

MEETING NOTES

Port Community Liaison Committee - Delta

Meeting:	#34
Date:	Thursday, November 17, 2016
Time:	Dinner: 5:30 pm – 6:00pm Meeting: 6:00 pm – 8:00 pm
Location:	Delta Community Office (5225A Ladner Trunk Road, Ladner) <i>Located in the Trenant Park Shopping Centre next to Shoe Warehouse</i>
Facilitator/Chair:	Michelle LeBaron
Attendees:	<p>Members:</p> <p>Community Representatives Leslie Abramson, Ladner Randy Johnstone, Ladner Patrick Thompson, Tsawwassen Frank Rogers, Tsawwassen Robert McCandless, Tsawwassen Roger Emsley, Tsawwassen</p> <p>Environmental Representative Kate Hagmeier</p> <p>Organizations Bernita Iversen, Corporation of Delta Gord Westlake, B.C. Rail Company Greg Andrews, Westshore Terminals Les Voros, Delta Chamber of Commerce (alternate) Allan Baydala, Vancouver Fraser Port Authority</p> <p>Facilitator and Coordinators Michelle LeBaron Ram Chungh, Vancouver Fraser Port Authority</p> <p>Guests:</p> <p>Vancouver Fraser Port Authority Tom Corsie, VP, Real Estate Chris Clarke, Delta Office Representative Carol Macfarlane, Senior Project Management Advisor Gary Olszewski, Environmental Specialist Liisa Hein, Infrastructure Delivery</p> <p>Richard Wiefelspuett, Executive Director, Clear Seas</p>
Regrets:	Naomi Horsford, Vancouver Fraser Port Authority Andrea Jacobs, Tsawwassen First Nation Marko Dekovic, Global Container Terminals Leisa Yee, Delta Farmers' Institute

#	Agenda item
1. Presentations	
	<p># 1.1 - Clear Seas, Richard Wiefelspuett, Executive Director</p> <p>Clear Seas originated from a recommendation for an independent research centre with the objective to share unbiased, fact-based information on best practices and to facilitate an informed and constructive dialogue about marine shipping.</p> <p>Given that marine shipping poses some risks to communities and marine environments, Clear Seas started its work with a report on shipping risks in Canada.</p> <p>The major factors that lead to risk for shipping varies from coast to coast to coast in Canada (eg. severe weather and icebergs in the East and high vessel traffic density on the West Coast.</p> <p>There is insufficient data to determine if Canadian shipping is becoming safe, though accident reporting is fairly accurate and the published data can be generally trusted. We know that there were 60-80 shipping accidents a year between 2008 – 2014, but without any information on increase or decrease on ship movements, it is not possible to identify trends. Although there is constant vessel traffic monitoring on our shores, the data is not compiled in a standardized fashion or in a single data depository since Statistics Canada stopped reporting ship movements in 2011.</p> <p><u>Q & A highlights</u> (all questions are asked by the PCLC and answered by Richard, unless otherwise noted).</p> <p>Q) Who makes up your board? A) Our board is made up of directors with diverse backgrounds, including representatives from: First Nations, local government, industry, not-for-profit, port authority, and academia. The diversity of the board is an asset. We are independent and we do not have an agenda other than providing information. [For more information about the board of directors or Clear Seas visit their website: www.clearseas.org]</p> <p>Q) In 1942, there was an enormous amount of shipping and there is data that establishes a baseline for ships per day and associated risks. It's old data, but it is good data. Also, will you be modeling drift as a function of wind and tides, using maps? A) In our "Drift Study" we will look at why ships lose control, how fast they are drifting when it occurs etc. We will find a way to make an assessment of speeds, and we will look at worldwide data. We aim to determine what types of ships are more likely to have accidents. We will look more closely at historical data.</p> <p>Q) How far out does Canadian jurisdiction extend? A) 12 nautical miles.</p> <p>Q) You have seven employees, how many have marine backgrounds? A) I am the one with a marine background. I am a naval architect and have designed, built and serviced ships.</p>

