

**Meeting Date: May 1, 2017**

### **LAND USE PLAN**

Consultation began on Monday, April 3 and will run until Friday, June 2 2017.

Public Open Houses were schedule for Delta on Thursday April 20 and North Vancouver at the John Braithwaite Community Centre on Saturday, April 22.

### **DELTA OFFICE**

Recent topics of interest from community members have included:

- Proposed Roberts Bank Terminal 2 Project: questions included status of federal environmental assessment process; business opportunities; job opportunities; and concerns about further industrialization.
- George Massey Tunnel Replacement (GMTR) Project: questions included whether the port authority is involved (answer: no). All visitors who have project-related questions are referred to the GMTR project office in Richmond.
- Other: the purpose of the Delta Community Office; details of the Deltaport Truck Staging area; Fraser River water lot leases; and concerns about grain dust from Fraser Surrey Docks.

Events at the Delta Community Office:

- March 8 to 24 – Hosted pulses exhibit from Canada Food and Agriculture Museum and Pulses Canada
- March 18 – 27 people attended *How Canada Feeds the World*, presentation by Doug Mills, VFPA's grain specialist, on grain exports
- March 29 – Hosted two sold-out sessions (about 90 people) for *Navigating the Fraser River* presentation by Captain Mike Armstrong on his role and responsibility as a Fraser River marine pilot.
- April 5 – public consultation open house for Tsawwassen Eelgrass Project
- April 6 – hosted South Delta Home Learners for three children's presentations by Vancouver Maritime Museum; 60 children attended.
- April 20 – public consultation open house for VFPA's Land Use Plan amendments
- April 27 – Hosted two sold-out sessions (about 90 people) for *Who's keeping our waters safe?*, a presentation by the Canadian Coast Guard. Royal Canadian Marine Search and Rescue Station 8 was on location with a display about their role on local waters.

### **Committee Member Enquiries**

1. RE: VFPA Land Use Plan Amendments  
*Robert M. – Community Member*

The VFPA announcement [Land Use Plan 2017 Amendments] uses the verb "purchase" which implies that the lands have become federal. If so, will the port's use of those parcels be exempt from provincial regulations regarding, for example, groundwater extraction and soil contamination?

Alternatively, since federal lands are exempt from compliance with BC's *Contaminated Sites Regulation*, will VFPA accede to, or voluntarily comply with that regulation's standards?

I assume VFPA would have been diligent in assessing the soil in those parcels for contamination, but I would recommend that the port should install – or maintain – groundwater monitoring wells.

*For site remediation, VFPA uses a combination of remediation and risk management approaches to address sites that have been contaminated through past activities. Depending on the condition and expected future use of the site, affected sites are treated with a variety of remedial techniques that may include on-site treatment, removal and disposal of contaminants at appropriate facilities, or containment on-site. Port tenants are required to appropriately maintain their sites to prevent contamination by employing best practices for their operations. Environmental testing at the beginning, end and at other times during a tenant's lease, when appropriate, ensures sites are monitored for contamination and that any contamination is addressed to meet regulatory and additional Port requirements.*

*VFPA undertakes a rigorous due diligence process when acquiring new lands to understand and plan for the management and mitigation of known and potential contamination at those sites. When VFPA acquires lands, they do become Federal, and the various Federal environmental guidelines and standards (such as the CCME soil and water guidelines, the Canada Wide Standards for Petroleum Hydrocarbons, the CSA standards for Phase I and II Environmental Site Assessments etc.) are considered applicable. However, for a number of reasons, including the absence of applicable federal standards and guidelines for certain parameters, investigative work already done according to the BC Contaminated Sites Regulation (CSR), future off-site remediation and disposal options, and because the BC CSR is a more prescriptive regulation, we often use the provincial standards and processes as best practice for our sites.*

*If there is an existing environmental program or remediation system in place (groundwater monitoring, vapour extraction etc.), we typically continue with the system in place while our consultants conduct a remediation options assessment and we determine the path forward. A change in jurisdiction does not mean that VFPA is free of the requirements to be protective of human health and the terrestrial and aquatic ecosystems. In most instances, the main change is the administrative process for documenting each site.*

**2. RE: Container Truck Traffic in Massey Tunnel**  
*Robert M. – Community Member*

Delta residents experience the port's operations through its effects on traffic, on Hwy 17, 17A and especially on 99. Given that the Massey Tunnel replacement may be an issue in the General Election, it would be helpful if the port could present its daily truck traffic (high, low, average) by weekday, and by route. Have truck loadings per month been increasing in the past year?

