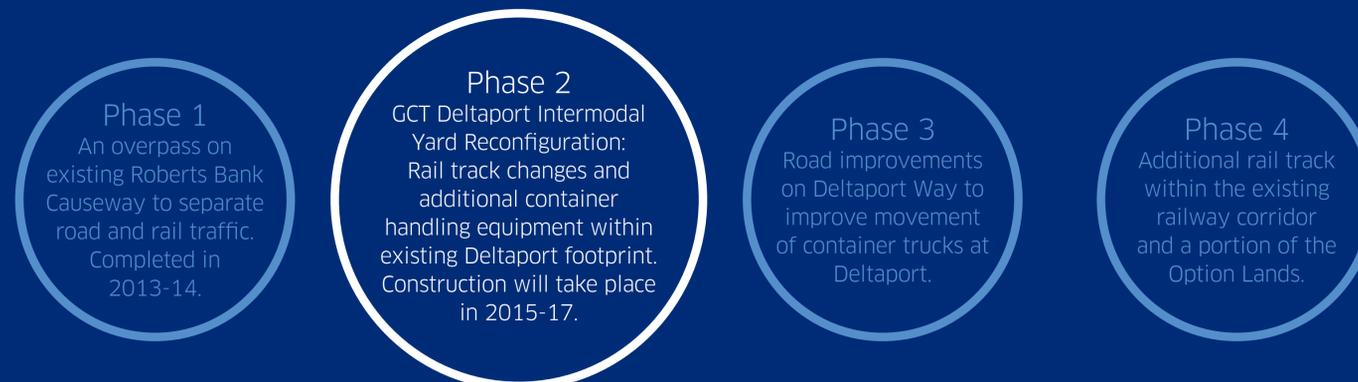


# Deltaport Terminal Road and Rail Improvement Project



# Deltaport Terminal Road and Rail Improvement Project

## Project Overview

The Deltaport Terminal Road and Rail Improvement Project (DTRRIP) will improve the operational efficiency of rail operations at the GCT Deltaport container terminal, located at Roberts Bank. DTRRIP is an efficient and cost-effective plan to increase container capacity through improvements to existing infrastructure. The intermodal expansion densifies operations and lessens the environmental impact.

## Why This Project is Important



Yielding \$500 million in GDP and \$900 million in economic output to British Columbia and Canada<sup>1</sup>



Creating of 5,000 and 5,500 new direct and indirect jobs throughout construction and once in operation<sup>1</sup>



No new land in the marine environment: construction is within the existing footprint



Enabling efficient and sustainable rail cargo growth



Meeting rail traffic demand through the Pacific Gateway

# GCT Deltaport Intermodal Yard Reconfiguration

## Details of the Reconfiguration

The proposed GCT Deltaport Intermodal Yard Reconfiguration is the second component of DTRRIP, led by GCT Canada LP. Since the environmental assessment for the project was initially reviewed and approved, GCT Canada has proposed improvements to the original plan. The proposed reconfiguration meets the same objectives as the original design, within the same footprint. However, the new design is more efficient, enabling the terminal to handle the projected increase in container rail traffic within the existing terminal footprint.



	Original Design	Reconfigured Design
Rail Track Changes	5 tracks realigned 2 new tracks added	Rearrangement of the existing 2 sets of 4 tracks into a single set of 8 tracks
Container Handling Equipment Changes	Add 4 electric rail cranes  Add mobile container handling equipment in the container yard	Rearrangement of the existing 2 sets of 4 tracks into a single set of 8 tracks  Replace 7 existing electric rail cranes with 8 new, modernized, electric rail cranes  Add mobile container handling equipment in the container yard  Replace lights with energy-efficient LED fixtures to reduce glare and alias light  Add a new rail maintenance building

## Project Schedule



# Benefits of the Intermodal Yard Reconfiguration

The proposed GCT Deltaport Intermodal Yard Reconfiguration redesigns and optimizes the layout, providing significant operational benefits, including:



## Sustainability:

- Increased rail capacity allowing for sustainable intermodal cargo growth
- Decreased noise and greenhouse gas emissions with the introduction of modernized electric rail cranes
- Reduced light glare as a result of the new energy-efficient LED lights
- Decreased emissions due to reduced equipment travel time