	<p>Q) I've been in many near misses and have been involved in oil spills. Have you sailed a ship?</p> <p>A) I have sailed for pleasure only. We can learn a lot from near misses about prevention.</p> <p>Q) What is the difference between Clear Seas and the Western Canada Marine Response Corporation (WCMRC)?</p> <p>A) There is no connection between the two. WCMRC's focus is to mitigate an impact when an oil spill occurs. Clear Seas looks at best practices for safe and sustainable marine shipping. We are considering possible research on improved responses to disasters; this would touch on a core area of WCMRC.</p>
	<p>#1.2 - Deltaport Shore Power Project, Carol MacFarlane & Gary Olszewski, Vancouver Fraser Port Authority (VFPA)</p> <p>In 2015, the Federal government and VFPA announced funding for the installation of shore power at two terminals at the Port of Vancouver, Deltaport in Roberts Bank and Centerm, located in Burrard Inlet). Funding for the project is approximately \$14 million, \$7 million provided by Transport Canada's Shore Power Technology for Ports Program and \$7 million from VFPA.</p> <p>Shore power connections are different for cruise and containers ships. For cruise ships, shore power cables are on the terminal and connect to the ship; for container ships, cables are carried on the ship and connect to the terminal. These are just some of the many differences.</p> <p>The selection of the two cable connection locations/pit locations at Deltaport were based on the length of ships, expected location of ships, ships' berthing orientations, length of cables on ships, tidal fluctuations and clearances required between vessels at berth.</p> <p>The cost of connecting to shore power will be based on BC Hydro's shore power rate (approved by BC utilities Commission June 2015). This electricity rate also applies to cruise ships, cargo ships, freighters, tankers, passenger and vehicle ferries and similar deep-sea vessels.</p> <p>Construction may commence in March of 2017 if alignment with a planned partial berth closure on berth 3 can be accommodated by the terminal. Construction will take approximately 5 months.</p> <p>Currently, container vessels visiting Vancouver and Seattle are not required to connect to shore power. The Air Resources Board (ARB) at-berth regulation requires fleet operators visiting California ports to reduce emissions from auxiliary engines either by reducing onboard power generation (such as by using shore power) or reducing the equivalent emissions reduction.</p> <p>It is expected that ships connecting to shore power will achieve savings due to the difference between electricity and fuel costs.</p>

Q & A highlights (All questions are asked by the PCLC and answered by Carol M.)

Q) Is there shore power for Deltaport's third berth? Wouldn't it have the capability since it was created much later than the rest of the terminal?

A) Yes, when Deltaport's third berth was constructed, some infrastructure was included in anticipation of a future shore power system. Detailed design, additional infrastructure/civil work and electrical equipment are now required to complete shore power services.

Q) What is the ratio of ships with plugging capability vs. ships without?

A) In 2015, eleven shore power capable ships called at Deltaport, representing a possible 44 shore power connections [a ship call is when a vessel visits a terminal, and the same vessel could visit a terminal multiple times ie. one ship could make five ship calls in a year]. Ships with shore power capability represent approximately 17% of all container ships calls in Vancouver.

Q) How was the shore power requirement implemented for container vessels visiting California? Was there a phase-in plan?

A) The vessels had to demonstrate that they could connect to shore power and that they had a connection plan within a certain time period.

Q) Who determines the rate charged for electricity for shore power, and who collects payment?

A) Electricity will be charged at the BC Hydro shore power rate, and will be collected by the terminal operator along with labour costs.

Q) Is the funding agreement related to the transport funding agreement?

A) VFPA has a funding agreement with Transport Canada for 50% of eligible project costs through the Shore Power Technology for Ports Program. Federal funding for additional shore power project installations is not currently available.

Q) Does BC Hydro need to bring on additional power?

A) Bringing on additional power is not required as enough power from BC Hydro is available.

Q) Do you see any likelihood that Vancouver would make it mandatory for container vessels to connect to shore power?

A) In Canada, federal legislation does not require that shore power connections be mandatory. Now that the international standard for shore power technology is set, we hope to see increased uptake in its use.

PCLC member commented that Ottawa should compel ships to connect, since the cost of fuel is dropping. The cost is not a driver unless it is required.

Q) Is the shipping industry making shore power a requirement? **A)** Each shipping line decides whether to install shore power equipment.

Q) Do you see the project being economically viable? When the cost is \$7 million for one berth, you are looking at \$30,000 per ship. What is the rate of return?

