

## MEETING NOTES

### Port Community Liaison Committee - Delta

<b>Meeting:</b>	#33
<b>Date:</b>	Thursday, Sept 8, 2016
<b>Time:</b>	Breakfast: 7:30 a.m. Meeting: 8:00 – 10:00 a.m.
<b>Location:</b>	Delta Community Office (5225A Ladner Trunk Road, Ladner) <i>Located in the Trenant Park Shopping Centre next to Shoe Warehouse</i>
<b>Facilitator/ Chair</b>	Michelle LeBaron
<b>Attendees:</b>	<p><b>Members:</b></p> <p><b>Community Representatives</b> Leslie Abramson, Ladner Patrick Thompson, Tsawwassen Frank Rogers, Tsawwassen</p> <p><b>Environmental Representative</b> Kate Hagmeier</p> <p><b>Organizations</b> Bernita Iversen, Corporation of Delta Gord Westlake, B.C. Rail Company Greg Andrews, Westshore Terminals Noel Roddick, Delta Farmers' Institute (Leisa's alternate) Marko Dekovic, Global Container Terminals Tom Awrey, Delta Chamber of Commerce</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> Kim Keskinen, Environmental Specialist, Project &amp; Process Review Trevor Andrews, Environmental Specialist, Aquatic Resources Gilles Assier, Director, Infrastructure Sustainability Sandor Smith, Manager, Infrastructure Finance Tanya Hawke, Delta Office Representative Authority</p>
<b>Regrets:</b>	Allan Baydala, Vancouver Fraser Port Authority Robert McCandless, Tsawwassen Roger Emsley, Tsawwassen Randy Johnstone, Ladner Andrea Jacobs, Tsawwassen First Nation

#	Agenda item
<b>1. Presentations</b>	
1.1	<p><b>DP3 East Causeway Habitat Rehabilitation Project by Trevor Andrews, Vancouver Fraser Port Authority.</b> Presentation available on our <a href="#">website</a>.</p> <p><i>All questions were provided by PCLC members and answered by Trevor Andrews unless stated otherwise.</i></p> <p>Habitat enhancement on the East Causeway is to offset the construction affects from the Deltaport Third Berth (DP3) project and effects on the environment, which was required as part of the approval of DP3 by the Department of Fisheries and Oceans.</p> <p>Challenges were discussed because the habitat enhancement originally completed on the East Causeway did not function as planned due, in part, to powerful storm waves interfering with rehabilitation.</p> <p>The presentation highlighted:</p> <ul style="list-style-type: none"> <li>• continuing attention needed at the salt marsh;</li> <li>• challenges in rehabilitation arising from the inverted slope of the shore, large waves, wave angles (peeling out the soil), lack of drainage and the correspondent difficulties in lack of damage that have led to challenges developing durable pickleweed; and</li> <li>• future plans to rehabilitate the site including images of the remediated shoreline adjacent to the East Causeway by mimicking a naturally formed habitat in a similar site.</li> </ul> <p><b>Q)</b> With the proposed habitat enhancement, what is the plan in order to ensure water will drain?  <b>A)</b> The area will be developed so it will self-drain.</p> <p>The initial cost for habitat enhancement on the East Causeway was \$12 million dollars (including purchasing reusable sheet wall and rip rap); the plan moving forward will cost an additional \$1.5 million.</p> <p>As this area has been monitored for the last seven years, VFPA has been able to gather valuable information, and has documented the first-ever instance of habitat enhancement that facilitated spawning of forage fish in BC.</p> <p>Construction will proceed upon approval of the permit, hopefully before winter weather sets in and king tides begin in January. No significant change in noise in this area is projected though some work will be done in the evening because this is when the tide is the lowest tide and sediment will thus be less disturbed. Light disturbance should similarly be minimal during construction, and the community will be notified about the work as outlined in the communication plan.</p>

