

MEETING NOTES

Port Community Liaison Committee - Delta

Meeting:	#30
Date:	March 10, 2016
Time:	8:00 a.m. – 10:00 a.m.
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 Roger Emsley, Tsawwassen Robert McCandless, Tsawwassen Patrick Thompson, Tsawwassen Frank Rogers, Tsawwassen</p> <p>Environmental Representative Kate Hagmeier</p> <p>Organizations Tom Awrey, Delta Chamber of Commerce (in lieu of Orv Nickel) Greg Andrew, Westshore Terminals Ken Baird, Tsawwassen First Nation Allan Baydala, Port Metro Vancouver Marko Dekovic, Global Container Terminals Bernita Iversen, Corporation of Delta Noel Roddick, Delta Farmers' Institute (in lieu of Leisa Yee)</p> <p>Facilitator and Coordinators Michelle LeBaron Tom Corsie, Port Metro Vancouver Naomi Horsford, Port Metro Vancouver Alycia Majorkiewicz-Ata, Port Metro Vancouver</p> <p>Delta Office Representative Tanya Hawke, Port Metro Vancouver</p> <p>Other Richard Wozny, Site Economics Ltd.</p>
Regrets:	Leslie Abramson, Ladner Randy Johnstone, Ladner Orv Nickel, Delta Chamber of Commerce Gord Westlake, BC Rail Company Leisa Yee, Delta Farmers' Institute

#	Agenda Item
1. Presentations	
1.1	<p data-bbox="430 443 1430 506"><u>The Industrial Land Market and Trade Growth in Metro Vancouver:</u> <i>provided by Richard Wozny, Site Economics Ltd.</i></p> <p data-bbox="430 548 1422 642">Studies have shown that Metro Vancouver is going to run out of land for logistics oriented industrial uses in next 10 years (see graph on page 2 of presentation).</p> <p data-bbox="430 684 902 716"><u>Consequences of the land shortage</u></p> <p data-bbox="430 726 1450 915">Port Metro Vancouver and industrial trade are the most important component of the industrial market and a central pillar of the regional economy. The lack of vacant industrial land for new logistics businesses will reduce the range of services available in our international gateway. Port services and business are highly competitive and firms can easily move elsewhere, including out of province.</p> <p data-bbox="430 957 1471 1178">The Port of LA/Long Beach was cited as an example of a sophisticated logistics industrial area competitive with Vancouver. A closer competitor, Calgary, is expanding as a logistics hub. Calgary is not as efficient logistically or environmentally as Vancouver, but will continue to grow unless more industrial lands are made available in Vancouver. An ideal industrial hub is close to a seaport where international containers can be consolidated into the domestic containers.</p> <p data-bbox="430 1230 613 1262"><u>Land demand</u></p> <p data-bbox="430 1272 1466 1388">Under status quo port throughput projections, annual industrial land demand for logistics will increase from 100 acres to 160 acres per year. If Roberts Bank Terminal 2 (RBT2) is added in 2023, logistics land demand will exceed 200 acres per year.</p> <p data-bbox="430 1440 1446 1535">Current and future land demands will require significant shifts in land use if they are to be accommodated, keeping Vancouver competitive in regional markets.</p> <p data-bbox="430 1577 557 1608"><u>Solutions</u></p> <p data-bbox="430 1619 1446 1745">Making more efficient use of existing land is important but industrial land is already largely optimized, so this does not provide the needed solution. In the long-term, other inland destinations with available land will likely be required to meet this demand.</p> <p data-bbox="430 1787 594 1818"><u>Land supply</u></p> <p data-bbox="430 1829 1466 1883">Metro Vancouver estimates 5,600 acres of industrial land is currently vacant, but only 4,000 acres can be readied for development. Of this, only 1,000</p>

