

RE: BRITISH COLUMBIA PORTS POLICY

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1989 OCTOBER 18

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: BRITISH COLUMBIA PORTS POLICY

PURPOSE: To provide a Municipal response to the Provincial Government's discussion paper on a Ports Policy for British Columbia.

RECOMMENDATIONS

1. THAT the Ministry of Transportation and Highways incorporate those policy issues outlined in this report into the proposed British Columbia Port Policy.
2. THAT a copy of this report be forwarded to:

Mr. Glen McDonald
Transportation and Planning Division
Ministry of Transportation and Highways
940 Blanshard Street
Victoria, B.C. V8W 3E6
3. THAT the Ministry of Transportation and Highways be requested to involve the G.V.R.D. and the Municipality as part of an ongoing process in the development of a Ports Policy for the Province.

SUMMARY

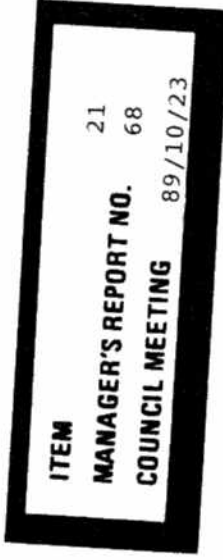
The Provincial Government has prepared a discussion paper on a Ports Policy for the province. This report calls for a co-ordinated Federal, Provincial, Regional and Municipal approach to the planning, development and operation of ports.

R E P O R T

1.0 BACKGROUND

Council at its meeting of 1989 October 10, received a letter and a discussion paper from Mr. R.G. McDonald, Executive Director of the Transportation Planning Division of the Ministry of Transportation and Highways, regarding the development of a British Columbia Ports Policy. The discussion paper, which was released by the Minister of Transportation and Highways, the Honourable Neil Vant, is being circulated to solicit input that will be used in the development of a Provincial Ports Policy.

The purpose of this report is to provide a Municipal response to the discussion paper.



2.0 THE DISCUSSION PAPER

The primary objective of the British Columbia Ports Policy as outlined in the discussion paper is to ensure that B.C.'s ports are "developed, administered and operated to support to the fullest extent possible, the economic and social objectives of British Columbia, while at the same time serving the broader regional and national interests".

There are two major thrusts to the objective. The first is that the Province should be concerned that ports are administered and operated to ensure that their orderly planning and timely development takes place within the context of the overall transportation system, and to ensure that mechanisms for decision making are in place to provide a reasonable balance between centralized planning and local operating autonomy.

Secondly, the discussion paper suggests that British Columbia recognize the broad range of effects that ports have on the communities where they are located. It further suggests that both the direct economic effects and any potential negative effects such as diversion of traffic to or from the port must be fully taken into account when making port investment decisions.

3.0 PORTS POLICY - A MUNICIPAL CONTEXT

Ports in Canada are organized under five types of administration. They are administered either through Local Port Corporations, Divisional Ports, Harbour Commissions, Transport Canada or the Department of Fisheries and Oceans. The Vancouver Port Corporation is responsible for all port activities in Burrard Inlet while the North Fraser Harbour Commission oversees marine operations in the North and Middle arms of the Fraser River. Presently there is no formal mechanism for full provincial participation in the development and operation of ports in B.C.

Ports and harbours are a key factor in British Columbia's economy. It is estimated that B.C.'s ports handle 35 per cent of Canada's seaborne trade and domestic shipping and includes 60 percent of B.C.'s exports. Over and above this, ports provide other economic "spin-offs" and are particularly important to industries such as forestry, mining, fishing and tourism.

Port development is a complex issue. Although ports are often viewed from a national or provincial perspective, it is at the municipal level where jurisdictional, land use, ecological and infrastructure considerations have the most impact. The following sections outline policy areas considered important from this Municipality's perspective that should be considered in a Provincial Ports Policy review.

3.1 Planning, Development and Operational Co-ordination

It is our view that there is a need not only for closer Federal/Provincial cooperation on ports planning, development and operation, but also greater co-ordinated involvement that includes the Regional and Municipal levels of government to ensure:

- . Regional and municipal land use and infrastructure objectives are met
- . Ecologically sound goals and baseline data for the local environment are considered, and
- . An effective mechanism or forum to address potential impacts from port development such as noise, odour, emissions (eg. from loading tankers), and safety.

A co-ordinated approach to port planning, development and operation involving the Federal, Provincial, Regional and Local levels of government is necessary to ensure livability in the local communities and maximum benefit from the investments made in port development. This co-ordinated approach should include provision for a process that will ensure a full assessment and evaluation where a recommended port location is at variance with other community objectives.

3.2 Land Use

With population growth, the interface between port activities and adjacent areas has become more critical. On Burnaby's Burrard Inlet foreshore are refineries, LPG storage tanks, and terminals for LPG and crude oil shipments. These uses adjacent to heavily populated areas that involve the refining, storage and transportation of hazardous materials by rail, road and boat could potentially have an adverse affect on the adjacent community. The development goals for the Region encourage the continued population growth of our inner metropolitan areas to ensure a more efficient use of our available infrastructure. As such, the community surrounding Burrard Inlet can be expected to experience additional population growth and a corresponding increase in the level and frequency of potential conflict with adjacent port/industrial uses. It is therefore our view that a Provincial Ports Policy must address the locational relationship between terminals handling hazardous goods within metropolitan areas and whether in the longer term they are more appropriate in non-metropolitan areas.

3.3 Ecological Baseline Data


Burnaby's foreshores have a combination of port, recreational, park and industrial uses. Both existing and potential port sites could have an impact on the ecology of the area. As such, baseline information on the marine and foreshore ecology against which to evaluate any port proposal must be developed.

3.4 Transportation

Ports are a major generator of truck and rail traffic. Federal, Provincial, Regional and Municipal co-ordination in port policy planning will help ensure a cost effective and efficient transportation system while minimizing the impact on the community. Such a process will help in areas such as municipal road planning, assessing regional truck movement, rail requirements, and extent of hazardous goods movement.

4.0 CONCLUSION

The development of a comprehensive policy to address port planning, development and operation is necessary and merits support. Accordingly, it is recommended that a copy of this report be forwarded to the Transportation Planning Division of the Ministry of Transportation and Highways. It is further recommended that the Ministry be requested to involve the Regional District and the Municipality as part of an ongoing process in the development of a Ports Policy for the Province.


A.L. Parr,
DIRECTOR PLANNING &
BUILDING INSPECTION