	<p><b>Q)</b> When you bring in rip rap for the Westham Island Canoe Pass Tidal Marsh project could you truck it in instead of bringing it on a barge?</p> <p><b>Action:</b> VFPA to follow up with more information on how the rip rap will be transported to this site.</p>
<p><b>2. General Business</b></p>	
<p>2.1</p>	<p><b>Roberts Bank Terminal 2 (RBT2) Project Update provided by Gilles Assier and Sandor Smith, Vancouver Fraser Port Authority.</b></p> <p><b>Background</b></p> <p>The Review Panel for RBT2 Project announced that the comment period started on June 14, 2016 in relation to the sufficiency and technical merit of the Environmental Impact Statement (EIS) and the Marine Shipping Addendum submitted by the Vancouver Fraser Port Authority.</p> <p>Comments are to be submitted to the Review Panel Manager by email or mail on or before October 14, 2016 <i>[please note, since the meeting this deadline has been extended to October 28, 2016].</i></p> <p>The Review Panel for this project also announced a second orientation session open to the public to be held September 16, 2016 in Vancouver. Information will be provided by the Tsawwassen First Nation and local municipalities. In addition, a presentation will be given by Transport Canada, the Canadian Coast Guard and the Pacific Pilotage Authority regarding Canada's Marine Safety System, and VFPA will deliver a presentation on the container terminal industry. Although participants and the public will not have an opportunity to ask questions during the session, follow-up questions may be sent to the Panel for its consideration.</p> <p><b>New Container Forecast</b></p> <p>VFPA released the 2016 Ocean Shipping Consultants container traffic forecast for the west coast of Canada, which shows continued growth in container trade at a compound annual growth rate of about 4 percent. This reinforces the need for planned capacity increases through the existing Deltaport and Centerm terminals in Vancouver and the Fairview Terminal in Prince Rupert. The forecast also confirms that the proposed Roberts Bank Terminal 2 Project will be needed by the mid-2020s.</p> <p><b>Orientation Sessions</b></p> <p>In order to help them understand the project, the panel took part in a helicopter tour of the Roberts Bank area and will also be participating in a boat tour and land tour of the dike and Roberts Bank.</p> <p>The panel land tour on September 14<sup>th</sup> involves getting on to the dike from the North side (not the rail lines). The tour will go to the Seaspan parking lot to see</p>

	<p>the port operations. If plans change, VFPA will inform appropriate industry representatives. VFPA has provided notice to those who would be affected by the tour (ie. Westshore).</p> <p>Highlights of Q &amp; A session:</p> <ul style="list-style-type: none"> <li>• One goal from the orientation session is to learn from experts in different areas/fields</li> <li>• At the first session, there were 12 presentations provided by different agencies along with VFPA</li> <li>• Like the first, the second orientation session will also be available online with transcripts available; the second will focus more on local representatives</li> <li>• VFPA is not encouraging or discouraging container traffic to Fraser Surrey Docks. Instead, there is a clear trend and strong economic incentive for container shipping lines to utilize larger vessels. Due to the depth of the Fraser River, it is challenging to move large container vessels on the Fraser River.</li> <li>• The next milestones in the Terminal Operator procurement process are the submission deadline followed by evaluation and the selection of a preferred proponent in December 2016 or early 2017. Negotiations are confidential and are monitored by our fairness advisor to ensure that VFPA has a robust competitive process. The five shortlisted proponents all have the opportunity to submit proposals in October after which the list will be narrowed.</li> </ul>
<p>2.2</p>	<p><b>PCLC and Delta Community Office update, provided by Tanya Hawke, Vancouver Fraser Port Authority.</b></p> <p>The Delta Community Office is planning to host informal information sessions this fall so residents can learn about the Port of Vancouver, the Vancouver Fraser Port Authority and port-related projects / operations specific to Delta.</p> <p>These one hour "Port 101" sessions will be hosted by the VFPA on different days and times at the Delta Community Office.</p> <p>VFPA asked PCLC if they would like to be involved and how they would like to be involved. For example, 10 minutes of the one-hour talk could be about PCLC, with opportunities for PCLC members to interact with the public. PCLC involvement could also be included in the advertising for the event.</p> <p>PCLC community members displayed interest in being involved and having representatives at the event who could speak about the PCLC. A recommendation for a session on eel grass/habitat enhancement was made, since environment is a key interest for the community.</p> <p>The Delta Community Office is currently hosting a speaker series and the last session in August attracted a full house of about 40 attendees. Community surveys and conversations indicate people would like to know how VFPA is</p>

	<p>governed so Port 101 will include this information.</p> <p>The next speaker series is [was] on September 22 at 7 p.m. at the Delta office. The guest speaker is Richard Wiefelspuett, Ph.D., Executive Director of the Clear Seas Centre for Responsible Marine Shipping (Clear Seas). Clear Seas is a Canada-wide non-profit organization doing research of marine shipping in Canada. The organization is funded by, the Government of Alberta, Government of Canada (Transport Canada) and industry groups represented by the Canadian Association of Petroleum Producers.</p> <p><b>Q)</b> Are any of the municipalities involved in Clear Seas?  <b>A)</b> VFPA - When developing the structure of the organization, outreach was done with local mayors to include an appointee from the municipal sector. One board member is a former mayor.</p> <p><b>Q)</b> Michelle L. – Does Clear Seas have a role in coordinating a response?  <b>A)</b> GCT – No, Clear Seas is focused on research, information sharing and communicating, and advocacy.</p>
2.3	<p>PCLC will be invited to sit at the VFPA’s table for these events:</p> <ul style="list-style-type: none"> <li>• O.W.L’s – Raptor Rendez-vous Fundraiser: Oct 22, Quilchena Golf Country Club</li> <li>• Hats off Gala: Friday, November 25</li> </ul> <p><b>Action:</b> Send invitation to PCLC members.</p>
2.4	<p>PCLC will be invited to take part in terminal tours of Deltaport and Westshore at Roberts Bank. <i>[Original proposed date was October 6, but due to staffing challenges, a new date of Wednesday, October 19 has been set.]</i></p>
<b>3. Correspondence</b>	
3.1	<p><b>Community Feedback</b></p> <p>Complaint report for the period of June to September was provided to the PCLC.</p> <p>One of the complaints focused on a bell-like sound coming from Deltaport. Corporation of Delta representative had checked noise monitors online and could also hear a similar sound. GCT could not identify any unusual activity and advised equipment at the terminal continues to meet Employment and Social Development Canada sound level requirements. Port representatives responded to this effect, and provided public contacts at GCT should he wish to contact the terminal operator directly</p> <p>A question was asked about the status of the truck staging area. VFPA is currently working with the province and municipality on design.</p> <p><b>Action:</b> VFPA to provide an update on the truck staging area.</p>