Given that the province has jurisdiction over roads, and assuming that the rate of truck loadings varies over a given day, can the port attain a relatively uniform rate of loading on a given day to avoid truck traffic 'bulges' in the Massey Tunnel?

*GCT Deltaport offers regular weekday truck gates from 0800-2359h, and Saturday daytime and afternoon truck gates (depending on volume, demand and holiday scheduling). Previously, trucks only operated on the day shift and occasionally an afternoon truck gate was offered based on volume. The afternoon truck gate has made a significant improvement on drayage truck traffic.*

*Regretfully, we do not release routing information of the GPS vehicles. The drayage trucks use various routes to Deltaport depending on where the truck is inbound from. The majority of the inbound truck traffic is using Hwy 17 and 99, and not Hwy 17A.*

*This [link](#) provides information about supply chain performance for trucks at our various container terminals. Information shared includes the number of truck trips tracked weekly (day gates and night gates).*

**3. RE: Road conditions - Deltaport Way**

*Patrick T. – Community member*

<http://www.thenownewspaper.com/news/417803073.html>

The article describes the conditions of Deltaport Way on the night of the fatal accident; it also includes a response from the Ministry of Transportation (and a submitted video).

While we don't generally have a Provincial/MoTI point-of-contact at our meetings, it would be good to know whether there is a timeline for the improvements referenced by MoTI (as possible).

*VFPA is not in a position to speak on behalf of MoTI, but can speak to a project mentioned in the article, that is also a part of the Gateway Transportation Collaboration Forum (GTCF). Two projects proposed as part of the GTCF in Delta is four laning of Deltaport Way and the Arthur Drive Bridge Replacement and Interchange. The four laning of Deltaport Way will increase the safety and capacity of the highway while reducing cycle times required at the intersections at 41B and Arthur Drive. The Arthur Drive Bridge Replacement and Interchange would increase connectivity to the TFN Treaty Industrial Lands and Delta's road networks. It would construct a diamond interchange to eliminate the intersection on Deltaport Way. The bridge span would be increased to accommodate four lanes on Deltaport Way and full expansion of the rail corridor.*

*At this time, timing for the projects cannot be provided until they are approved and access to funding is made available.*

**4. RE: Container Truck Traffic Congestion on Deltaport Way**

*Roger E. – Community member*

What the heck is going on? For the second time in under a week there are huge truck line ups. At 1320 on April 13 there are port trucks lined up all along Deltaport Way and almost onto Highway 17. Less than a week ago - April 8 - there were even longer lines at 1310 with the trucks backed up on highway 17 and blocking the exit ramp onto Deltaport Way.

This is impeding traffic to Tsawwassen, traffic to BC Ferries and local traffic using Deltaport Way. I strongly recommend that whatever is causing this needs to be fixed pronto.

There needs to be a way of making sure truck operators do not send out trucks to a terminal that is closed. It is ridiculous, dangerous and causing a high degree of unnecessary pollution to have hundreds of trucks lined up on our community's roads. Both today and last Saturday it was dangerous to drive down Deltaport Way. It also created a dangerous situation on Highway 17. I suggest VFPA finds a better way to handle these situations. Delta's streets are not a parking lot for port trucks. Certainly until the proposed truck parking is operational there need to be procedures in place to prevent this happening. And even when the parking is operational what we most definitely do not need is that parking lot full and trucks lined up along Highway 17 waiting to get in.

*On Thursday, April 13, 2017 there was a power outage at Deltaport, as well as a high volume day due to the upcoming long weekend.*

*On Friday, April 7 the terminal was shut down due to high winds. The shutdown's affects were seen into the following day, Saturday, April 8, where the lost business was made up.*

*When these types of shut downs occur, VFPA updates its mobile app, tweets about the incident and places messages on its dashboard located on our website. The terminal informs the drayage community through an email to trucking companies, importers and exporters. These communication methods help to mitigate operational issues, and we look forward to the truck staging area to further help with mitigation of operational issues.*

**5. Re: Herring Spawning – Deltaport Causeway**  
*Roger E – Community Member*

*Summary of emails:* In early March, Roger provided an email to VFPA with images of herring spawning on what he noted as along the causeway, in the area of the habitat remediation project. VFPA noted that the independent monitors of the original DP3 compensation project did not observe herring directly spawning along the causeway at any time over the period from 2009-2016.

On April 19, 2017, Roger sent another email to VFPA with images provided by Richard Swanston of herring spawning that he stated were within the foot print of the proposed RBT2 project, on an area of eel grass.

