

Event: 2007 RailCan AGM
Dates: **October 15 and 16, 2007**
Location: **Vancouver, BC**
Speaker: **Gordon Houston**
Topic: **Proximity Issues in Rail Communities**

Thank you

Introduction

- Rail is an essential part of the supply chain and the success of the Port and the Gateway hinges on the success of our railways.
- Issues faced in communities are similar across sectors (port, rail) and include noise, traffic and safety and environment.
- Recent partnerships between governments, ports and rail that propose improvements to road/rail interfaces, are essential to demonstrating our commitment to addressing community concerns.
- Rail operations have improved their environmental records (cleaner engines, fewer emissions) and are certainly perceived by the community as having fewer environmental impacts.

The Port and Sustainability:

- Sustainability is one of VPA's core values.
- Social License/ Corporate social responsibility - describe
- Future of our business relies on relationships with stakeholders and communities.
- 3 pillars: economic, environmental and social
 - Economic – sustainable growth and practices
 - Environmental – first port with dedicated environmental team, \$25 million in mitigation/enhancements for DP3
 - Social – public parks, arts and recreation facilities, conservation areas, DCLC.

Community Investment

- 3 pillars of sustainability: education, community enrichment and the environment.
- Up to 1% of our net income to communities e.g. Pacific Salmon Foundation/ Mission Possible fundraiser

Environmental Initiatives

- Integrated Air Emissions Reduction Program
- Truck Licensing Program & Harbour Dues Program
- Pacific Northwest Port Clean Air Strategies

Partnerships:

- Governmental initiatives –
 - **Roberts Bank Rail Corridor Initiative**
\$50 million (VPA) to road/rail grade separations as part of \$300 million in improvements for goods movement performance & creates new partnership with communities.
 - **Asia-Pacific Gateway Strategy** – (Federal Gov't contribution) includes \$50 million for new grade separations within the Roberts Bank Rail Corridor.
 - **Provincial Gateway Program** – up to 6 road/rail grade separations as part of the South Fraser Perimeter Road.
 - **Lower Mainland Rail Network Assessment Study**
Assessing long-term implications of port growth on rail infrastructure to develop strategic improvements.
 - **North Shore Trade Corridor improvements** – seeking stakeholder participation in improvements to the North Shore Trade Corridor supply chain to allow shippers to remain competitive in the markets in which they currently undertake business, enable continued growth of Canada's trade and provide appropriate response to community concerns relating to impacts of growing port activity.

- These initiatives address traffic and safety by separating commercial and community traffic.

- Our business needs are paramount, but not at the expense of community needs.

Opportunity of Amalgamation:

- Sustainability a primary focus for amalgamated port authority.
- Amalgamation will create further efficiencies and continuity in operations and stakeholder relations, municipal and community liaison
- Benefits provincial and national economies, helps support and serve our communities and environment – broader scope of influence = more leverage for community needs/interests.
- Continue to build solid relationships with local governments, communities, stakeholders, and our customers - these relationships require our constant care and attention.
- Municipal engagement model.

Conclusion:

- Continue to work in partnership with rail.
- Continue to provide leadership in community engagement and sustainability.