4. Updates/Reports	
4.1	<p><b>Port and Delta Community Office specific updates, provided by Naomi Horsford &amp; Tanya Hawke, Vancouver Fraser Port Authority.</b></p> <p>Highlights of Q &amp; A session:</p> <ul style="list-style-type: none"> <li>The Fraser River roundtable was a part of the government’s consultation and stakeholder outreach.</li> <li>The Delta Farmers Institute is working on a study on salinity. <b>Action:</b> DFI to present to the PCLC once it is complete.</li> <li>The long term costs associated with dredging the Fraser River are high and a business case would be needed to do dredging there. If the George Massey tunnel is replaced with a bridge we may or may not send ships to traverse the river.</li> <li>DFI noted the tunnel is better for their irrigation systems than a bridge would be.</li> </ul> <p><b>Action:</b> Presentation to the PCLC regarding the Fraser River, limits of the port’s jurisdiction and long term strategies.</p> <p><b>Action:</b> DFI to provide information on salinity survey once complete.</p>
4.2	<p><b>Westshore Update provided by Greg Andrews.</b></p> <p>On Sept 13, there will be 1000 ton-lift off a vessel (ship loader) on to the dock at Westshore. The new ship loader features a covered boom, while the previous ship loader’s boom was open. Environmental improvements include lower sound levels.</p>
4.3	<p><b>Action item follow up: meeting 32, reference 3.1 – At grade rail crossings provided by Gord Westlake, BC Rail.</b></p> <p>Public crossings are where most fatalities occur.</p> <p>The rail industry across Canada has had 200 incidents at public crossings and 20-30 fatalities. Federal laws require that all trains have to signal at crossings. Safety requirements relate to the number of trains, their uses, etc. In most cases, whistling is required. Whistling is the safest method to warn of a train crossing.</p> <p>If municipalities want to eliminate whistling at crossings, there is a prescribed process of public consultations and alternative safety provisions for crossings detailed in a by-law. In cases where this has been done, railways are obligated to comply with the by-law. The nearest examples of this process having been followed is in Surrey at Panorama Ridge. The process involves municipal funding for appropriate changes to roads, addressing site lines, installing warning signals and gates. Whistle cessation can cost hundreds of thousands of dollars. For the Surrey Panorama Ridge crossing, funding was applied through and received from the <a href="#">Roberts Bank Rail Corridor Project</a>.</p>

	Five years ago, there were 10 public at grade rail crossings. Since then, five have been eliminated (ei. Overpasses), which is the safest way to remove bells/signals.
<b>5. New business</b>	
5.1	<b>Work session – Context and Culture in Dialogue</b> <i>led by Michelle LeBaron</i> The definition of culture was highlighted, and attendees were asked to share times when they worked across cultures. The group discussed multiple meanings for “culture”, and impacts of cultural lenses on perspectives and worldviews.

Meeting	Agenda Ref #	Action Item	Responsible	Due Date
33	1.1	Provide more information on how rip rap will be transported to the site for the Westham Island Canoe Pass Tidal Marsh project.	Ram C.	Future meeting
33	2.3	PCLC members to receive invitations for O.W.L and Hats off Gala.	Ram C.	Complete
33	3.1	VFPA to provide update on truck staging area.	Ram C.	In progress
33	4.1	Presentation to PCLC regarding Fraser River, the port’s jurisdiction and long term strategy.	Ram C.	Future meeting
33	4.1	Delta Farmer’s Institute to provide information on salinity survey once complete.	Leisa L.	Future meeting
32	3.1	Explanation from B.C. Rail Company representative on regulations affecting at grade rail crossings.	Gord W.	Complete
32	4.2	Organize terminal tours for PCLC/Send invitations.	Ram C.	In progress
28	3.2	Discuss Port of Vancouver’s response on GIS systems and coordinated environment effects monitoring briefs.	Alycia M.	Future meeting