



# Submission

Vancouver Fraser Port Authority responses to Canadian  
Transportation Agency

Vancouver Fraser Port Authority

February 8, 2019

## Introduction

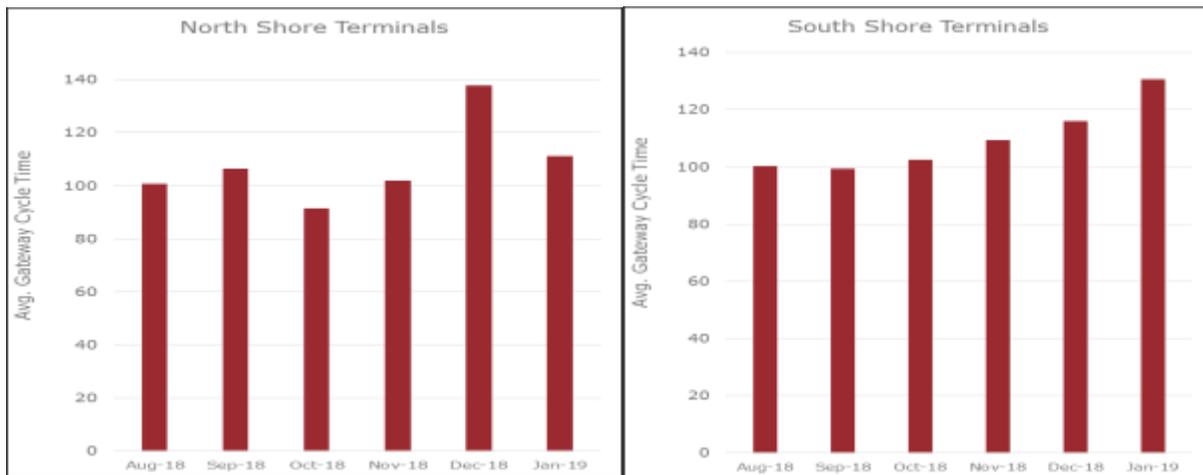
Thank you for providing the Vancouver Fraser Port Authority with the opportunity to contribute additional responses and information following the Canadian Transportation Agency panel hearing on January 30, 2019.

As requested, we would like to offer the following information in addition to our initial submission.

## VANCOUVER GATEWAY CAR CYCLE TIME

*Question: You talk about an increase of 30 per cent on the Kamloops to Kamloops turn. Our questions are first of all, what is this 30 per cent increase relevant to and what is the baseline; and secondly is this consistent with patterns in previous years?*

### Question 1: What is the 30 per cent increase relevant to and what is the baseline?



### Question 2: Is this consistent with patterns in previous years?

The data does not describe a relationship to the previous year's activity. Historically, the latter part of the year i.e. the winter is when we would normally see these types of challenges that have ensued, particularly those with regard to weather-related events – whether that is supply chain events in Western Canada impacting rail, or wind and other related events impacting terminals. Predominantly, it is during the November through January timeframe.

The gateway cycle time (GCT) measures the elapsed time required for grain rail cars to move from Kamloops, B.C. to marine terminals within the Port of Vancouver for unloading and then return empty to Kamloops where the cars are then directed to their next loading point.

The GCT is considered a key indicator of network fluidity by identifying times when congestion within the gateway is causing an increase in car cycle times.

The GCT is a key measure in Vancouver Fraser Port Authority's Supply Chain Performance Dashboard and has allowed the port authority to monitor the cycle times of all grain cars entering the gateway since August, 2018. Our presentation to the CTA included a summary of average monthly gateway cycle times for the period August 2018 through January 2019.

Using the October 2018 performance of 100 hours as a baseline, average cycle times increased by approximately 30 hours during the November – January period. Cycle times for grain cars bound for terminals in the North Shore Trade Area (Cargill and Richardson) peaked in December at an average of 138 hours. Cycle times to terminals in the South Shore Trade Area (Cascadia, Pacific Elevator and Alliance Grain Terminal) saw their cycle time's peak in January at an average of 131 hours.

