

MEETING NOTES

Port Community Liaison Committee - Delta

Meeting:	#37
Date:	Monday, May 1, 2017
Time:	Breakfast: 7:30 am – 8:00am Meeting: 8:00 am – 10:00 am
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
Coordinator	Ram Chung
Attendees:	<p>Members:</p> <p>Community Representatives Patrick Thompson, Tsawwassen Frank Rogers, Tsawwassen Robert McCandless, Tsawwassen</p> <p>Organizations Bernita Iversen, Corporation of Delta Gord Westlake, B.C. Rail Company Greg Andrews, Westshore Terminals Noel Roddick, Delta Farmers' Institute (alternate) Marko Dekovic, Global Container Terminals Tom Awrey, Delta Chamber of Commerce Tom Corsie, Vancouver Fraser Port Authority</p> <p>Vancouver Fraser Port Authority Naomi Horsford, Vancouver Fraser Port Authority Chris Clarke, Delta Office Representative</p> <p>Guests Michael Lowry, Manager, Communications, Western Canada Marine Response Corporation (WCMRC)</p>
Regrets:	Roger Emsley, Tsawwassen Randy Johnstone, Ladner Kate Hagmeier, Environmental Leslie Abramson, Ladner Andrea Jacobs, Tsawwassen First Nation

#	Agenda item
1. Presentations	
1.1	<p>Western Canada Marine Response Corporation (WCMRC) – Marine Spill Response, provided by Michael Lowry.</p> <ul style="list-style-type: none"> WCMRC was Transport Canada certified in 1995, and looks after the entire coast

of BC.

- Main warehouse facility is in Burnaby by Shellburn terminal
- Funding is received from oil handling facilities and vessels
- Operating costs last year were between \$9- \$10 million
- Currently, WCMRC's spill response barge is permanently moored by Cates Park in North Vancouver
- WCMRC has 40 vessels along the coast of BC, with 12 of those located in the Burrard Inlet.
- There is a maximum six hour window for response to a spill in Port of Vancouver's jurisdiction. The average response time in the last 10 years is one hour.

Q & A highlights

- The spill response approach changes in open and rough water. Spills are more difficult to address in high seas, because skimmers (vessels that collect oil) and booms are less effective. WCMRC can request permission from Environment Canada to use dispersants (chemicals applied to the oil to disperse it) and/or in-situ burning (lighting the oil on fire within boom).
- The differences between the approaches to spills on the west coast of Canada versus U.S. are not significant; both are based on recommendations following the Exxon spill. In the U.S., ship operators have to demonstrate to the Coast Guard that they have a response arrangement in place for the total amount of cargo being moved. The U.S. has dozens of different response organizations, some are for-profit and some are volunteer run. In Canada, all large vessels have to contract with a Canadian response organization that is certified by Transport Canada and meets Canadian planning standards.
- The Pacific Pilotage Authority is responsible for piloting vessels into the Port of Vancouver.
- One of the slides in the presentation highlights different areas of sensitivity for oil spills, including environment, economic and social components. If the map were live, the layers would provide background information about what each of the sensitivities are. The mapping does not project long term impacts of oil spills on the environment; the focus is on planning for immediate responses for the three components.
- There have been a number of studies comparing BC oil spill response planning with other jurisdictions, especially those considered world class, such as Norway. These show that the BC approach is comparable to spill response in other jurisdictions.
- The enhancements projected for the future have been committed by Kinder Morgan in relation to the Trans Mountain Project.
- Each vessel handling oil coming into Canadian waters must meet criteria set out by Transport Canada in relation to preventing and containing possible spills. The International Marine Organization's standards inform the Transport Canada

