

## MEETING NOTES

### Port Community Liaison Committee - Delta

<b>Meeting:</b>	<b>#32</b>
<b>Date:</b>	Thursday, June 23, 2016
<b>Time:</b>	6:00 pm – 8:00 pm
<b>Location:</b>	Delta Community Office, 5225A Ladner Trunk Road, Ladner In the Trenant Park Shopping Centre, next to the Shoe Warehouse.
<b>Facilitator/ Chair</b>	Michelle LeBaron
<b>Attendees:</b>	<p><b>Members:</b></p> <p><b>Community Representatives</b>  Leslie Abramson, Ladner  Randy Johnstone, Ladner  Roger Emsley, Tsawwassen  Robert McCandless, Tsawwassen  Patrick Thompson, Tsawwassen</p> <p><b>Environmental Representative</b>  Kate Hagmeier</p> <p><b>Organizations</b>  Andrea Jacobs, Tsawwassen First Nation  Allan Baydala, Vancouver Fraser Port Authority  Marko Dekovic, Global Container Terminals  Greg Andrew, Westshore Terminals  Mike Brotherston, Corporation of Delta (acting)</p> <p><b>Facilitator and Coordinators</b>  Michelle LeBaron  Naomi Horsford, Vancouver Fraser Port Authority  Ram Chungh, Vancouver Fraser Port Authority</p> <p><b>Guests:</b></p> <p><b>Vancouver Fraser Port Authority</b>  Tom Corsie, Vice President, Real Estate  Greg Rogge, Director, Land Operations  Chris Clarke, Delta Office Representative</p>
<b>Regrets:</b>	Frank Rogers, Tsawwassen Tom Awrey/Orv Nickel, Delta Chamber of Commerce Gord Westlake, B.C. Rail Company Leisa Yee, Delta Farmers' Institute

#	Agenda item
<b>1. Presentations</b>	
1.1	<p><b>Trucking by Greg Rogge, Director of Land Operations</b></p> <p>Presentation available on our <a href="#">website</a>.</p> <p>As a result of reform, there has been a decrease in the number of companies and container trucks visiting the Port of Vancouver, increasing operational efficiencies and number of moves for the drivers.</p> <p>Today, GPS units have been installed in all – approximately 1720 – approved local container trucks accessing the port. This provides the port authority unprecedented insight and data on container trucking. The data collected by GPS, the TLS Program and other systems are applied to the port authority’s newly developed Balanced Scorecards. Each of the 95 trucking companies accessing the port receives a monthly Balanced Scorecard giving insight to their own company as compared to the other participating trucking companies in the TLS Program (i.e. truck ages, environmental compliance, operational metrics, reservation compliance etc.)</p> <p>For those interested in truck traffic and average turn times, the <a href="#">GPS dashboard</a> is available on the Port of Vancouver website.</p> <p>As part of the 2015 reform, a new 10-year rolling truck age requirement was introduced to take effect in 2022. Subject to rare exceptions, this requirement would see the maximum age of any approved truck in TLS at 10 years old. A judicial review has been filed with the courts by a driver representative group challenging the 10-year rolling truck age requirement.</p> <p><i>Questions from PCLC members answered by Greg Rogge unless stated otherwise.</i></p> <p><b>Q)</b> Are you able to gather information on the trucks visiting during the day and those visiting at night? <b>A)</b> Yes.</p> <p><b>Q)</b> What company has challenged your trucking policy?</p> <p><b>A)</b> Unifor has filed the complaint. They represent approximately 200 of the TLS Program trucks’ drivers.</p> <p><b>Q)</b> Sometime ago I believe the port committed to reduce the number of empty rigs. There are still quite a few empty rigs going to and from Deltaport. What is being done to reduce these?</p> <p><b>A)</b> We are creating a common reservation system, which will incent double-ended moves for container trucks. It is complex to design because it requires working with all four container terminals. We will start working with Deltaport first, then Centerm, and Fraser Surrey Docks and Vanterm early next year. Next year it will be fully operational.</p> <p><b>Q)</b> Who directs and controls trucks today?</p>

	<p><b>A)</b> Dispatchers of the individual trucking companies direct and control the trucks in their fleets and the cargo owner determines where a particular truck will go to pick up/drop off a container. It is not the container terminal or port authority.</p> <p><b>Q)</b> Who choreographs the container trucks today and who will do so in the future?</p> <p><b>A)</b> The container terminals' individual reservation systems drive the volume of trucks at each terminal. As part of the development of the Common Reservation System coming next year, maximizing truck moves has been identified as a key objective.</p> <p><b>Q)</b> Will the Tsawwassen Container Examination facility be involved with that process? <b>A)</b> Yes.</p> <p><b>Q)</b> Is the Delta Container Truck Traffic working group still meeting?</p> <p><b>A)</b> The group has not met for a few years.</p> <p><b>Q)</b> Are flat decks and general cargo a part of the plan for double ended-moves? <b>A)</b> No</p> <p><b>Q)</b> How do you inspect and discipline the trucks that aren't complying with truck requirements?</p> <p><b>A)</b> We often inspect trucks and so does the Province's Commercial Vehicle Safety and Enforcement units (CVSE), with whom we coordinate.</p> <p><b>Q)</b> What happens to trucks that were cited as not complying? Do they go into the balanced scorecard?</p> <p><b>A)</b> Yes. For instance, our recent roadside inspection resulted in some environmental retrofits that needed review. The truck owners were given a brief time to get an inspection done and prove that identified issues have been remedied.</p> <p><b>Q)</b> Were the trucks in question still accessing the Port of Vancouver during that time?</p> <p><b>A)</b> Yes, however if they have not remedied the issues after that brief time, they can no longer operate at the Port of Vancouver.</p> <p><b>Q)</b> Will there be facilities like washrooms at the truck staging area near Deltaport and Highway 17? <b>A)</b> Yes.</p> <p>A PCLC member commented that the Port Authority is addressing a lot of the concerns and comments community members have had about trucking and that information needs to be shared with the community.</p>
<b>2. General Business</b>	
2.1	<p><b>Update from the noise monitoring public meeting at Delta Community Office, Saturday, May 7, 2016, 11:00 a.m. – 12:00 p.m. provided by Patrick Thompson</b></p>

