

## MEETING AGENDA

### East Vancouver Port Lands

<b>Date:</b>	January 13, 2015
<b>Time:</b>	6:00pm to 8:00pm
<b>Location:</b>	Port Metro Vancouver offices
<b>Chair:</b>	Naomi Horsford, Port Metro Vancouver
<b>Attendees:</b>	<p>Barb Fousek, BCA            Harry Mah, BCA            John Hawthorne, BCA</p> <p><b>Guests:</b>            Stefan Ferrario, Columbia Containers            Charlie Palmer, Columbia Containers            Alysha Nesrallah, Lucent Strategies            Peter Idema, Viterra            Mike LoVecchio, CP Rail            John Lockworth, CP Rail            Marla Burnham, BCA</p> <p><b>Port Metro Vancouver Guests:</b>            Lisa-Marie Martin, Project Communications            Gord Tycho, Planning            Dennis Bickel, Transportation Planning            Gary Olszewski, Environment</p> <p>Ram Chungh, PMV, Meeting Coordinator</p>
<b>Regrets:</b>	Kirsten Baillie, City of Vancouver Chris McPherson, Community member Andrew Dye, Community member

AGENDA ITEM #	KEY POINTS AND DECISIONS
<b>1. Updates</b>	
1.1	<p><b>Overview of Columbia Containers proposed projects:</b> Stefan Ferrario, Vice President, Columbia Containers.</p> <p><a href="#"><u>See Columbia Containers presentation.</u></a></p> <p><b>Transloading Facility and Grain Silos Project:</b>            New site image should include a rail car dumping shed <i>[presentation online updated with this addition]</i>.</p> <p>The area currently used for container storage will continue to be used for staging or</p>

	<p>storing containers.</p> <p>Containers could be stacked up to five high.</p> <p>200 containers full of grain will be moved to the inside of the new silos.</p> <p>The grade issue with the shuttle wagon will be fixed. By bringing the tracks down, it will allow for a more level pull, which will minimize traction issues. There will also be less switching occurring within the yard.</p> <p>BCA noted that switching from the rail cars has not been a problem lately.</p> <p>There will be less truck traffic on Commissioner St. (approx. 200 less trucks) since the trucks will no longer have to leave the yard.</p> <p><a href="#">EVPL landscape design guidelines</a> will be followed.</p> <p>Community input for the design of the silos will be reviewed, specifically between metal clad and open silos.</p> <p>Overview of community engagement plan has been provided to this committee. Additionally, community open house details will be provided shortly through a mail drop. EVPL will be notified in advance of the mail drop. Another meeting with EVPL is welcomed to discuss the findings of the studies once completed. All studies will be available on the port's and Columbia Containers websites.</p> <p>The timing of the deconstruction of the older elevator will be determined by Port Metro Vancouver.</p> <p><b>New Office:</b> Our current offices will remain as is and a new office will be built, which will be approximately 5800 square feet.</p>
1.2	<p><b>Overview on a temporary container storage site for Columbia Containers:</b> Stefan Ferrario, Vice President, Columbia Containers.</p> <p><a href="#"><u>See Columbia Containers presentation (last slide).</u></a></p> <p><b>Temporary container storage at former Marco site:</b></p> <p>Proposed lease for the container storage site is for February 7, 2015.</p> <p>Additional traffic on the south shore is not anticipated.</p> <p>The site will likely not require power or water. Access to the site will be required 24/7.</p>

