

Carol Day : Comments on the Port of Vancouver for the Port Authority Review Oct 15, 2018

Port of Vancouver Land Bank :

Port of Vancouver formally named Port Metro Vancouver has leased land to Harvest power and the operation has resulted in years of complaints from people living though out Richmond. ( See Graph )

Port of Vancouver has leased land to the VAFFC ( Vancouver Fuel Facilities Corporation) to build 6 six storey tall tanks which will contain 80 million liters of Jet fuel. The fiduciary responsibility of the Port of Vancouver is to support port operations, this agreement is a for profit arrangement and has been opposed by the City of Richmond, City Council and thousands of people living in Metro Vancouver.( see photo)

Port of Vancouver purchased the Auto Carrier lot located at 13800 and 14000 Steveston hwy and the lot across the street and it owns a large lot to the east of the River port condo complex. The port should be working with the City of Richmond and respecting the OCP and not be buying land in the agricultural land reserve such as the Gilmore farm and then declaring it a study area.

After removing log debris from 70 acres of habitat the Department of Fisheries and Oceans gave the port 66 hectares of land to use as a habitat credit for highly destructive projects such as a new container port at Roberts Bank. ( attached Richmond News Mar 14, 2014 )

The practices of Port of Vancouver have caused a great deal of concern to the City of Richmond and her residents. The Federal government needs to remove some of the authority the Port of Vancouver has and force it to work with local government.

The CEO of the Port Authority Robin Silvester after speaking to agricultural land owners about their concerns for land in the ALR is quoted as saying " I don't think we would be bound by the Agricultural Land Commission", .. " We have supremacy ." ( attached Country Life story by Peter Milham.)

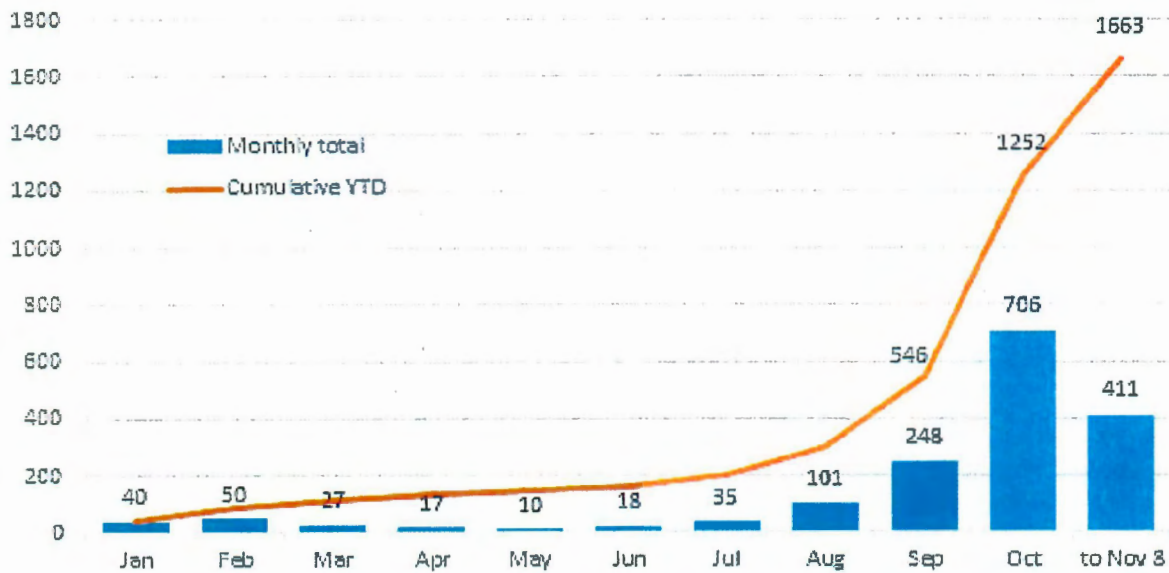
to testing of odour emissions. Harvest Power’s arguments for the Board setting aside or striking certain parts of the Permit centre around the District Director erring in issuing the Permit that adds to the various requirements for the Facility where the authorized emission volumes and rates are neither necessary nor advisable for the protection of the environment and requires testing which is unreasonable, arbitrary, vague and made without jurisdiction.