	<p>Five residents attended the meeting. The session went well, and the smaller than anticipated group allowed for meaningful discussions. The meeting built an understanding about why some noises occur and the Port Authority made a presentation on progress in responding to noise issues and where improvements may be possible. Anyone who has complained about port noise in Delta was invited to this meeting. It would be worthwhile to have a similar meeting on other topics in the future. For future meetings, an RSVP would be included with invitations and a reminder email sent before the meeting to maximize attendance.</p>
<p><b>3. Correspondence</b></p>	
<p>3.1</p>	<p>General update: <i>provided by Ram Chungh, Municipal and Community Engagement Specialist, Vancouver Fraser Port Authority</i></p> <p>Two complaints received from the same individual regarding common terminal noise at Deltaport’s container terminal. Concerns were shared with GCT. GCT has asked for noise monitoring data to confirm source of noise.</p> <p>PCLC email update: <i>Patrick Thompson, PCLC member</i> – nothing to report.</p> <p><b>Other:</b></p> <p>PCLC member commented that community members have asked him about train noises at rail crossings during the night. At some grade crossings it is understood that the City of Surrey has invested in gates that go up and down so crossing signal noise would not occur or would be reduced.</p> <p>Corporation of Delta representative commented that the issue of whistle cessation is complex and that safety issues are paramount.</p> <p><b>Action:</b> Follow up with B.C. Rail Company representative at next meeting.</p>
<p><b>4. Reports</b></p>	
<p>4.1</p>	<p><b>Port update:</b> <i>provided by Allan Baydala, CFO, Vancouver Fraser Port Authority</i></p> <p>Roberts Bank Terminal 2 Project</p> <p>The three member environmental assessment panel has been appointed.</p> <p>All agencies that would have a role in the assessment in the Terminal 2 Project have been invited to appear in front of the panel on June 28 for an orientation meeting and describe their prospective roles. This meeting will be open to the public and live streamed.</p>
<p>4.2</p>	<p><b>Delta Community Office report:</b> <i>provided by Chris Clarke, Delta office representative</i></p> <p>The Delta office staff hosted a speaker event with excellent attendance, 90 per cent of whom had not visited the office before.</p>

	<p>On June 8, the Delta office coordinated a bus tour for the Delta Chamber of Commerce, during which 30 participants visited Deltaport, Westshore, and Delco.</p> <p><b>Action:</b> Ram to coordinate organizing terminal tours for PCLC.</p> <p>Visitors at the Delta office asked about the following: automation of terminals, shore power, logistics services available, registration for the port’s AGM. Interest has decreased in the George Massey Tunnel replacement and coal.</p> <p>The port authority is in the middle of a 60-day consultation period regarding proposed amendments to its Land Use Plan, where feedback is being sought on the land use designations for newly acquired properties in Delta and Richmond. The port will host public meetings in Richmond on Saturday, June 25 and Delta on Tuesday, June 28.</p> <p><i>Questions asked by PCLC and answered by Tom Corsie, VP of Real Estate</i></p> <p><b>Q)</b> Do you receive questions about the proposed uses of properties you have acquired?</p> <p><b>A)</b> Yes. The properties are currently designated “industrial” by the municipalities and our Land Use Plan has designated the properties as “industrial.” At this time, there are no plans to change how the lands are being used.</p> <p><b>Q)</b> Is the property you acquired in Delta near Burns Bog?</p> <p><b>A)</b> The properties are along River Road, in the vicinity of Burns Bog but not adjacent to it.</p>
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**5. New business**

5.1	<p><b>Work session – Building capacity to work together</b> <i>led by Michelle LeBaron</i></p> <p>Session was led by Michelle providing information about understanding uncertainty, why uncertainty matters and how to manage it. A matrix on uncertainty was circulated and PCLC members worked in small groups to identify the most problematic aspects of uncertainty and how these can be managed.</p>
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Meeting	Agenda Ref #	Action Item	Responsible	Due Date
31	4.1	Coordinate general overview on trucking presentation	Mandy E.	Complete
31	1.1	VFPA and Vancouver Aquarium to report regarding PollutionTracker and Georgia Strait Alliance	Mandy E.	Complete

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28	3.2	Discuss Port of Vancouver's response on GIS systems and coordinated environment effects monitoring briefs.	Alycia M.	Future meeting
32	3.1	Follow up with B.C. Rail Company representative regarding at grade rail crossings.	Gord W.	Next meeting
32	4.2	Organize terminal tours for PCLC	Ram C.	In progress