

MEETING NOTES

Port Community Liaison Committee - Delta

Meeting:	#27
Date:	September 9, 2015
Time:	Breakfast – 7:45am Meeting – 8:00 – 10:00am
Location:	Delta Community Office, 5225A Ladner Trunk Road, Ladner In the Trenant Park Shopping Centre, next to the Shoe Warehouse.
Facilitator	Michelle LeBaron
Chair:	n/a
Attendees:	<p>Community Representatives Patrick Thompson, Tsawwassen Frank Rogers, Tsawwassen</p> <p>Environmental Representative Kate Hagmeier</p> <p>Organizations Greg Andrew, Westshore Terminals 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>Facilitator and Coordinators Naomi Horsford, Port Metro Vancouver Michelle LeBaron Alycia Majorkiewicz-Ata, Port Metro Vancouver</p> <p>Delta Office Representative Chris Clarke, Port Metro Vancouver</p> <p>Guests Dorota Kwasnik, Port Metro Vancouver Stephan Ptatschek, Port Metro Vancouver Doug Hyde, Ministry of Transportation and Infrastructure</p>
Regrets:	<p>Leslie Abramson, Ladner Ken Baird, Tsawwassen First Nation Geoffrey Barlow, Ladner Roger Emsley, Tsawwassen Randy Johnstone, Ladner Robert McCandless, Tsawwassen Orv Nickel, Delta Chamber of Commerce</p>

#	Agenda Item		
1.			
1.1	<p><u>Energy Action Initiative presentation:</u> <i>provided by Dorota Kwasnik, Energy Management Specialist, Port Metro Vancouver</i></p> <p>The presentation first began with an episode of "PortTV: People of the Port" featuring Dorota which highlighted the work that is being done to conserve energy at the port.</p> <p><i>Note: You can watch season 1 and 2 episodes of "PortTV" on YouTube.</i></p> <p>British Columbians are blessed with clean, renewable and relatively inexpensive hydroelectric energy. The cost of energy does not have a significant impact on the bottom line of organizations and thus it is hard to change energy use habits.</p> <p>Port-related industries account for a large proportion of the industrial energy consumed in the Vancouver area. The port uses more electrical energy than 200,000 singles family homes!</p> <p>As Port Metro Vancouver businesses grow, so does the demand for electricity. In four to five years, it is expected that the demand will outgrow supply in British Columbia.</p> <p>New energy loads can be created by building new generation facilities or through energy conservation. However, investing in generation of new load through energy conservation costs BC Hydro only 1/3 as compared to the cost of building new generators.</p> <p>Why is energy conservation important for the port and terminals? Costs have gone up and are projected to increase by 27% between 2014 and 2019. This is something that organizations will feel in their bottom line.</p> <p>In addition, using less energy per tonne of cargo can help create a competitive advantage for our Gateway.</p> <p>In 2013, the Energy Action Initiative was launched in partnership with BC Hydro, in which Port Metro Vancouver created the position of Energy Manager responsible for preparation of a Strategic Energy Management Plan outlining how the port will drive energy consumption reduction within its jurisdiction.</p> <p>Port Metro Vancouver offers a free resource (the Energy Manager) to terminals to help identify energy waste and help identify financial savings associated with opting for energy efficient equipment and operations. The port provides knowledge, workshops, training sessions, resources portal, performs energy assessment and facilitates energy studies. The port also helps with applications for financial incentives from BC Hydro.</p> <p>One of the most popular energy conservation measures, within port terminals, is a conventional lighting retrofit with LED. Despite higher</p>		

