

MEETING NOTES

Port Community Liaison Committee - Delta

Meeting:	#26
Date:	May 28, 2015
Time:	Dinner – 5:00pm Meeting – 5:30pm – 8:30pm
Location:	Delta Community Office, 5225A Ladner Trunk Road, Ladner In the Trenant Park Shopping Centre, next to the Shoe Warehouse.
Facilitator	n/a
Chair:	TBD
Attendees:	<p>Community Representatives Roger Emsley, Tsawwassen Patrick Thompson, Tsawwassen Robert McCandless, Tsawwassen Frank Rogers, Tsawwassen Randy Johnstone, Ladner</p> <p>Environmental Representative Kate Hagmeier</p> <p>Organizations: Allan Baydala, Port Metro Vancouver Bernita Iversen, Corporation of Delta Gord Westlake, BC Rail Company Eric Waltz, Global Container Terminals Leisa Yee, Delta Farmers’ Institute</p> <p>Guests: Guy Buzzoni, Global Container Terminals Patrick Coates, Port Metro Vancouver Rhona Hunter, Port Metro Vancouver Kyle Robertson, Port Metro Vancouver Matt Skinner, Kirk & Co. Consulting Ltd.</p> <p>Coordinators: Naomi Horsford, Port Metro Vancouver Alycia Majorkiewicz-Ata, Port Metro Vancouver</p> <p>Delta Office Representative: Tanya Hawke, Port Metro Vancouver</p>
Regrets:	Michelle LeBaron Leslie Abramson, Ladner Geoffrey Barlow, Ladner Greg Andrew, Westshore Terminals

	Ken Baird, Tsawwassen First Nation Orv Nickel, Delta Chamber of Commerce
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#	Agenda Item
1. Administration	
1.1	Since Michelle LeBaron was not able to attend, Patrick was elected to chair the meeting
2. Presentations	
2.1	<p><u>Global Container Terminals (GCT) Intermodal Yard Reconfiguration presentation:</u> <i>provided by Guy Buzzoni, Vice President, Infrastructure, GCT</i></p> <p>Global Container Terminals (GCT) Intermodal Yard Reconfiguration is focused on construction within the existing terminal footprint.</p> <p>GCT is unable to expand their current footprint so decision was made to improve efficiencies within the existing intermodal yard footprint to achieve the desired DTRRIP throughput target. The project looks to improve rail capacity inside the terminal.</p> <p>The Intermodal Yard Reconfiguration Project now includes: replacing cranes with new semi-automated electric rail cranes, re-bundle tracks, changing lights on pole to get more uniformity over rail operation, building a new rail maintenance building and purchasing new mobile container handling equipment.</p> <p>In short, the Project looks at increasing capacity by utilizing the land area in a better way which will provide more efficient operations and a cleaner and safer layout.</p> <p>The noise at the terminal will also be reduced as the new cranes will be semi-automated which allow for more controlled movements and a quieter operation.</p> <p>The lighting will all be updated with LED fixtures which can concentrate beams of light on the tracks that need it the most.</p> <p>Air quality emissions will also be reduced because there will be less idling from tractors as they will not need to wait to cross the tracks.</p>

	<p>The current project schedule spans from 2015 to 2017 and GCT is currently working on design and permit application. Construction is hoped to start in the second half of 2015.</p> <p>On Saturday, May 30, GCT will have an open house to collect feedback. Comments will be summarized and a consideration memo will be created.</p> <p>GCT has created a project website, cross linked to PMV's website.</p> <p><i>Note: questions asked by PCLC members, responses provided by GCT or otherwise noted.</i></p> <p>Q) Who is responsible for the discussion between rail lines in order to come up with plan in concert with GCT's plan without extending into the option lands? A) BC Rail representative acknowledged that the rail lines had a meeting to figure out what can be achieved.</p> <p>Q) Will this project change the number of longshore jobs? A) In the rail yard, there will be a reduction of jobs because the drivers are not going back and forth but the overall number of jobs at the terminal will be increased due to the increased vessel and yard activity. GCT will keep PCLC informed.</p> <p>Q) Is the new site configuration custom designed or is the configuration based on best practice? A) Bundling of tracks under wide span cranes has been done in the past (Europe and US), however it may be a first for Canada. Automation of cranes has been done before.</p>
<p>2.2</p>	<p>Roberts Bank Terminal 2 Project Update presentation: <i>provided by Rhona Hunter, Director, Infrastructure Sustainability, Infrastructure Development, Port Metro Vancouver</i></p> <p>The Project Rationale documents provide an overview of the economics, drivers, and alternatives to the project that were considered by Port Metro Vancouver.</p> <p>The EIS Executive Summary provides an overview of the contents and conclusions of the EIS, and is a more accessible and user-friendly document than the approximately 7,000-page EIS.</p> <p>Consistent growth in container volumes over the last decade has</p>