## **GATEWAY TRANSPORTATION COLLABORATION FORUM PROJECTS**

*Question: Could you indicate which projects are being funded, what sort of infrastructure is going to be built pursuant to this funding; the anticipated impact on fluidity in the gateway; where do you think the key infrastructure issues are likely to be that require some funding or action moving forward?*

Projects that are receiving funding include:

- **Pitt River Road and Colony Farm Road Rail Overpasses Project**
- **Westwood Street and Kingsway Avenue Grade-Separations Project**
- **North Shore Corridor Capacity Improvement Projects (Thornton Rail Tunnel Ventilation Improvements, Rail Corridor Improvements, and Douglas Road Grade-Separation)**
- **Burrard Inlet Road and Rail Improvement Projects (Centennial Road Overpass Project, Waterfront Road Access Improvement Project, Commissioner Street Rail and Road Expansion Project, and Cascadia Support Tracks)**
- **Harris Road Underpass and Kennedy Road Overpass Project**
- **Mountain Highway Underpass Project**

### **About the Gateway Transportation Collaboration Forum**

The Gateway Transportation Collaboration Forum, established in summer 2014, is a collaborative effort to ensure the gateway is ready to manage growing trade. It consists of Transport Canada, the B.C. Ministry of Transportation and Infrastructure, the Vancouver Fraser Port Authority, TransLink and the Greater Vancouver Gateway Council.

Oversight of the Gateway Transportation Collaboration Forum is provided by a Steering Committee, consisting of senior executives from the partner organizations. Its responsibility is to understand stakeholder interests and issues, collaborate on advancing priority infrastructure projects, evaluate and prioritize projects, and identify and pursue viable funding sources.

### **About the Greater Vancouver Gateway 2030 Program**

Greater Vancouver Gateway 2030 is the Gateway Transportation Collaboration Forum's strategy for smart infrastructure investment to address the community impacts of trade and population growth.

Greater Vancouver Gateway 2030 identifies close to 40 projects that will enhance the movement of goods and people through the Vancouver Gateway, and support sustainable growth, environmental stewardship and liveability for communities.

Greater Vancouver Gateway 2030 is guided by the Government of Canada's commitment to strengthen trade corridors to increase trade and access to global markets.

In November 2017, the Vancouver Fraser Port Authority, as part of the Gateway Transportation Collaboration Forum, submitted nine Comprehensive Project Proposals (funding applications) to the National Trade Corridors Fund. These projects represented the first phase of investments that we felt were needed to address existing and emerging bottlenecks in our gateway to 2030, primarily along the rail network.

In May and June 2018, Minister of Transport Marc Garneau announced federal funding commitments of more than \$200 million for Greater Vancouver Gateway 2030 projects.

Applications sought funding for either full project design and construction or to allow for further engineering studies and engagement.

### **2019 call for projects**

Gateway Transportation Collaboration Forum members have identified the following potential projects for funding applications to the National Trade Corridors Fund Continuous Call.

#### **1. Portside and Blundell Overpass and Upgrade Projects (VFPA)**

- *Scope:* Widening of Blundell Road, construction of the Portside Road rail overpass, and the Portside Road extension.
- *Benefits:* Improves road and truck access to VFPA land, allows for additional rail capacity, and enables growth in import and export container trade.

#### **2. Fraser Surrey Port Lands – Transportation Improvements (VFPA)**

- *Scope:* Relocation of Vehicle Access and Control System (VACS) container check-in, expansion of Robson Road queue lane, widening of Timberland Road South and connection to Robson Road, connecting cameras to the Provincial Fibre network, relocation of container exit gate, and rail crossing improvements.

- *Benefits:* Expands and improves container handling capacity of Fraser Surrey Docks, improves road network capacity and reliability of emergency access, and enables growth in import and export container trade.

### 3. Supply Chain Visibility Program (VFPA)

- *Scope:* Development of a complete operational system for industry that acquires multi-modal traffic information covering the West Coast, providing real-time supply chain performance and high value information through predictive analytics.
- *Benefits:* Maximizes use of supply chain end-to-end capacity and identifies network bottlenecks and operational constraints to inform supply chain capacity investments.

### 4. Short Sea Shipping – Concept Development (VFPA)

- *Scope:* Development of concept for a viable and sustainable short sea shipping operation in the Lower Mainland.
- *Benefits:* Sustains growth of import/export containerized cargo capacity, supports efficient use of industrial land, minimizes the increase of truck traffic, and decreases the environmental impacts of cargo movement.
- *Note:* Funding request would be contingent on positive outcome of March 2019 Transport Canada workshop.

