

North Shore Waterfront Liaison Committee – Meeting Notes

DATE:	May 5, 2016
TIME:	5:30 pm – 7:30 pm
LOCATION:	District of West Vancouver
CHAIR	Jillian Cooke, Community Representative, District of North Vancouver
VICE CHAIR	Ron Sander, Neptune Terminal

Agenda Topic	Discussion/Action Items
1. Welcomes and introductions	<p>Committee members introduced themselves. Special guests included:</p> <ul style="list-style-type: none"> • Michael Lowry, WCMRC • Jennifer Natland, Vancouver Fraser Port Authority
2. Presentation on Western Canada Marine Response Corporation	<p>Michael Lowry presented on the Western Canada Marine Response Corporation (presentation available online)</p> <p>Q: How far north is the WCMRC's reach? A: The WCMRC responds to any spill south of the 60th parallel.</p> <p>Q: How would an LNG spill be cleaned up? A: WCMRC could potentially be involved in cleaning up an LNG bunker fuel spill, however any tankers that carry LNG would be required to sign up for WCMRC services. It was noted that LNG evaporates</p> <p>Q: Has there ever been an LNG incident? A: There has never been an LNG incident, to the knowledge of the WCMRC. An article had recently been written by Captain Stephen Brown, the previous president of the BC Chamber of Shipping the shipping record of LNG. Clear Seas also released a report on shipping safety in Canada. The report showed that although incidents have been declining, there are still many gaps in data on the causes of incidents.</p> <p>Q: What were the learnings of the spill in English Bay? A: A report commissioned by the Coast Guard had a number of recommendations for improving spill response. The recommendations centered actions taken during the early hours, roles and responsibilities, notification, and the Greater Vancouver Incident Response Plan.</p> <p>Q: How many incidents are there in a typical year? A: The WCMRC normally receives 20 calls per year. This year there have been 18 calls already, due to people being more cautious. The biggest spill to date was from the Queen of the North ferry. Another large spill was from the Westridge terminal into the inlet in Burnaby was of diluted bitumen, and it was 90% recovered.</p> <p>Q: Does WCMRC monitor the Chevron tanks? A: No the WCMRC must be activated by a member vessel or the Coast Guard, once a spill has been observed.</p> <p>Q: What was the cause of Marathassa? A: The cause of the spill is currently under investigation, and it is being moored in Prince Rupert.</p>

3. Presentation on Project and Environmental Review

Jennifer Natland presented on the Project and Environmental Review process. (presentation [available online](#))

Q: Where did consultation period time frames come from?

A: The consultation period time frames were based on what the port authority felt would be a reasonable of time for someone to receive a notification, review the information and provide feedback.

Q: How does the consultation period compare to municipalities?

A: Every situation is different. The Project and Environmental Review Renewal was completed because of the high level of public interest. Applicants were looking for more consistency, while the public wanted more transparency. The consultation period was determined through an external advisory panel including local municipalities, First Nations and citizen groups, and the process was also overseen by the person who used to lead the BC Environmental Assessment Office. The process is guided by a principle of continuous improvement and changes can be made to respond to concerns raised about consultation times.

Q: Who decides what concerns are considered valid?

A: Consultation input is reviewed by the port authority's technical review staff, which include a large environmental department with biologists, acoustic sound specialists, and technical specialists. It was noted that not all port assessed projects are CEAA designated projects. The Kinder Morgan project is reviewed by the National Energy Board and the Roberts Bank Terminal 2 Project is reviewed by CEAA.

Q: Would an off-loading facility trigger CEAA?

A: Triggers for CEAA could include volume of storage capacity, size of new berth. For the Kinder Morgan project triggers were the kilometer of pipeline and storage capacity on site. The LNG facility in Prince Rupert also triggered CEAA.

Q: Is there an appeal process for approvals?

A: Judicial review by the federal court is the process for appealing approvals. Appeals can also be made directly to the Minister of Transportation. It was noted that the port authority met with the Stop G3 group to listen to their concerns and share information. It's worth noting that VFPA rejects many development proposals before they can even get to an applications stage. Our staff vet proposals early on so that we are only receiving applications that have a good chance at success.

Q: Do you make recommendations to proponents to improve a project?

A: Yes, a great deal of guidance to applicants before they submit an application.

Q: Who is the minister responsible for CEAA?

A: Transportation Minister Garneau and Environment Minister McKenna

Q: What happens when you find someone who did something without authorization?

