



Vancouver Fraser Port Authority
Collaborating for improved coordination

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Welcome

Thank you to conference organizers; I hope you have all had a productive week here in Vancouver.

Theme of conference: "Port Expansion – The Challenges"

We at the Vancouver Fraser Port Authority understand that well, as the Port of Vancouver is growing too.

Our mission is to enable Canada's trade objectives, ensuring safety, environmental protection and consideration for local communities.

It doesn't take much to realize these objectives are not always going to be easily aligned.

So balance is required, as is a long-term view to ensure we are planning the right infrastructure.

We have to anticipate what is to come and collaborate with stakeholders to ensure the port is ready.



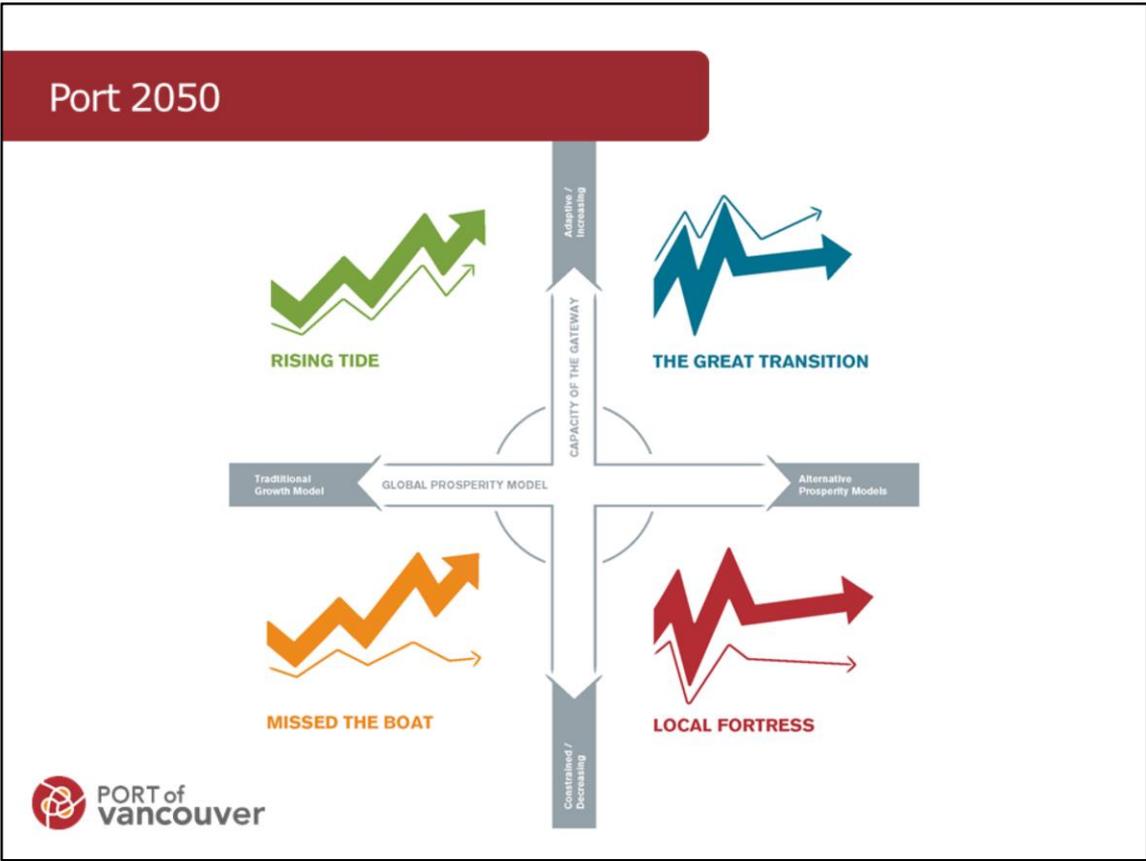
Port of Vancouver’s jurisdiction is made up of hundreds of kilometres of shoreline that border 16 different municipalities and intersect the asserted and established territories and treaty lands of several Coast Salish First Nations.