## Safety:

- Removal of manual inspections and repairs from the working track area
- Container exchanges to be completed outside the working track area



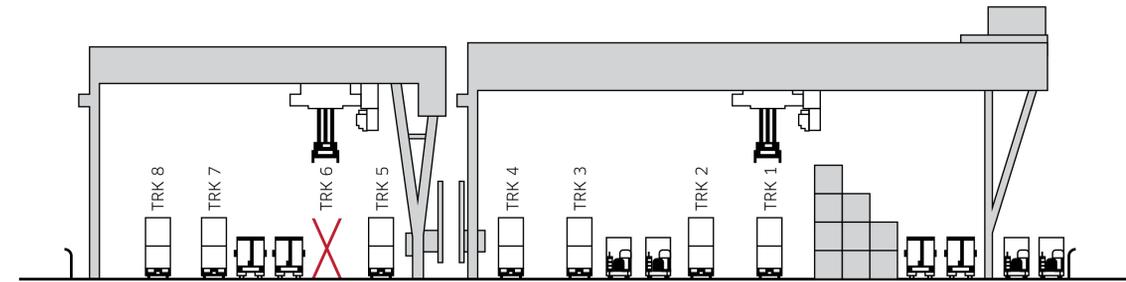
## Efficiency:

- Improved operational performance and management of workflow in the GCT Deltaport IY:
  - Enables 24-hour car switching to GCT Deltaport IY tracks
  - Reduces waiting times for rail crane operators and tractor drivers
  - Increases efficiency as loaded containers trolley over a moving track and container work continues uninterrupted adjacent to a moving track

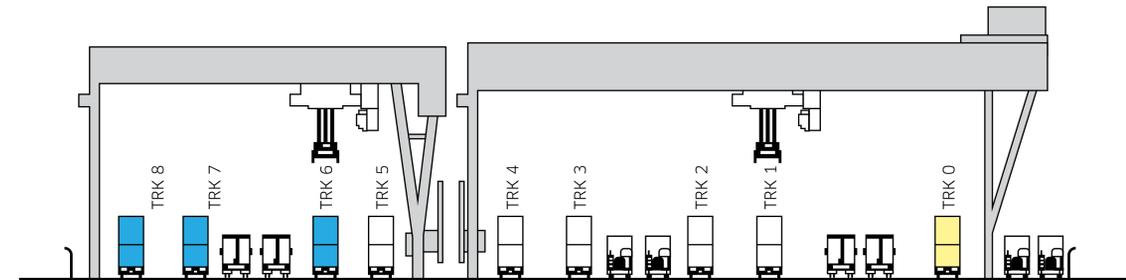
# A Visual Look at the Design Changes

A comparison of the differences between the existing, original, and revised plans for the proposed GCT Deltaport Intermodal Yard.