### Analysis

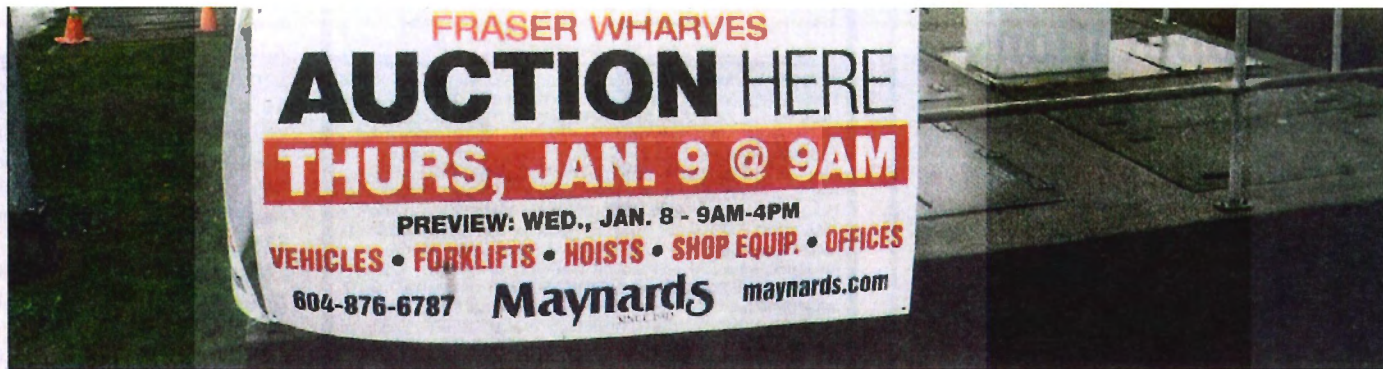
#### Complaints

Odour issues and complaints from citizens have persisted prior to and following the issuance of the new Permit. The total number of complaints received by Metro Vancouver from January 1, 2016 to November 8, 2016 naming Harvest Power as the suspected source of odour emissions is 1663 (see Figure 1 below). In the first 8 days of November alone, 411 complaints have been made.

Figure 1: 2016 Complaints naming Harvest Power as the suspected source of odours. (Source: Metro Vancouver)







# Longtime car importer runs out of gas

*Fraser Wharves closes down, sells Riverport property to Port Metro Vancouver*

by Matthew Hoekstra

Staff Reporter

A Richmond business that has supplied vehicles to car dealerships for 42 years has sold its Riverport property to Port Metro Vancouver and ceased operation.

Fraser Wharves Ltd. closed its doors last week, a company official confirmed. The firm sold its 26.6-hectare (65.6-acre) property, at 13800 and 14000 Steveston Hwy., to the port March 15, 2013.

Fraser Wharves was the first of two automobile terminals to operate on the Fraser River, importing approximately 200,000 Japanese and General Motors vehicles each year.

It was only three years ago Fraser Wharves held a groundbreaking ceremony marking the replacement of an original building with a new facility for its 100 employees. Now it's unclear what the future holds for the land.

Accounting manager Liza Tse said Fraser Wharves closed due to a decision from the Japanese parent company, Mitsui & Co. Ltd. Tse said she's unaware of future plans for the site, but said an auction of the company's



Fraser Wharves photo  
Hulking deep-sea vessels berthing at Fraser Wharves was a regular sight.

remaining assets is set for Jan. 9, 2014.

Although the port didn't respond to requests for comment this week, days following the sale community engagement advisor Frances Tang-Graham said in an online post that a change in use "is not expected at this time."

"The purchase of the Fraser Wharves facility ensures terminal capacity continues to be available for port activity," she wrote on Port Metro Vancouver's

porttalk.ca website.

In a September interview with B.C. Shipping News, port CEO Robin Silvester said buying properties such as Fraser Wharves allows the port to ensure industrial lands are maintained.