The red line on this map shows the shoreline that we manage. The dark blue area shows the areas where Port of Vancouver has navigational jurisdiction.

As you can see, Port of Vancouver stretches from the shoreline in Maple Ridge from the Golden Ears Bridge to Kanaka Creek.

As a port authority responsible for managing the federal lands of the port, we have to balance the trading and economic interests of Canada with the communities we border here in the Lower Mainland.

It’s a balancing act that is never easy, especially when you add the pressure on the region from the one million more people expected to move here in the next 25 years, and the growth in demand for port services that is anticipated – both locally, and across the nation.



Since 2010, we have used scenario planning as a strategic tool to test our thinking and challenge our assumptions about the future. Joining us on this journey were those with a stake in the future of the Vancouver Gateway including terminal operators, railways, industry organizations, communities, municipalities, government agencies, and First Nations leaders. Together, we have imagined what our gateway could look like in the next 20 and 40 years.

We identified four plausible scenarios for the future – these are stories about alternative futures, the futures that “could be”. Those four scenarios included:

Local Fortress

- This is a scenario where gateway growth is constrained because the Lower Mainland focuses on the regional economy and local resilience.

Missed the Boat

- This is a scenario where emerging market growth is strong, but the gateway misses key opportunities and doesn’t live up to expectations, due to problems in the supply chain, poor coordination, lack of community buy-in and diminishing industry support.

Rising Tide

- This is a scenario of continued growth, but in a context of increased volatility due to resource conflicts and climate instabilities.

The Great Transition

- This is a scenario where we see a paradigm shift — a rapid transition to a post-industrial/post-carbon model.

Our anticipated future

We believe The Great Transition is a likely scenario and one we believe is worth aspiring to. It represents a shift to a lower carbon economy with a focus on sustainable trade – an ability to accommodate Canada’s trade needs, but at the same time maintain a healthy environment and enable thriving communities.

Sustainable gateway definition

- Economic prosperity through trade
- Healthy environment
- Thriving communities

environmental
social
economic

 **PORT of vancouver**

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Long-term, macro level planning, that considers local interests and those of the entire nation, that balances trade objectives, the environment, and our quality of life, robust planning is required
Sustainability is a key component of vision, strategic priorities and corporate values

Environment Policy makes commitment to sustainability

Corporate Social Responsibility (CSR) Policy adopted June 2011:

Integrate social and environmental matters into values, culture, decision-making, strategy, development and operations – transparent and accountable.

Ensure CSR considerations incorporated into decision-making and daily work to establish better practices, create economic value and improve society.

Third annual GRI Sustainability Report: key social, financial and environmental achievements and milestones. Prepared using Global Reporting Initiative’s sustainability reporting guidelines.

•**Only port in North America to have an independently verified sustainability report** which meets Global Reporting Initiative’s B+ application level.



Partnerships in the gateway, including Canada, BC, Municipalities, railroads, Port of Vancouver, and private sector terminal operators have invested the time and energy into programs such as Asia Pacific Gateway Initiative (APCGI).

The result? Total investments since 2009 through approximately to year end 2014 is \$7.5 billion. That’s just over the investment in the Panama Canal.

Our collaborative approach is working.

What you’ll see though, is that generational and anchor government/agency/industry and collaborative investments in critical infrastructure spur private investments and growth.