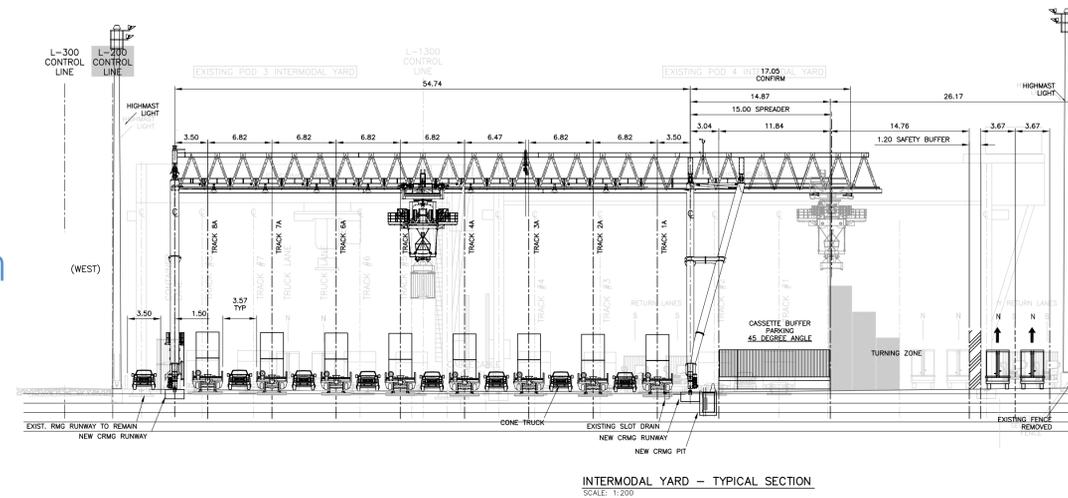
Existing Layout



Original IY  
Project Proposal



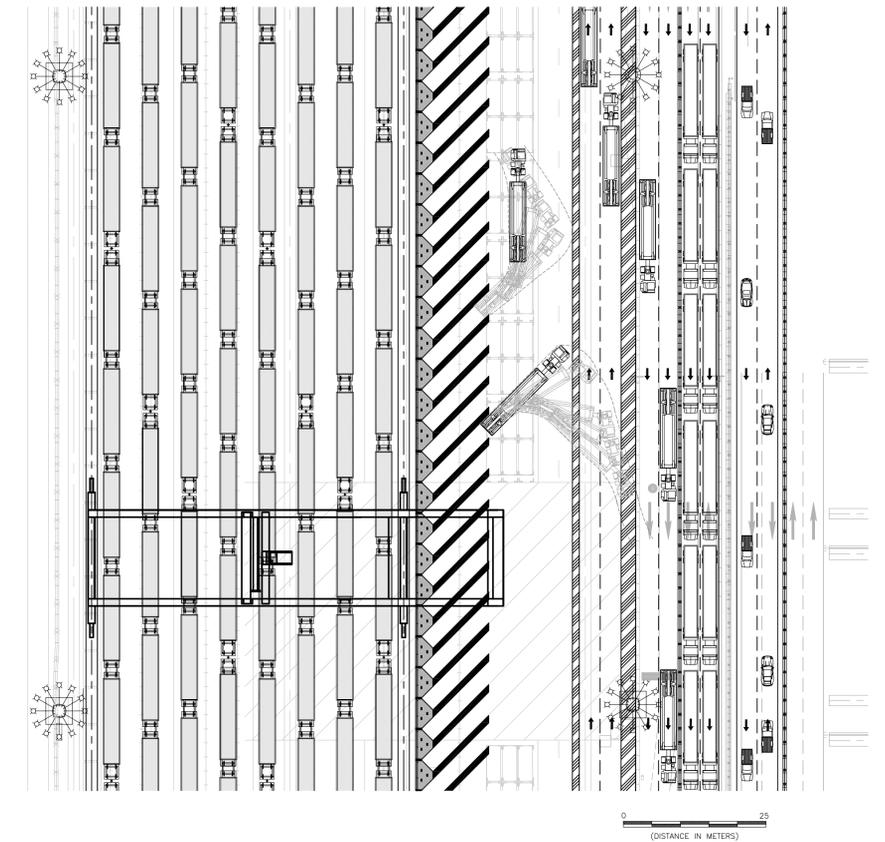
