

Port of Prince Rupert 2020 Land Use Management Plan



Executive Summary

1. Pursuant to the *Canada Marine Act*, S.C. 1998, c.10, the Prince Rupert Port Authority (PRPA) is required to develop a detailed land use plan that contains objectives and policies for the physical development of the real property and immovables that it manages, holds or occupies and which take into account relevant social, economic and environmental matters and zoning bylaws applicable to neighbouring lands. This 2020 Land Use Management Plan (LUMP) updates the former Land Use Plan (2000) and defines the physical development objectives for approximately the next ten years.
2. Port development is approached on the basis of two major planning districts that reflect geographically distinct areas within the Port's jurisdiction:
 - Inner Harbour; and
 - Ridley Island/Outer Harbour (which includes Porpoise Harbour and the Outer Islands).
3. The vision for the Port embraces the following concepts:
 - expanding Port development to benefit the national and regional economy through trade and employment opportunities;
 - enabling Port infrastructure and terminal capacity to accommodate future growth;
 - facilitating future regional industrial development that supports Port and marine operations;
 - positioning the Port as an outstanding area of business opportunity as a result of its strategic location in relation to northern marine and rail transportation corridors; and
 - ensuring development plans provide for sustainable and environmentally appropriate development by minimizing environmental impact, by meeting or exceeding the *Canada/US Green Marine Environmental Stewardship Program* and by striving for compatible development with neighbouring communities.
4. The 2020 Land Use Management Plan was developed as a technical draft that was then taken through a comprehensive consultation program. The consultation process included meetings with local stakeholders including community members, First Nations, local municipalities, port tenants and others. An Open House was also held to obtain input to the draft plan. This final plan addresses a range of issues that were raised during the public consultation process.
5. The Port is recognized for its overall economic impact. Annually, the Port contributes:
 - 1,500 direct jobs, representing 1,300 person years of employment (or full time equivalents);
 - an annual payroll for on-site employment of \$80 million;
 - total wages from direct, indirect and induced employment of \$150 million; and
 - tax revenue of almost \$35 million (of which \$22 million is contributed to the federal government).

At estimated full build out of all facilities, the Port is expected to generate, on an annual basis, \$310 million in wages for direct employment, for a total of \$740 million in wages for all direct, indirect and induced employment.

6. Most port facilities are situated within the City of Prince Rupert. The District of Port Edward and Skeena Queen Charlotte Regional District are other local governments. Traditional lands and villages in the vicinity include three member bands of the Coast Tsimshian First Nation: Lax Kw'alaams, Metlakatla and Gitxaala.
7. Most of the port terminals are accessible from the mainline of CN Rail which provides direct service to other Canadian destinations and major intermodal facilities in Chicago and Memphis. Highway 16, the Yellowhead Highway, connects Prince Rupert with destinations to the east.
8. Foreshore environmental conditions within the Port have been assessed to aid in defining the impacts of future marine infrastructure. The coastline has been classified as having high, moderate, or low habitat value, which has an effect on the nature of mitigation and remediation requirements. Upland areas consist of bedrock and muskeg that can make site development challenging.
9. The Port will continue to address the environmental impact of port activities on terrestrial and marine habitat and air quality. The Port will continue to work toward reducing greenhouse gas emissions associated with port activities, including the undertaking of an Environmental Benchmarking Study. This study will document baseline conditions including, air and water quality, greenhouse gas emissions, cargo residue, noise levels, dust, odours, and aquatic invasive species (from ballast water) within the Port's jurisdiction. This study will help develop a clearer understanding of the Port's carbon footprint and overall impact of port activities on the environment. Further, the Port will continue with its current environmental initiatives including the Green Marine Program and Shore Power Project (details in Section 2.4).
10. Currently, most port-related traffic is associated with the shipment of bulk commodities such as grains, coal, wood pellets and raw logs; and containers through the Fairview Terminal. Northland Terminal as its primary use serves cruise ships on runs to and from Alaska through the Inside Passage.
11. From a planning and development perspective, the Port offers some substantial advantages over competing locations. These include the following:
 - the shorter travel distance for Asian traffic to the North American coast, and the ability of the Port to handle rapidly increasing container traffic efficiently with minimal dwell time;
 - the importance of the Port to serve the natural resource industry (e.g. minerals and agricultural commodities);
 - access to a major North American Class 1 railway able to efficiently serve all of North America; and
 - the advantage of a natural deep sea and ice free harbour with no vessel size and draught constraints and, with capacity to increase necessary terminal infrastructure.
12. Future planning for Port lands and infrastructure anticipates several initiatives, including:
 - Expansion of the Fairview Container Terminal
 - Development of a new potash bulk commodity terminal on Ridley Island;
 - Provision for other bulk terminals on Ridley Island;
 - A general cargo terminal on Ridley Island;
 - A new short sea shipping terminal;
 - Redevelopment of Inner Harbour terminals for light industrial commodities; and
 - A logistics industrial park (export and import), as well as a general marine industrial park.

13. Each of the two planning districts has their own unique attributes which suggests uses appropriate to each area, as noted below. This allows for optimization of local features, and serves to minimize land use and operational conflicts.

Table i: PRPA Planning Districts, Characteristics and Uses		
Planning District	Characteristics	Major Uses
Inner Harbour	<ul style="list-style-type: none"> - proximity to downtown - deep water access - limited back up lands 	<ul style="list-style-type: none"> - cruise ship terminal - high value specialty products - mixed use development - light industrial bulk facilities, transload and short sea shipping - Fairview container terminal - ferry services
Ridley Island/Outer Harbour	<ul style="list-style-type: none"> - substantial back up lands - rail service, with expansion potential - established and potential major loading/unloading facilities - excellent tide water access lands - potential for public access, subject to safety of port operations and public review; - potential for new terminals on outer islands if connected by trestle or causeway - minimal potential for land use conflict on outer islands 	<ul style="list-style-type: none"> - dry and liquid bulk loading terminals - transload facilities - logistics park - short sea shipping - major industrial - potential for off-shore services

14. Several strategic actions will support and guide long term planning of port facilities. These strategies relate to sustainability, port infrastructure, land use compatibility, consultation initiatives and community investment. Key objectives and performance measures have been drafted to help assess progress toward achieving the directions set out in the plan.
15. The Port will continue to honour the terms of the future projects protocol, as set within the Landmark Agreements with the Coast Tsimshian, which provide a framework for consultation and accommodation for future terminal projects.
16. Land use policies embedded in this document provide direction to the year 2020 and beyond, and acknowledge growth in cargo traffic as projected to year 2020.
17. The Port intends to monitor progress of the plan on a regular basis (e.g. every 2-3 years). This may result in updates as appropriate (e.g. to reflect economic conditions and trends).

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Purpose of 2020 Land Use Management Plan



1. Purpose of 2020 Land Use Management Plan

1.1 Area of Authority

The Prince Rupert Port Authority (PRPA) is situated in north western British Columbia, south of the Alaskan Panhandle and approximately 900 km north of Vancouver (Figure 1.a). The Prince Rupert Port Authority has a mandate to both facilitate and expand the movement of cargo and passengers through the Port of Prince Rupert. The statutory lands and waters controlled by the PRPA are illustrated on Figure 1.b. These holdings total approximately 965 hectares (2,400 acres) of land, 14,000 hectares (35,000 acres) of harbour area, and more than 350 km of coastline. The area of jurisdiction includes:

- the inner harbour of Prince Rupert;
- all of Ridley Island including the waters (Porpoise Harbour) around Ridley Island;
- waters extending to the high water mark on the north shore to the (Tsimshian Peninsula); and
- a large water area around the south, east and west of Digby Island which includes Coast Island, Kinahan Islands, Kitson Island as well as Lelu Island, immediately south of Ridley Island near Port Edward.

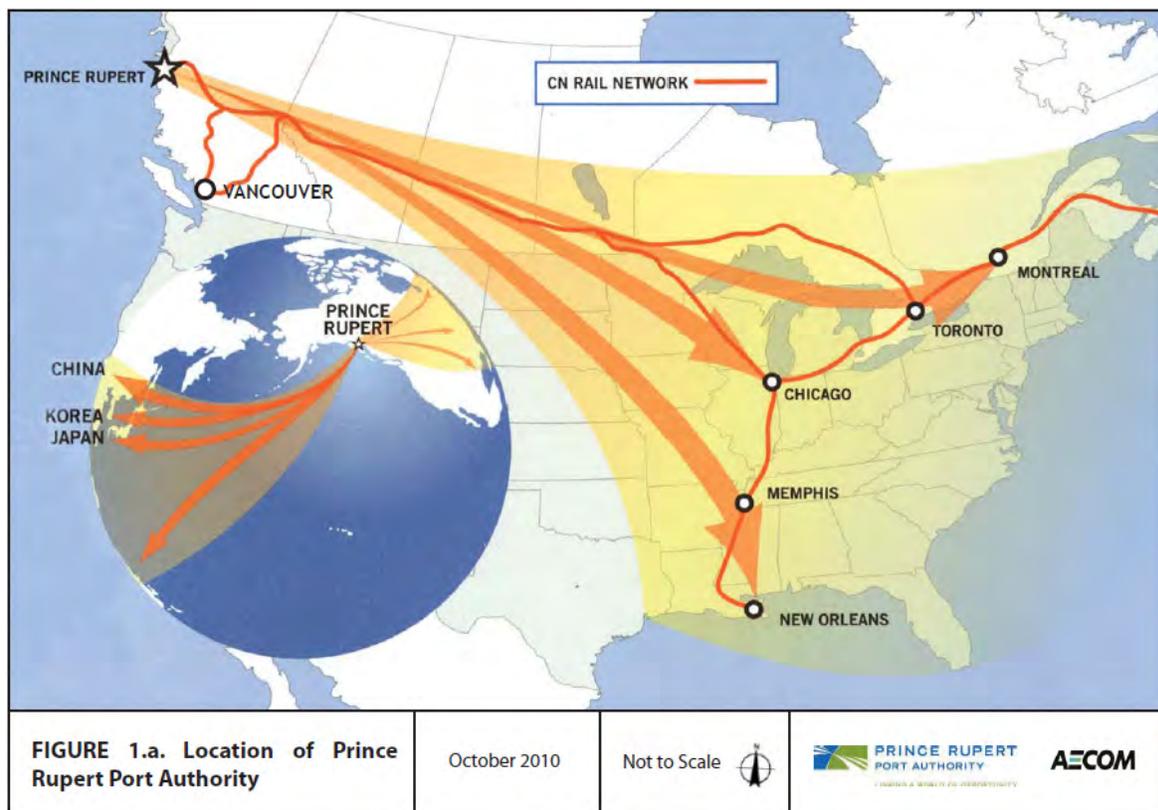
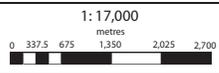




FIGURE 1.b. Jurisdiction of Prince Rupert Port Authority

Note: The information depicted is for general reference only. Accuracy is not guaranteed.



October 2010



AECOM



1.2 Legislative Mandate

The Prince Rupert Port Authority, as do most commercial ports in Canada, operates under the provisions of the *Canada Marine Act (CMA)*, S.C. 1998, c.10 and related CMA regulations and through Letters Patent issued by the federal Minister of Transport under the CMA. This regulatory framework gives the PRPA the authority to operate the Port in Prince Rupert Harbour.

While the PRPA is authorized under federal legislation, it maintains its own Board of Directors which is responsible for the management of the activities of the PRPA. This includes all aspects related to managing and planning for future Port development, and providing for current and potential customer needs.

1.3 Intent of 2020 Land Use Management Plan

Previous PRPA plans and guiding documents have tended to be primarily technical in nature. The 2020 Land Use Management expands on this by including a robust consultation process, as described later in this chapter. This emphasis on consultation and community engagement is a major cornerstone of the vision for the current 2020 Land Use Management Plan.

The purpose of the 2020 Land Use Management Plan is to provide guidance over future port development. The Plan includes an update on Port operations that have occurred since the date of the last plan (2000) and identifies priority land use and infrastructure improvements. It assesses the Port's position in a regional context, reviews current and future traffic projections, and offers strategic direction over the various geographic sub areas under jurisdiction of the PRPA.

The principal objectives of the Land Use Management Plan are:

- to develop and articulate a strategy for medium to longer term programs to focus on overall Port improvements;
- to identify for various sub planning areas of the Port, the nature of development deemed to provide the best opportunities for meeting the needs of current and potential customers;
- to liaise with other jurisdictions, stakeholders and communities to provide for consistency in land use and to assist them in establishing and defining their own port-related land use and planning objectives; and
- to establish a planning framework with sufficient flexibility to accommodate long term Port opportunities in the context of expanded trade while ensuring retention of the Port as a competitive location for cargo and passenger handling.

This planning framework is based on two distinct planning districts within the Port. These reflect local geography and operational needs and are illustrated in Figure 1.c. The first planning district is the Inner Harbour which flanks the urban area of the City of Prince Rupert, and includes the Northland Cruise Ship Terminal and the Fairview Container Terminal. The second planning district comprises the geographic sub area of Ridley Island including the adjacent outer harbour, the waters of Porpoise Harbour and the outer islands, the latter of which essentially remain undeveloped at present but are within the PRPA's jurisdiction. This district currently accommodates the Port's main bulk commodity export terminals.

This Plan adopts a time frame of approximately ten years, to the year 2020. The long term prospects and development policies presented in Sections 3.0 and 6.0 represent key pursuits that will position the PRPA for

future success. Predicting the precise time by which these improvements may occur is difficult, given the multitude of factors that affect port development (e.g. macro economic conditions, financing). A ten year time frame, however, provides a reasonable point of reference to both guide and measure compliance with the Plan's directions. The Plan also recognizes that the PRPA will need to maintain flexibility and responsiveness to emerging conditions. The Plan is intended to be dynamic and reviewed regularly (every two or three years, as warranted by economic conditions).

A Glossary of Terms with definition of technical terms related to port activity is provided in **Appendix A**.

1.4 Port Vision

The overall vision of the PRPA is to position itself as a highly competitive west coast port taking advantage of its proximity to Asia relative to other west coast ports, its excellent deep water access, sheltered waters, and upland areas that offer significant capacity for growth. The vision for the PRPA in the context of the 2020 Land Use Management Plan is described below. The PRPA is committed to responsible and progressive stewardship of the harbour in the achievement of this vision.

Prince Rupert Port Authority 2020 Land Use Management Plan Vision

- provide for expanded Port development that benefits the nation through efficient trade and fosters employment opportunities for the regional economy;
- enable improvements to Port infrastructure and terminal capacity to accommodate future growth in container traffic, general cargo, and bulk commodities;
- facilitate future regional industrial development that support Port and marine operations and that encourages expansion of trade between Asian destinations and North America;
- continue to position the Port as an outstanding area of business opportunity as a result of its strategic location in relation to major northern marine and rail transportation corridors; and
- ensure that Port development plans provide for sustainable and environmentally appropriate development by minimizing environmental impact, by meeting or exceeding the *Canada/US Green Marine Environmental Stewardship program* and by striving for compatible development with neighbouring communities.

1.5 Communication and Consultation

The PRPA is committed to meaningful and transparent consultation in its operations and activities. PRPA employees regularly participate in a number of initiatives with area local governments and community organizations which include the Prince Rupert and District Chamber of Commerce, Prince Rupert Trails Committee, and the local schools. In addition, PRPA will, as an agent of the Federal Crown, engage in further consultation with First Nations when a decision concerning a future Port project has the potential to infringe on aboriginal rights, including title rights. A specific process for carrying out negotiation on some aspects of such consultation has been established with the Coast Tsimshian First Nations through environmental Future Projects Protocol and the PRPA/Coast Tsimshian Standing Committee.

A Communication and Consultation Plan was developed to guide public input to the 2020 Land Use Management Plan. The Communication and Consultation Plan identified key stakeholders, the types and number of meetings that would be held, and anticipated outcomes. Public feedback was solicited through a multi-faceted approach that engaged port operators, users, community residents, local/regional governments, businesses and two Tsimshian Member First Nations, Metlakatla, and Lax Kw'alaams.

The communication and consultation process, which occurred over a four month period, starting in April 2011 and ending on July 30th, 2011, is described more fully below. **Appendix B** provides a summary of the process, including participants and key dates.

In accordance with the *Canada Marine Act* Part 1, Section 48, the Port Authority is required to provide public notice and consultation at least sixty days before the coming into force of a land use plan. A copy of the public notice regarding the plan and the consultation process is provided in **Appendix C**.

To ensure that the plan did not conflict with any existing land use policies for the area, input was sought early from the City of Prince Rupert. A presentation was made by the Port Authority to the City of Prince Rupert Council in April 2011. Council indicated support for the consultation phase. A Draft Land Use Management Plan was then completed in May 2011 and made available for public viewing and commenting through the Prince Rupert Port Authority website (www.rupertport.com). The majority of public and stakeholder consultation events took place over a three day period in mid June 2011 and included a series of meetings, a luncheon, and a public open house (see Appendix B for details).

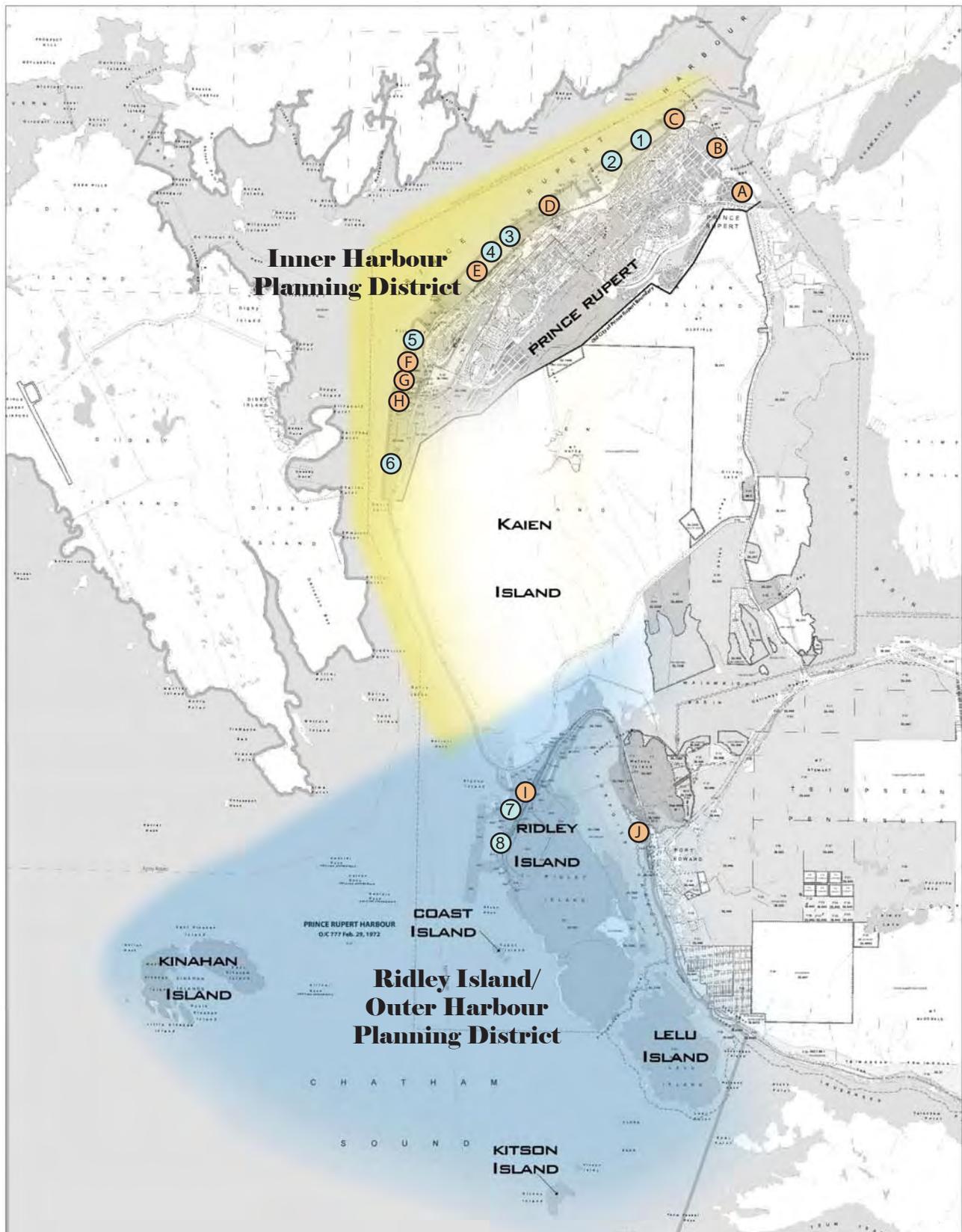


Public Open House held on June 15, 2011 at the Crest Hotel, Prince Rupert.