	<p>acres are estimated to be suitable for logistics uses because the lands are large scale, flat, located between the deep water ports and intermodal yards, and close to highways. See map of vacant potential logistics land on page 11 of presentation).</p> <p><u>Where future logistics-oriented industrial will locate</u></p> <p>Delta and Richmond are the centre of the logistics industrial economy (see map on page 13 of presentation).</p> <p>With industrial land shortages projected in 10 years or sooner, industrial businesses will increasingly move elsewhere, particularly Calgary.</p> <p><u>Conclusions</u></p> <p>Without suitable industrial land to accommodate increased logistics activity, the Metro Vancouver international gateway will become less competitive and the regional economy will be negatively affected. To minimize this, industrial land suitable for logistics activity needs to be preserved and enhanced for the benefit of the region.</p> <p>Q) A member asked how many acres of empty container storage exist currently in Metro Vancouver.</p> <p>A) Richard explained that this detail was not a part of his study. He noted that storage space for empty containers is necessary given lag times between emptying and reloading containers. Richard observed that the storage area is not large when viewed as part of the total picture.</p> <p>Q) A member questioned whether Brownfield sites exist that could be repurposed for logistics.</p> <p>A) Port Metro Vancouver explained that this is an ideal scenario but is often cost-prohibitive, citing an example of a heavily contaminated site along the Coquitlam/New Westminster border. This site would be ideal as industrial land if the clean-up were not very expensive. This site has a negative valuation due to its contamination and has also contaminated adjacent Port Metro Vancouver-owned property. The Corporation of Delta representative said that Delta offers tax exemptions to those developing contaminated sites in the community, but no particulars about the number or feasibility of using these sites was available.</p> <p>Q) A member asked for clarification on how regional and local perspectives are accommodated in land use planning, and whether there is provincial leadership in relation to making more local land available for logistics.</p> <p>A) Richard answered that the province of BC has an interest in maintaining local industrial land to generate funds, and that it certainly has an interest in maintaining and enhancing the industrial base in the province of BC.</p>
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	<p>Q) A member asked about the potential of the Ashcroft terminal. A) Richard explained that Ashcroft was a small piece of industrial land which has a future in relation to export products. Imports require more space as containers need to be opened and goods organized and distributed to local markets. This would be more difficult to accommodate in Ashcroft with its small population, than in the Lower Mainland.</p> <p>Q) A member inquired about the environmental impacts and benefits of transloading and consolidating to Calgary. A) Richard explained that an environmental consultant would need to analyze the research. In general, the carbon footprint is larger when further away from the port and Calgary is less efficient than Metro Vancouver so it has a much larger impact.</p>
<p>2. General Business</p>	
<p>2.1</p>	<p>Submission to the Delta Optimist: <i>led by Patrick Thompson, PCLC member</i></p> <p>The next article submission will be linked to Port Metro Vancouver’s new Delta noise monitors. Patrick is waiting for confirmation from the port authority when the noise dashboard will be live and accessible to the public, expected soon. Patrick will send out a draft article to the rest of the PCLC once the information is available.</p> <p>Update as of March 11, 2016: Noise monitors are live and information has been forwarded to Patrick.</p>
<p>3. Correspondence</p>	
<p>3.1</p>	<p>Community</p> <p><u>General update:</u> <i>provided by Alycia Majorkiewicz-Ata, Municipal and Community Engagement Specialist, Port Metro Vancouver</i></p> <p>The only correspondence received was related to poor road conditions on the Deltaport causeway. The inquiry was directed to the Ministry of Transportation.</p> <p><u>PCLC email update:</u> <i>Patrick Thompson, PCLC member</i></p> <p>Since the last meeting, Bernita and Patrick replied to a few emails sent from community members. They also responded to two similar emails that raised concern about environmental impacts and questioned whether RBT2 is being reviewed objectively. Port Metro Vancouver explained that regulatory agencies will review the RBT2 proposal and that there will be opportunities for input into project elements once the review panel is assembled.</p> <p>The increase in emails over the past couple of months seems to be related to the articles submitted to the Delta Optimist. Communication with the</p>