"Had we not done that, those sites might have been sold and rezoned into other commercial or residential use and lost from the industrial land base. That would have been terrible," he said.

A recent land use plan update from the port identified the South Arm as a key shipping route facing pressures from "the continued conversion of existing industrial uplands to residential and non-industrial uses by neighbouring municipalities."

The Fraser Wharves property is one of three deep-sea terminals on the South Arm. Fraser Surrey Docks and Wallenius Wilhelmsen Logistics—the region's other auto terminal in New Westminster—are the others.

The port now owns land on either side of the Riverport condo community of Waterstone Pier, having purchased a property to the east in 2007 to accommodate a jet fuel offloading facility as part of a planned \$100-million pipeline to the airport.

Another drive to further industrialize the area is underway. Across Steveston Highway to the north, Steveston No. 6 Limited Partnership has applied to rezone a vacant site to light industrial, which would allow a single-storey warehouse distribution centre development.

The land is currently zoned as Agricultural and Golf Zones/Entertainment and Athletics.

By Jan Hager

Black Press

Do not dial 911 to ask for a morning wake-up call.

Or to discipline you children. Or to ask permission to use the HOV lane to get to an important meeting.

Those are a few fresh examples of jaw-droppingly inappropriate 911 calls made by Lower Mainland residents in 2013 that offer strong evidence some people are too dumb to possess a cellphone or at least discern what's a real emergency.

The list was released Monday by E-Comm and is just a taste of what staff regularly field at south western B.C.'s emergency communications centre.

In the No. 1 spot this year was a call E-Comm's Matthew Collins received from a caller wanting to rent a fire truck to block off a street for a party.

"My son won't give me the remote control," an other caller reported as an emergency to a 911 call-taker.

"Can an officer come over to tell my kids to go to bed?" asked another.

E-Comm spokesperson Jody Robertson said people who make nuisance calls to 911 are tying up valuable resources for people with real life-and-death emergencies.

"There are many documented cases of children as young as two and three years old properly making emergency calls," she said. "Little ones seem to get it. Other

# PMV's habitat banking scheme on slippery slope

GUESTSHOT / RICHMOND NEWS

MARCH 14, 2014 12:00 AM

[Email](#)

[Print](#)

In 2012, Port Metro Vancouver (PMV) and the Department of Fisheries and Oceans (DFO) signed an agreement whereby PMV will be given habitat credits to remove logs and debris from Fraser River estuary marshes.

This credit is then banked and entitles PMV to destroy an equivalent amount of habitat capacity in other areas of the estuary.

Since there will always be wood debris on marshes as long as there are trees and wood processing plants along the river, the opportunity to 'clean' one hectare, then totally destroy another could eventually eliminate much of the food producing habitat of the river and estuary for the fish, birds and mammals dependent on it.

It has to be appreciated that we now only have remnant marsh and habitats remaining along the river. Only about 20 percent of what existed over 100 years ago remains.

Why would the federal government design a program that will nibble away at this last 20 percent? Work on this new program began in Boundary Bay late last year and DFO gave the port 66 hectares of habitat credit for removing logs from 70 hectares.

This means the port can now use 66 hectares of habitat for highly destructive projects, such as a new container port on Roberts Bank or sell to others wanting to build.

PMV has plans to do more of this questionable marsh clean-up and enhancement in good habitat areas in Vancouver, Richmond and Delta. Many of these areas have evolved good marsh or riparian (shoreline) vegetation around the wood debris through years of natural processes.

The plan to create marshes by engineering new habitat on top of what now exists is a form of habitat destruction. Often mudflats and riparian brush are replaced by marsh in the belief that this is more productive for fish.

Engineered replacement habitat to get credits to destroy other areas is irresponsible.

If removing logs could increase productivity then do it for that reason alone and not to further the goals of a PMV determined to industrialize the river and estuary with new coal ports, jet fuel terminals and container ports. What is planned next? Plans are to engineer marshes on the booming ground mudflats near Wreck Beach, the riverside treed area at McDonald Beach and an area adjacent to Westham Island. This misguided program undermines years of positive protection and restoration in the estuary. In 1988, the North Fraser Harbour Commission and the DFO Minister, Tom Siddon, signed the first harbour management agreement in Canada.