*At the time of writing the RBT2 Environment Impact Statement, no Pacific herring spawning records existed for the proposed project area, and no herring spawn was observed during RBT2 baseline environmental studies; therefore, spawning at Roberts Bank was understood to be limited.*

*This understanding was supported by monitoring studies undertaken over nine years, as part of the DP3 east causeway habitat creation project. No adult herring or herring spawn was recorded over this period.*

*Once VFPA received information in April regarding herring spawning being reported in an area overlapping with the proposed RBT2 footprint, VFPA mobilized a team of biologists and SCUBA divers to conduct a survey, in order to document the presence and distribution of herring spawning activity at Roberts Bank.*

*Analysis of the results are being reviewed.*

## **Latest News**

[Celebrating salmon and our other natural capital](#) - April 24, 2017

In this editorial, Dr. Brian Riddell, president and CEO of the Pacific Salmon Foundation mentions the Vancouver Fraser Port Authority's **ECHO Program** and **EcoAction Program** as examples of collaborative, industry-leading environmental initiatives.

[Notice of Annual General Meeting](#)

**Tuesday, May 30, 2017 at 3:00 p.m.**

Vancouver Convention Centre West  
Level 2, 1055 Canada Place  
Vancouver, B.C.

[Vancouver Fraser Port Authority recognizes marine carriers for voluntary efforts to reduce air emissions with Blue Circle Award](#) - April 21, 2017

Fourteen marine carriers are being recognized by the Vancouver Fraser Port Authority with Blue Circle Awards for their voluntary efforts to reduce air emissions in the Port of Vancouver.

Twelve shipping lines and two cruise lines are the recipients of the eighth annual Blue Circle Awards, which recognize marine carriers that excel in environmental stewardship and attain the highest participation rates in the port authority's **EcoAction** program.

[2017 cruise season kicks off tomorrow; expected to bring record volumes to Canada Place](#) - April 10, 2017

The 2017 cruise season officially kicks off tomorrow at the Port of Vancouver with the arrival of the *Star Princess* at Canada Place cruise terminal. Approximately 840,000 cruise passengers on 237 vessel visits are expected in Vancouver this year, a two per cent increase in passenger volume over 2016.

[Vancouver Fraser Port Authority recognized as a leader in sustainability by Corporate Knights for fourth year in a row](#)

To determine the top companies, Corporate Knights evaluated firms against their industry peers through the lens of 14 key performance indicators including carbon productivity, per cent of taxes paid, and safety records.

[Joint agency emergency response exercise at Canada Place cruise terminal Tuesday, April 4](#) - April 3, 2017

Transport Canada regulations require an exercise be conducted every 18 months to test security plans, however this exercise is conducted annually. This exercise creates an opportunity for agencies to collaborate, practice and improve on our collective ability to provide security, emergency response and search and rescue operations. Vancouver Fraser Port Authority regularly conducts exercises to rehearse response to security,

marine and natural disaster incidents, both internally and externally, including in collaboration with the inter-agency Marine Emergency Response Coordination Committee (MERCC).

[Vancouver Fraser Port Authority hosts public open houses on proposed Land Use Plan amendments in Delta and North Vancouver](#)

The Vancouver Fraser Port Authority is consulting on four proposed amendments to its Land Use Plan for industrial properties recently purchased in Delta, District of North Vancouver, Richmond and Surrey. Under the *Canada Marine Act*, the port authority is required to add them to its Land Use Plan by way of formal amendment.

[Vancouver Fraser Port Authority welcomes the federal government's continued commitment to transportation and infrastructure investment as part of the 2017 budget](#)  
- March 28, 2017

The Vancouver Fraser Port Authority commends government on its *Trade and Transportation Corridors Initiative* announced last week as part of the federal government's 2017 budget. The initiative prioritizes investments that address congestion and bottlenecks along vital corridors, transportation hubs, and ports providing access to world markets.

[Public consultation underway for proposed Tsawwassen Elgrass Project](#) - March 20, 2017

The Habitat Enhancement Program is a Vancouver Fraser Port Authority initiative focused on creating, restoring and enhancing fish and wildlife habitat. The program is comprised of projects around the Lower Mainland that ensure the viability and sustainability of new and enhanced habitat. The program is a proactive measure intended to provide a balance between a healthy environment and future development projects that may be required for port operations

[Silence is golden](#) - March 14, 2017

The Vancouver Fraser Port Authority's EcoAction program was recently featured in *Cruise Update Magazine*, a publication by DNV-GL. In January 2017, the program was updated to recognize vessels that are doing their part to reduce underwater noise, which can interfere with the ability of marine mammals to navigate, communicate and hunt.