During this initial consultation process, a number of key issues were raised. These included:

- the impact development may have on public access, particularly waterfront access;
- the need for more emphasis on the environment and sustainability within the plan;
- the recognition of First Nations cultural, heritage, or archaeological values and sites within the Port's jurisdiction; and
- the acknowledgement or integration of other regional, First Nations, or provincial land and marine planning initiatives.

Input received during the planning process has been recorded as a "Summary of Consultation Findings" and is available in **Appendix C**. **Appendix D** "Issues and Response" documents how the key issues from the public consultation have been addressed.



Principal Terminals

- ① Atlin Terminal
- ② Northland Cruise Terminal
- ③ Ocean Dock
- ④ Westview Terminal
- ⑤ CN AquaTrain
- ⑥ Fairview Terminal
- ⑦ Prince Rupert Grain Terminal
- ⑧ Ridley Terminals Inc.

Surrounding Facilities

- Ⓐ Industrial Park
- Ⓑ Seaplane Terminal
- Ⓒ Rushbrook Floats/Marina
- Ⓓ Lightering Dock
- Ⓔ Rivtow
- Ⓕ Train Station
- Ⓖ Alaska/BC Ferries Terminal
- Ⓗ Fish Plant
- Ⓘ Quickload CEF
- Ⓝ Former Pulp Mill

FIGURE 1.c. Planning Districts and Facilities

Note: The information depicted is for general reference only. Accuracy is not guaranteed.

April 2011



Context & Environment



2. Context and Environment

This section examines the jurisdictional, locational and environmental attributes of the various areas in and around the Port. Figure 1.c identifies many of the facilities and locations referred to in this and other sections of this Plan.

2.1 Local Government

The Port is largely situated within the City of Prince Rupert, a community of nearly 13,000 people. The District of Port Edward (population of approximately 600) is located immediately east of Porpoise Harbour and Ridley Island. The Regional District of Skeena Queen Charlotte, with offices based in Prince Rupert, serves as a regional government providing planning and administrative processes for areas outside of the two municipalities. The Regional District also serves Haida Gwaii (Queen Charlotte Islands).

2.2 First Nations

The Port is located within the territory claimed principally by three Tsimshian First Nations. These include the Tsimshian member nations, located within close proximity of the Port: Lax Kw'alaams, Metlakatla, and Gitxaala. The Lax Kw'alaams community is located in Port Simpson, situated north of Prince Rupert, on the coast. The Metlakatla Nation is located 5 km northwest of Prince Rupert on the Tsimshian Peninsula, while the Gitxaala First Nation is located in Gitxaala, south of Prince Rupert. The PRPA is committed to strengthening its alliance with the Tsimshian First Nations through ongoing dialogue and agreements.

The PRPA acknowledges that the Port falls within the claimed traditional territory of the Tsimshian people and is committed to ongoing dialogue, based on respect for the interests of the Tsimshian people, and facilitating their continued participation in the economic opportunities created through Port development.

2.3 Transportation Infrastructure

The Port is connected by railway (CN Rail) to other North American destinations. The CN mainline connects Prince Rupert to Edmonton, extending to eastern Canada, Chicago and other US destinations through the substantial CN Rail system in North America (Figure 1.a). Large volumes of cargo shipped through Prince Rupert are destined for CN Intermodal terminals in Toronto, Chicago and Memphis. CN is noted as the only Class 1 railway to cross the continent east-west and north-south – linking the Atlantic, Pacific and Gulf coasts. CN can be expected to expand its local capacity to accommodate future rail shipping needs in and around the Port as business opportunities arise.

Class 1 Rail carrier refers to major freight railway based on operating revenues compared to smaller competitors.

Figure 2.a shows the regional transportation network serving Prince Rupert. Passenger train service is provided to and from Prince Rupert by VIA Rail. It serves stations to the east along the CN mainline to Jasper and Edmonton and to other Canadian locations. The passenger station is situated near the ferry terminals. A rail car barge facility is also operated by CN to provide freight service to Alaska.

The Port is also home to ferry service by BC Ferries to Vancouver Island, and to Haida Gwaii. The Alaska Ferries (Alaska Marine Highway System) have a terminal adjacent to BC Ferries and offers passenger and freight service to Ketchikan, Alaska, as well as through connections to other destinations on the coast.

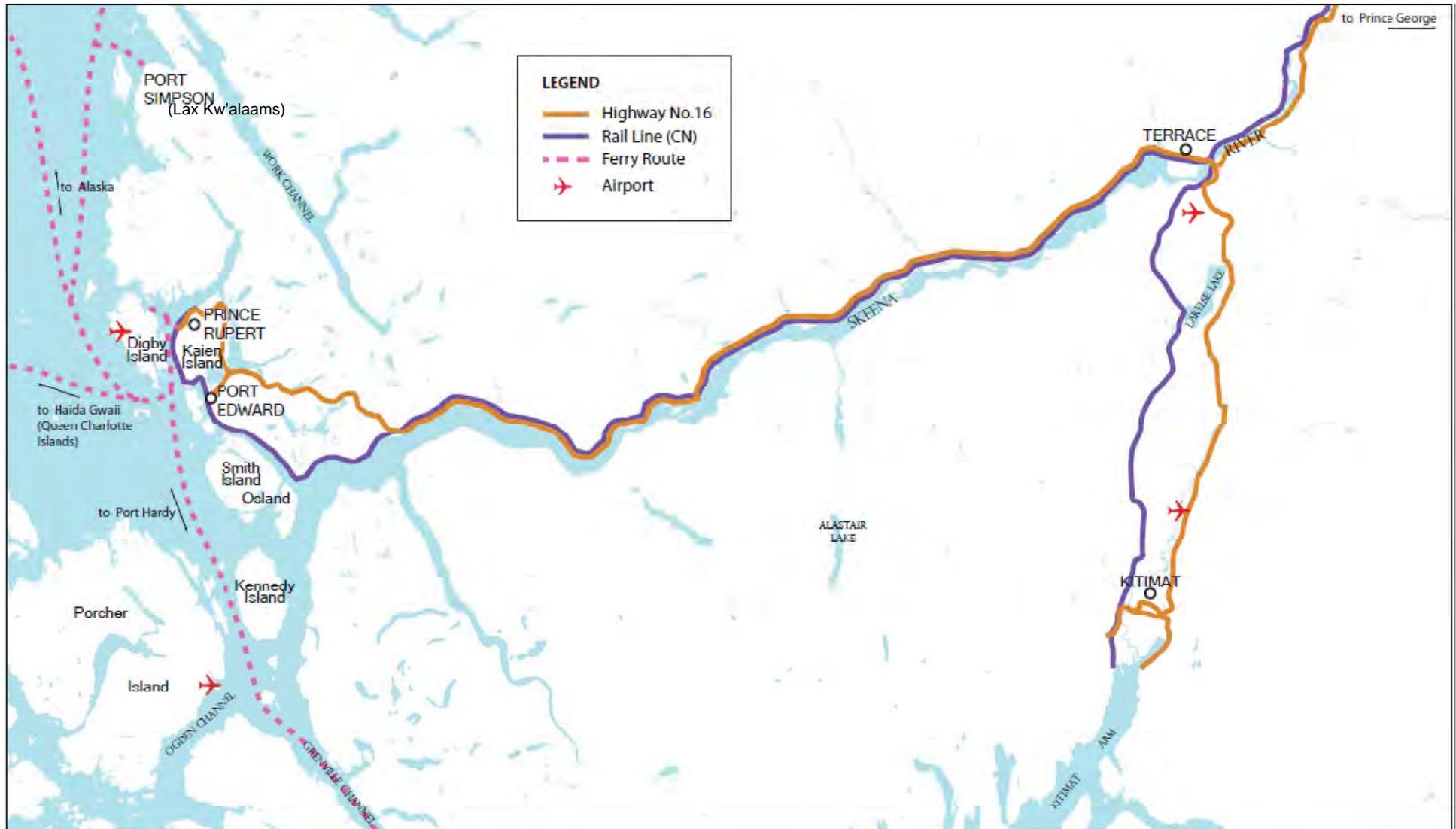


FIGURE 2.a. Regional Transportation Network

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Note: The information depicted is for general reference only. Accuracy is not guaranteed.

Not to scale



There is limited trucking from the Port to other destinations in the area, since most cargo is destined for locations outside of the region. The community of Prince Rupert is connected to other parts of the province and eastern Canada by the Yellowhead Highway, Highway 16, which extends east to Prince George (715 km from Prince Rupert) and Edmonton (1,450 km from Prince Rupert). Highway 97 leads from Prince George and connects south to Vancouver and various interior destinations.

Prince Rupert's airport is situated on Digby Island, and can only be reached by a small ferry from Prince Rupert Harbour. Air service is provided daily to Vancouver, as well as to Haida Gwaii. The connection to the city is by a regular ferry service that is co-ordinated with flight arrival and departure times. Regular float plane service to various communities around Prince Rupert and the north west of the province is available from Seal Cove, just east of the city's downtown area.

2.4 Environment

The area of Port jurisdiction includes both marine and terrestrial environmental values. Environmental impacts may be associated with water quality, intertidal habitat, nutrient provision and vegetation. In all cases the Port as an entity strives to minimize any negative impacts, and through frequent learning and research (e.g. support of habitat studies), seeks to reduce or eliminate any deleterious environmental impacts. Similarly, the siting of facilities is based on careful advance review to eliminate or mitigate adverse impacts.

The following sections provide an overview of the Port's physical environment as well as highlight the various environmental initiatives the Port is undertaking to help provide for sustainable and environmentally appropriate development as part of its vision.

2.4.1 Port's Physical Environment

The upland areas of the Port consist of varied topography, which is often quite steep. This includes lands inland from the Fairview Terminal (Prince Rupert Container Terminal). The landscape is characterized by a subsurface of bedrock covered with an organic peat veneer. Groundwater is often near the surface. The areas of bedrock and steep slopes, especially on Kaien Island, often necessitate the use of blasting to grade sites suitable for industrial use. The costs associated with muskeg removal, drilling and blasting and subsequent rock filling are generally substantial. Ridley Island has more moderate topography but site conditions are varied with areas of rock outcrops as well as extensive muskeg areas. This requires substantive removal of native materials in order to facilitate site development. A number of small streams, some of which are ephemeral, are found on Ridley Island. Substantial areas of Ridley Island have already been disturbed by industrial activity.

The foreshore of the harbour area administered by the PRPA has been classified¹ in relation to its environmental sensitivity as a means of providing guidance to future development and its potential impact on the environment. Classifications have resulted in ratings of high, moderate, or low habitat value. Results were mapped and are shown on local classification maps as red, yellow, and green zones (Figure 2.b). The methodology is comparable to another habitat classification developed and utilized by the Fraser River Estuarine Monitoring Program (FREM, 1997). The original habitat classification system was completed in 1999, and later updated by Department of Fisheries and Oceans and the World Wildlife Fund (WWF) in 2011. Some small changes were made to the classifications. The PRPA is validating the WWF findings and will update the classification map once confirmed. The classification information for Prince Rupert Harbour is based on intertidal shoreline observations via aerial video and photographic imagery. It is therefore useful primarily as a high level planning tool, to be augmented by more detailed evaluations for the planning of specific developments as part of environmental assessments.

¹ "Prince Rupert Harbour Foreshore Habitat Classification and Proposed Development Study", Archipelago Marine Research Ltd., 1999

In areas identified as having high values, avoidance of impacts on habitat or increased mitigation is required during development and post-development operations.

High habitat value areas have also been identified along the foreshore of southern (SE) Kaien Island, north of Wainwright Basin, and along a 1 km stretch of coastline of outer (SW) Kaien Island to the immediate north of Prince Rupert Grain Ltd. (Not all of the water areas defined in environmental studies are within the jurisdiction of the PRPA.) Most of Ridley and Lelu Island foreshore areas are classified as having moderate habitat value, indicating that foreshore development may occur, subject to planning and mitigation to avoid or limit habitat impacts, or the provision of adequate habitat compensation.

Over the entire inventoried foreshore, which included Ridley Island, Lelu Island, Flora Bank, Kaien Island, and the eastern shoreline of Digby Island, approximately 47% of the surveyed foreshore was bare substrate, 22% was covered by low density intertidal brown algae, 12% was eelgrass, and about 0.3% was kelp and submerged brown algae.

Substrate and exposure are important determinants of the distribution of intertidal plants, animals and habitat potential. The western edge of Ridley Island is semi-exposed to wave action, while Lelu Island is semi-protected to very-protected since it is in the lee of Flora Bank. The eastern foreshore of Lelu Island is also categorized as protected to very protected.

Additional foreshore analysis was done through a habitat Survey/CEAA Overview for a section of Ridley Island contemplated for an industrial park.² This work provided for a reconnaissance level assessment of intertidal habitats at the proposed Industrial Park using the same habitat sensitivity mapping as described earlier in this section, habitat units were mapped on the basis of high sensitivity, intermediate sensitivity and low sensitivity. The mapping resulting from this work provides additional detail for the study area on the east coast of Ridley Island facing Porpoise Harbour.

2.4.2 PRPA Environmental Initiatives

Green Marine Program – In November 2010 the PRPA became a member of the Canada/US Green Marine Environmental Stewardship program. The Green Marine program is a bi-national voluntary stewardship program that aims to improve environmental performance beyond regulatory compliance. The key objectives of the Green Marine Program are to: strengthen environmental performance through a process of continual improvement; build strong relations with stakeholders; and, heighten understanding of the marine industry's activities and environmental benefits. PRPA intends to assume an active and collaborative role with its port partners with regard to the environmental stewardship of Prince Rupert Harbour and its approaches.

Shore Power Project – In September 2010, the PRPA announced its Shore Power Project to help provide shore power to container ships through an electric cable management system in Fairview Terminal. By allowing ships to power down their auxiliary diesel engines and connect to the port's electrical grid while docked, the project is expected to reduce local greenhouse gas emissions by up to 4,000 tonnes and criteria air contaminants by 160 tonnes annually. Electrical connections will be made through a Cavotec dock connector pit and include a cable management system that will power ships directly. B.C. Hydro will supply power through the Port's existing 69-kilovolt distribution line. Through this initiative, the Port of Prince Rupert and the Government of Canada are responding to calls from shipping companies in the marine industry for green port services. Expected to be operational in October 2011, Prince Rupert will be the first Canadian port to offer shore power for container ships. Funding partners include the Government of Canada, Transport Canada, Western Economic Diversification Canada, the Government of British Columbia, CN Rail and Maher Terminals.

² *Habitat Survey/CEAA Overview, Chris Picard, March 2006*

Environmental Benchmark Study – The PRPA is undertaking a full study of port operations to support a strong stewardship program that will document baseline conditions including, air and water quality, greenhouse gas emissions, cargo residue, noise levels, dust, odours, and aquatic invasive species (from ballast water) within the Port's jurisdiction. This study will help develop a clearer understanding of the Port's carbon footprint and overall impact of port activities on the environment while providing the foundation for prioritizing and developing future environmental stewardship initiatives. The results will also be used to help maintain a healthy harbour in the future, and the Port is committed to maintain, and if possible, improve upon the figures from the study.

The PRPA will continue to address the environmental impact of port activities on water and air quality and work toward reducing greenhouse gas emissions associated with port activities. This may include exploring the benefits of conducting a Land Based Emissions Inventory.