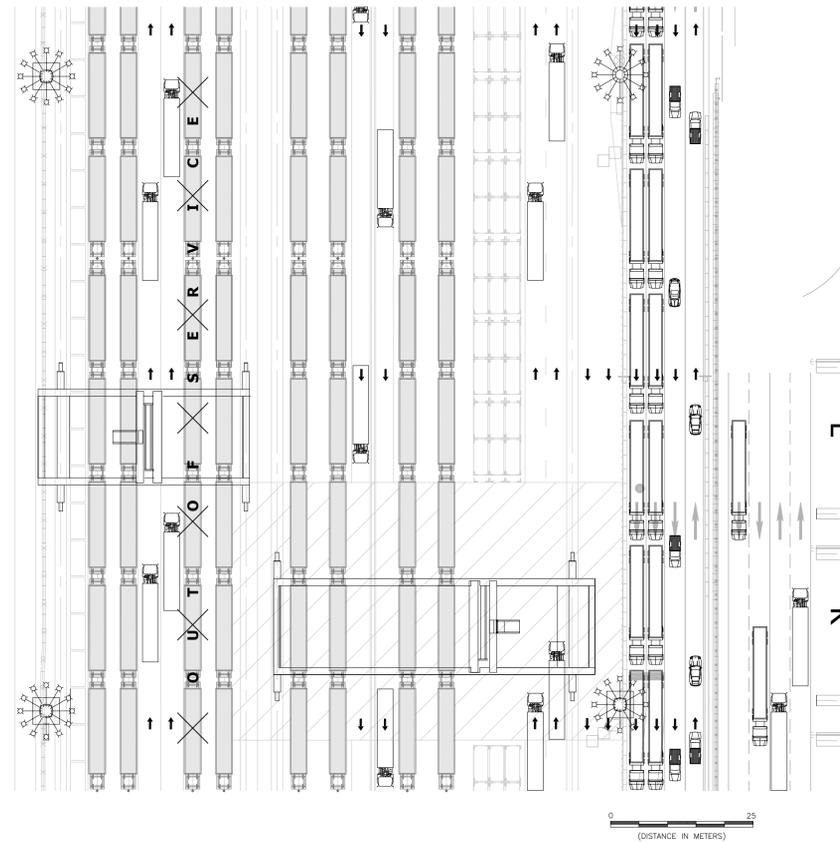
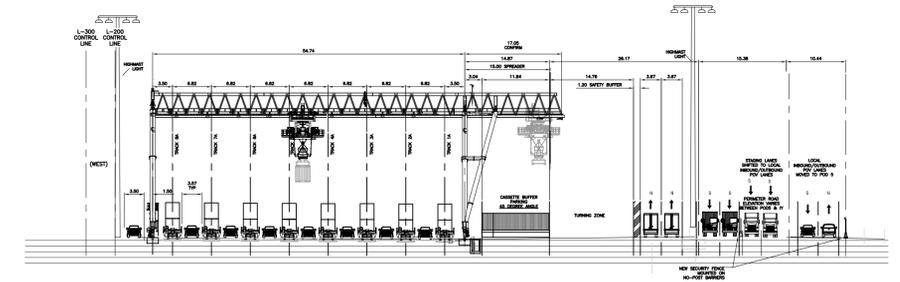
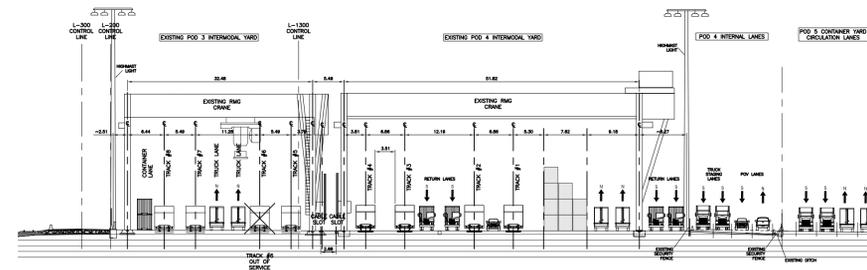
Revised IY  
Reconfiguration