	<p>criteria.</p> <ul style="list-style-type: none"> Norway is considered a world-class nation for spill response. They have the benefit of being able to predict the locations of spills because they originate from oil platforms at sea. The opportunity is to use profits from the industry to reinvest in research and development. WCMRC and Clear Seas are aware of each other’s work. Clear Seas released a report last week comparing spill responses in the Port of Vancouver to those in European and Scandinavian ports. There will be new two hour response windows on the Fraser River and in Burrard Inlet when the Trans Mountain pipeline is constructed.
2. General Business	
2.1	<p><i>Delta Optimist outreach, Patrick Thompson</i></p> <p>Bernita and Patrick co-drafted a letter for the Delta Optimist highlighting ship to shore cranes soon to be arriving at GCT Deltaport and the shore power connections planned for Deltaport Third Berth. Committee members provided feedback and the final draft will be sent to the committee once a photo has been taken to accompany the piece during the terminal tour on Friday May 5.</p> <p>The tour of GCT Deltaport will coincide with an exciting moment for the terminal as the largest container vessel to arrive at the Port of Vancouver will be berthed at GCT Deltaport on Friday, May 5th. The vessel has the ability to handle nearly 13,000 20ft containers. [Regretfully, those attending the terminal tour missed seeing this vessel by hours but were able to see images of the vessel once it arrived].</p>
3. Correspondence	
3.1	<p>Two Delta residents made complaints since the last PCLC meeting in March through the Delta Community Office. One was regarding Deltaport Way and the other about the environmental impacts from the proposed Roberts Bank Terminal 2.</p>
4. Reports	

<p>4.1</p>	<p>Port update</p> <ul style="list-style-type: none"> In response to a question, Tom explained that the Port does not release GPS data publicly due to the complexity of the data collected and the challenges involved in filtering it. <p><u>Highlights of Q & A from PCLC Community Member Enquiries</u></p> <ul style="list-style-type: none"> From this link on supply chain performance for trucks at Port of Vancouver terminals, it was noticed that there are spikes in turnaround times at Deltaport that recur most days. GCT reported that the spikes are due to shift changes and lunch breaks for longshore workers and that during these times, the truck queues get longer. GCT explained that trucking companies are incentivized to move to no-fee night gates by a daytime gate fee of \$50. A consequence of this fee difference has been decoupling of double turns, so trucks are now less likely to drop off one container and pick up another at the terminal in the same move. While GCT Deltaport operates 24/7, truck traffic is handled in two shifts from 8am to 4pm and 4pm to 12am. Larger warehousing and transloading facilities accommodate the two shifts. Selection of a Roberts Bank Terminal 2 terminal development and operating company has been shortlisted to one candidate. Further details are confidential. Committee members are invited to attend the Vancouver Fraser Port Authority's Annual General Meeting on May 30, 2017. Members will receive email invitations with more information shortly. <p>RE: Community Member Enquiry - Question #3 Action: VFPA to follow up with MoTI regarding when the reflectors will be placed on Deltaport Way as mentioned in this article.</p> <p>RE: Community Member Enquiry - Question #5 Action: When available, VFPA to provide direction on where results from the herring spawning analysis can be viewed.</p>
<p>4.2</p>	<p>Delta office Report</p> <p>Nothing additional to the written update to share. No questions received from the committee.</p> <p>It was noted that Patrick attended the presentation hosted by the Delta Community Office on Thursday, April 27th and took the opportunity to give the audience an overview of the PCLC.</p>
<p>5. New Business</p>	
<p>5.1</p>	<p>Term Renewal Update</p> <ul style="list-style-type: none"> When the committee's terms of reference (TOR) were updated in 2015, it was