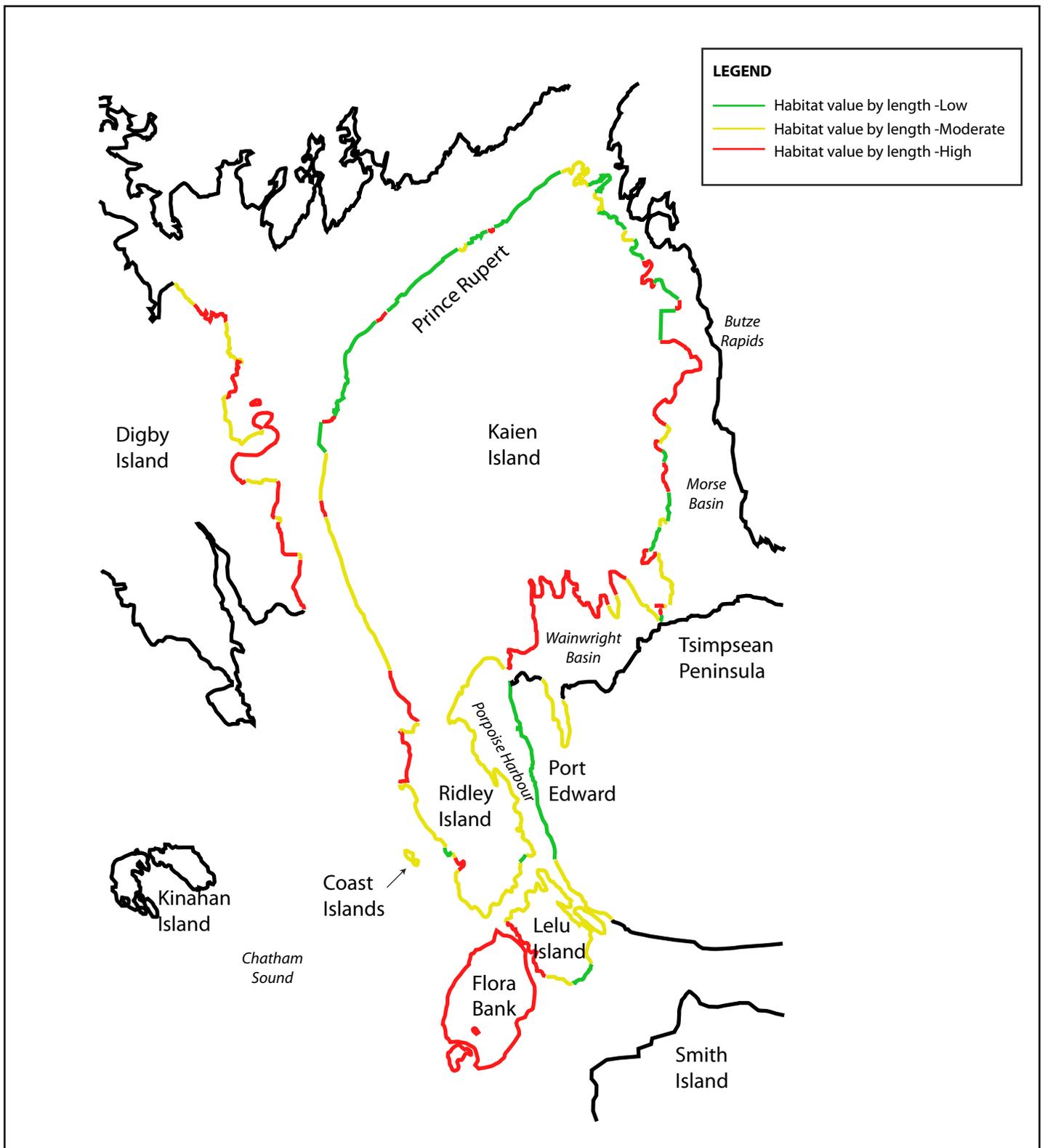


FIGURE 2.b. Environmental Sensitivity in the Vicinity of Prince Rupert

Note: The information depicted is for general reference only. Accuracy is not guaranteed.

October 2010

Not to scale



Source: Prince Rupert Harbour Foreshore Classification and Proposed Development Study, Archipelago Marine Research Ltd., 1999

*Note: Areas shown in black were not rated in the 1999 Study

Major Port Operations & Facilities



3. Major Port Operations and Facilities

The sections below provide a summary of current traffic use and, where available, a projection for major commodities and cruise traffic. Data sources reflect Port and terminal operator materials.

3.1 Liquid Bulk

The liquid bulk facilities at the Port are privately owned and operated and pertain primarily to shipments of agricultural oils and petroleum products and petrochemicals. Liquid bulk shipments are largely made through the CN barge system and currently represent a relatively minor component of overall cargo tonnage. The potential for future liquid bulk operations will depend on overall economic forces (for example the future of liquid natural gas (LNG) on the west coast), and resource industry needs, both in North America and in Asia.

3.2 Dry Bulk

The bulk handling industry at the Port includes major facilities for coal and grain products. Raw logs and wood pellets are also shipped from Port facilities. The two principal dry bulk terminals consist of Prince Rupert Grain (PRG) and Ridley Island Terminals (RTI) for coal products. The RTI coal terminal is used for coal products, petroleum coke and wood pellets. Terminal operations consist of approximately 57 hectares (142 acres) for yard and buildings, and a water lot of 16 hectares (40 acres). The terminal has a capacity of 12 million tonnes annually. The terminal has tandem rotary dumpers which are able to unload rail cars at a rate of 6,000 tonnes per hour. The single berth can accommodate vessels of up to 250,000 dead weight tons (DWT) and the two quadrant ship loaders provide a total ultimate loading rate of 9,000 tonnes per hour, upon installation of a second conveyor system. For the operating year 2010, total shipment is expected to consist of a record 8 million tonnes. In August 2011, RTI commenced its 44 acre expansion project that will see the terminal grow its current 12 million tonnes export capacity to 24 million tonnes by 2014. Export demand is driven largely by Asian markets, in particular China which imports substantial quantities of coal. As local and international demand increases the future for coal shipments from RTI appear very solid.

Deadweight tonnage refers to how much weight a ship is carrying or can safely carry.

The PRG grain terminal on Ridley Island has a capacity of 7 million tonnes annually. There are eight shipping bins and three tower mounted loading spouts that can load a vessel at a rate of 4,000 tonnes per hour. The single berth can accommodate cape size vessels of up to 100,000 DWT partly loaded, or fully loaded with tidal assist.

The terminal also has 202,000 tonne storage capacity. The terminal includes the capacity to clean grains prior to shipment. Recent annual shipments have been in the 4 to 5 million tonne range.

3.3 Break Bulk

Break bulk is a term that refers to cargo that is not carried in a container. Break bulk goods may be transported in boxes, sacks, bags or in a loose form (such as vehicles). Historically, most break bulk commodities were shipped through the Fairview Terminal prior to its redevelopment as a container terminal. In 1995, Fairview Terminal exports exceeded 600,000 tonnes with 33% specialty grain and 67% lumber and wood pulp. By the year 2000, Fairview recorded total exports at a level less than 250,000 tonnes, comprising of lumber, wood pulp and general cargoes. In 2005, the last year of record, Fairview Terminal exports had declined to the 100,000 tonne level, comprising wood pellets and wax. This decline in mini-bulk and break-bulk traffic through

Fairview Terminal is partly attributable to the migration of westbound Pacific Rim exports to containerized shipment.

3.4 Containers

The shipment of containers has become a major Port industrial activity with the conversion of the Fairview Terminal situated in the inner harbour from a break bulk terminal to a container terminal (now formally known as the “Prince Rupert Container Terminal”). The design capacity of Fairview Terminal is 500,000 TEUs. However, with measured improvements such as an additional container crane and expanded lay-down areas for container storage, this capacity could be expanded to 600,000 plus TEUs. Containers are loaded and unloaded through the use of three Ultra Post Panamax cranes. Development of the terminal reflects a partnership of Maher Terminals of Canada Corporation, CN, and the federal and provincial governments. The terminal is served by CN Rail and includes seven working tracks and three storage tracks. In 2010, approximately 30,000 TEUs per month were shipped through the terminal.

TEU or “twenty foot equivalent unit” describes the capacity of the container ships and container terminals. It is based on the volume of a 20-foot-long (6.1 m) intermodal container, a standard-sized metal box which can be easily transferred between different modes of transportation, such as ships, trains and trucks.

It is projected that a Phase 2 container terminal expansion will increase the capacity of Fairview Terminal up to 2,000,000 TEU per year. The terminal design concept, in addition to planning and ongoing environmental assessment factors in expansion to the north and/or south (see Figure 3.a.) Plans also include construction of a new industrial access road, alongside the existing CN rail line, between Fairview Terminal and Ridley Island. Although the environmental assessment for Phase 2 was delayed, it is now well underway (as of spring 2011), together with engineering design and consultation.



Figure 3.a. Fairview Terminal Phase 2 Expansion

3.5 Aquatrain Service

The Port is the base for the privately operated CN's AquaTrain service consisting of a rail marine barge capable of carrying 45 rail cars and powered by an ocean tug. The barge slip is situated in the inner harbour (see Figure 2.a). The service caters to Alaska's mining, oil, gas, and construction industries. Railcars are loaded from the Prince Rupert dock onto the AquaTrain barge, and then transported to Whittier, Alaska. From there, the railcars are interchanged to the Alaska Railroad. The barge trip takes four days from Prince Rupert, with extended service to Anchorage and Fairbanks. The use of this service has been steady and is expected to continue.

3.6 Cruise Passengers

Cruise ship facilities are provided by Northland Cruise Terminal in the Inner Harbour, allowing passengers to walk to downtown commercial facilities and amenities. The terminal has a floating dock and a 300 metre berth with a 15 metre ship draught. Cruise passenger traffic volumes have been affected by government policies and regulations and growth of cruise ship traffic in Victoria (and Seattle, Washington). The latter has had a detrimental impact on ships calling on Prince Rupert. In 2005, 68 cruise passenger vessels arrived in Prince Rupert as part of the Alaska / West Coast experience. In 2008, a total of 63 ships and 103,630 passengers arrived. In 2009, the Port hosted 31 ships with a passenger volume of 55,097. In July 2010, the Port of Prince Rupert celebrated its 500,000th cruise guest in the community. Passenger volume for the 2010 season reached 55,300 by October 2010, slightly surpassing the 2009 total.

Vessels calling on BC west coast ports benefit from the Jones Act, an American legislation that prohibits foreign-flagged ships from calling on two U.S. ports in sequence. Vessels departing from Seattle must stop in a Canadian port before returning to U.S. waters. Prince Rupert is a beneficiary of this Act but must compete with other BC destinations to attract vessels. Cruise ship trends on the west coast will continue to be dependent on competitive destinations, the popularity of coastal cruising to Alaska, and the desirability of Prince Rupert and surroundings in terms of the product it offers for day trips and excursions to cruise ship passengers. The graph below charts recent cruise passenger traffic.

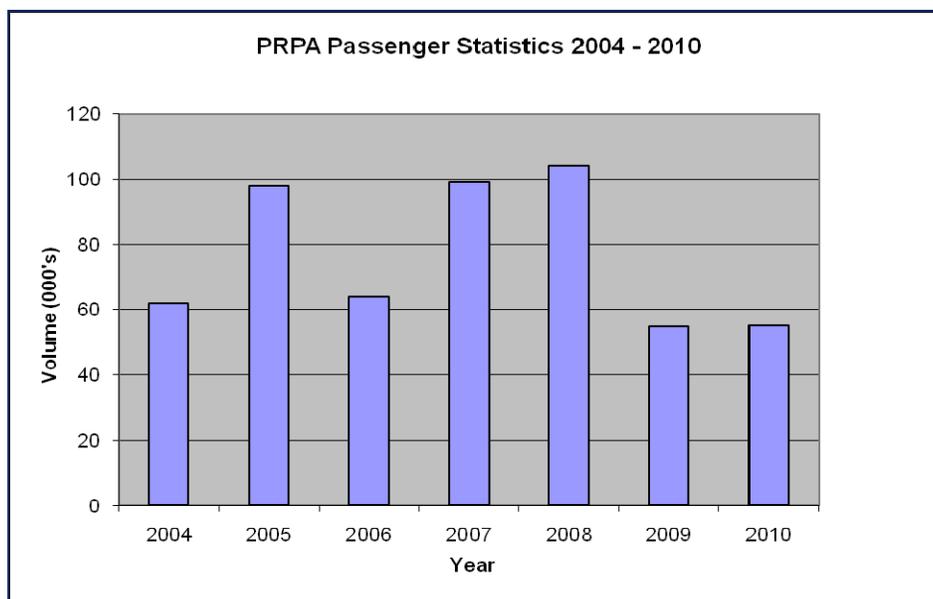


Figure 3.b. Port Passenger Statistics 2004 – 2010

3.7 Other Port Facilities

The Port has several other, but more minor operations, and these all contribute lease revenue to the Port. Leases exist to accommodate a range of marine uses including the BC Ferries terminal, the Alaska Marine Highway System (Alaska ferries), the Digby Island (airport) ferry, a fish plant and several other marine support facilities. There are also several log storage leases.

The PRPA also administers or leases a number of water lots. Lease areas and water lots are shown in Table 3.a.

Table 3.a. Lease Areas and Water Lots

Lots 'B, C, D, F, and H'	Lot B – administered by Small Crafts Harbours Authority for fishing and vessel moorage
	Lot C – leased to City, sub-leased to Alaska Marine Highway System
	Lot D – tug, marine operations, CN Ro-Ro ramp
	Lot F – seafood leases, and some small commercial uses in Cow Bay
	Lot H – log storage (historic log storage, no longer in use)

3.8 Summary of Cargo Volumes

A summary of Port traffic and shipments from 2000 to 2010 is provided below. The figures demonstrate a steady increase in cargo volumes since 2005. This is largely attributed to grain exports but especially to consistent growth in container traffic (the Fairview bulk terminal was closed and shipments stopped in 2006) resulting from development of the container terminal at Fairview. Given current economic indicators, growing commodity exports and the Port’s development plans, the PRPA fully expects that volumes will double in the next ten years.

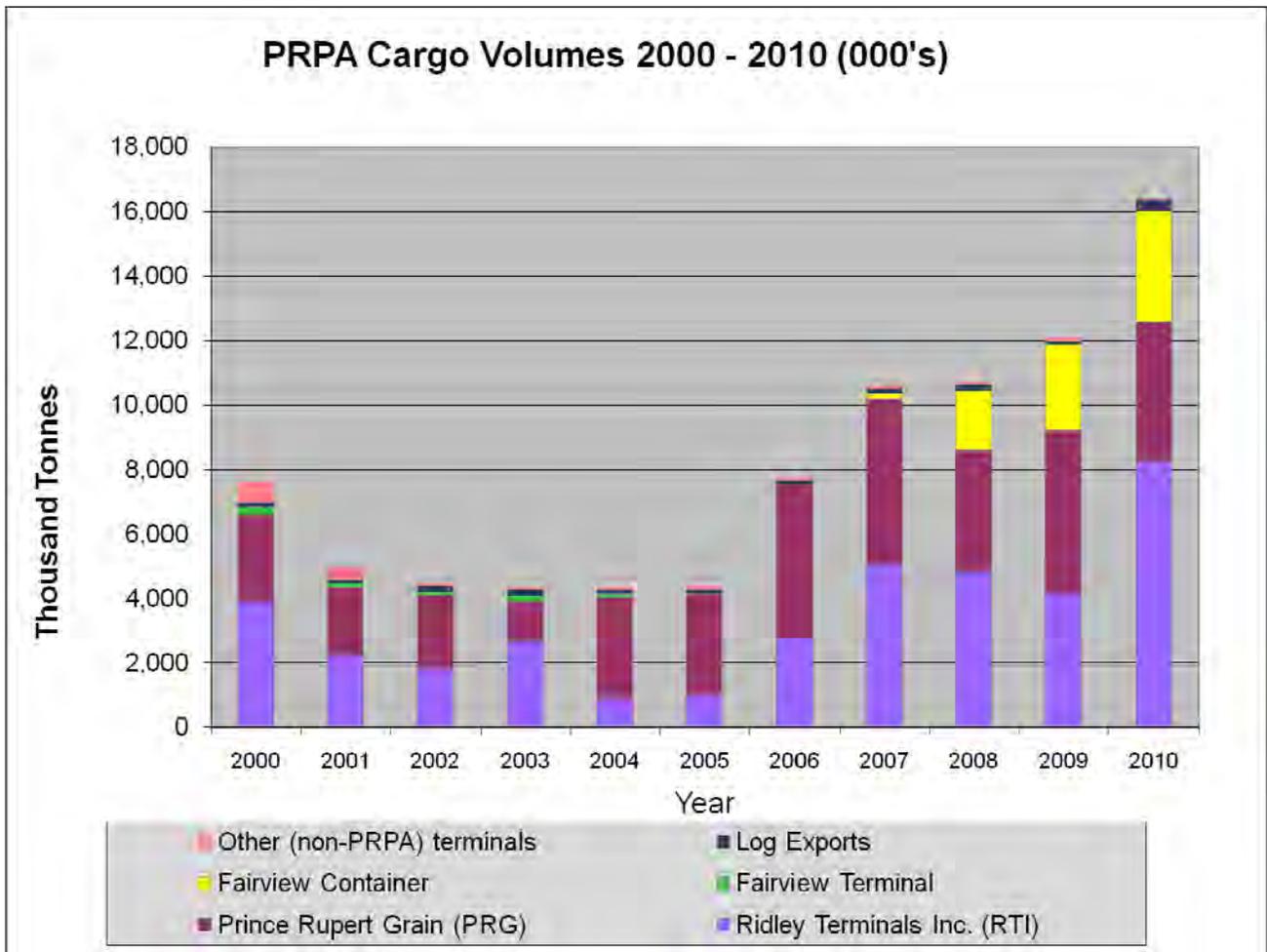


Figure 3.c. Prince Rupert Port Authority – Total Foreign & Domestic Traffic, 2000 – 2010 (tonnes 000)

Table 3.b. Cargo Volumes 2000-2010 (Thousand Tonnes)

Year	Thousand Tonnes										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Ridley Terminals Inc. (RTI)	3,915	2,234	1,817	2,697	908	1,015	2,815	5,086	4,847	4,160	8,300
Prince Rupert Grain (PRG)	2,695	2,115	2,291	1,229	3,129	3,114	4,739	5,098	3,760	5,081	4,294
Fairview Terminal	235	127	108	156	102						
Fairview Cargo								167	1,819	2,652	3,441
Log Exports	144	143	212	216	177	162	124	172	215	120	349
Other (non-PRPA) terminals	614	369	28	45	40	81	60	59	37	52	38
Totals	7,603	4,988	4,456	4,343	4,356	4,372	7,738	10,582	10,678	12,065	16,422

3.9 Long Term Prospects

The future of the Port will be driven by global factors and the unique attributes of the Port. Among the long-term planning considerations are:

- The locational advantage of the Port vis-a-vis Asian traffic and the dramatic growth of Asian countries (e.g. China, India etc.), and especially the ability to serve the overall growth in container traffic;
- Its situation from a transportation perspective as the closest North American Port to Asia with uncongested Class 1 rail connections to other North American destinations, and being the entry point to the North West Transportation Corridor linking Asia to North American industries and consumers;
- The importance of Canada as a country significant to the world economy for its natural resources. The Port is particularly well positioned to serve the nation for continued export of minerals and agricultural commodities; and
- Access to a natural deep sea and ice free harbour, with capacity to increase necessary terminal infrastructure, and with the capability of developing appropriate back up lands at Ridley Island.

Over the years the PRPA has recognized that a number of future Port related activities will need to be considered to reflect shifting trade and economic forces. Many of these activities are land consumptive necessitating adequate back up lands as well as appropriate terminal facilities. Specifically the following four represent the key long term considerations. These are also shown on Figures 6.a and 6.b.

Back up lands refer to land areas required for operational requirements to support marine terminal areas. Such lands may be used for rail trackage, temporary storage areas, and related distribution activities. The extent of required back up areas can vary dramatically with the intended use.

3.9.1 New Bulk terminals

Depending on the result of negotiations, prospects exist for a substantial new bulk commodity terminal oriented to shipment of potash from the Prairie Provinces. Canpotex is an example of an international marketing and distribution company wholly owned by the Saskatchewan potash producers. Potash shipment would take the form of a dry bulk terminal, approximately 32 hectares (80 acres) in area, with a projected development cost of close to \$400 million. A site for a potential potash terminal has been identified south of the current RTI coal terminal within the Ridley Island/Outer Harbour Planning District.