1.3	<p><b>Rail Overview:</b> Mike LoVecchio, Director, Government Affairs for Canadian Pacific.</p> <p><a href="#"><u>See Canadian Pacific presentation.</u></a></p> <p>Overview of CP's movement of various goods was provided, including the movement of grain and tallow out of West Coast Reductions, as well as containers near Burrard Inlet. It was noted that CP does not move crude oil in containers.</p> <p>CP mentioned Columbia Containers proposed projects will benefit their rail line since it will be the one moving Columbia's goods on the south shore. In response to a question by BCA on ownership of rail tracks, CP answered it owns its rail tracks and the land underneath.</p> <p>CP's role is to move goods safely and efficiently and does not decide the goods it moves. It operates across 14,000 miles and operating standards are the same across the country. Consistency is required in order to minimize confusion among crews. Regarding whistle cessation, there are not many reasons to sound a whistle in the yard. Exceptions include when there is fog. In this case, a safety device such as a headlight may not be visible and an audible warning may be required. Another exception would be a trespasser on the tracks.</p> <p><i>[In an email prior to the meeting BCA raised a concern regarding the use for the land set aside for potential rail lines on the south shore as part of the South Shore Corridor Project (SSCP).]</i></p> <p>PMV noted that until projects that require the use of the area are brought forward, it will not have a definitive answer or further details for the use of that land.</p> <p>CP added that if there is a business case for additional track, the land is now available to construct it.</p> <p>BCA noted concern with the uncertainty with the use of this land.</p> <p>PMV added that the space was created for the rail as part of the funding provided for the SSCP.</p> <p>BCA raised concern that currently four rail lines cannot go into the port, and the additional rail lines will require staging.</p> <p>Discussion ensued regarding idling of rail engines. CP noted that idling is not beneficial for the rail line. BCA member noted she has seen trains idle for 10-15 minutes and others have noticed them for an hour at a time. CP noted trains will typically not idle.</p> <p>BCA raised concern about 24/7 operations of the rail line and port terminals and that residents have concerns about their standard of living.</p> <p>CP highlighted that longer trains mean fewer trains, which is currently the source of</p>
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	<p>some of the noise concerns. Viterra noted that the modernization of rail cars and track maintenance will also help reduce noise.</p> <p>BCA reiterated concern regarding lack of rail noise mitigation for the community. CP noted it meets or exceeds all federal regulation.</p>
<p>1.4</p>	<p><b>Update on noise monitors located on the south shore regarding night gates:</b> Gary Olszewski, Environmental Specialist, Port Metro Vancouver.</p> <p><i>All questions were provided by BCA and guests and answers provided by Gary O. unless otherwise stated.</i></p> <p><b>See noise monitor presentation.</b></p> <p>Data from our south shore noise monitors shows noise has increased by five decibels since the night gates began in July 2014. Daytime regular noise cuts out some of the daytime truck noise. At night, the daytime noise is removed and truck noise sounds louder.</p> <p><b>Q)</b> If the monitors are by the entrance gates to the container terminals, what is the range of the monitor? Is it capturing trucks arriving at the gate or is it omni-dimensional? <b>A)</b> Omni-dimensional.</p> <p><b>Q)</b> What are the next steps with the data? Is this the baseline? <b>A)</b> This year, 2015 is the baseline year. The purpose of the noise monitoring program is to help us identify any trends or significant noise changes over time.</p> <p><b>Q)</b> Is the port going to offer anything to us to mitigate noise to our properties in regards to night gates? <b>A)</b> Naomi - We are looking into options for noise mitigations opportunities.</p> <p><b>Q)</b> Did you look at the noise studies from a few years ago? <b>A)</b> Yes, we have looked at them but the noise monitors used in the study were not long term monitors so the comparison is a challenge. Also, the monitors and equipment we use is ours, but is maintained by our contractor Bruel &amp; Kjaer.</p> <p><b>Q)</b> Do Bruel &amp; Kjaer visit the noise monitors yearly? <b>A)</b> It would depend on the reason for the visit, work on the monitors can be done remotely as well.</p>
<p>1.5</p>	<p><b>Community meeting for trucking concerns.</b></p> <p>Date for the meeting will be sent out to EVPL shortly.</p>

Meeting Date	Agenda Ref #	Action Item	Lead	Due Date
2014-11-27	1.5	Keep EVPL updated on trucking situation.	Ram	Ongoing
2014-10-02	1.3	Follow up on timing of road alignment.	Ram/ Naomi	Next Meeting
2014-06-19	1.1	Provide information on noise monitors (review of baseline study information when available). PMV to review the noise and light repercussions from the night gates and mitigation efforts required in the EVPL plan.	Ram C./Gary O.	Completed