	<p>initial upfront costs to purchase LED lights, the life cycle cost, taking into account energy and maintenance savings, is significantly lower for LED as compared with conventional lights. As mentioned in the "PortTV: People of the Port" video clip, Global Container Terminals (GCT) has changed one of their quay crane and one rail-mounted gantry crane lights with LED which has contributed to approximately 75% of lighting energy savings for those cranes.</p> <p>As it takes a lot of time and effort to replace the quay crane lights (the crane will have to be taken out of operation for a long period of time) GCT is committed to replacing the lights as fast as possible.</p> <p>Q) A question was asked about the possibility of changing the high mast lights at terminals.</p> <p>A) Port Metro Vancouver explained that large industrial LED lights are still a relatively new product and it is important to ensure that these new lights work in marine environments and deliver safe light levels on the ground. DP World has installed lights on one high mast and light levels and fitness for use will be assessed. GCT has used high mast LEDs in their design of their Intermodal Yard Reconfiguration project.</p> <p>Q) A concern about the use of mercury in the new LED lights was raised.</p> <p>A) Port Metro Vancouver explained that there is no mercury used in the LED lights. Given their long life, replacement will not be needed until approximately 10 years from installation. The older lights need to be replaced every 1-3 years.</p> <p>Q) A question was raised about timeline to change the lights over to LEDs and whether, when one light needs to be replaced, all the other lights can be changed out at the same time.</p> <p>A) The lights will be changed on a crane-by-crane; area-by-area basis to ensure safe and uniform light levels on the ground.</p> <p>Q) A question was asked about lighting costs compared to other energy consumption costs.</p> <p>A) Port Metro Vancouver explained that for container terminals, lights contribute to 50% of the terminal's total energy cost. For bulk terminals, more energy is used on fan and conveyor drives.</p> <p>Q) Deltaport's timeline for completion of their lighting replacement was queried.</p> <p>A) Port Metro Vancouver explained that there isn't an established timeline, however it is believed that the entire switch-out will be completed within 8-10 years. The terminals will do the replacements whenever maintenance work needs to be scheduled, which will take some time.</p> <p>At this point in time, energy efficient lighting is planned for the proposed Roberts Bank Terminal 2 (RBT2).</p>
--	---

<p>1.2</p>	<p><u>Introduction to the Deltaport Terminal Road and Rail Improvement Project (DTRRIP), Truck Staging Area presentation:</u> <i>provided by Stephan Ptatschek, Project Manager, Infrastructure Delivery, Port Metro Vancouver</i></p> <p>The DTRRIP truck staging area is planned to be located between the intersection of Highway 17A and Deltaport Way. PCLC members were cautioned that the truck staging area is in the concept design phase only. This means that the permitting process has not been started and a final design does not exist at this point.</p> <p>The area is dual purposed. Its primary use is to stage trucks bound for Deltaport that would otherwise queue on the causeway. Its secondary use is to provide minimal capacity to hold trucks that are not able to access the terminal due to specific event such as weather, hydro outage, etc. and to provide a short term waiting area if truckers are ahead of their reservation times.</p> <p>The area will also be a dedicated commercial vehicles safety and enforcement (CVSE) area, where container trucks can be check for safety issues.</p> <p>The area is designed to handled up to 140 trucks and will included driver amenities (i.e. washrooms) as well as a merge/acceleration lane.</p> <p>Benefits of the truck staging area include: alleviating port traffic congestion (as it will help keep a constant flow into terminal), improve safety and improve highway capacity with the reduction in container truck queuing along Deltaport Way, eliminate truck parking along shoulder of the road, improve access to adjacent farmlands adjacent to the causeway, reduce CO2 gas by reducing engine idling as well as enhancing the safety and security of drivers.</p> <p>Construction is expected to start in early 2016 and aimed to be completed by Q2 2017.</p> <p>Q) A question about the land ownership of the intended area for the staging area was asked.</p> <p>A) The BC Ministry of Transportation and Infrastructure representative explained that they own the majority of the area and will lease it to Port Metro Vancouver. The Ministry is in discussion with the Agricultural Land Commission for acquisition of a small area that they currently do not own (approximately 1.2 hectares). They will be working with the property owner of that small piece of land to ensure minimum impacts on farming.</p>