Over the years consideration has been given to the need for another new bulk commodity terminal situated adjacent to the proposed potash shipment terminal. This terminal could be designed to accommodate sulphur and mineral concentrates, or potash and would likely require a land area of 40 hectares (100 acres). Provision already exists for another marine terminal near the established coal terminal.

A potential liquid bulk terminal is another long term prospect. Such a terminal would also be situated on Ridley Island (towards the south of the island with the need for a backup land area of roughly 40 hectares (100 acres).

3.9.2 General Cargo

There is potential for development of a general cargo terminal on the north or east side of Ridley Island. It may accommodate break bulk product, particularly those designed to accommodate shipments of resource products such as wood, minerals, and grains. This development could also serve as a support area for any future oil and gas exploration, wind turbines, or similar energy exploration development. Depending on the nature of products shipped, storage and rail trackage requires an area of about 60 hectares (150 acres).

As part of a general cargo terminal, the potential exists for vehicle unloading and storage in Prince Rupert. Currently most vehicle shipments are destined for Vancouver or other west coast ports, but increasing pressure on a limited land supply at other locations is making the potential viability of Prince Rupert increasingly attractive. Vehicle storage (and minor preparation work such as adding exterior mirrors) might require a land area sufficient to accommodate about 1,000 vehicles.

Other opportunities exist for cargo facilities to meet the growing needs for export trade. This could result in renewal of the Westview terminal for general cargo, bulk commodities or other goods. This will become especially attractive should a decision be made to expand rail service in the Inner Harbour area.

3.9.3 Short Sea Shipping

The PRPA has identified opportunities for short sea shipping catering especially to the Alaska market given the proximity of Prince Rupert to Alaska. Currently CN operates a rail barge service in the Inner Harbour (see Figure 1.c), but there are further opportunities for shipment of forest products such as pulp, and possibly aluminum. Terminal requirements for barges and short sea shipping are relatively modest four to ten hectares (10-25 acres), and this type of terminal could be accommodated in a number of potential sites within the port.

General cargo refers to goods moved either as break bulk or in containers (but not bulk).

Short sea shipping serves as a multi-modal activity that incorporates marine movement of cargo between points that are in proximity. It occurs mainly within coastal waters and rivers as well as lakes. It provides an economic alternative to short distance truck or rail traffic.

3.9.4 Industrial Park

Land can be allocated on Ridley Island and part of Kaien Island to accommodate both an export logistics industrial park and an import logistics industrial site. An import logistics park could cater to high value goods needing re-routing by truck or air. Thus an import logistics park would serve to provide efficient transloading and handling of materials received by containers. An export oriented park would potentially accommodate cold storage and refrigerated products. In total, an industrial park that accommodates export and import logistics could require a land area of about 80 hectares (200 acres). Development of an industrial park could also offer opportunities for value added manufacturing and assembly, with products taking advantage of proximity to shipment by sea, road, and rail. As an example of a Port related industrial facility, in recent years Quickload has established a logistics service on Ridley Island that consists of a container examination facility and the firm has also initiated container stuffing on part of the former pulp mill site on Watson Island.

Logistics refers to managing goods and resources between the point of origin and the point of consumption. It may include some disassembly or reassembly, support operations, adding components, etc.

3.10 Land Requirement Summary

As a rule, the most beneficial use of marine resources is gained by retaining the deep sea access available on the west side of Ridley Island for major terminal use, while the shallower draught and navigational limitations of Porpoise Harbour are better used for smaller vessels and operations. The table below summarizes some of the longer term land use opportunities.

Table 3.c. Summary of Long Term Land Use Opportunities and Land Requirements

Opportunity	Approx. area (ha)	Location	Comments
Bulk Commodities	32 to 40 hectares per terminal	West shore of Ridley Island	Two dry bulk terminals for potash, coal, minerals and one or two liquid bulk terminals
General Cargo	60 hectares	North east portion of Ridley Island, and on Watson Island	To accommodate general cargo as well as vehicle unloading/loading
Short Sea Shipping	4-20 hectares	Access to Porpoise Harbour, or to Inner Harbour	Shipment of products to and from Alaska market
Industrial Park	80 hectares for export; 20 hectares for import	Access to Porpoise Harbour	Devoted to import and export logistics and ancillary industry

Economic Contribution of the Port



4. Economic Contribution of the Port

4.1 Overview

Port activities in Prince Rupert represent significant economic and financial contributions to the national and regional economy. These benefits involve employment through direct and indirect port operations, taxes that accrue to various levels of government, and investment in on-going maintenance, and capital expenditures related to infrastructure improvements. Additionally, the activities of the PRPA and its leasehold operators are substantial contributors to the province's gross domestic product (GDP). A study by InterVISTAS has documented some of these benefits as summarized below.³

4.2 Employment

Direct employment related to on-going operations at the Port of Prince Rupert totalled 1,500 jobs as of October 2009. After adjusting for part-time, seasonal and contract employment, the 1,500 jobs related to the port amount to approximately 1,300 person years of employment⁴. Employees at the Port of Prince Rupert's on-site firms earned over \$80 million in wages in 2008, yielding an average of \$65,000 per person year of employment. Direct employment figures reflect all of the jobs involved in moving goods to or through the Port or located on Port land. The direct employment base includes employees of terminal operators and the Port authority itself, among others, on-site at the port and some employment at trucking and rail companies among others, located off-site. This would include repair and maintenance firms and shipping companies that may not have all of their business associated with the port.

Direct Employment refers to jobs involved in moving goods to or through the Port or located on Port land, that is, firms directly associated with Port operations (e.g. terminal operators and staff). Indirect Employment refers to employment of a supplier industry that is supported by expenditures made by port businesses (e.g. repair and maintenance).

There are a total of 752 direct jobs (amounting to 575 person years of direct employment) related to the port. These jobs include those of individuals working at businesses that are tenants of the Port and the PRPA itself. In addition, there are 198 jobs dependent on the Port of Prince Rupert in the surrounding communities of Prince Rupert and Port Edward. This does not include employment from the rail, trucking and cruise sectors, but does include some part-time and seasonal jobs.

Indirect employment is employment in non-port industries that supply or provide services to these industries. Using British Columbia employment impact multipliers, the indirect employment generated by the port related firms include 740 person years of employment.

Total wages earned as a result of direct employment, indirect employment and induced employment (jobs that are created as a result of direct and indirect employment at Port operations) totalled \$150 million (as of October 2009).

³ Port of Prince Rupert Economic Impact Study, InterVISTAS Consulting Inc. July 2010.

⁴ Person years of employment accounts for part time and seasonal jobs, as well as full time jobs.

4.3 Taxation Revenues

Taxation revenue generated by the Port and its operations provide another important economic benefit. Taxes can take the form of taxation revenue generated by both employers and employees, insurance premiums (e.g. paid by port-related businesses), and special taxes, such as fees that are paid by employers. The total tax impact of the Port is \$35 million, with nearly \$22 million contributed to the federal government. (The latter includes personal and corporate income tax, EI and CPP payments). Eight million dollars contributed to the Provincial government includes personal and corporate income tax, as well as medical premiums paid by employers or employees. Additionally, the PRPA provided payments in lieu of municipal property tax to the City of Prince Rupert and the District of Port Edward in the range of approximately \$430,000 in 2010.

4.4 Capital Expenditures

Capital expenditures represent investments in future Port improvements designed to meet long term goals for facilitating the export and import of commodities and goods. Capital expenditures will be dependent on planning horizons that can only be estimated at this point and which the 2020 Land Use Management Plan attempts to reflect. Thus while it is fully expected that on-going Port operations will require new capital investments, economic conditions will be instrumental in dictating when the actual investment will be made. It is anticipated that such expenditures and associated employment will revolve around:

- Provision for expanded container shipments;
- The addition of new terminals for bulk materials;
- New liquid bulk terminals;
- General cargoes terminal;
- New roll-on roll-off terminal (ro-ro terminal), for example for automobiles;
- Short sea shipping terminal;
- Logistics industrial park (devoted to exports and another for imports); and
- General industrial park.

If capital improvements are carried out under the scenario identified above, InterVISTAS in its economic analysis suggests potential full person years of direct employment of about 4,000 (assuming a scenario where all ventures operate at capacity). This would yield \$310 million in wages, \$480 million in GDP, and \$1,230 million in economic output. The total economic impacts, adding indirect and induced employment, would be 10,800 person years, \$740 million in wages, \$1,040 million in GDP, and \$2,560 million in economic output across British Columbia. These numbers suggest that at full projected development, the Port will have very substantial benefits, not just regionally, but also at a provincial level.

Marine Infrastructure, Current, & Long Term Suitability



5. Marine Infrastructure, Current and Long Term Suitability

5.1 Overview

The PRPA has a number of terminals and related operations within its area of jurisdiction. Through previous work, each of these terminals, their relative capacity, ship access and related factors were examined both in relation to their current use as well as to potential use. As part of this process, an assessment of available utility servicing infrastructure and the state or cost of extending this infrastructure was also completed. The purpose of this assessment from a planning perspective was to ensure that Port and related infrastructure is used to its best advantage. In addition, this analysis provides a framework for long term planning in noting adequacies and inadequacies that direct the potential for capital expenditures to meet long term needs. While many areas of the Port have good deep water access, there are other areas such as Porpoise Channel which due to its location, navigation conditions, and back up lands, are more suitable to smaller vessels and related servicing infrastructure.

5.2 Summary Tables

Table 5.a (on the pages which follow) outlines the major Port facilities, the approximate area, vessel suitability, environmental conditions, and the potential for future Port related activities.

Long term potential identifies on the basis of current conditions at various locations, how an area might be best used. In a number of instances there may be several options for a site. The approximate area in the Table refers to the extent of available land. Wind and wave fetch offer an indication of navigational issues for shipping, and foreshore habitat value reflects information on foreshore environmental sensitivity (and potential mitigation issues) discussed earlier in this document. The analysis of utilities is based on best available information, and summarizes in broad terms, the difficulty of extending or upgrading various types of utilities.

The legend used in the column on Utilities uses the term 'Good' implying minimal cost to connect to an existing utility, or to expand capacity. The term 'Fair' suggests a moderate cost to expand or bring a utility to site, and 'Poor' implies a significant cost to bring the utility to the site.

Table 5.a. Summary of Major Port Facilities

Site Location	Use/Activity	Long-term Potential	Approx. Area	Vessel suitability	Access	Utilities	Wind and Wave Fetch	Foreshore Habitat, Value
Fairview Terminal	Container transfer terminal with Phase 1 design capacity up to 500,000 TEU's per annum	Ph. 2 container transfer terminal; Barge and Heavy Lift	21 ha container terminal	1- 400 m berth 17 m draught Expandable to 4 berths	Full, good paved road access CN mainline adjacent	Sewer - Good Water - Good Power - Good	Some exposure	Low habitat value
Westview Terminal	Occasional fish unloading, otherwise not in current use (facility in poor condition)	Cruise ship passenger or mini-bulk terminal; light industrial mixed use	15,000 m ²	Berth length 309 m. Max. draught 10-12 m	Private Road access via CN R/W only. CN mainline adjacent	Sewer - Poor Water - Poor Power - Good	Protected	Low habitat value (except mouth of Morse Creek)
Ocean Dock	Not in current use (facility in unusable condition)	Cruise ship and small vessels. Potential focus for light industrial mixed use projects	No upland area	Berth length 151 m Max draught 10 m	Private Road access via CN R/W only. CN mainline adjacent	Sewer - Poor Water - Poor Power - Good	Protected	Low habitat value
Lightering Dock	Small vessel, water taxi	Cruise ship and marina	Minimal upland area	Berth length 30 m – length of concrete float	Private Road access via CN R/W only. CN mainline adjacent	Sewer - Fair Water - Poor Power - Good	Protected	Low habitat value
Northland Cruise Terminal	Cruise ship passenger terminal	Cruise ship, pocket cruise ship and ecotourism	Floating dock connects to commercial area	Berth length 300 m Max. draught 15 m	Full, paved road access	Sewer - Good Water - Good Power - Good	Protected	Low habitat value (except mouth of Hayes Creek)
Atlin Terminal	Port and related buildings	Marina, and complementary uses	Upland office area	Berth length 106 m Max draught 5 m	Full, paved road access	Sewer - Good Water - Good Power – Good	Protected	Low habitat value
Seal Cove (Port holdings limited to waterfront block 'H')	Shipyard; general marine activity	Shipyard and marine activity	Site dependent	Site dependent	Full, paved road access	NA, as holdings consist of water lot	Protected	Moderate habitat value

Site Location	Use/Activity	Long-term Potential	Approx. Area	Vessel suitability	Access	Utilities	Wind and Wave Fetch	Foreshore Habitat, Value
South Kaien (SW portion – filled area)	Not currently developed	Container Transfer	20 ha	Dependent upon berth construction, requires access over CN Mainline to Fairview	Full Paved Road Access. CN Mainline below, Poor access due to elevation	Sewer - Poor Water - Fair Power - Good		Moderate to High habitat value
South Kaien, (upland area)	Not currently developed	Logistics Park	11 ha	No direct marine access	Full Paved Road Access. CN Mainline below, Poor access due to elevation	Sewer - Poor Water - Fair Power - Good		High habitat value
Ridley Island - Central Area	Transload facilities; major industrial	Bulk commodities	100 ha site, and a 50 ha site	Dependent upon berth construction	Requires extension of Rail and Roadway	Sewer - Poor Water - Poor Power - Fair		Moderate habitat value (high at creek mouths and estuary)
Ridley Island North-west	Export facility for metallurgical, thermal coal and petroleum coke (capacity 12 million tonnes/year). Berth can accommodate 250,000 DWT ships Grain terminal with 8 million tonnes capacity, agricultural products, wood pellets. Deep sea terminal, berth accommodates 80 – 100,000 tonne ships	Grain terminal; Coal terminal	65 – 70 ha + 20 ha for expansion	Cape size ships	Full, good paved road Rail access	Sewer - Poor Water - Fair Power - Good	Exposed	High – north of grain terminal, Low at grain terminal
Ridley Island - eastern	Not currently used	Marine oriented industrial	25 ha	Limited to 187m length in Harbour	Requires road construction. Rail	Sewer - Poor Water - Poor	Protected in Porpoise	Moderate habitat

Site Location	Use/Activity	Long-term Potential	Approx. Area	Vessel suitability	Access	Utilities	Wind and Wave Fetch	Foreshore Habitat, Value
peninsula		development			access possible from North East.	Power - Fair	Harbour	value
Ridley Island – South Eastern area	Not currently developed	Organic Disposal Site Dredge Area	22 ha	Not applicable	Marine, gravel road	Not applicable	Well protected	Moderate habitat value
Porpoise Harbour (east shore), and Watson Island	Mainly undeveloped; container stuffing and general export on Watson Island	Shipyard and marine industrial activity	Site dependent	Limited to 187m length in Harbour	Full, good paved road	Sewer - available Water - available Power - Good		Low habitat value
Porpoise Harbour pulp mill dock	Former pulp mill dock, now abandoned	Break bulk, may have some potential for auto transfer, or pipe transfer/storage terminal.	Dock plus adjacent upland areas (3 – 5 ha)	Limited to 187 m length in Harbour area	Full, good paved road	Sewer - Fair Water - Fair Power - Good	Protected	Low habitat value
Lelu Island	Undeveloped	Bulk terminal; shipyard & marine activity	219 ha	Would require berthing structure in Ridley Island area	Marine access only. Potential for bridge from Port Edward	Sewer - Poor Water - Poor Power - Poor		Moderate to High habitat value
Coast Islands	Not currently developed	Bulk commodities	NA	Berth construction required	Marine access only, will require approach trestle/causeway to berth	Sewer - Poor Water - Poor Power - Poor	Exposed	Moderate habitat value
Other Locations (e.g. Digby, other Kaien, North Harbour)	Largely undeveloped	Long term industrial; break bulk operations & major terminals	NA	Site dependent, no current infrastructure	Contingent on new bridge and road for Digby and north shore	Sewer - Poor Water - Poor Power - Poor	Insufficient data	Insufficient data

Planning Districts & Development Policies



6. Planning Districts and Development Policies

6.1 Introduction

Geographic proximity has been used to define two Port planning districts; the Inner Harbour and Ridley Island/Outer Harbour (see Figure 1c).

Within these districts the development of Port facilities is governed to some degree by its navigational capacity and the extent of back up lands available for support uses. For example, where draught ranges are more limited, the site may be suitable for a marina or similar operation but would be inadequate to support deep draught vessels and the attendant industrial uses that such ships support. Ship manoeuvring is another factor. In Porpoise Harbour, ships are restricted to 187.5 metres LOA (length overall). In the outer islands and for the west coast of Ridley Island, shelter from wind and waves will have an effect on the suitability for certain uses, with some ships and activities able to absorb greater wind and wave action than others.

Certain uses require substantial back up land capacity. Thus available site area, site slope and configuration, and the distance of the site to the potential berth face or operating entrance defines its overall usability. In most instances, Port development is sufficiently distant from urban land uses that land use conflicts are minimized. Nevertheless adjacent land use, as well as environmental sensitivity, all play a role in ensuring that overall Port development remains sustainable meeting vessel requirements, operational parameters, and compatibility with adjacent uses.

6.1.1 Map Designations

Figures 6.a. and 6.b. illustrate long term land uses proposed for areas of interest to the Port. Brief explanatory notes on the map provide additional context. The principal designations used on the map are:

- **Existing Grain Terminal**, depicting the main operations of PRG (Prince Rupert Grain);
- **Existing Coal Terminal**, identifying the main operations of RTI (Ridley Terminals Inc.);
- **Major Industrial**, the approximate areas identified for future bulk commodity terminals, transload and container services;
- **Marine Support Uses**, includes support industries such as transfer and storage yards, shipyards, marinas, short sea shipping, industrial parks, ferries, break-bulk;
- **Logistics Industrial Park**, potential area for logistics park and/or marine support uses; and
- **Cruise/Mixed Use**, cruise ship terminal operations and support administrative and commercial uses.

6.2 Inner Harbour Planning District

This part of the Port borders the urban area of the city of Prince Rupert. Its two principal operating terminals include the Fairview container terminal and the Northland cruise ship dock. Other terminals include the old Westview dock and the downtown Lightering Dock. Ocean Dock, which is no longer in use, is not structurally sound and also is not owned by the PRPA. The inner harbour port facilities are generally separated from the urban community by a series of CN rail storage tracks. CN is also the owner of land that is occupied by tracks in the inner harbour. The trackage does not extend as far as the Northland terminal and Atlin office complex. The Northland Terminal is characterized by support office buildings and a number of nearby commercial enterprises that are within walking distance for cruise

ship passengers. Most of the lands along the shoreline of the inner harbour are owned by the PRPA with the notable exceptions of Ocean Dock and the BC Ferries terminal.