	community is growing.
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3.2	<p>Member enquiries</p> <ul style="list-style-type: none"> • R. McCandless, correspondence dated Feb 21, 2016, re: clarification of evaluation process of the short list of RBT2 terminal operators (addressed in section 4.1 Port update) • P. Thompson, correspondence dated Feb 23, 2016 re: DTRRIP trucking stage area update (addressed in section 4.1 Port update)
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4. Reports	
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4.1	<p>Port update: <i>provided by Allan Baydala, CFO, Port Metro Vancouver</i></p> <p>Port Metro Vancouver is hopeful that the panel for the proposed Roberts Bank Terminal 2 Project will be appointed soon. Once appointed, the independent review panel would be responsible for reviewing the conclusions of the EIS.</p> <p>Terminal operator procurement has begun and an RFP issued to shortlisted terminal operators, as reported at a previous meeting. Confidential meetings will be held in April with potential proponents, with proposal submission expected in September and selection by early 2017. Other than ancillary approvals relating to operations, Port Metro Vancouver’s selection of a terminal operator is not subject to government review.</p> <p>Q) A member questioned whether a foreign terminal operator at Roberts Bank would be subject to the same transparency measures as Canadian companies.</p> <p>A) Port Metro Vancouver explained that foreign terminal operators would establish a Canadian entity, subject to the same rules as any other Canadian company. The constructive, longstanding relationship with DP World, headquartered in Dubai, was given as an example.</p> <p>The Vehicle Access Control System (VACS) gates at the entrances to the Westshore and Deltaport terminals will be operational by end of the month.</p> <p>The truck staging facility described at a previous meeting is moving into the detailed design phase. The project will likely require consultation and PCLC would have ability to see the detailed design.</p> <p>ACTION: Share truck staging facility design with PCLC once available.</p> <p>The Vancouver Airport Fuel Delivery Project has been permitted. Once complete, this will reduce current traffic volumes on the highway through Delta by approximately 1000 trucks.</p> <p>Q) A member asked for an update on the status of the Fraser Surrey Docks permit.</p>
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	<p>A) Port Metro Vancouver explained that they have issued a revised permit to allow transfer of coal onto ships, subject to conditions. The proposal from Fraser Surrey Docks is on hold, likely due to the poor market conditions.</p>
4.2	<p>Delta office report: <i>provided by Tanya Hawke, Communications Outreach Advisor, Port Metro Vancouver</i></p> <p>There has been a noticeable increase in visitors to the Delta Community Office. Members of the public are speaking directly to Port Metro Vancouver staff. Their questions are generally about the RBT2 project or the George Massey Tunnel. Inquiries about the tunnel are directed to the appropriate office.</p>
<p>5. Action Items</p>	
5.1	<p>Action items follow up: <i>led by Michelle LeBaron, Facilitator</i></p>
<p>6. Strategic Planning Session</p>	
6.1	<p>2016 planning: <i>led by Michelle LeBaron, Facilitator</i></p> <p>We began by setting out the parameters of the strategic planning process including the opportunities it offers to:</p> <ul style="list-style-type: none"> • to step “out of the river and observe our own process” • make suggestions about improving PCLC meetings and processes • consider which focus is most salient for the coming year • revisit key goals to be sure they are aligned with PCLC processes, and • think about the “whole system” rather than being absorbed in its parts, members reflected on what makes meetings work well. <p>Members were then asked to identify aspects of meetings that work effectively as a way of informing our discussions about improving PCLC meeting effectiveness in 2016.</p> <p>Comments included that good meetings feature:</p> <ul style="list-style-type: none"> • good communication • accurate and sufficient information, including detailed technical information • presentations and ample time for engagement with the presenter • passionate speaking and trust • diversity in the form of participants from multiple sectors • spaces to consider underlying assumptions, and material that might come from different assumptions (for example, a scenario in which T2 is not approved and development does not go ahead) • strong leadership, and • effective facilitation. <p>PCLC members then broke into four small groups to discuss particulars according to four themes identified in the fall check-in conversations with</p>