	<p>Q) A question was raised about the intention to grow the staging area if RBT2 was to proceed and whether this project is a requirement of RBT2.</p> <p>A) Port Metro Vancouver explained that the Container Capacity Improvement Project, which the truck staging area is a part of, pre-dates RBT2. The staging area is not tied to any particular project.</p> <p>Q) A question was asked about the possibility of having visual screening.</p> <p>A) Port Metro Vancouver explained that the project is just starting the design phase and they will look at visual screening options. However, the site has limitations that may limit the screening options.</p> <p>Q) A question was asked about replacement of any of the overpasses.</p> <p>A) Port Metro Vancouver explained that the Highway 17 overpass will have some work done to allow for safe egress out of the truck staging area but it will not be replaced.</p> <p>Concern was raised about the truck staging area and its ability to handle the increase on RBT2 traffic.</p> <p>Port Metro Vancouver explained that the impetus to develop the truck staging area came from PCLC’s predecessor, DCLC, which noted the increase in truckers coming to the port outside of their reservation window and parking along the road. The Delta police are willing to enforce as necessary, but there was nowhere to turn those trucks around.</p> <p>The truck staging area’s purpose is to accommodate overflow. In the event that truckers need to be reached, the port can reach them through GPS.</p> <p>An additional concern was flagged about preventing the public from using the empty area as a race track, to which Port Metro Vancouver mentioned the plan to install gates to close off the area when the terminals are closed.</p>
<p>1.3</p>	<p><u>Terms of Reference Update:</u> <i>lead by Michelle LeBaron, meeting facilitator</i></p> <p>The terms of reference, updated as of September 1, 2015 have undergone robust engagement and discussion with the committee.</p> <p>The current language now includes input from committee members and PMV, and reflects a consensus.</p>

	<p>The main revisions include: refining the member selection process, term limits, and meeting/decision making protocols. It also includes new wording prohibiting video/audio recordings during the committee meetings.</p> <p>Other additions include the responsibility of PCLC members to request desired information from the PMV coordinator before other port contacts. When simultaneous requests are made to more than one PMV source, they are all referred to the PMV coordinator in any case, and they detract from one of the central purposes of the PCLC.</p> <p>A PCLC member raised the need for clarification of length of term, in particular, for returning members. When does the clock start for their two year commitment?</p> <p>Another concern was raised about representatives listed in 3.a. and whether the list should be more general or more specific.</p> <p>ACTION: Michelle to survey the PCLC community positions to ask when they want their two year term to have started – September 9, 2015 when the revised terms of reference were adopted or at the beginning of the 2015 calendar year. Alycia will note the individual choices on a chart.</p> <p>ACTION: Take out mention of TFN in 3.a. Be more general than more specific.</p> <p>After the minor changes noted are made to the document, PCLC’s Terms of Reference dated September 1, 2015 is officially adopted as of September 9, 2015. The September 1, 2015 Terms of Reference now replaces the 2011 Terms of Reference.</p>
2.	
<p>2.1</p>	<p>Submissions to the Delta Optimist: <i>lead by Patrick Thompson, PCLC member</i></p> <p>Patrick thanked Kate and Bernita for all their work behind the scenes that contributed to timely and relevant submissions to the Delta Optimist.</p> <p>Approximately one week prior to the meeting, Patrick had emailed a draft version of the proposed article submission to fellow PCLC members requesting comments. The article speaks to the proposed RBT2, acknowledging that PCLC is not part of the formal process, yet can still play a role in sharing information. The article highlights ways the PCLC</p>