	<p>validated previous forecasts that were performed for Port Metro Vancouver.</p> <p>Current West Coast container forecasts include the container traffic and capacity of the Port of Prince Rupert, and indicate that container traffic will double by 2030.</p> <p>To deliver the capacity required to meet anticipated growth, Port Metro Vancouver examined available opportunities at existing terminals. Port Metro Vancouver concluded that Roberts Bank was the only viable alternative to meet forecasted demand.</p> <p>The advantages of Roberts Bank include a number of recently completed infrastructure projects, such as South Fraser Perimeter Road and Roberts Bank Rail Corridor, as well as the proximity of off-dock facilities.</p> <p>Port Metro Vancouver reviewed multiple terminal configurations to determine the preferred location and orientation. By placing the terminal primarily in sub-tidal habitat, the proposed RBT2 location reduces potential environmental impacts by avoiding, where possible, the more sensitive intertidal habit.</p> <p>The new terminal will be able to accommodate the largest container vessels in operation (approx. 18,000 TEUs).</p> <p>During the 5.5 year construction period, the Project would provide a total of 12,700 person years of direct, indirect and induced employment, worth approximately \$1 billion in wages.</p> <p>During operation, the Project would support an estimated 12,400 person years of on and off-terminal employment (direct, indirect and induced), with approximately \$810 million in wages annually.</p> <p>All EIS authors are identified in a table of concordance.</p> <p>There is a two year panel process ahead where the conclusions of the EIS will be reviewed. The federal minister of the environment will appoint a panel of experts who have the experience needed to review this project.</p> <p>The construction of the Project will result in revenue of \$19.6 million to municipal governments. The local government revenue generated during operation (\$6.9 million per year) will mostly benefit Delta.</p>
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	<p>The Environment Impact Statement (EIS) includes:</p> <ul style="list-style-type: none">• identification of potential effects and benefits of the Project• description of mitigation measures to reduce potential Project effects <p>Determination of the significance of residual effects is made after mitigation, not before.</p> <p>Following this determination, a cumulative effects assessment is conducted. Section 8 of the EIS provides the assessment methodology in detail.</p> <p>The environmental assessment methodology was reviewed using project construction activity (e.g., dredging/dyke construction) as an example.</p> <p>After the implementation of mitigation, the Roberts Bank Terminal 2 Project is not expected to result in any significant adverse residual effects on any of the 16 valued components. Each cumulative effect has a definition and description in Executive Summary of the EIS.</p> <p>In addition, no cumulative effects are anticipated, with the exception of a cumulative effect to southern resident killer whales. Due to their endangered status and lack of recovery of their population, it has been assumed that they are already significantly adversely affected, and therefore cumulative effects are expected to remain significant.</p> <p>Further clarification in regards to the above statement was made. Port Metro Vancouver explained that southern resident killer whales are considered to be endangered under the <i>Species At Risk Act</i>, in part because of their small population size. As part of the assessment, potential adverse effects that could change the features of southern resident killer whale critical habitat were considered, including changes in underwater noise, prey availability, water quality and vessel strikes. The Project is not expected to have significant adverse effects compared to existing conditions. In regards to vessel strikes, southern resident killer whales are faster moving mammals, and the likelihood of vessel strikes are very low. There are more details in the executive summary and in Section 14 of the EIS.</p> <p>Port Metro Vancouver is confident potential adverse effects can be fully or partially avoided or reduced through Project design and the implementation of environmental management programs.</p> <p>Discussion and clarification of valued components ensued. There is an entire chapter dedicated to mitigation of marine biophysical valued</p>
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	<p>components (Section 17 of EIS).</p> <p>Terminal operator procurement has begun. Subject to environmental approvals, construction would begin in 2018 on the terminal land mass. The construction would be a five-and-a-half-year process, and could be operational by the middle of 2023.</p> <p>The Environment Impact Statement process is being led by the Canadian Environmental Assessment Agency (CEA Agency).</p> <p>While Port Metro Vancouver will provide PCLC with updates, PCLC is welcomed to review the EIS and submit comments directly to CEA Agency.</p> <p><i>Note: questions asked by PCLC members, responses provided by Port Metro Vancouver staff</i></p> <p>Q) How do you forecast the number of ships estimated to call at RBT2? A) There is a global trend towards an increase in container ship sizes. For this reason, it is expected that less ships would be required in the future to carry the same amount of cargo today. The number and type of ships was determined after looking at existing trends. Two hundred sixty ships per year is considered to be a conservative estimate.</p> <p>Q) Will larger ships cause more trucking line ups? A) It shouldn't. The idea is to try and get dwell time (i.e., containers waiting on the terminal) down. If looking to get more containers out faster, it is most likely the terminal will look to use weekends and/or third shifts to ensure that flow is the same. Bigger ships bring longer dwell and sudden surges.</p> <p>Q) Will expansion require a revision of the Tsawwassen First Nation agreement? A) The current agreement addresses development of a potential terminal so there is no need for a revision of the agreement.</p>
3. Business from Community Members	
3.1	<p>Submissions to the Delta Optimist: <i>provided by Patrick Thompson, PCLC member</i></p>