The port’s unique role:

- Unique to Canadian port authorities – ability to plan, facilitate, and support, generational investment in national infrastructure
- Work with Provincial and Federal governments (and municipal, agencies, industry) to implement regional road and bridge networks

Orange - Road network investments, recently completed: ~\$5,372,000,000

- Unique to Canadian port authorities – ability to plan, facilitate, and support, generational investment in national infrastructure
- Work with Provincial and Federal governments (and municipal, agencies, industry!) to implement regional road and bridge networks
- May be familiar with these recently completed projects:
 - South Fraser Perimeter Road ~1,264,000,000
 - Port Mann Bridge/TransCanada Highway 1 ~3,300,000,000
 - Golden Ears Bridge ~808,000,000

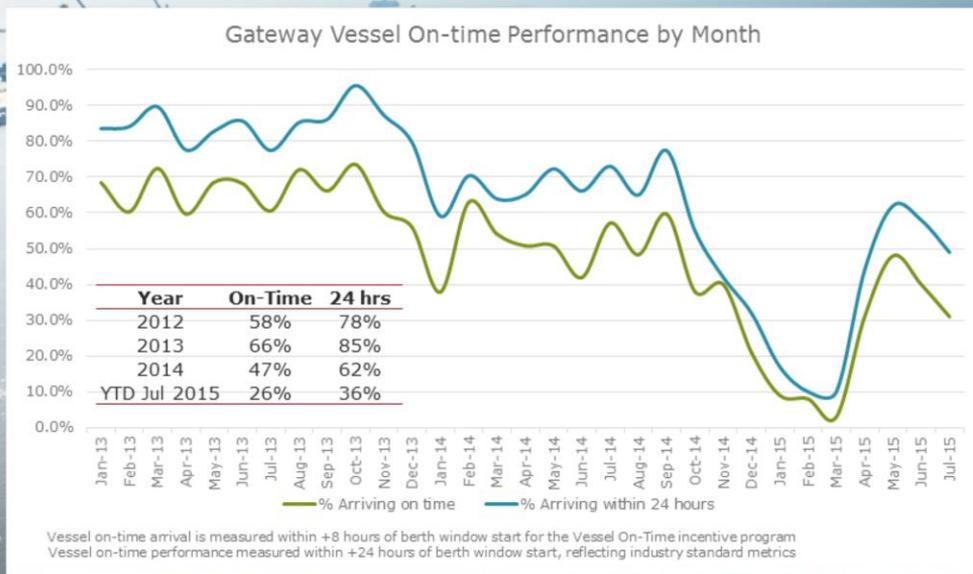
Red – Gateway corridor investment, recently completed ~\$925,940,000

- Now we add in recent collaborative capital projects tailored to address port industry around the region (Gateway corridor investments)
 - Many in conjunction with **Asia Pacific Gateway Collaboration Initiative Partners (APGCI)**, the predecessor to the Gateway Transportation Collaboration Forum
- Creating capacity to address constraints, improve market access and meet trade demand, collaboratively and sustainably.
 - Many of which include “generational investment” benefits, such as the Knight Street and Marine Drive Intersection Improvements and No. 6 Road Widening
- These (and in the next slide) are a sample some of the completed and ongoing projects. Others in review, on hold, etc.

Private investments, recently completed ~ \$783 Million

- Government anchor investments in critical infrastructure lead to confidence in Canada, the Lower mainland and the port.
 - You see how private sector investments are critical to success
 - These are projects that span the gateway’s main sectors – bulk (coal, grain, potash), container – as well as general infrastructure improvements.
 - Here’s a **sample** of some recently completed projects
- | | |
|----------------------------|---------------------|
| 1. Neptune | \$153,500,000 |
| 2. Richardson | \$20,000,000 |
| 3. Westshore Terminals | \$110,000,000 |
| 4. Pacific Coast Terminals | \$39,900,000 |
| 5. Beedie Transload | \$9,800,000 |
| 6. Cargill | \$1,200,000 |
| 7. Fraser Surrey Docks | \$8,000,000 |
| 8. Lynnterm | \$1,258,123 |
| 9. Canexus | \$280,000,000 ~ END |

Driving performance with transparency and data



- Example of sharing and using data to optimize fluidity and performance.
- Leverage:
 - Technology
 - Collaboration agreements
 - Transparency
 - Working together



Thank you

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Ultimately, our goal is for the public to have pride in the port, trust in its mission, and understand its mandate, resulting in public support to lead and grow the port.

Thank you, I look forward to any questions.