest consideration for Port Metro Vancouver is in dealing with the impacts of port growth. For the last 10 years, PMV has been working to increase the level of engagement with municipalities, and noted this is a particularly challenging region in terms of jurisdiction. |
| <ul style="list-style-type: none"> One participant highlighted three areas of focus: Integrated regional transportation plan, gateway growth and meeting demand, and supporting community infrastructure. A piece in the plan with respect to the Mayors' Vision is important for the Lower Mainland, but participants would also like to see something more goods-focused. The participant noted that Port Metro Vancouver will provide a written submission as well, highlighting priorities and considerations. |

- Participants noted that they would like to articulate, with respect to any private business looking to increase its capacity of handling goods (e.g. Ashcroft), promoting or not promoting a particular business is not within the scope or realm of responsibilities for Port Metro Vancouver. Supporting economic development in this province is something the Port will do.