The inner harbour has the advantage of generally good deep sea access with the capability of accommodating ship draughts in the range of 12 - 15 metres respectively at Westview and Northland terminals and 17 metres at Fairview terminal. The Fairview container terminal offers substantial container storage room. This terminal also has the potential for expansion both to the north and south. Phase 2 development planning is ongoing with options to expand in either a north or south direction of the existing terminal.

Other inner harbour locations suffer from limited back up lands or support storage and ancillary uses and are thus best suited to specialty shipping and mixed use development that can also take advantage of nearby commercial services. The existing Westview terminal is in poor condition and remediation or rebuilding will be essential to allow this facility to reopen. Care will be required given the foreshore environmental sensitivity which will necessitate appropriate mitigation/remediation. The limited availability of upland properties within the inner harbour suggests that future development here is best suited to smaller scale uses. Opportunities exist for specialty cargo handling operations, cargo storage and transfer, short sea shipping, bulk commodities with limited needs for back up lands and services catering to the commercial fishery.

The long term extent of rail trackage within the inner harbour upland area which is immediately below the downtown of Prince Rupert may influence the potential for mixed use development opportunities, since improved road access to marine and upland facilities will be critical in determining the extent of useable land. Less trackage may make more developable land available, but if rail trackage remains, as is expected, then marine uses and supporting upland uses will continue to be affected by the limitations imposed by insufficient back up lands.

Given the proximity of inner harbour port activities to the residential neighbourhoods in Prince Rupert, conflicts related to noise (e.g. from train whistles) and odour (fish rendering plant) occasionally arise. The PRPA responds positively to help resolve these issues with the affected parties, even when they are not within the Port's jurisdiction.

The City of Prince Rupert's current (2010) Official Community Plan (OCP) is called a "Quality of Life Community Plan." Quality of life is noted to include many dimensions including economic development, employment opportunities, as well as good drinking water, a clean harbour and good air quality. As a steward of the harbour, the PRPA shares these values. As noted in the PRPA vision, the Port commits to ensuring its development plans minimize environmental and social impacts and are compatible with neighbouring communities land uses.

The Prince Rupert OCP identifies two key land use designations for the land and water areas within the PRPA's jurisdiction - "Business Industrial" and "Business Commercial". The "Business Industrial" designation is intended to accommodate major industrial sites including marine, transportation and port uses. This includes the Fairview Terminal area. "Business Commercial", the designation for the Northland and Atlin Terminal areas, is intended to accommodate retail, tourist commercial, major offices and support services.

The PRPA 2020 Land Use Management Plan designates the majority of the Inner Harbour Planning District for "Marine Support Services", with the Fairview Terminal designated for "Major Industrial Uses". The Atlin and Northland Terminal area is designated in the 2020 Land Use Management Plan as "Cruise/Mixed Use". Overall, the City and PRPA designations anticipate similar uses and are generally consistent with each other.

6.2.1 Development Focus

For the downtown portion of the inner harbour the following activities are available or envisaged in the medium to long term planning timeframe:

- Anchorage areas (eight in total – this could double with the use of permanent moorage buoys) for freighters waiting to load and unload;
- Cruise ship moorage and support terminal facilities;
- General and specialty cargo handling, including mini bulk products, and short sea shipping;
- Mixed use commercial development, and shipping services for lands and water areas in proximity to the downtown of Prince Rupert;
- Lightering and ferry services to other destinations;
- Ro-ro shipping services;
- Marine related warehouse and distribution facilities as well as minor repair and docking, including marinas;
- General industrial and break bulk commodities; and
- Container services for Fairview area and areas adjacent to the current Fairview terminal to allow for on-going expansion.

6.2.2 Inner Harbour Development Policies

Development is to be guided by the following policies:

1. The PRPA will favourably consider the redevelopment of lands deemed surplus to rail use with an emphasis on mixed use development that does not negatively affect Port marine safety and operational requirements. Marine access, local road service, safety of on-going Port operations and impact on established upland uses will require consideration. Liaison with the City of Prince Rupert is desirable as part of a broader planning program for the waterfront, if and when any private development is undertaken;
2. For any new development that may occur in the event that CN reduces its trackage near the downtown of the City, the Port will give consideration to potential creation of a node of public amenities if and where sufficient land becomes available, and provided any such public use (for example an observation/interpretation platform or picnic area) can be safely developed and be kept distinct from any Port operational uses;
3. The Port recognizes that development, construction and operational plans to modify or reconstruct any terminals are subject to an environmental assessment that among other factors will need to consider options that are economically, financially, and environmentally sustainable;
4. The PRPA commits to adhere to applicable consultation requirements of the Federal Crown, required pursuant to s.35 of the *Constitution Act* with adjacent local government and with First Nations;
5. Any new or redevelopment in the inner harbour for major terminals and terminal expansion will take into account potential compatibility to any upland residential areas, to the extent this is feasible, given the Port's mandate to provide adequate import and export opportunities;

6. The Port recognizes the competing demands for marina space between sports and commercial fisheries, and, where feasible, will help to reconcile such issues;
7. In reviewing new or improved road access to the inner harbour terminals, proper consideration will be given to maximizing efficiency, safety, comfort and flexibility in accommodating overall Port land use. A possible new industrial road proposed to connect Ridley Island with Fairview Phase II, for example, may enable the removal of some truck traffic from city roads;
8. With limited upland land areas for future development, the inner harbour area will be considered primarily for commodity shipments and ancillary uses not dependent on large backup areas;
9. The Port will consider public access and viewing opportunities that do not interfere with the safe operation of Port activities;
10. For South Kaien Island the PRPA will consider such land uses as break bulk operations and general industrial uses that are not dependent on the large sites required for bulk commodities; and
11. The PRPA is committed to engage with Prince Rupert area commercial and economic development agencies to further foster businesses that can capitalize on opportunities associated with cruise ship passengers and the cruise ship industry.



Land Uses

- Major Industrial Uses
- Marine Support Uses
- Cruise/Mixed Use
- Trail
- Rail line
- General Anchorage Area

Note: The information depicted is for general reference only. Accuracy is not guaranteed.

Not to Scale April 2011



FIGURE 6.a. Future Land Use - Inner Harbour Planning District



6.3 Ridley Island/Outer Harbour Planning District

The Ridley Island/Outer Harbour Planning District includes Ridley Island, Lelu Island and several other outer islands in Chatham Sound that are currently undeveloped (Coast Island, Kinahan Island, and Kitson Island). All of the major bulk commodity terminals operated at the Port are situated at Ridley Island. Lelu Island south of Ridley Island, is also undeveloped and currently has marine access only.

A paved road serves Ridley Island's established industries, and extends as a gravel road to areas beyond. Rail service is provided by CN. Existing ship berths can be augmented by planned additional berths that have been allocated through previous work. The area already has utility service including a water supply system owned by the PRPA. Sanitary sewer is available through a private sewer outfall. Electrical power is generally adequate. The west coast of Ridley Island benefits from deep water access - ideal for major bulk carriers. The east side at Porpoise Harbour features more limited depth and the width of the channel, ship draught, current, and turning radius at the end of the channel all impose limitations on navigation. Thus, optimization of land use on Ridley needs to be cognizant of both the island's constraints and opportunities. This suggests restricting large bulk commodity terminals to the central and western area of the island with its proximity to deep water access, while maintaining more intensive and smaller industrial enterprises at the eastern area with marine access to Porpoise Harbour.

Future terminal locations will also require careful planning for rail loop, spur and storage lines, as well as road access, to ensure planning flexibility and the limiting of conflict with already established bulk terminals. The longer term possibility of bridging Lelu Island with the mainland (Port Edward) may facilitate public access to the island for recreational purposes. Also, a potential grade separated rail crossing from Kaien Island to Ridley Island may be worthy of long term consideration. Such developments are considered to be long range at best, given required infrastructure improvements and costs.

The City of Prince Rupert supports long term port-oriented industrial use on Ridley Island, as noted in its Official Community Plan. These uses may range in size from major terminals to smaller industrial uses, particularly along the Porpoise Harbour area where water depth and navigation issues preclude access to larger vessels. The City also identifies potential long term industrial areas in the southeast area of Kaien Island.

The District of Port Edward Official Community Plan identifies the importance of a diversified local economy. The OCP also indicates that collaboration is required to ensure complementary land uses. The potential for possible recreation features on Lelu Island has been noted by the District. Although Ridley Island is outside of the District of Port Edward boundaries, it is recognized that activities on Ridley Island have the potential to impact the enjoyment of Port Edward residents. The OCP states that the District and the PRPA should work together on land use planning on Ridley Island.

Current to intermediate-range planning considerations suggest the following uses on Ridley Island:

- Further bulk loading facilities to the north west in the vicinity of the PRG and RTI operations;
- Transload facilities;

Transload facilities refers to loading cargo from one type of transportation to another (e.g. from ship to rail car).

- Logistics terminals requiring both road and rail access. This type of opportunity may be more long range, and will in part be dependent on land absorption in competitive regions such as metro Vancouver which faces an increasingly constrained and costly supply of industrial land;
- Marine industrial logistics for areas adjacent to Porpoise Harbour; and
- Shipyards, marine support services, and industrial development with a desire for proximity to tidewater properties at Porpoise Harbour.

Coast Island comprises about 3 hectares (7 acres) and is just west of Ridley Island. It currently has marine access only. If used for development, an approach trestle or causeway to a ship berth would be required. The relative isolation of Coast Island to the any urban area would allow for potential of a liquid or dry bulk terminal.

Kinahan Island consists of four separate islands. Kitson Island is a small island with several beaches and acknowledged ecological and recreational value. It is situated south west of Lelu Island in Chatham Sound at the mouth of the Skeena River. Kitson Island is a designated provincial park managed under a Collaborative Management Agreement between BC Parks and the Metlakatla and Lax Kw'alaams First Nations. It is used by kayakers travelling between the mainland and Porcher Island. Due to its small size and recreational importance it is of limited suitability for development. The Port does not anticipate any development on Kitson Island in the medium to long term.

6.3.1 Development Focus

For the central, western and southern areas of Ridley Island:

- Major industrial uses with a clear requirement for Port access;
- Dry and liquid bulk commodity terminals;
- Transload facilities;
- Rail support services; and
- Container service areas.

For areas of Ridley Island flanking Porpoise Harbour and for Watson Island:

- Marine industrial development;
- Marinas;
- Container inspection, stuffing and de-stuffing;
- Logistics industrial parks;
- Shipyards;
- Transfer and storage terminals;
- Automobile transfer and storage;
- Pipe yards;
- Rail support services; and
- Short sea shipping services.

For the outer islands, any development is envisaged as mid to long term and further study would be required to confirm ultimate uses. For the purposes of the 2020 Land Use Management Plan, the following permitted uses are identified for the outer islands:

- Liquid bulk terminal operations; and
- General dry bulk terminals including mineral, agricultural and wood products.

6.3.2 Ridley Island/Outer Harbour Development Policies

Development in the Ridley Island/Outer Harbour Planning District is to be guided by the following policies:

1. Ridley Island is to be preserved primarily for major port oriented industrial operations, with larger projects to dominate the western portion of the island and smaller parcels to be considered for development in the more easterly area of Ridley Island;
2. Due to the industrial nature of current and proposed development and the need to maintain appropriate safety and security, general public access on Ridley Island will, by necessity, have to be limited or restricted.
3. The PRPA acknowledges that there are recreational and public issues that require consideration. Safe and secure Port operations remain paramount objectives of the PRPA. While efficient and safe operations of the Port are important, the PRPA also recognizes that the public has an on-going interest in some of the recreational attributes, particularly of Ridley Island. Although the safe operations of Port facilities cannot be compromised the PRPA will give consideration to:
 - Working with a community liaison committee to identify recreational areas in and around the Prince Rupert area to identify suitable areas or initiatives to enhance public recreation opportunities;
 - Whether it is feasible for the PRPA to assist in public recreational improvements to Diana Lake near Port Edward (approximately 16 km east of Prince Rupert on Highway 16);
 - The overall feasibility of extending the waterfront walkway; and
 - Potential for creation of a viewing or observation/interpretive area(s) to communicate the importance of Port activities and facilities.
4. It is intended that marine industrial uses be developed on the east side of Ridley Island across from Port Edward. The Port is cognizant of the established community of Port Edward across Porpoise Harbour and will, in development of marine industrial uses, consider design, operational and buffering solutions that minimize any potential noise impacts on residents living on the Port Edward side of Porpoise Harbour.
5. Future development on, and waterfront access to the east side of Ridley Island across from Port Edward will depend on the safe passage of vessels to Porpoise Harbour through the narrow passage between Ridley Island and Lelu Island. The PRPA is considering and studying the options for larger commercial shipping to safely navigate the approaches to and the actual harbour at Porpoise Harbour;
6. In considering major development proposals, the PRPA will maintain appropriate liaison with CN Rail to ensure optimum and safe use of land while maintaining good access for current and future industrial operations;
7. The Port is committed to expansion of container terminals at Fairview. However if growth is projected beyond the physical capacity of this area, additional consideration will be given to providing opportunities for container traffic and support services on south Kaien Island;

8. Long term opportunities for the former pulp mill dock and surrounding lands could be of significant potential benefit to the Port's industrial development. The site also offers the potential for back up development lands on Watson Island and as such, will remain an area of interest to the Port;
9. The PRPA will continue to monitor development at other major BC ports, especially in relation to the ability to accommodate marine industrial development on high cost lands in south western BC. The PRPA will aggressively pursue prospective industries that are not readily accommodated at other west coast port sites;
10. For the medium term, the PRPA does not envisage any development for Lelu Island, but long term opportunities suggest use of this island for bulk commodity terminals and general industrial uses. More detailed site analysis, planning, and infrastructure analysis, including consideration of possible recreational features will occur prior to any development considerations.
11. Lelu Island is recognized by the First Nations as a potential archaeological site containing a number of culturally modified trees. Any future development on Lelu Island will consider the archaeological values of the site during the environmental and socioeconomic assessment or planning of the site;
12. The PRPA will retain the option to consider long term development of the outer islands, but will not advance any development without additional planning consideration that reflects navigation, construction of an approach trestle or causeway, environmental characteristics, and the impact on operations of other uses already established on Ridley Island;
13. The recreational and environmental attributes of Kitson Island are acknowledged and the PRPA will not consider development of this Island or of other nearby areas within its jurisdiction that can be demonstrated as having a deleterious effect on the environmental value of Kitson Island; and
14. With the relative distance of the outer islands to developed areas in Prince Rupert and Port Edward, the use of the outer islands for potential liquid bulk products is deemed to offer the best value to the Port.

Since any proposals for the outer islands are deemed very long range and speculative, no specific map is provided for this area. The Coast Islands group are captured on the Ridley Island/Outer Harbour Planning District Map.



Land Uses	
 Major Industrial Uses	 Existing Coal Terminal
 Marine Support Uses	 Dredge Disposal Site
 Existing Grain Terminal (PRG)	 Logistics/Industrial Park
 Proposed Rail Corridor	 Existing Rail Line

Note: The information depicted is for general reference only. Accuracy is not guaranteed.

April 2011

FIGURE 6.b. Future Land Use - Ridley Island/Outer Harbour Planning District

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LINKING A WORLD OF OPPORTUNITY

Conclusions & Strategic Actions



7. Conclusions and Strategic Actions

7.1 General Considerations

The technical background and planning concepts discussed in earlier sections lead to a number of strategic actions that will benefit the long term management of land and marine areas under jurisdiction of the PRPA. Some of these actions are largely under the control of the Port Authority, but others depend on collaborative efforts with others or are primarily the responsibility of external agencies. Nevertheless, all of the actions described below are of significance to the sustainability of Port operations.

Planning and long term improvements to the Port's infrastructure represent critical elements in Canada's Asia-Pacific Gateway Initiative. This initiative reflects a system of transportation infrastructure including BC's Lower Mainland and Prince Rupert Port's road and rail connections that extend across Western Canada and into North America. It also includes major airports and border crossings. Since 2006, the Government of Canada, through its Asia-Pacific Gateway and Corridor Initiative, has partnered with B.C. and other western provinces, municipalities and the private sector to undertake strategic infrastructure projects worth more than \$2.8 billion, including federal contributions of over \$1 billion.

Strategic actions are designed to build on the strengths offered by the Port's marine environment and its stature as a major deep sea port. Thus, retention of the west flank Ridley Island for terminal expansion is critical, with this area not only offering significant back up lands but access for deep draught ships. The inner harbour, with its proximity to the City's downtown, favours this location for cruise ship terminals and allied operations. Limited back up land capacity suggests that any other terminals in the downtown portion of the inner harbour be retained for high value specialty products. Overall economic, environmental, and social sustainability is enhanced by ensuring that Port development builds on the natural and supportive features of the region, thus helping to maintain the Port's role as a significant supporter of responsible local employment.

Ridley Island will require upgrading for rail infrastructure to meet long term major terminal needs and to provide appropriate storage capacity to serve both Ridley terminals and Fairview terminal expansion. Porpoise Harbour, with its shallower and sheltered waters, will serve smaller vessels and broader marine industrial operations. Also, improved road connections that provide a grade separated crossing of the CN tracks at the south end of Kaien Island to Ridley Island will improve truck traffic and help to foster development of the east side of Ridley Island. Other strategic actions are designed to maintain the Port's overall interest in appropriate, conflict free land use development that serves the broader regional economy.

7.2 Strategic Initiatives

The Prince Rupert Port Authority is committed to developing and growing the port in an aggressive, economical, sustainable, safe and environmentally sound manner. This commitment to sustainability is demonstrated in a range of current initiatives that include, but are not limited to:

- Shore Power Project - providing shore power to container ships through an electric cable management system. To be created by 2011, the project is expected to reduce local greenhouse gas emissions by enabling container ships to shut down their engines and connect to the port's electrical grid while docked; and
- Engagement with the local community through involvement on the Prince Rupert Trail Committee (Mount Hayes Trail Connector), the Chamber of Commerce and activities at local high schools.

Port facilities have significant economic and social impacts on the region. The Prince Rupert Port Authority will continue to make it a priority to reduce environmental impacts through responsible and sustainable improvements to administrative, operations and maintenance facilities. Specifically, the following actions and initiatives, as well as summary performance measures support the directions contained within this 2020 Land Use Management Plan and will be explored over the duration of the Plan.

Port Infrastructure

- Assess the value and environmental feasibility of converting Westview to a mini bulk or dry bulk and/or short sea shipping terminal, or other options associated with mixed use development. If a decision is made by CN to reduce rail trackage in this area; this could create more buildable land and potentially facilitate an access road to the downtown of the city;
- In assessing long term development options for Ridley Island, give proper consideration to both future road and rail access to ensure that access alternatives are retained. Include consideration of a grade separated road/rail crossing for more efficient development (through better and shorter road access) to the eastern part of Ridley Island. In turn, this may contribute to higher lease values, property tax revenues, and land absorption due to the more desirable locational attributes; and
- The PRPA is to remain vigilant with respect to any long term road access to Digby Island and the north shore of the harbour. This has implications for existing and future Fairview terminal operations (given the proximity of the terminal area to a potential bridge crossing), but any such crossing may offer substantial benefits for long term industrial use (e.g. oil and gas exploration activity) that could be of benefit to the Port. Similarly, the creation of an access route could create potential for long term port related industrial development on the north shore of the harbour, which currently does not have road access.