	<p>A) The project objectives are to achieve environmental benefits and reduce noise generated from the operation of the auxiliary diesel engines on container vessels while in port.</p> <p>PCLC member commented that connecting to shore power for container vessels is not only about the economy; degradation of the environment is also important.</p> <p>A PCLC member commented on the need for a funding model to be developed to facilitate additional shore power facilities, and another member noted that the marketing value could be substantial.</p> <p>VFPA responded there is a marketing tool available for the public relations component, called the Blue Circle Award.</p> <p><i>The following questions were asked by PCLC members and answered by Gary O:</i></p> <p>Q) In the average emissions a year slide, where you mention the benefits shore power connections at Deltaport could provide in future years, could you provide some context?</p> <p>A) Yes, particulate matter and nitrogen oxide emission reductions would be equivalent to thousands of cars off the road, while noting new cars are very clean in terms of pollutants. To put the CO2 or carbon dioxide emission reductions into context, a typical efficient passenger car would emit 2-3 tonnes a year.</p> <p>The key item is that low frequency noise, which has generally been the most problematic in this community given its capacity to travel across long distances and its resistance to being blocked, will be reduced,</p> <p>It was suggested considering including Tsawwassen First Nation and the new community behind TFN in the mail drop location for this project.</p> <p>Action: VFPA to consider including this additional mail drop location.</p> <p>Corporation of Delta representative noted a presentation on shore power at Deltaport at Delta council would be of interest.</p> <p>Action: VFPA to provide information on shore power at Deltaport at future Delta council meeting.</p>
	<p>#1. 3 Deltaport Truck Staging Project, Liisa Hein, Vancouver Fraser Port Authority</p> <p>The purpose of the Deltaport truck staging area is to address safety concerns about Deltaport Terminal-destined trucks parked on the side of the highway. It will provide a space for trucks that arrive earlier than their appointment time or if there is a terminal shutdown or other operational challenges.</p> <p>VFPA representative noted that this committee was a key factor in highlighting this issue with the port authority.</p>

Funding partners for the project include the Ministry of Transportation and Infrastructure (BC MoTI), the Federal government (Transport Canada) and VFPA.

Currently the detailed design component of the project is nearly complete. Construction is planned to start in 2017.

Q) Will container trucks be able to get to the truck staging area from Hwy 17a?

A) They cannot enter from Hwy 17a directly, but they will be able to enter from the off-ramp. Only emergency and maintenance vehicles will be able to access the lot via Hwy 17a directly.

Q) Who will monitor it? **A)** VFPA's Operations Centre will monitor it and first responders will follow up if necessary.

Q) Are there any other Truck Staging Areas at the Port of Vancouver? **A)** There is one located on port property on the South Shore in Vancouver at the foot of McGill St.

Q) Have you noticed any issues in those areas in regards to policing? **A)** I am not aware of any incidents. Our Operations Centre makes the decision on manpower in that area. They can add security personnel in addition to cameras, if needed.

Q) So the monitoring location is remote? **A)** Yes, our Operations Centre is located at the north end of Canada Place where the port authority's offices are located.

Q) Has Delta police seen this design? **A)** Yes.

Q) What's happening with the turn off, will the trucks and cars be merging?

A) Yes, both trucks and cars will be coming together at that point. The design plan was discussed thoroughly with experts, and MoTI has looked at the design in detail. PCLC member commented that if you are heading west bound on South Fraser Perimeter Road, the truck staging area is going to introduce a northbound move that's not currently available for vehicles.

Q) Is the truck staging area designed for current traffic, or has it contemplated expansion if the proposed Roberts Bank Terminal 2 proceeds?

A) The intention is not to expand the truck staging area even if RBT2 is built. The intention is to manage the traffic now and in the future using both the optimizing technology of the digital messaging signs and the Operations Centre.

PCLC member commented that it is a good use of land that is not currently used and is a good idea.

Action: VFPA to ask project team to provide a clear layout of the roadways around the truck staging area, showing how general road users will drive in that area and where they can expect to encounter trucks entering or exiting the staging area.