### 5. Auto Terminal Improvements (VFPA)

- *Scope:* Optimizing development of vehicle off-load facility on Annacis Island.
- *Benefits:* Frees up Fraser Wharves for Canadian export opportunities, attracts new trade opportunities of vehicles to BC and Alberta markets, and improves efficiency of on-terminal rail and truck movements.

Note: Attached with this submission is a map showing the full 38 Greater Vancouver Gateway (GVG) projects.

Please find a link here for the [GVG factsheet](#)

## TERMINAL OPERATING HOURS

*Question: Are extended hours or 24/7 terminal operating hours a trend that the port has observed? Do you think that extended operating hours or 24/7 operations at the terminals could contribute to addressing some of the issues that have been discussed over the last day and a half?*

Individual terminals base their operating hours on their individual business needs and would need to be contacted directly to speak to the specifics of their businesses. As a port authority, we do not have this information.

From our perspective, we do see a trend of increasing terminal operating time and view this as a necessity for maximum capacity utilization of the gateway. Individual terminals must also consider – along with their business needs - the impacts of their decision to increase operating hours on the local communities in proximity to the terminal.

## **SUPPLY CHAIN VISIBILITY PROJECT**

*Question: Do you have data or will you make data available in terms of the demand levels in different sectors – what is the level of transportation services being sought? Is it possible for the agency to have access to whatever data is available through the visibility project so that we draw upon it for objective evidence in the context of addressing the questions that are before us?*

**Question 1: Do you have data in terms of the demand levels in different sectors? So basically, how much – what is the level of transportation services being sought?**

Demand is not in the scope of this phase of the project. It is something we will look to in future, but is not something we have reported on at this time.

**Question 2: Is it possible for the agency to have access to whatever data is available through the visibility project so that we draw upon it for objective evidence in the context of addressing the questions that are before us?**

The Supply Chain Visibility Project includes sensitive business data for which we would need approval to distribute. We can forward this request to the contributing members of the Supply Chain Visibility Project.

### **About the project:**

The Supply Chain Visibility Program (SCVP), is an initiative co-sponsored by the Vancouver Fraser Port Authority and Transport Canada with the goal of creating visibility into end-to-end supply chain performance for all cargo moving through the Port of Vancouver.

In January 2018, a pilot project was undertaken to develop a supply chain performance dashboard with a focus on three major bulk commodities – coal, grain and potash – moving through the Port of Vancouver. To support the development of the dashboard an industry working group was formed with representation from both Class I railways, terminal operators, major exporters, Transport Canada and the Vancouver Fraser Port Authority and was tasked with developing a set of performance indicators to measure key components of end-to-end performance, from empty railcar delivery in the country to vessel loading in the Port of Vancouver.

From this working group an initial set of 33 measures were identified and used as the basis for the development of the SCVP dashboard.

The 33 measures are focused on four key areas of activity that taken together comprise the end-to-end supply chain:

1. Shipper/Rail activity at origin
2. Railcar cycle time
3. Rail/Terminal activity at Port
4. Terminal/Vessel activity at Port

A prototype of the dashboard was released on a trial basis in July of 2018 with data obtained from participating terminal operators and railways that was used to populate the identified metrics. The dashboard has been available since then to all organizations participating in the project and provides a “near real time” view of supply chain performance for grain and potash cargo moving through the Port of Vancouver.

Technical challenges have prevented the reporting of coal activity in the dashboard to date, but it is expected that these issues will be resolved shortly and coal will be included in future reporting.

Through the pilot, the Vancouver Fraser Port Authority has identified a number of benefits that can be derived from access to the near real-time performance data available through the dashboard. These benefits include:

- Better insight into current network operating conditions
- The ability to identify bottlenecks and chokepoints across the network
- Informing operational changes
- Supports infrastructure investment

With the pilot phase now complete, the Vancouver Fraser Port Authority will be moving forward with phase 2 of the Supply Chain Visibility Program in 2019. Phase 2 of the project will include:

- Expanding data collection to include all cargo moving by rail through the Port of Vancouver. Cargo to include:
  - Forest Products, Specialty Crops, Liquid Bulk, Intermodal and Autos
- Adding remaining marine terminals and select off-dock facilities to the reporting
- Revising the dashboard measures to enhance visibility to supply chain performance
- Port of Prince Rupert activity to provide a complete West Coast view of performance
- Defining tools to support enhanced operations planning and optimization