	<p>the facilitator.</p> <p>The themes were:</p> <ol style="list-style-type: none">1. PCLC processes/functioning2. Key values of PCLC3. Communication, coordination and follow-through4. Purpose and scope of PCLC <p>Each group was asked to make specific suggestions to bring PCLC closer to optimal functioning, and to report these to the whole group. They are organized below according to the four themes:</p> <ol style="list-style-type: none">1. PCLC processes/functioning <i>This group identified the following tweaks to how PCLC operates:</i><ul style="list-style-type: none">• Even more technical information and details would be welcome, particularly if these could be made available before meetings for members to review. If PowerPoint presentations and supporting information could be circulated before the PCLC meetings, members could come more prepared to engage with expert presenters.• Reserving 5-10 minutes in each meeting for informal exchange about questions arising from the community and how these might be addressed.• Circulating reports from PMV and the community office before meetings to optimize time spent at the meetings themselves.• Field trips and foundational information being available to PCLC members, i.e. "Containers 101".2. Key values of PCLC <i>This group identified the following as particularly important for PCLC in the next year:</i><ul style="list-style-type: none">• accountability• transparency• curiosity• diversity in composition (while not being strict about representative composition beyond that envisioned in the Terms of Reference), and in thoughts and views• empowerment• accurate information• trust and respect, and• expertise3. Communication, coordination and follow-through <i>Within PCLC, this group felt it would be important to:</i><ul style="list-style-type: none">• make room for discussion and engaging a range of views• engage thoroughly with expert presenters, and• streamline the agenda so that reports function as focal points for questions and discussion. <p><i>Between PCLC and the community, this group felt it could be helpful to:</i></p>
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	<ul style="list-style-type: none"> • continue with the <i>Optimist</i> articles • consider holding a “PCLC Day” at the office, and • continue the tracking of correspondence and inquiries—the current system seems to be working well. <p>4. Purpose and scope of PCLC <i>This group observed that:</i></p> <ul style="list-style-type: none"> • Having numerous stakeholders from different sectors and parts of society at the table is important and functional • The broad scope of the work, spanning issues related to ferries, rail and vehicular traffic, farmland, biodiversity or the Fraser River and other issues as ancillary to PMV activities is important to maintain • It might be useful to turn the articles to the <i>Delta Optimist</i> into letters that involve key stakeholders such as the mayor or the TFN, and that • RBT2 is the expected focus for the coming year. <p>Members expressed general approval of the outcomes and interest in implementing suggestions.</p> <p>ACTION: Naomi and Michelle will confer about structuring future agendas to accommodate informal time for exchanging community perspectives, more engagement time with experts and time for informal exchanges within the PCLC.</p> <p>ACTION: Naomi and Michelle will confer about whether reports can be made available in advance of meetings.</p> <p>ACTION: Port Metro Vancouver to work the Global Container Terminals and Westshore to set up a terminal tour for PCLC members.</p>			
Meeting	Agenda Ref #	Action Item	Responsible	Due Date
30	4.1	Share truck staging facility design with PCLC once available.	Naomi	Future meeting
30	6.1	Confer about structuring future agendas to accommodate informal time for exchanging community perspectives, and more engagement time with experts.	Naomi and Michelle	Future meeting
30	6.1	Confer about whether some reports can be made available in advance of meetings.	Naomi and Michelle	Future meeting

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30	6.1	Port Metro Vancouver to work the Global Container Terminals and Westshore to set up a terminal tour for PCLC members.	Naomi	Future meeting
29	2.1	Bring greeting card to next PCLC for group to sign and give to Geoff.	Michelle L.	COMPLETED
29	2.2	Send more information about the Delta noise monitoring dashboard once it is live.	Alycia M.	COMPLETED
29	3.1	Investigate an "issues and response" table for web posting to use for PCLC email tracking.	Alycia M.	COMPLETED
29	4.1	Coordinate presentation on industrial land.	Alycia M.	COMPLETED
28	2.1	Review terms of reference (duties of members) to explain how it relates to the correspondence document	Michelle L.	COMPLETED
28	3.2	Port Metro Vancouver and Vancouver Aquarium to present "Pollution Watch"	Alycia M.	Future meeting
28	3.2	Discuss Port Metro Vancouver's response on GIS systems and coordinated environment effects monitoring briefs	Alycia M.	Future meeting