	<p>can be conduit for community concerns and questions about the RBT2 process and aims to encourage more public engagement.</p> <p>ACTION: PCLC members to provide comment to Patrick on draft article by September 18, 2015. Patrick will then submit the article to the <i>Delta Optimist</i> on behalf of PCLC.</p>
<p>3.</p>	
<p>3.1</p>	<p>Port Updates: <i>provided by Allan Baydala, CFO, Port Metro Vancouver</i></p> <p>An update on the proposed Roberts Bank Terminal 2 Project was provided. The project is currently in the Environmental Impact Statement Completeness Review phase of the federal environmental assessment process. Following the public comment period regarding completeness (which concluded on June 15, 2015), the Canadian Environmental Assessment (CEA) Agency has issued a request for additional work around marine shipping related to the project, as well as other information requests. Members were encouraged to read the submissions on the CEA Agency's website. The port is currently working to provide responses to the CEA Agency. Port Metro Vancouver expects to submit the requested information later this fall, and the independent review panel is expected to be struck after federal election, likely in early 2016.</p> <p>Other port updates included the port's revised permitting process and the growth shown in the mid-year statistics.</p>
<p>3.2</p>	<p>Community Issues and Correspondence – Delta Community Office update: <i>provided by Chris Clarke, Community Office Specialist, Port Metro Vancouver</i></p> <p>A summary of Delta Office topics of conversation from June through August 2015 was provided.</p> <p>The Delta Community Office will celebrate its one year anniversary on November 1, 2015 and after nearly one year since its initial opening, conversation topics have included the following categories: purpose of the office, coal and miscellaneous questions related to various news stories (i.e. Massey Tunnel replacement or local channel dredging).</p> <p>Throughout the year, foot traffic has remained consistent, with Saturday being busiest, especially with nice weather. In general, people are curious about the office and have responded positively to its presence.</p>
<p>3.3</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 on community issues and related correspondence received through the Community Feedback line was provided.</p> <p>A member asked whether a report could be generated at the end of the calendar year that pairs complaints made with specific complainants. They also wondered whether the data could show how many complaints arose from Delta residents or were Delta-related.</p> <p>Port Metro Vancouver will look into the request but cautioned that it may not be possible to generate this data for technical, privacy or time reasons.</p> <p>ACTION: Naomi will revisit if correspondence can include a consistent numbering system connected to the respondents, for one calendar year.</p> <p>ACTION: Naomi to confirm how information about complainants' residences is collected.</p>			
3.4	<p>Other business and future meeting plans: ALL</p> <p>Eric Waltz provided an update on the status of GCT's Intermodal Yard Reconfiguration project, reporting that that GCT received good community support during the public review for permitting of the Deltaport Terminal, Road and Rail Improvement Project. However, the Intermodal Yard Reconfiguration project may be in jeopardy, which will ultimately affect the terminal's capacity. At this point, it does not look like Deltaport's footprint will be able to expand. Eric will provide further updates at a later meeting.</p> <p>The next meeting is scheduled for November 5, 2015 from 6-8pm at Delta Community Office.</p>			
4. Follow up on action items				
Meeting	Agenda Ref #	Action Item	Responsible	Due Date
27	1.3	Survey members in the community positions to ask when they want their two year term to have started.	Michelle	Before November 5, 2015

PORT COMMUNITY LIAISON COMMITTEE - DELTA | MEETING NOTES

27	1.3	Take out mention of TFN in 3.a. of the Terms of Reference.	Alycia	COMPLETED
27	2.1	Provide comment to Patrick on draft Delta Optimist submission.	Patrick T	COMPLETED
27	3.3	Revisit if correspondence can include a consistent numbering system connected to the respondents, for one calendar year.	Naomi	November 5, 2015
27	3.3	Confirm how information about respondents' community is determined	Naomi	November 5, 2015
25	-	Send committee new language for the Terms of Reference "length of term" and "meeting protocols" sections.	Michelle L.	COMPLETED
24	3.3	Provide a summary of questions/ topics raised by community members who visit the Delta Community Office.	Tanya H.	Ongoing
22	3.2	Ask a presenter to speak to the container forecast for RBT2.	PMV	Future meeting
20	1.2	Follow up with Delta Police regarding current status of traffic management plan to be worked on with GCT.	Bernita I.	Future meeting
17	1.3	Presentation regarding community benefits fund for RBT2 in 2014.	Rhona H.	Future meeting