A: There are a number of consequences for unauthorized works, which could range from the tenant having to retroactively apply for a permit, to the tenant being forced to demolish the structure.

Q: Have you had feedback about how short the consultation timeline is?

A: Yes, there has been feedback both from individuals and municipalities. It should be clarified that there are two consultation periods for each Category D project, one of which is a preliminary consultation to ask what studies should be completed. Also, for G3,

	<p>consultation materials were available on their project website at the time their initial notification was issued which was a couple of weeks prior to the official comment period.</p> <p>Q: What is the difference between project and environmental review?</p> <p>A: Environmental review examines the potential environmental impacts of a project and whether these impacts can be mitigated. Through this environmental review, VFPA carries out its responsibilities under section 67 of the Canadian Environmental Assessment Act and its related responsibilities under the Canada Marine Act.</p> <p>Project review examines factors such as fire risk, site suitability and other technical details. Outside expertise is often brought in to advise on the methodology and results. One example of how site suitability is used in project review is in the way that it ensures that the site is used intensively and appropriately. For example, the port authority has turned down proposals for LNG due to the fact that an LNG terminal does not need rail access or deep water.</p> <p>Q: Would the port ever consider a terminal to move oil from rail to ships on the Fraser River?</p> <p>A: While we haven't studied the potential risks of the shipment of oil along the Fraser River, we expect that they could be significant enough to make it extremely challenging for such a proposal to be successful.</p>
<p>4. Follow up on action items</p>	<ul style="list-style-type: none"> • Thank you letters to presenters had gone out. • It was noted that the blue cabin feasibility study was not a formal action item. Ian McMurdo had spoken to the group to provide more realistic information about the challenges of placing the structure on a barge. The District of North Vancouver had recently provided \$10,000 to the group for the remediation of the cabin.
<p>5. West Vancouver anchorage</p>	<p>Community concerns have again been brought forward about berths 16, 17 and 18 in West Vancouver. Local residents are concerned about noisy generators and bright lights, as well as pilots arriving on noisy boats at 3am.</p> <p>Questions from the committee included:</p> <ul style="list-style-type: none"> - Can ships that are known to be noisy be anchored in English Bay rather than next to West Vancouver? - Can Tymac be asked to do their pilot transfers more slowly and less noisily? - Can ships not be brought in to anchor at 3am? <p>Action: Frances to find answers to questions.</p>
<p>6. Complaints</p>	<p>Several complaints had been received about rail noise on the North Shore, including screeching and train whistles.</p> <p>Note: A noise monitor has been installed at a resident's house to record the noise for further analysis.</p>
<p>7. Next meeting</p>	<p>8am – 10 am, June 30, 2016 Boardroom, Neptune Terminal Administrative Office 100-340 Brooksbank Avenue, North Vancouver</p>

Action	Lead
A letter would be sent to presenters thanking them for their presentation.	Frances Tang-Graham/Jillian Cooke
Ask about mitigations to reduce impacts of West Vancouver anchorages	Frances Tang-Graham

Attendance

City of North Vancouver:

Heather Drugge, Community Representative	In attendance
Ian McMurdo, Community Representative	In attendance
Larry Orr, Manager, Lands and Business Services, Community Development, City of North Vancouver	In attendance

District of North Vancouver:

Glen Webb, Community Representative	In attendance
Jillian Cooke, Community Representative	In attendance
Charlene Grant, General Manager of Corporate Services, District of North Vancouver	In attendance

District of West Vancouver:

Michael Evison, Community Representative	In attendance
Alex Tunner, Community Representative	In attendance
Kristi Merilees, Manager of Community Relations, District of West Vancouver	In attendance

Industry:

Jeanette O'Brien, Western Stevedoring - Representing Wharf Operators Association	Regrets
Dave Lucas, Western Stevedoring - Representing Wharf Operators Association	In attendance
Ron Sander, Neptune Bulk Terminals Canada – representing North Shore Waterfront Industrial Association	Regrets
Emile Scheffel, CN Representative	Regrets
Jeff Taylor, Director, Communications and Public Relations, Seaspan	Regrets

Vancouver Fraser Port Authority

Duncan Wilson, Vice President of Corporate Social Responsibility	In attendance
Frances Tang-Graham, Municipal and Community Engagement	In attendance
Naomi Horsford, Executive Municipal Liaison	Regrets

Guests

Michael Lowry, WCMRC	In attendance
Jennifer Natland, Vancouver Fraser Port Authority	In attendance