Environment

- In November 2010 the PRPA became a member of the Canada/US Green Marine Environmental Stewardship program. The Green Marine program is a bi-national voluntary stewardship program that aims to improve environmental performance beyond regulatory compliance. The key objectives of the Green Marine Program are to strengthen environmental performance through a process of continual improvement, build strong relations with stakeholders; and, heighten understanding of the marine industry's activities and environmental benefits. PRPA intends to assume an active and collaborative

role with its port partners with regard to the environmental stewardship of Prince Rupert Harbour and its approaches;

- The PRPA will continue to address the environmental impact of port activities on terrestrial and marine habitat and air quality. The Port will continue to work toward reducing greenhouse gas emissions (including opportunities for carbon capture) associated with port activities, and will be cognizant of options that effectively mitigate or adapt to issues related to climate change. This may include exploring the benefits of conducting a Land Based Emissions Inventory and consideration of potential sea level rise on current and future Port infrastructure; and
- The PRPA will continue to assess other programs including the Sustainable Shipping Initiative (SSI), which assesses the social, environmental and economic challenges posed by the shipping industry throughout the world. Investigations that lead to improved operations that serve to provide benefits to the industry, the community, and consumers are being researched and may have applicability to the Port.

Economic Activity

- Continue to support expansion of port operations to provide stable and well-paying jobs and revenue source to local government; and
- Continue to raise awareness about the direct and indirect economic benefits provided by the Port (e.g. participation in high school job fairs).

General Land Use Compatibility

- The PRPA will maintain an interest in any applications for Crown land on Kaien Island specifically those that are in the vicinity of the proposed access route (grade separated crossing) that would connect Kaien Island to Ridley Island) to ensure that potential development does not have a negative impact on port development potential and on the future of a road/rail crossing. Retention of a Map Reserve over Crown land (an annotation to Crown staff that highlights the Port's interest when lease applications for Crown land are received) will allow the Port to comment on any applications that affect the interest of the PRPA;
- The Port liaison will work with DFO to identify rehabilitation projects for inclusion into a 'Habitat Bank';
- The Port will monitor property disposition of Watson Island, particularly the pulp mill dock and surrounding lands, due to their potential benefit to port industrial development and the opportunities provided by the dock and the availability of back up lands. Potential acquisition of the infrastructure assets, primary water supply and waste water treatment, may be considered;
- The PRPA is supportive of the industrial designations in the City of Prince Rupert's Official Community Plan and the Zoning Bylaw which aid in maintaining the role of the Port as an economic driver to the local and regional economy, and minimizes potential for land use conflict; and
- The PRPA respects the zoning and long range policies of the District of Port Edward and is committed to ongoing dialogue with the community on land use planning issues.

Communication and Consultation

- The Port will continue to engage in open and meaningful communication with port users, business and the public. The Port will provide timely information to the community regarding port activities and seek to enhance opportunities for meaningful dialogue;
- As part of a robust, transparent, and inclusive planning process, the Port will review other land use planning initiatives undertaken by First Nations or communities within or adjacent to the Port's lands and waters. The Port welcomes the exchange or sharing of land use plans or ideas with other communities;
- The Port will explore the merits of establishing a waterfront liaison committee to work with the community to address local concerns related to port activities. This may facilitate two-way communication, nurture positive relationships and build capacity for resolving community concerns in a mutually beneficial manner.;
- Recognizing that several First Nations assert unextinguished aboriginal rights within the Port's lands, the Port will consider and seek advice from applicable First Nations in undertaking any environmental assessment that includes historical and archaeological sites; and
- The Port will continue to honour the terms of the future projects protocol, as set within the Landmark Agreements with the Coast Tsimshian, which provide a framework for consultation and accommodation for future terminal projects.

Community Investment

- The Port will continue to contribute part of its economic successes towards supporting local initiatives through the Community Investment Fund. Since 2009, the PRPA has been providing annual grants to various local organizations and initiatives that improve and enhance the quality of the cultural, educational, health and welfare, and civic aspects of life in the region. In 2011, over \$470,000 of the Port's net profits was distributed to six different community projects.

Key Objectives and Performance Measures

The chart which follows (Table 7.a.) provides a summary of objectives, performance measures as well as associated strategic initiatives for the Prince Rupert Port Authority. The objectives are broad, while the performance measures provide indicators for success in achieving the objectives. The strategies are initiatives or actions to help achieve the objectives.

Table 7.a. Objectives, Measures, and Initiatives

Objective	Performance Measure	Strategy
<p>Achieve appropriate Port land and marine development by considering locational and physical attributes of the various areas administered by the Port</p>	<ul style="list-style-type: none"> • Sites offering large back up lands (0.5ha +) are retained for industries requiring such lands for storage and processing • Areas with deep water harbour access are retained predominantly for uses where vessels require deep draught (about 8m +) • A wide range of smaller scale economic activities (such as marine industries, industrial parks, logistics services etc.) are located in sites near (within about 500 metres) of urban areas with good road and/or rail access 	<ul style="list-style-type: none"> • Retain the west and south portions of Ridley Island primarily for bulk terminal operations • Provide for general cargo and storage on NE Ridley Island and Watson Island • Provide for short sea shipping and general cargo and marine operations along Porpoise Harbour and the Inner Harbour • Retain cruise ship facilities in the Inner Harbour • Facilitate general industrial development and logistics uses in areas along Porpoise Harbour • Expand container facilities in the Fairview terminal area
<p>Understand and respect environmental, cultural and archaeological features within the Port's jurisdiction</p>	<ul style="list-style-type: none"> • Respond to and take into account provincial and federal climate change and green house gas (GHG) emission initiatives in all on-going Port development projects • Port activities within the spatial boundaries of the Port's jurisdiction with High Habitat value, reflect at least minimum, baseline levels (for GHG's, noise, air, water quality, habitat quality, biodiversity, etc.) as may be determined by the Environmental Benchmark Study • Known cultural and heritage features are avoided or mitigated • Each objective and principle of the Canada/US Green Marine Environmental Stewardship program is met 	<ul style="list-style-type: none"> • Check with relevant agencies (e.g. environmental organizations, First Nations, federal and provincial governments) for new or updated environmental, archaeological studies/info related to the Port area. This is intended to allow consideration of revisions to Port planning and procedures as appropriate • Work with local agencies to offer recreation opportunities that do not conflict with the safe and secure activities of Port operations • Maintain a full commitment to Green Marine Program, and seek opportunities to pursue other desirable sustainability, environmental and cultural initiatives that can be accommodated in harmony with port development

Objective	Performance Measure	Strategy
Undertake long term port planning initiatives within a planning context of other jurisdictions and agencies	<ul style="list-style-type: none"> Port planning policies/reports reflect, document or acknowledge available planning initiatives of other jurisdictions and agencies 	<ul style="list-style-type: none"> Continue to strengthen and enhance relationships with the First Nations within the Port area through dialogue and agreements, and remain informed of local government planning initiatives and commit to sharing of relevant long term planning goals
Provide avenues for meaningful public and stakeholder consultation or engagement for all significant development projects	<ul style="list-style-type: none"> Meet on an annual basis with local municipalities and with representatives of neighbouring Coastal Tsimshian Nations through a Standing Committee and through the framework established in a Future Projects Protocol. Annually liaise with development agencies and major port customers on potential initiatives that provide for growth opportunities 	<ul style="list-style-type: none"> Maintain or enhance existing communication protocols established with First Nations Work collaboratively with local governments, development agencies and major port customers on exploring opportunities related to Port growth and economic benefits to the region Consider other consultation processes with the general public, as appropriate
Enhance community relations through opportunities for public access and recreation where feasible	<ul style="list-style-type: none"> Provide one or more opportunities for public understanding and interpretation of port activities In development of waterfront areas especially the shoreline of Ridley Island create, where possible, within the framework of security and safety, provision for public access to section(s) of waterfront 	<ul style="list-style-type: none"> Liaise with recreational agencies to determine the feasibility of creating and maintaining recreational opportunities within land and water areas administered by the PRPA

This Land Use Plan provides an initial framework for port growth and development for the next ten years. In addition to the factors indicated in the above table, the PRPA intends to monitor progress of the plan on a regular basis (e.g. every two to three years), which may result in updates as appropriate. The PRPA is committed to a regular review process and over time may explore more rigorous methods of assessing the plan’s performance.

7.3 Capital Cost Estimates

Some initial work has been done to identify the approximate capital costs of several infrastructure initiatives. Table 7.a below provides a summary of potential initiatives and their order of magnitude costs. Some terminal costs are not readily established as they will depend on final configurations as determined by potential lease holders.

Table 7.b. Capital Improvements, Major Facilities⁵

Location	Longer Term Use	Estimated Development Costs and Notes
Fairview terminal	Container transfer	Phase 2 cost estimated at about \$500 million.
Westview terminal	Cruise ship terminal, mini bulk terminal, or mixed use development	Cruise ship terminal \$15 million. Dry bulk terminal in excess of \$20 million (may be less for temporary use). Mixed use development will be dependent on type of use, density and access improvements.
Ocean Dock	Cruise ship terminal or mixed use development	Cruise ship terminal \$15 million. Mixed use development will be dependent on type of use, density and access improvements.
Ridley Island (adjacent to coal terminal)	Dry bulk terminal	Terminal with potential to handle mineral products, wood pellets and other bulk commodities. Costs to be determined.
Ridley Island and Coast Island	Dry bulk and/or potash terminal	Potash export terminal, estimated at \$400 million.
Ridley Island, south	Liquid bulk terminals	Terminals for ethanol, hydrocarbons, agri-oils and similar products. Costs to be determined.
Ridley Island Road Improvements	Improved Island circumference access road	Upgrading and paving of current road \$3.0 million (to Porpoise Harbour Peninsula); full road including a new rail overpass will bring total costs to about \$15 million depending on alignment. A grade separated rail crossing - Kaien to Ridley Island - represents roughly \$6 million of above cost.
Ridley, eastern peninsula	Marine industrial park; general cargo, dry bulk and logistics parks	Costs approx. \$800,000 per hectare (for industrial park) excluding external road access as identified above under Ridley Island Road improvements. (Based on industrial study undertaken for Ec. Dev. Corporation). Logistics parks, dry bulk and general cargo capital costs to be determined.
Ridley Island	Road, rail utility	The PRPA Road, Rail and Utilities Corridor footprint area will be approximately 200 hectares with a 7.8 km (approx) rail loop, consisting of a rail bed for up to 14 inbound and 10 outbound tracks; an inner loop road to connect the various terminals; an access road with a rail overpass and underpass and underground utility services. Costs – approximately \$300 million.

Costs quoted above reflect 2010 pricing, and include an engineering and contingency allowance of 25%.

⁵ Source: AECOM and PRPA

7.4 Conclusion

This 2020 Land Use Management Plan aims to position the Prince Rupert Port Authority for continued success by focusing on key strategic advantages and opportunities. The natural advantage of a deep sea harbour and proximity to Asian ports has been augmented by foresight and good planning. These are reflected in the Port's excellent transportation infrastructure. The relatively recent conversion of Fairview terminal to the Prince Rupert Container Terminal demonstrates the Port's agility in responding to changing conditions and creating new futures.

This Plan provides a framework to guide development of the Port for approximately the next ten years. The Plan recognizes the importance of the Ridley Island/Outer Harbour Planning District and identifies a development focus of (liquid and dry) bulk commodity terminals and logistics industrial parks. The development focus for the Inner Harbour Planning District is primarily to support existing cruise ship operations and other uses that benefit from proximity to downtown. Flexibility and responsiveness are key attributes reflected in the 2020 Plan, given the range of factors that influence the timing of port development.

The 2020 Land Use Management Plan included a robust communication and consultation process. Nine in person meetings were held during the draft plan stage with port tenants, businesses, and community groups, including a public open house for the general public. The consultation process reached approximately 100 people, including the general public and fourteen organizations/agencies that provided valuable input and guidance. The PRPA is committed to continued dialogue with port tenants, users and the wider community.

The Port Authority is also committed to maintaining and enhancing the Port's contribution to a strong regional economy, a vibrant social context and a healthy natural environment. The Port will support the sustainability efforts of others that contribute to the well-rounded success of the Port. The overall vision of the Port to position itself as a highly competitive West Coast port taking advantage of its proximity to Asia relative to other west coast ports, its excellent deep water access, sheltered waters, and upland areas that offer significant capacity for growth, can only be achieved by the collaboration of many.

Appendices



Appendix A Glossary of Terms

Back Up Lands

Land areas required for operational requirements to support marine terminal areas. Such lands may be used for rail trackage, temporary storage areas, and related distribution activities. The extent of required back up areas can vary dramatically with the intended use.

Break Bulk

Unitized cargo or packaged goods typically shipped in a ship's hold; Generalized cargo that is not containerized but may be bundled into specific units (e.g. lumber, steel, pulp and machinery).



Bulk Cargo

Cargo which is loaded into a ship's hold without being boxed, bagged, or hand stowed, or is transported in large tank spaces.



Direct Employment

Jobs involved in moving goods to or through the Port, or located on Port land, or firms directly associated with Port operations (e.g. terminal operators and staff).

Dry Bulk Cargo

Dry cargo that is poured or placed into ships in bulk, such as grain, sulphur, coal and minerals.



DWT

Deadweight tonnage refers to how much weight a ship is carrying or can safely carry.

General Cargo

Consists of both containerized and break bulk goods, in contrast to bulk cargo.

Indirect Employment

Employment of a supplier industry that is supported by expenditures made by port businesses (e.g. repair and maintenance).

Induced Employment

Employment generated because of expenditures by individuals employed indirectly or directly. For example, if a longshoreman decides to expand or re-model his/her home, this would result in additional (induced) hours in the general economy.

Liquid Bulk Cargo

Liquid cargo that is poured or pumped into ships, such as petroleum, edible oils and petrochemicals.



Logistics

Refers to managing goods and resources between the point of origin and the point of consumption. It may include some disassembly or reassembly, support operations, adding components etc.

Port

Refers to PRPA when capitalized; and to generic physical operational areas when not capitalized.

PRPA

Prince Rupert Port Authority

Ro-Ro

Roll-on/roll-off (RORO or ro-ro) ships are vessels designed to carry wheeled cargo such as automobiles, trucks, semi-trailer trucks, trailers or railroad cars that are driven on and off the ship on their own wheels.



Short Sea Shipping

The movement of freight, mainly on sea, but also on lakes; ships remains on the same continent, without having to cross an ocean (whereas deep sea shipping refers to movement across oceans).



TEU or “Twenty Foot Equivalent Unit”

Describes the capacity of container ships and container terminals. It is based on the volume of a 20-foot-long (6.1 m) intermodal container, a standard-sized metal box which can be easily transferred between different modes of transportation, such as ships, trains and trucks.



Transload Facilities

Refers to loading cargo from one type of transportation to another (e.g. from ship to rail car).



Appendix B Summary of 2020 Land Use Management Plan Consultation Process

Consultation Process

This summary provides an outline of the extensive consultation process conducted for the development of the Prince Rupert Port Authority 2020 Land Use Management Plan. This summary identifies key stakeholders contacted, timelines and consultation methods. The consultation program that was carried forward highlights the Port’s commitment to meaningful engagement, transparency and creating widespread awareness of the Draft Plan and port activities. The PRPA exceeded the minimum requirement to provide at least 60 days public notice and consultation before the coming into force of the land use plan, as mandated by the *Canada Marine Act* Part 1, Section 48.

Stakeholder and community consultation was carried out over a four month period from April 11, 2011 to July 30, 2011. During this period, over 100 members of the Prince Rupert and Port Edward communities participated in the review of the Draft Plan. The Draft Plan was available to the public on the Port’s website beginning in May 2011. The Port held a total of nine meetings, including a public open house, during the consultation process.

The Draft Plan was presented to the City of Prince Rupert and District of Port Edward Mayors and Councils, terminal operators, World Wildlife Fund, local businesses, Metlakatla and Lax Kw’alaams First Nations and members of the public. For each meeting, a presentation summarizing the objectives and directions of the Draft Plan was given. Questions and comments throughout the meetings generated discussion on issues of interest and concern to the attendees.

The broad timeline for key phases in the consultation process is shown below.



A summary of meetings and activities which were carried out to support the PRPA’s consultation objectives is given in **Table 1**, below.

Table 1. Summary of Consultation Activities			
Stakeholder/ Participant Group	Type of Meeting/ Communication	Date and Location	Attendees
Local Government: City of Prince Rupert	Council Meeting Presentation of Draft Plan	April 11 th , 2011 Prince Rupert City Hall	Prince Rupert Council and Key City Staff (approximately 10 people)
Public	Draft Plan available for review and downloading, Online Comment box available	Available online from May 25 th 2011 – July 30 th 2011, 12 copies located at the Public Library and draft copies were	Overall PRPA received eight written comments on the plan from the general public

Table 1. Summary of Consultation Activities

Stakeholder/ Participant Group	Type of Meeting/ Communication	Date and Location	Attendees
		available on demand at the Port office.	
Terminal Operators & Relevant Agencies	Presentation of Draft Plan, followed by questions and discussion.	June 13 th , 2011, 1:30 pm, Prince Rupert Port Authority Office	Representatives from CN Rail, Ridley Terminals Inc., Transport Canada, Maher Terminals and Tidal Terminals/Beau Creeks Contracting Total of 5 attendees
Supporting marine services	Presentation of Draft to the Pacific Pilotage Authority and the BC Coast Pilots.	May 19 th 2011, Pacific Pilotage Authority Vancouver	Presidents of the Pacific Pilotage Authority and the BC Coast Pilots as well as selected members of the BOD Total of 7 attendees
Community Organizations/ Stakeholders:	Presentation of Draft Plan, followed by questions and discussion.	June 14 th , 2011, 9 -11 am, Prince Rupert Port Authority Office	World Wildlife Fund (WWF 3 attendees), SMIT Marine (1 member), G.W. Nickerson (1 member) Total of 5 attendees
Local Government: District of Port Edward	Presentation of Draft Plan, followed by questions and discussion.	June 14 th , 2011, 7 – 8 pm, Port Edward Municipal Hall	Port Edward Mayor and Councillors (4) and local media (2). Total of 6 attendees
Prince Rupert and District Chamber of Commerce	Presentation of Draft Plan at luncheon	June 15 th , 2011, 12-1 pm, Crest Hotel, Prince Rupert	Approximately 50 people in attendance (20 signed in), representing various local businesses
General Public	Open House (display and presentation)	June 15 th , 2011, 5-8 pm, Crest Hotel, Prince Rupert	16 members of the public attended
Metlakatla First Nation	Presentation of Draft Plan, followed by questions and discussion.	June 20 th , 2011 First Nations Education Centre, Prince Rupert	7 representatives from Metlakatla Governing Council
Lax Kw'alaams First Nation	Presentation of Draft Plan, followed by questions and discussion.	June 24 th , 2011 Allied Tribes Offices – Lax Kw'alaams	Lax Kw'alaams tribal leaders (approximately 7 representatives)

Table 1. Summary of Consultation Activities			
Stakeholder/ Participant Group	Type of Meeting/ Communication	Date and Location	Attendees
Gitxaala First Nation	Letter to the Nation from PRPA with Draft Plan attached	June 27, 2011	

The June 15, 2011 Open House was advertised in recurring editions of the local newspapers. The newspaper notice (enclosed) noted where copies of the Draft Plan were available and invited interested persons to provide feedback and attend the Open House. Copies of the Draft Plan were available on the PRPA's website (www.rupertport.com), the PRPA office and the local library. In addition to the newspaper notice, an article regarding the PRPA's Draft Plan appeared in the June 1, 2011 edition of The Northern View⁶.