	<p>Proposed having a regular feature/column in the <i>Delta Optimist</i> which could be used as a feedback loop with the community.</p> <p>Feedback from the newspaper was to provide information when relevant and timely.</p> <p>The column should look to maintain level of continuity and the committee should aim to have something every six weeks.</p> <p>ACTION: PCLC members to provide comment to Patrick on draft article by June 3, 2015.</p>
<p>4. Port Updates</p>	
<p>4.1</p>	<p>Port Updates: <i>provided by Allan Baydala, CFO, Port Metro Vancouver</i></p> <p>A brief overview in regards to the trucking judicial review was given. It was explained that the judge reaffirmed right for licensing but thought that the port could have done a better job of analyzing applicants through TLS.</p> <p>The newly provincial appointed commissioner is responsible for number of port bound trucks and reports to the provincial minister.</p>
<p>4.2</p>	<p>Community Issues and Correspondence – Delta Community Office update: <i>provided by Tanya Hawke, Communications Outreach Advisor, Port Metro Vancouver</i></p> <p>The purpose of the Delta Community Office update is to provide a summary of the nature of the questions coming off of the street into the Delta Office. The office has not seen any new trends in questioning.</p>
<p>4.3</p>	<p>Community Issues and Correspondence – General: <i>provided by Alycia Majorkiewicz-Ata, Municipal and Community Engagement Specialist, Port Metro Vancouver</i></p> <p>An update was provided.</p>
<p>4.4</p>	<p>Other business and future meeting plans: <i>ALL</i></p> <p>RSVP is required for Port Metro Vancouver’s AGM on Tuesday, June 2. It was noted that some member were having problems with the AGM registration link sent by email.</p>

	<p>The next meeting will be in September. It was suggested to move the meeting date to September 9 to accommodate parents helping their kids on the first day back at school.</p> <p>ACTION: PCLC coordinator to confirm September 9 meeting date change.</p>
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5. Follow up on action items

Meeting	Agenda Ref #	Action Item	Responsible	Due Date
26	3.1	Provide comments to Patrick on <i>Delta Optimist</i> draft article.	ALL	June 3, 2015
26	4.1	Confirm September 9 meeting date with facilitator and send out voting option to PCLC.	Alycia	End of June
25	-	Send committee new language for the Terms of Reference "length of term" and "meeting protocols" sections.	Michelle L.	Before this meeting
25	-	Send Michelle any additional comments in regards to strategic planning session.	ALL	Before this meeting
25	4.1	Provide comments on committee member briefs regarding Environmental Effects Monitoring and Geographic Information Systems (GIS).	Alycia M.	This meeting
25	5.1	Send email requesting interest from committee on physical copies of the executive summary of the EIS.	Alycia M.	Completed
25	5.1	Send PCLC potential dates for a separate meeting to receive an overview on the EIS.	Alycia M.	Completed
24	3.3	Provide a summary of questions / topics raised by community members who visit the Delta Community Office.	Tanya H.	This meeting
22	3.2	Ask a presenter to speak to the container forecast for RBT2.	PMV	Future meeting

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20	1.2	Follow up with Delta Police regarding current status of traffic management plan to be worked on with TSI.	Bernita I.	Future meeting
17	1.3	Presentation regarding community benefits fund for RBT2 in 2014.	Rhona H.	Future meeting