As part of the agreement, the Harbour Commission accepted marsh cleanup and protection as part of their corporate responsibility and not for habitat credits.

If they wanted to gain habitat credits they had to develop habitat where it had not existed or had been destroyed such as by the dykes after the 1948

flood.

Past programs and policies of DFO supported the principle of no net loss for habitat. What the new conglomerate PMV is doing, with the cooperation of the new DFO, is a program of half net loss.

PMV and DFO are indeed taking us and the habitat that still supports world class populations of wildlife and salmon down a slippery slope.

In 2012, the Harper government took habitat out of the Fisheries Act. It also dissolved FREMP, an overarching agency designed in the 1980s to coordinate various agencies with regulatory powers in the estuary and to ensure that development could take place without harming the environment.

Obviously that is a program of days past. To add insult to injury, the federal government has delegated the Canadian Environmental Assessment Act to PMV.

Now the port is the developer who does environmental reviews and approvals of projects they will promote and profit from.

PMV, with the help of the DFO, is now essentially free to commodify publicly held habitat and sell it in the market place.

If the port carries on with its mad rush to industrialize the estuary, future generations will wonder - what ever happened to the migratory birdlife, the salmon and the whales? The public, environmental groups, municipalities and fish and game clubs have to join forces to rein in what is now the single biggest threat to the river: Port Metro Vancouver.

Otto Langer is a respected environmentalist and retired DFO senior biologist.





# Port development trumps BC agriculture: federal minister MacAulay

## Senior level of gov't has the right to exclude BC farms from land reserve

**Stories by PETER MITHAM**

---

VANCOUVER – Lower Mainland farmland could be sacrificed to ensure agri-food exports can move to market quickly and efficiently, federal agriculture minister Lawrence MacAulay told *Country Life in BC*.

“We do not want to lose agricultural land but it’s no good producing products that you can’t move, either,” MacAulay said, answering a question from *Country Life in BC* following a presentation to Greater Vancouver Board of Trade members on September 12. “So it’s one way or the other – the port in Vancouver has to be efficient to move the products to market. The Asian market is a big market, only going to get larger, and we want to be there.”

MacAulay was in Vancouver as part of a tour of Western Canada that stretched from Saskatchewan grainfields to a craft brewery on Vancouver Island.

Opportunities to boost agri-food exports figured prominently in his West Coast itinerary, with an address to the Greater Vancouver Board of Trade and an endorsement of the new catalogue of export-ready agri-food products BC has published with funding from

Growing Forward 2.

But the thrust of his remarks focused on Vancouver's port facilities and the launch pad those provide for Asia-bound products.

"We have to make sure that they can handle the products as fast as they possibly can and as efficiently as they possibly can," he said.

MacAulay's comments won't sit well with municipalities such as Richmond or local farmland advocates who have challenged the Port of Vancouver's plans to tap local farmland for port-related uses.

Yet the port, as a federal entity, holds the trump card: while it has pledged to file exclusion applications to remove protected farmland from the province's Agricultural Land Reserve, it's under no obligation to do so as an arm of the senior level of government.

"I don't think we would be bound [by the Agricultural Land Commission]," Robin Silvester, president and CEO of the port authority, said earlier this year. "We have supremacy."

Site Economics Ltd. prepared a report for

the port authority in October 2015 that estimates port activities will require approximately 2,700 acres by 2030. The demand could cost Delta alone 1,500 acres of productive farmland, according to the Delta Farmers' Institute.

### **Agriculture is "almost meaningless"**

Silvester believes local agriculture is "almost meaningless" when it comes to local food security but that stance is at odds with MacAulay's message to the Greater Vancouver Board of Trade.

Responding to a question from the audience regarding organic production, MacAulay said his job is to ensure farmers in Canada are capturing local markets before venturing into exports.

"There are products that we aren't producing enough of, and I want to help you produce those products so that you receive the benefit," he told his audience, which included very few farmers. "My responsibility is to help you, and I want to do it."