During the Public Open House, PRPA staff and members of the consulting team from AECOM were present to review the plan with members of the public and to answer questions. A formal presentation was given by the PRPA and was followed by a discussion period.

Notes from each meeting were kept so that issues and comments raised could be summarized and responded to in the Draft Plan. A comment sheet (copy below) was prepared for each meeting and provided to participants. Comments on the Draft Plan could also be made online through the Port's website.

Appendix C summarizes the comments received during the consultation process.

⁶ http://www.bclocalnews.com/bc_north/thenorthernview/news/122973623.html

Prince Rupert Port Authority
2020 LAND USE MANAGEMENT PLAN
PUBLIC CONSULTATION

The Prince Rupert Port Authority invites public comment and participation in reviewing the Draft *2020 Land Use Management Plan* (Land Use Plan). The Land Use Plan will be made available to the public on the Port's website (www.rupertport.com) from June 1st to August 1st, 2011. Printed copies of the Land Use Plan will also be available at the Port offices and the Prince Rupert Public Library.

Members of the public are encouraged to review the Land Use Plan and to share their comments by mail, email (pcorp@rupertport.com), or by delivering written representations to the Port offices 200-215 Cow Bay Road.

A public Open House Presentation of the 2020 Land Use Plan will be as follows:

Place: Crest Hotel in the BC Room
Date : Wednesday, June 15th
Time : 5 p.m. until 8 p.m.

The Port is committed to full and open consultation on the 2020 Land Use Plan and welcomes public feedback and participation throughout this process.



PRINCE RUPERT
PORT AUTHORITY
LINKING A WORLD OF OPPORTUNITY

News advertisement printed in the Northern View that provided notification of the Public Open House.



**Prince Rupert Port Authority
Draft 2020 Land Use Management Plan
June 2011 Comment Sheet**

Thank you for participating in the consultation process for the Prince Rupert Port Authority's (PRPA) Draft 2020 Land Use Management Plan. The PRPA would like to obtain feedback on the vision, directions and policies contained in the draft plan. All input received during the consultation process will be considered and where possible, incorporated into a revised Plan. A full copy of the Draft Plan is available on the Port's website at www.rupertport.com.

This consultation is made in accordance with the Canada Marine Act Part 1, Section 48.

1. What do you like about the Prince Rupert Port Authority Draft 2020 Land Use Management Plan?

2. What could be improved?

Port development is based on two major planning districts that reflect geographically distinct areas within the Port's jurisdiction. The Draft Plan identifies specific development directions and policies for each district, as summarized in the attached sheets. Please review these in order to answer the next two questions.



Draft 2020 Land Use Management Plan
Comment Sheet, June, 2011

- 3. The Inner Harbour Planning District borders the urban area of the City of Prince Rupert. It includes the Fairview Container Terminal and the Northland Cruise Dock. **Please indicate any comments, questions or concerns you may have regarding the proposed land uses or policies for the Inner Harbour Planning District.**

- 4. The Ridley island/Outer Harbour Planning District includes Ridley Island, Lelu Island and several other outer islands in Chatham Sound. **Please indicate any comments, questions or concerns you may have regarding the proposed development focus or policies for the Ridley Island/Outer Harbour Planning District.**

- 5. **Do you have any other comments, questions, or concerns about the Draft 2020 Land Use Management Plan?**

Please leave this form in the comment box available at the Open House, or return it to:

Prince Rupert Port Authority
 200-215 Cow Bay Road
 Prince Rupert, BC, V8J 1A2
 Via email: jgale@rupertoort.com

Comments on the Draft Plan will be accepted to July 29, 2011.

Appendix C Summary of Consultation Findings

This document provides a summary of the comments and feedback received from the public and various stakeholders during the Port of Prince Rupert's consultation on the Draft 2020 Land Use Management Plan. The summaries below include both the questions presented by participants as well as responses from the Port. Consultation took place over a four month period, starting in April 2011 and ending on July 30, 2011. Input was obtained during in-person meetings, a public open house, and through four written submissions. All of the meetings and the public open house included a presentation by the PRPA outlining the framework and context of the draft plan.

CITY OF PRINCE RUPERT COUNCIL

April 11, 2011, Prince Rupert City Hall

1. Consultation on Draft Plan

- What form will it take: Open House, meetings and circulation of Draft Plan for comment;
- Is it possible for Council to see the plan ahead of time: Yes – Plan circulated to Prince Rupert Council members in May, 2011.

2. Access to the Waterfront

- Is CN moving? No, not in immediate to mid-term;
- If there were no access to waterfront on Lelu Island, this would be a concern; want to see how PRPA could help people with access;
- Draft Plan identifies opportunities for "observation or viewing"; people want to walk the beach, not just view it; even if only for specific hours during the week or day; historic gun placements could be a good viewing point;
- Could have a transit lane (e.g. to provide safe access to Lelu Island);
- Rotary Water Park: City controls water lot; could potentially continue walking route up to Smit Marine;
- Retain access for kayakers (e.g. cruise ship excursions).

3. Environmental:

- Happy to see Kitson and Lelu islands left undeveloped;
- Skeena watershed: PRPA may wish to talk to DFO to see if PRPA could help facilitate study on juvenile salmonids; study to look at survival rates in the mouth of the estuary; the near-shore environment may play more of a role in survival;
- Noise: with the number of container ships set to increase in May, it may be wise to address a potential noise issue prior to the Open House.

4. Working together

- First Nations: happy that Kitkatla to be consulted and still part of negotiation (for Landmark Agreement);
- How to work together in the cruise area?
- Anchorages: if number of anchorages increases, would like to see a discussion that involves the commercial fishery;

COMMENT SHEETS

No completed comment sheets were received by the Prince Rupert Port Authority office by the end of the consultation period. However, eight written submissions were received. Details are provided below.

TERMINAL OPERATORS & RELEVANT AGENCIES (MEETING)

Attended by representatives from: CN Rail, Ridley Terminals Inc., Tidal Terminals/Beau Creeks Contracting.

June 13th, 2011, Prince Rupert Port Authority Office

1. Public amenities/access near downtown and waterfront

- Safety concern as Fairview Terminal continues to get busier;
- PRPA: Amenities are to be considered; downtown rail yard will continue to be used;
- Capacity at Maher Gate (Fairview Terminal): PRPA, Gate itself can handle anything, but there are limitations. There is no plan for another gate. PRPA can't add another lane. Capacity is an issue. But opportunities for other commodities are increasing; port is busier now than a year ago.

2. Ridley Island

- Are there plans for road, rail and marine access to and from all facilities? Future uses and impact on existing access? PRPA: not looking at this in detail yet, but concern of future development impact on existing access is a valid concern;
- Discussion as to what could be imported: potential for liquid bulk in various states, import of automobiles, Ro-Ro operation, with location preference on the south side of Ridley Island.

3. General Discussion on Port's future land uses/Miscellaneous

- Extent of PRPA upland area in the inner harbour? PRPA: minor upland area at Westview Terminal; this limits major development; could build on reclaimed land but DFO concerns;
- Coastal/patrol vessel use: has anyone pushed this? PRPA has but unlikely given budget cuts at federal level; (This refers to an improved Coast Guard presence on our local waters)
- Capacity at Fairview: PRPA: designed for 500,00 TEUs, although could handle up to 700,000; dependent on rail capacity;

- Current focus on exports could give way to a focus also on imports: This may include general cargo, wind turbines, oil equipment, wind farms, but don't have import capacity today;
- Free trade zones. Port has not discussed this. PRPA wants to be a good neighbour and find out if there are any conflicts.

WORLD WILDLIFE FUND SUBMISSIONS

a) Letter Submission to PRPA – received June 9, 2011

1. Questions provided for discussion at upcoming June 14th, 2011 stakeholders' meeting:
 - How would the PRPA frame its responsibility for fostering a management environment that delivers multiple benefits supported by the Port vis-a-vis the LUMP?
 - How will the draft plan be amended based on feedback received?
 - Elaborate on what the Port sees as other planning initiatives relevant to other jurisdictions and processes;
 - Elaborate on the relationship of either of these plans to the recent Settlement Agreement with Metlakatla and Lax Kw'alaams First Nations;
 - Elaborate on the relationship of these plans to each other and why the Harbour Stewardship Plan is not referenced in the LUMP;
 - Terrestrial and marine environments are interconnected, and activities happening on one have effect on the other. With respect to other (marine) planning initiatives underway, are there particular issues that the Port sees as having relevance to this Plan, or vice-versa?
 - Section 7.2 identifies the possibility of the formation of a waterfront liaison committee. Elaborate on the role of such a committee and on the 'Habitat Bank' idea suggested in the preceding section.

b) Detailed Letter Submission to PRPA – received July 28, 2011

1. Stewardship
 - The draft plan does little to acknowledge broader ecosystem services and values (other than recreational), e.g. traditional harvest, water quality regulation, and cultural/historical significance. Without a framework to measure the range of environmental values, it is unclear how these values will be managed for, or how their potential loss will be mitigated. The draft plan should be amended to acknowledge, identify, and recognize the need to further understand the range of ecosystem functions and services supported by the natural environment within the Port's jurisdiction;
 - Some corrections to the Foreshore Classification Map (Map 2.b), as shown below and Table 5.a are needed;

Port Planning Zone	Site Location (as per Table 5.a)	Shoreline Unit	Coding change recommended (as per WWF ground-truthing)
Inner Harbour Planning District	Seal Cove (Schreiber Point)	Unit # 32	Yellow to Green
	Seal Cove (Fern Passage)	Units # 35, 38	Yellow to Red
Ridley Island / Outer Harbour Planning District	Ridley Island – Central Area	Unit # 5, 7, 8	Yellow to Red
	Ridley Island – Coast Islands	Unit # 119	Yellow to Red
	Ridley Island – South Eastern	Unit # 74	Yellow to Red

- There exists a range of data sets and methodologies used to assess environmental values within the jurisdiction area. These data sets come from disparate sources, reflect varying methodological approaches, and are not equally accessible to the public. This disparity illustrates the difficulty of assessing environmental values in a way that produces a shared, cohesive, and workable baseline to build on. The Draft Land Use Plan would benefit from the inclusion of a statement of commitment towards a more consolidated approach identify environmental values, indicators, and monitoring plans.

2. Thinking Ahead

- Section 3.9: Long Term Prospects, identifies four areas of concern in relation to “shifting trade and economic forces”. In each case, the assumptions anticipate growth opportunity in the near future. This projection falls short of anticipating the full range of trends that the PRPA will be subject to (e.g. the Sustainable Shipping Initiative, a joint effort between WWF-International and the marine transport to anticipate major trends in areas of energy supply, sustainability regulation, oceans governance, and others;
- Within the broader context of global trends, climate change and sea level rise (SLR) merit special attention. The Draft Land Use Plan should acknowledge this. Given that a port’s reputation rests on reliability of service, anticipating sources of disruption (whether caused by policy, economics or environmental factors) and proactively engaging in finding solutions will ensure smoother transition periods.

3. Relationships to Other Planning Processes

- The draft plan should include or acknowledge other existing land use or marine planning initiatives in the region, e.g. Pacific North Coast Integrated Management Area process;
- More detail is needed on the Port’s plans for the Green Marine program and how it will address sustainable port development.

4. Port’s Vision

- Overall, we encourage the PRPA to use the Land Use Plan as an opportunity to situate the PRPA as a forward-looking actor in the larger arena of oceans and coastal management. Looking to Section 1.4: Port Vision, this section features four bullet points all related to expansion and improvements of trade-related Port operations, followed by one point that concedes that development will strive to “minimize environmental impact and [be] compatible with neighbouring community land uses”.

5. Plan Review

- It is our understanding that the Land Use Plan will be periodically reviewed and updated. Such a review deserves a clear and systematic approach, to give clarity to both the PRPA and stakeholders. We strongly encourage the PRPA to commit to a structured, on-going program in collaboration with interested community partners to:
 - identify values supported by the environment within the Port's jurisdiction;
 - identify suitable indicators to monitor the status of these values;
 - support monitoring of these indicators, cumulating in periodic public reporting / LUP revisions;
 - adaptively manage Port activities to maximize compatibilities among Port activities and other values.

STAKEHOLDERS (MEETING)

Attended by: World Wildlife Fund, Harbour Towage, Smit Marine, GW Nickerson

June 14th, 2011, Prince Rupert Port Authority office

1. Stewardship Initiatives and Environment

- During the meeting, staff from the PRPA noted that more detail would be added to the environmental section of the Draft plan to provide more clarity on all of the stewardship related initiatives that the Port has been involved with, in light of the questions received from WWF on June 9, 2011;
- Environmental Benchmark Study: PRPA will undertake this study to support a strong stewardship program and understand baseline levels as they move forward. The process to select consultants has not begun. There will be opportunities for involvement from stakeholders (e.g. WWF has expressed an interest) on this;
- What are the future plans for the Environmental Land Bank?. PRPA is committed to designing compensatory habitat to offset environmental impacts of development initiatives on Port lands;
- Does PRPA have a timeline for the Stewardship Plan yet? PRPA: Not until PRPA selects the consultants. WWF are welcome to be involved. Recognizing the need to prioritize and focus efforts, the first step is to benchmark. Step 2 would then to set a framework for the stewardship plan;
- WWF would like environmental values to be better understood and defined in order to measure them. The plan should focus on maximizing compatibilities amongst different values. Port should play a leadership role here. The Port is ready to take this role;
- What is the Emission Control Area? Is a linkage between the emission control area and land use planning with respect to the Port's Draft Plan? PRPA: It follows the Exclusive Economic Zone (EEZ), which is 200 miles out. It is for all of North America, with the exception of the Great Lakes and the Caribbean. Industry is looking at sulphur scrubbers for ship exhaust. It'll be good for Prince Rupert's air quality and to enhance stewardship programs. Not sure there is direct impact on land use. It will impact all shipping;
- With regard to a Habitat Bank, WWF noted this will only have value if it is contributing to biodiversity of the area. If disconnected, ecosystem is compromised. Would like a distinction between recreational vs.

environmental/habitat values. They are not always compatible. Could be stronger in the Plan.

2. Public Access to Ridley Island

- Where do the public go right now on Ridley Island? PRPA: All around the island, even in areas with no trespassing signs. PRPA is managing this as best as possible. WWF suggested a designated area for waterfront access. PRPA noted it may be possible to have a safety lane corridor (after construction) that leads to the beach.

3. CN Lands

- Will increased security be needed (re access to waterfront)? PRPA: Yes. CN is possibly looking at fencing that in (in the waterfront);
- Does CN have a land use plan? CN wants to address noise from whistling trains, as well as ensure safety of people accessing the lands and waterfront.

4. Community Liaison Committee

- Interest in establishing such a committee which may be able to help address specific public concerns (such as waterfront access). Good to see PRPA get involved and initiate the Green Marine program which has helped to set the ball rolling for other west coast ports.

5. Short Sea Shipping

- What is the outlook for short sea shipping? PRPA: Outlook is good but facilities don't currently exist. There's an active marine highway between Alaska and Seattle but currently the Port does not have the infrastructure to handle this opportunity cargo. (Fish, lumber and agricultural products are shipped between Alaska and Prince Rupert).

6. Heritage Values

- There needs to be more recognition of heritage values on port lands (e.g. the bunkers on Ridley Island and waterfront going up to Fairview). Are there any plans for a bunkering facility anywhere on Ridley? PRPA: No, not currently. We do however, expect interest from industry on this as the port grows.

7. Other

- What is the definition of long term planning? PRPA: Short-term is 5-10 years. Mid-term is 5-10 years. Long-term is 15-20 years.
- Is there overlap between Futures Projects Protocol and Land Use Plan or other First Nations marine use planning programs? PRPA: There is no overlap between the Future Projects Protocol and LUMP. FPP comes out of legal requirement to consult FN's (duty to consult). A Land Use Management Plan does not include the same duty to consult. No one has come to speak to PRPA about their marine planning programs. Existing agreements contain wording on how to address ongoing communications;
- Comment from WWF: There is a feeling out there that this plan is already a done deal and why should we bother inputting? PRPA should actively show how input is being addressed.

DISTRICT OF PORT EDWARD COUNCIL

June 14th, 2011, Port Edward Municipal Hall

1. Ownership of Kinahan Islands
 - Initially thought to be provincial crown land but later confirmed to be owned by PRPA.
2. Demand for use of the Westview site
 - People have shown interest from time to time and some commercial discussions are taking place. However, due to the lack of back up lands, heavy industrial use is not very feasible.
3. Trains
 - Trains will be using the downtown facility, although it is understood that CN will retain these lands. Trains will be using Fairview. CN has had to deal with whistling issues.
4. Public Access to Ridley Island
 - Port Edward has suggested to CEO of PRPA that compensation for any change or reduction in public access to Ridley Island may be provided by making improvements at Diana Lake. A causeway from Port Edward to Lelu Island, for recreation purposes, may also be a good alternative.
5. Access to Lelu Island
 - Discussed a 1980 study which looked at access to Lelu Island. (copy of report is available). At one time Port Edward looked at putting the airport on Lelu. Report was done by Associated Engineering.
6. Noise buffer
 - Regarding working on inner harbour of Ridley Island, there needs to be some attention paid to how to provide a buffer for noise for Port Edward across the water.
7. Coal dust
 - This is an on-going concern in Port Edward. This will be considered in the Port stewardship plan.
8. Dredging
 - Does dredging interfere with lagoon/wildlife there? Geese have been seen there. Although some materials are deposited on this part of Ridley Island, the overburden will be protected and no development is expected in this area.
9. Bridge from Ridley Island to Lelu Island
 - Draft Plan identifies a bridge from Ridley Island to Lelu Island. Are there plans or other studies on a potential bridge from Ridley to Lelu Island? PRPA: This has not been discussed and the reference in the plan should be removed.