	<p>agreed that community representatives' terms would commence in September 2015, with the option to renew for two more years in September 2017. Recently, community representatives were all asked about their interest in renewing for another two years and all expressed interest in staying on the committee until September 2019.</p> <ul style="list-style-type: none"> Given their unanimous commitment to renew for another two years, Michelle led a discussion about the relative benefits of continuity vs. change when the terms end. She noted that, if all community representatives cycle off simultaneously, certain functions such as communicating via the <i>Delta Optimist</i> might not be fulfilled, and knowledge management could suffer. At the same time, it is often useful to bring new members onto committees to increase the breadth and diversity of views. Michelle asked committee members for their views on whether a wholesale replacement of community representatives would be desirable, and—if not—how they suggest proceeding to avoid this. <p>Discussion:</p> <p>The TOR stipulate up to seven community representatives for PCLC. Currently, there are six, plus a seventh community representative with expertise in the environmental area.</p> <ul style="list-style-type: none"> It was suggested that the decision on the proposed Roberts Bank Terminal 2 may affect willingness of community members to remain on the committee for their full renewal terms. The duration of the Canadian Environmental Assessment Agency panel process is unknown, so it is not possible to project when the decision will be made. Some members observed that continuity on the committee is very important; it can take considerable time for representatives to get up to speed on the port and the variety of topics of interest to the community. A suggestion was made that alternates be appointed to attend meetings when a community representative is unable to attend. VFPA noted that the purpose of the committee is to have representatives attend consistently and that this approach would hinder that consistency. Another suggestion was made to recruit two additional community representatives over summer 2017, with terms to commence in September 2017. Because these new members would have an option of renewing their terms in 2019, continuity on the committee would be achieved. In September 2019, only five new community representatives would be recruited and appointed, returning the number of community members on PCLC to seven. Consensus was reached on this approach. The TOR will be changed to reflect this variation in the usual committee composition. The committee discussed membership on the recruitment committee for the two additional community members and the following people were appointed: Corporation of Delta, Bernita I.; Vancouver Fraser Port Authority representative, Naomi H./Alycia M. (Ram's maternity leave replacement); Business representative, Greg A.; Community representative, Frank R. <p>Action: To allow term staggering, begin recruitment to change community</p>
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	<p>representatives on the committee from seven to nine until September 2019, at which point the committee would return to seven community representatives (including the two community representatives recruited in 2017). The community environmental representative position will be filled again in two years as with the other community positions.</p>
<p>5.2</p>	<p>Terminal Tours</p> <p>Terminal tours of Deltaport and Westshore have been confirmed for the afternoon of Friday, May 5th. PCLC members attending the tour include: Frank R., Patrick T., Bernita I., Robert M.</p>
<p>5.3</p>	<p>PCLC postcard</p> <p>VFPA asked the committee if there was interest in developing a postcard to highlight the committee’s existence and functions. Postcards could be handed out by members, and left at the Delta Community Office for visitors. Creating a poster was also discussed. The postcard could be a useful tool for recruitment of future PCLC members.</p> <p>Action: VFPA to work with Patrick on content and look of the postcard. Once a draft has been developed, VFPA/Patrick to circulate to committee for feedback.</p>
<p>5.4</p>	<p>Discuss policy related to elected representatives or others sitting in on PCLC meetings</p> <ul style="list-style-type: none"> Michelle led a discussion on a suggestion made at an earlier meeting to invite elected representatives or representatives of advocacy groups to PCLC meetings. She highlighted the advantages of having others attend, including transparency and information flow. Possible disadvantages if others with diverse agendas attend and participate include difficulties of remaining focused, dampening frank discussions and losing confidentiality. There is currently one elected member on the PCLC from the Tsawwassen First Nation (TFN), but the TFN is of a different legal character than the provincial legislature or parliament. Michelle pointed out that the Terms of Reference are clear about the purpose of the PCLC, and that shifting policy about elected representatives or others attending meetings would vary this purpose. <p>Discussion:</p> <ul style="list-style-type: none"> The committee has welcomed external presentations in the past, and could do so again in the future. Meeting notes and presentation slides are available on the Port website, so elected representatives and others are welcome to access them. The Port regularly shares information with federal and provincial politicians. Politicians and others are always welcome to speak to individual members. If a number of elected representatives or others wanted to attend, it could be difficult to draw lines of inclusion or exclusion. Accommodating attendees who are not a part of the PCLC could negatively

	<p>change meeting dynamics.</p> <ul style="list-style-type: none"> Invited presenters do not sit in on the entirety of the meeting; they leave after their presentation. This should continue except in the case of a VFPA staff member with an interest in other presentations. <p><i>It was decided not to change policy about elected representatives or observing PCLC meetings.</i> VFPA will remind provincial and federal leaders in general updates about the port, of the existence of this committee and the location of meeting minutes.</p>
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Meeting	Agenda Ref #	Action Item	Responsible	Due Date
37	4.1	Follow up with MoTI regarding when the reflectors will be placed on Deltaport Way as mentioned in this article .	Ram C.	Next meeting
37	4.1	When available, VFPA to provide direction on where results from the herring spawning analysis can be viewed.	Ram C.	Next meeting
37	5.1	To allow term staggering, begin recruitment to change community representatives on the committee from seven to nine until September 2019, at which point the committee would return to seven community representatives (including the two community representatives recruited in 2017). The community environmental representative term will also expire in September 2019.	Ram C.	Next meeting
37	5.3	Create content and look of PCLC postcard. Once a draft has been developed, Patrick/Ram to send to committee for feedback.	Patrick/Ram	Next meeting
35	2.2	Provide formal presentation on salinity study and next steps.	Leisa L.	Future Meeting
34	1.3	Request project team to provide a clear layout of current and future traffic flows in regards to the truck staging area.	Ram C.	Future meeting
33	4.1	Presentation to PCLC regarding Fraser River, the port's jurisdiction and long term strategy.	Ram C.	Future meeting