**LEGEND**

-  Existing Intermodal Rail Reused
-  Existing Intermodal Rail Realigned
-  New Intermodal Rail
-  Currently Unused Intermodal Rail

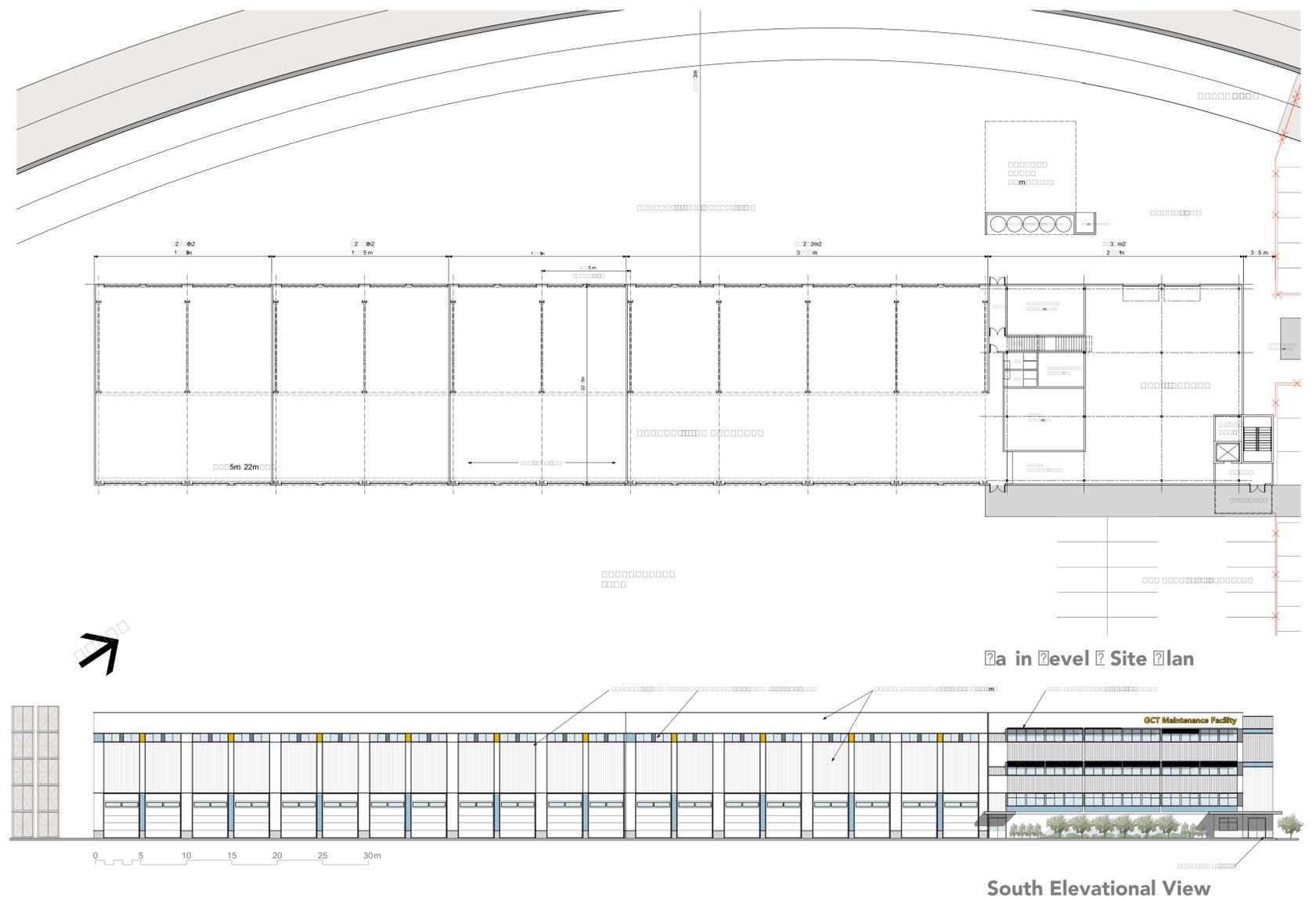
Comparison of current and future track layouts



A Side-By-Side  
Comparison of  
the Track Layouts

# The New Rail Maintenance Building

The GCT Deltaport Intermodal Yard Reconfiguration includes a new Rail Maintenance Building that will provide the workshop space needed to maintain the new container handling equipment.



## Building Details

- 3,930 square metres (42,300 square feet)
- 14.6 metres (48 feet) high, the same height as the current stacked containers
- Located at the west side of Pod 3 where the containers are presently stacked

# Construction Effects and Mitigation

## General Information

- The project will be completed entirely within the existing terminal, road, and rail footprints so no construction will occur within the marine environment
- Deltaport will continue to operate on a 24-hour schedule during construction of the Intermodal Yard Reconfiguration project
- Construction will take place concurrently with terminal operations on a 24-hour schedule, 7 days per week
- No loud works, such as driving piles, are planned for the project

## Proposed Mitigations



Dust

Dust will be controlled using best practices for sediment control including watering exposed, unpaved surfaces frequently, and sweeping paved surfaces to remove dust buildup. Construction stages are small in order to maintain the existing rail operation and will avoid potential dust exposure from large unpaved areas.



Waste Management

Construction and demolition debris will be collected and discarded at an appropriate disposal facility. When possible, excavated material will be re-used as backfill in trenches.



Noise

Noise related to construction is not expected to exceed permitted levels for the normal operations of GCT Deltaport. Once complete, noise levels will decrease due to the new, much quieter, electric rail gantry cranes.



Light

Light related to construction is not expected to exceed permitted levels for the normal operations of GCT Deltaport. Once complete, the Intermodal Yard Reconfiguration project is expected to reduce light pollution from the terminal by replacing older light fixtures with modern LED light fixtures.