10. Shore Power

- When PRPA expands Fairview phase 2, both terminals will have shore power. But this is still too expensive for tenants to invest in. Will PRPA not be charging any money for plugging in? PRPA: At Fairview, no; this helps to attract more shipping companies and reduces GHGs.

PRINCE RUPERT AND DISTRICT CHAMBER OF COMMERCE (LUNCHEON)

June 15th, 2011, 12-1pm, Crest Hotel, Prince Rupert

1. Presentation and overview of the PRPA's Draft 2020 Land Use Plan was given by Gary Paulson to members of the Prince Rupert and District Chamber of Commerce. Although no comments were provided by attendees at the end of the formal presentation, several members approached PRPA staff afterward to indicate their interest in and support for the plan.

PUBLIC OPEN HOUSE

Attended by: Prince Rupert community members

June 15, 2011, Crest Hotel, Prince Rupert

The following discussion reflects comments and questions raised by the public who attended the open house the presentation and/or the drop-in session.

1. Access to Ridley Island/Public Amenities
 - Ridley Island Road – sounds like access will come to an end. What about other waterfront access? CN lands? It is important to be forward looking. PRPA: The Port is sensitive to this issue and will continue to talk to CN to explore options. It is important to get input on this issue. There's a possibility of forming a waterfront committee;
 - The piece on recreation is missing from the plan – not just access to the beach, but it also should include access to the whole shoreline;
 - More marina space is needed for locals as well as waterfront areas and access;
 - The beach on Ridley Island is the only real sandy beach in this area. There's nowhere else nice to go even along the Inner Harbour. It would also be good to have a beach/waterfront area one could walk to. You have to drive everywhere. We have to keep things like this beach for our kids! The Port has not thought about our kids because it has taken up all of the water/beach areas;
 - Prince Rupert has very little public access to the waterfront. There's no other area where one can go to look at the ocean in this region;
 - Irving Park in St. John, NB is a good example of an industrial area with public access to the water. It's off of Courtney Bay. There's an island you can drive to;
 - Security staff on Ridley Island has been very good and accommodating to the public. They do a good job;
 - The beach has been used for many years by both aboriginals and non-aboriginals.

2. Port Operations

- Is there a potential for expansion north and south? PRPA: Yes. PRPA is still doing environmental engineering study, but ultimately it'll be a commercial decision by MAHER;
- How much interest is there for Ro-Ro? Interest has been expressed in the past, but no actual projects have come forward; Prince Rupert has a larger area available for car storage than Annacis Island (Surrey);
- What is the potential for Canpotex to come here? Would there be conflicts with other users? PRPA: It will be a commercial decision for Canpotex to locate here. There wouldn't be any conflict, generally speaking;
- Jurisdiction regarding access to beaches during high tide mark? PRPA: The Port won't stop people walking on beaches, given that it is safe, but the PRPA does have the authority to control all access on land between high and low watermark if necessary under the Canada Marine Act.
- Truck traffic level viewed as hazardous at Fairview Terminal. PRPA: looking at road access at Fairview alongside CN Rail, but this will be part of Phase 2 expansion. The Port has engaged the City to address the issue, looking at two alternatives, including a bypass road. Costs and benefits are being assessed. Need to work with the Province on this;
- What is the ownership of Ocean Dock and Westview between CN and Port? PRPA: CN lands are where there's a track. CN owns Ocean Dock. PRPA owns some waterside and water lots and the road going up to Graham Ave. We have a crossing agreement with CN to Westview only.

3. General Comments on the Draft 2020 Land Use Plan

- Are you looking for an agreement in principle from the PRPA Board in order to accommodate flexibility into the Plan? PRPA: We are hoping to review/revise the plan approximately every 3 years;
- Have you modeled this plan in 3D? Is there a plan to do so? PRPA: No, although, a virtual model has been considered. A scale model should also be considered as not everyone in Prince Rupert has access to a computer.

4. Other

- Will the ESA's be online before the PRPA Board makes decision? PRPA: Yes. There will be an open house on this.

METLAKATLA FIRST NATION

a) Metlakatla Governing Council Meeting

June 20th, 2011, First Nations Education Centre, Prince Rupert

1. Environmental Stewardship:

- Metlakatla was pleased to see that the PRPA is making initiatives (e.g. Green Marine Program, Shore Power Program) towards environmental stewardship in the Draft 2020 LUMP, as environmental issues are a primary concern for Metlakatla;

- Questions were raised regarding the potential for annual studies made by the Port Authority, to which the Port advised that it has contracted with consultants to carry out a full environmental study of port operations to create a benchmark of measures, including air quality, water quality, greenhouse gas emissions, cargo residue, noise, dust, odours and aquatic species from ballast water. The results of this study would be used to maintain a healthy harbour in the future;
- Metlakatla would like to be involved with the Port on any processes related to environmental stewardship of the harbour;
- Metlakatla has also developed their own Land Use Plan that they are willing to share with the PRPA.

2. Employment

- An estimate of potential employment through development that is planned in the LUMP was requested.

b) **Detailed Comment Submission to PRPA – received July 28, 2011**

1. Metlakatla First Nation's Aboriginal title, rights, and interests

- The draft plan is weak and imprecise with respect to the PRPA's acknowledgement of, and obligations and commitments related to, Metlakatla First Nation's Aboriginal title rights and interests in Prince Rupert Harbour. Revisions are needed for the plan to clearly articulate an ongoing commitment by the PRPA to fulfill their responsibilities, from both constitutional and "good planning and practice" perspectives, to address Metlakatla's Interests in Port development and management activities. A commitment to strengthen and enhance governance, planning and economic development relationships with Metlakatla First Nation should also be included.

2. Cultural/Heritage/Archaeological Values

- The draft plan inadequately addresses the large quantity of cultural heritage values existing in the plan area. It is silent on the matter of describing, inventorying and protecting the extensive cultural heritage values and archaeological resources which are in the Port and adjacent shoreline areas. How will the Port consider Metlakatla cultural or archaeological sites in the land use plan?
- Mapping should be done to show known cultural heritage or archaeological sites in the Port and nearby shoreline areas.

3. Plan Objectives

- The Plan is also imprecise on the specifics of plan implementation. The document is lacking i) clearly articulated land use management objectives, ii) explicit strategies the PRPA will work to implement to achieve those objectives, and iii) performance measures.

4. Gaps or Errors in the Draft Plan

- Habitat map is not updated to show the most recent information;

- No inclusion or description of emergency planning and response in the event of natural disturbances and operational malfunctions occurring within the plan area;
- No mention of Kitson Island as a designated provincial park, managed under a Collaborative Management Agreement between BC Parks and Metlakatla and Lax Kw'alaams First Nations;
- Lack of mention of broader Provincial and First Nation land use plans, land use planning agreements or marine planning processes, such as the Metlakatla-BC Strategic Land Use Planning Agreement, the Pacific North Coast Integrated Management Area (PNCIMA) process. Acknowledgement of other planning processes and definition of the Port's role in those initiatives to ensure clarity and compatibility of the Port plan is recommended;
- All changes to the draft plan based on Metlakatla's recommendations and comments should also be highlighted in the Executive Summary of the plan.

LAX KW'ALAAMS FIRST NATION (Meeting)

June 24th, 2011, Allied Tribes Offices, Lax Kw'alaams

1. The following comments were provided by the Lax Kw'alaams prior to the presentation by the PRPA:
 - Lax Kw'alaams Land Use Plan outlines the traditional territories and uses of Lax Kw'alaams along with the locations of villages, burial sites, petroglyphs, and possible archaeological sites. This document is not a public document. During the last phase of development there was no consultation with first nations as to the existence of these sites within the development area. Some important sites may have been covered over by development at Ridley Island. Remains from a burial site were also disposed of but their location is unknown;
 - Lax Kw'alaams wants to ensure that this does not happen again and would like to work with the Port and prospective developers to ensure that their historical sites are respected and that artefacts are recovered. Also would like to use the development opportunities to carry out archaeological site surveys in the future;
2. Although they were due to sign landmark agreement between the Coast Tsimshian and the Port Authority later in July, Lax Kw'alaams would not be doing so until the transfer of properties within that agreement has been carried out;
3. The following comments and concerns with the plan were noted:
 - Ensure that the Land Use Plan aligned with the Lax Kw'alaams' Land Use Plan;
 - Want inclusion in the environmental assessment process to ensure that no important historical sites are to be disturbed;
 - Want to have an observer at construction sites;
 - There was concern about the materials to be used (e.g. creosote pilings were used at the development of Arrow Point);
 - Lax Kw'alaams have traditional fishing/harvesting sites that need to be respected around Casey Point (harvesting of shellfish and sea cucumber);

- Casey Point is also the location of First Nations' petroglyphs (on reefs);
- Protection of the harbour against pollution from development together with the environmental stewardship program are of high importance; and
- It was noted that although there is not expected to be any development on Lelu Island in the short term, this island does contain a number of CMTs (culturally modified trees) indicating that it is the location for a first nation archaeological site.

LETTER SUBMISSION – received July 27, 2011 via email from member of the public

1. More information in Section 2, "Context and Environment" on recreational use of land and waterfront targeted by proposed developments; Ridley Island is very important. WW II gun placements are also worth noting;
2. Open House timing (on Game 7 of the Stanley Cup Final) was not ideal; another session should be schedule;
3. Would like more information about the McMillan Fish Plant purchase.

Appendix D Issues and Response Document

Many valuable comments were received from the public and stakeholders during the consultation period for the Draft 2020 Land Use Management Plan. All comments have been fully considered by the Prince Rupert Port Authority (PRPA). This document identifies key issues raised during the process, the PRPA's response to the concerns raised, and where applicable, how the final 2020 Land Use Management Plan has incorporated the comments. While a wide range of comments was received, this document, and the table below, reflects the most pertinent and recurring issues raised.

Issue	Related Comments	Identified by	Response
Environmental stewardship within Port lands/water	The Draft Plan does little to acknowledge broader ecosystem services and values (other than recreational), e.g. traditional harvest, water quality regulation, and cultural/historical significance.	WWF (June 14 th '11 meeting, and July 28, '11 letter)	The plan has been reorganized to highlight the Port's environmental initiatives upfront. Section 2.4 has been restructured to include both the Port's sustainability initiatives as well as a description of the physical environment/geography. More detail has been provided regarding the Shore Power Project, Green Marine Program and Environmental Benchmarking Study.
Climate change and sea level rise	Climate change and sea level rise (SLR) merit special attention. The Draft Land Use Plan should provide an opportunity to acknowledge climate change adaptation strategies.	WWF (July 28, '11 letter)	Through initiatives such as the Environmental Benchmarking Study, (as noted in Section 2.4) the PRPA will be reviewing emission levels and air and water quality to establish baseline levels by which to monitor (and improve) future performance. Fairview Terminal has been constructed to withstand sea level rise of up to 3 metres.
Carbon capture and renewable energy	Recommend amending Section 2.4 to acknowledge value of carbon capture and storage in terrestrial and marine environment impacted by port operations. Recommend amending Section 5 to recognize renewable energy generation projects that may take place within port jurisdiction.	WWF (July 28, '11 letter)	The PRPA recognizes the value of, and potential to store/capture carbon and providing for alternative sources of energy. While the Land Use Management Plan is not the most appropriate framework in which to undertake these initiatives, the PRPA support participating in carbon capture or renewable energy related initiatives as a stakeholder.

Issue	Related Comments	Identified by	Response
Public access to Ridley Island	<p>Any change or reduction in public access to Ridley Island may be compensated for by making improvements at Diana Lake.</p> <p>Need a designated recreational area; one of only sandy beaches in area is on Ridley Island.</p> <p>A causeway from Port Edward to Lelu Island, for recreational purposes, may also be a good alternative (to public access on Ridley Island).</p>	<p>Port Edward Village Council (June 13, '11 Public Open House (June 15, '11)</p>	<p>The Port recognizes the importance and sensitivity of this issue. Section 6.3.2 Ridley Island/Outer Harbour Development Policies has been adjusted (see policy #3). Safety is also a priority of the Port.</p> <p>The PRPA is also considering the possibility of creating a safety lane corridor (post development) that leads to the beach on Ridley Island.</p>
Access to the downtown waterfront / CN lands	<p>Future use of CN lands; will increased security be needed (e.g. along the waterfront)? Access to the waterfront is important to the community.</p>	<p>Prince Rupert Council (April 11, '11 meeting)</p> <p>Stakeholders (June 14, '11 meeting)</p> <p>Public Open House (June 15, '11)</p>	<p>CN is not moving in the immediate term. CN is possibly looking at fencing in the waterfront.</p> <p>The Port recognizes the importance and sensitivity of access to the waterfront. Section 6.2.2 (policy 9) of the Plan continues to acknowledge the need to consider public access in the Inner Harbour in conjunction with the safe operation of port activities.</p> <p>(Some have suggested expanding the downtown waterfront trail toward Smit Marine; The PRPA is one of several stakeholders in this issue and is committed to ongoing dialogue and resolution.</p>
First Nations governance and relationship	<p>The Draft Plan is weak and imprecise with respect to the PRPA's acknowledgement of, and obligations and commitments related to, Metlakatla First Nation's Aboriginal title rights and interests in Prince Rupert Harbour. Revisions are needed for the plan to clearly articulate an ongoing commitment by the PRPA to fulfill their responsibilities, from both constitutional and "good planning and practice" perspectives.</p> <p>A commitment to strengthen and enhance</p>	<p>Metlakatla First Nation (July 28, '11 letter)</p>	<p>The PRPA recognizes and affirms the Federal Crown's obligation to consult with First Nations pursuant to s.35 of the <i>Constitution Act</i>. This obligation is established through the Canadian common law and in policy adopted by various Crown agencies.</p>

Issue	Related Comments	Identified by	Response
	governance, planning and economic development relationships with Metlakatla First Nation should also be included.		
Cultural/heritage/archaeological values within Port area	The Draft Plan inadequately addresses the extensive cultural heritage values existing in the plan area.	Metlakatla First Nation (July 28, '11 letter) WWF (July 28, '11 letter)	New policy # 11 under Section 6.3.2 Ridley Island/Outer Harbour Development Policies has been added to acknowledge Lelu Island's potential archaeological value. New Table 7.a. has been added to more clearly identify the Plan's objectives, strategies and performance measures. Table 7.a includes an objective to "understand and respect environmental, cultural and archaeological features within the Port's jurisdiction" along with performance measures and strategies to achieve this objective.
Heritage Map	Mapping should be done to show known cultural heritage or archaeological sites in the Port and nearby shoreline areas.	Metlakatla First Nation (July 28, '11 letter)	The Port recognizes the importance of heritage sites/cultural values within the Port's jurisdiction. However, the creation of a heritage map would be beyond the scope of the Land Use Management Plan and the PRPA's available information at this time.
Habitat Foreshore Classification Map	Map 2.b Environmental Sensitivity in the Vicinity of Prince Rupert in the draft plan is not up to date and should reflect work done by DFO/WWF in 2011.	WWF (July 28, '11 letter) Metlakatla (July 28, '11 letter)	The Port will engage biologists to validate and certify the findings reported by WWF including their proposed changes to the habitat foreshore classification map. Once validated, the foreshore map will be updated.
Relationships to other land use/marine/First Nations planning initiatives	The Draft Plan should include or acknowledge other existing land use or marine planning initiatives in the region; Lack of mention of broader Provincial and First Nation land use plans, land use planning agreements or marine planning processes, such as the Metlakatla-BC Strategic Land Use Planning Agreement, the Pacific North Coast Integrated Management Area (PNCIMA) process;	WWF (July 28, '11 letter) Metlakatla (July 28, '11 letter)	Section 7 now includes an acknowledgement and overview of other regional planning initiatives. New policy statement under <i>Environment</i> in Section 7.2 to highlight the Port's willingness to continue to assess other programs, including the Sustainable Shipping Initiative. Added Table 7.a. Objectives, Measures, and Initiatives, which includes a strategic initiative for the Port to work within broader planning context, and consider BC

Issue	Related Comments	Identified by	Response
	Section 3.9: Long Term Prospects, falls short of anticipating the full range of trends that will affect the port (e.g. Sustainable Shipping Initiative, a joint effort between WWF-International and the marine transport industry to anticipate major trends in areas of energy supply, sustainability regulation, oceans governance, and others).		Strategic Land Use Planning Agreement, local Official Community Plans, the Pacific North Coast Integrated Management Area (PNICMA) process and other applicable federal and provincial planning initiatives.
Emergency planning	No inclusion or description of emergency planning and response in the event of natural disturbances and operational malfunctions occurring within the plan area.	WWF (July 28, 2011 letter)	Emergency planning is beyond the context of a land use management plan. The PRPA, however, addresses emergency planning issues within the PRPA Harbour Operations Practices and Procedures policy document, which may be found on the Port's website at: http://www.rupertport.com/pdf/prpa_pp_final_nov_2009.pdf (Refer to Section 7: Emergency Procedures)
Noise/ Coal Dust	Coal dust in Port Edward. Buffer for sound; consider this when developing Inner Harbour	Port Edward City Council (June 14, 2011)	New policy in Section 6.3.2 Ridley Island/Outer Harbour Development Policies (see policy # 4) to address the impact of industrial operations on Ridley Island to Port Edward. The development of marine industrial uses will require consideration of solutions that minimize potential noise impacts on residents living on the Port Edward side of Porpoise Harbour.
Bridge from Lelu to Ridley Island	Draft Plan identifies a bridge from Ridley Island to Lelu Island. Are there plans or other studies on a potential bridge from Ridley to Lelu Island?	District of Port Edward Council (June 14, '11)	This was an error and the reference to the bridge in the plan and Figure 6.b has been removed.
Plan vision, objectives, strategies, performances measures	The Draft Plan is lacking: i) clearly articulated land use management objectives, ii) explicit strategies the PRPA will work to implement to achieve those	Metlakatla (July 28, '11 letter)	A new table – Table 7.a. Objectives, Measures and Initiatives – has been added to identify the Plan's objectives, strategies and performance measures.

Issue	Related Comments	Identified by	Response
	<p>objectives, and iii) performance measures.</p> <p>The vision (section 1.4) currently sets up a duality in which development and environmental stewardship are relegated to opposite ends. A more constructive approach would be to recognize environmental values as assets for community and economic well-being that merit ongoing stewardship.</p>	<p>WWF (July 28, 2011 letter)</p>	<p>The 2020 Land Use Management Plan's vision statement has been adjusted to reflect a heightened focus on environmental and stewardship values.</p>
Kitson Island	<p>No mention of Kitson Island as a designated provincial park, managed under a Collaborative Management Agreement between BC Parks and Metlakatla and Lax Kw'alaams First Nations;</p>	<p>Metlakatla (July 28, '11 letter)</p>	<p>Kitson Island's designation has now been noted in Section 6.3.</p>