2. General Business

2.1	<p>Delta Optimist outreach, Patrick Thompson, PCLC Representative</p> <p>It is a good time to include another story about the PCLC in the Delta Optimist. The focus could be on the year-end key topics that were shared/discussed at this year's PCLC meetings.</p> <p>Action: Patrick will write a first draft and send to committee for general feedback.</p>
<p>3. Correspondence</p>	
3.1	<p>Community</p> <ul style="list-style-type: none"> • General – one complaint received since last meeting regarding barriers being moved along roadway to Deltaport/Westshore. • PCLC email – no emails received.
<p>4. Reports</p>	
4.1	<p>Port update, Allan Baydala, VFPA.</p> <p>Delta office report, provided by Chris Clarke, VFPA (included in the link above).</p>
4.3	<p>Questions from committee members and follow up on actions items, provided by Allan Baydala, VFPA.</p> <p><i>We received three questions/comments from Committee members since the last meeting and have more information on a previous meetings action item.</i></p> <p>Request: provide update on the Hanjin Seattle, which lost containers near entrance of Juan de Fuca - by Roger E.</p> <p>Response:</p> <ul style="list-style-type: none"> • On November 3rd, The Hanjin Seattle was transiting from the LA/Long Beach area to the Seattle area. • Near the entrance to the Strait of Juan de Fuca, she encountered rough weather and lost empty and loaded containers overboard. • Containers rarely go overboard in rough weather conditions. It is not in the shipping lines' best interests to have their assets lost at sea, so precautions are taken by: <ul style="list-style-type: none"> ○ lashing down container stacks; ○ using optimisation software to properly stow and balance their ships; and ○ verifying weight prior to loading to ensure crew, cargo and ship safety as required by International Maritime Organization regulations <p>PCLC member asked how the container ship lost containers and response it was likely from a broken lashing.</p> <p>Request: provide information on Hanjin's insolvency and any losses caused to port operations, and if so, would they be borne by VFPA? – Robert M.</p> <p>Response:</p> <ul style="list-style-type: none"> • There has been minimal impact to the Vancouver Fraser Port Authority. • GCT could speak about it with more details at a future meeting. • Currently, there is an oversupply of container ships, therefore container ships are

	<p>not making a lot of money.</p> <p>Request: provide a copy/link to website on any authorization/lease provided to VFPA by the Province, which approved the planned works at Westham Island Canoe Pass Tidal Marsh Project – by Robert M.</p> <p>Response:</p> <ul style="list-style-type: none"> • VFPA's lease application for the proposed habitat site is currently being processed by the Province of British Columbia. <p>Action item (meeting #33, item #1.1) – by DFI: Provide more information on how rip rap will be transported to the site for the Westham Island Canoe Pass Tidal Marsh project [A potential concern that the barge could hit and damage Translink's swing bridge was raised by DFI].</p> <p>Response: The rip rap for the project will be transported to the site via barge, which is an effective means of transporting large volumes of material to the site as it eliminates truck trips on municipal streets.</p> <p>To address concerns of potential impacts or damage to TransLink's swing bridge, VFPA has retained a navigation expert to set the requirements that VFPA's contractor must follow to prevent such impacts. These "navigation guidelines" will be incorporated into the construction tender documents.</p> <p>Q) Does The Nature Conservancy have a parcel of land by the Westham Island Canoe Pass Tidal Marsh project?</p> <p>A) VFPA – we believe so. There was upland property owned by The Nature Conservancy. The VFPA wanted to lease the waterlot in front of that property. VFPA is waiting for a lease from the province of BC and have been unable to get one.</p>
<p>5. New business</p>	
<p>5.1</p>	<p>Summary of year-end conversations provided by Michelle L. Generally, PCLC members and VFPA leaders are pleased with the process of PCLC meetings and the multi-lateral information exchange they facilitate.</p>
<p>5.2</p>	<p>The committee decided to split the annual donation on behalf of the PCLC of \$1000 to two local non-profits, the Delta Farmland and Wildlife Trust (\$500) and the South Delta Food Bank (\$500).</p> <p>Patrick volunteered to present the cheques and a request will be sent to the rest of the committee to determine if others are interested in assisting.</p> <p>Potential meeting dates for 2017 will be sent out to the committee shortly.</p> <p>Allan Baydala said a few words of thank you to the committee for their hard work this year and his enjoyment working with them all. As he retires, he noted that Tom Corsie will be taking his place on the Port Community Liaison Committee.</p>

Meeting	Agenda Ref #	Action Item	Responsible	Due Date
34	1.2	VFPA to consider including this additional mail drop location.	Ram C.	In progress
34	1.2	VFPA to provide information on shore power at Deltaport at future Delta council meeting.	Ram C.	Plans in progress
34	1.3	VFPA to ask project team to provide a clear layout of the roadways around the truck staging area explaining how general road users will use that area and where they can expect to be meeting trucks entering or exiting the staging area.	Ram C.	In progress
34	3.1	Patrick to put together a first draft and send to committee for general feedback.	Patrick T.	Complete
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.	Complete
33	3.1	VFPA to provide update on truck staging area.	Ram C.	Complete
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	4.2	Organize terminal tours for PCLC/Send invitations.	Ram C.	Next meeting
28	3.2	Discuss VFPA's response on GIS systems and coordinated environment effects monitoring briefs.	Alycia M.	Future meeting