

MEETING NOTES

Port Community Liaison Committee - Delta

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| Meeting: | # 19 |
| Date: | April 22, 2014 |
| Time: | 8am-10am Breakfast will be served at 7:45am. |
| Location: | Coast Tsawwassen Inn – Centennial Room |
| Chair: | Denis Horgan, Westshore Terminals (in replacement for Lloyd as chair) – 3 of 3 |
| Vice-Chair: | n/a |
| Attendees: | <p>Community Representatives: Leslie Abramson, Ladner Mike Owen, Ladner, Community Representative (tentative) Geoffrey Barlow, Ladner, Community Representative</p> <p>Organizations: Bernita Iversen, Corporation of Delta Ian Tait, Delta Chamber of Commerce Denis Horgan, Westshore Terminals Eric Waltz, TSI Allan Baydala, Port Metro Vancouver</p> <p>Environment Representative: Kate Hagmeier, Environmental Representative</p> <p>Coordinators: Naomi Horsford, Port Metro Vancouver Ram Chungh, Port Metro Vancouver</p> <p>Guests: Ronan Chester, Port Metro Vancouver, Strategic Environmental Initiatives</p> |
| Regrets: | <p>Community Representatives: Ken Baird, Tsawwassen First Nation Lloyd Sim, Ladner Cecelia Lawson, North Delta Alex Danny, North Delta Roger Emsley, Community Representative, Tsawwassen</p> <p>Organizations: Leisa Yee, Delta Farmers' Institute Gord Westlake, BC Rail Company</p> |

| AGENDA ITEM | KEY POINTS & DECISIONS |
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| 1. Presentations/ Updates | |
| <p>1.1 - Sustainability Gateway Initiative (SGI) Workshop <i>Provided by Ronan C.</i></p> | <p><u><i>Refer to presentation</i></u></p> <p>Q) Is there a timeline for this process? A) There is an ongoing commitment to reflect on the validity. The next few years will be about refinement.</p> <p>Q) Why hasn't this been brought together before now? A) Yes, we could have done this earlier. The Land Use Plan and Sustainability Gateway Initiative timing plays a part and we do realize its importance and will hopefully demonstrate its value moving forward.</p> <p>Q) How will it be integrated? A) It will be included in the sustainability report, using a balanced scorecard approach. The definition will be inputted into the critical business issues process. We will then work with business units throughout the organization to reflect on it. The SGI could inform business planning. It will also be incorporated into next year's sustainability report.</p> <p>Noted by TSI that incentives or penalties are placed by the Port on organizations, such as terminals. TSI considers this information when developing equipments or upgrades to reduce carbon footprint. Westshore added the requirement to move ships over to cleaner fuel is another practical example.</p> <p>PMV noted shore power for container terminals as another example.</p> <p>PMV highlighted that by tracking progress through the Sustainability Report, there will be an opportunity to see changes throughout the years.</p> <p>Recommendation by PCLC to include current environmental initiatives to future slides for SGI consultation.</p> <p>Noted by PCLC that labour will drive the efficiency with terminal operators and major stakeholders. PMV noted the next generation of labour is being included in consultation to provide their input as the labour of tomorrow.</p> |
| 2. Port Updates | |
| <p>2.1 – General Business Update</p> | <p><i>Refer to Port updates for PCLC document.</i></p> <p>Trucking Update: PMV noted its responsibility for the Truck Licensing System (TLS). Wait times</p> |

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| <p><i>Provided by Allan B.</i></p> | <p>were being reviewed through the installation of 1000 GPS units.</p> <p>TSI highlighted that 70% of trucks moved in and out of the terminal in an hour and 6% of trucks waited for more than 2 hours. Long wait times were often due to trouble tickets or two transactions at the terminal.</p> <p>There are many infrastructure projects to reduce wait times as well, and work is being done to increase efficiency with the TLS.</p> <p>Q) How do you prevent trucking companies from undercutting truck drivers in the future? A) There will be five or more audits in the near future and the Joint Action Plan refers to the whistle blower system, which should also help.</p> <p>TSI noted that there are 2000 truck licenses and 3500 container moves. Difficult to provide truck drivers with three moves of containers each; supply needs to match up with demand. The majority of trucking in the country is done without a truck licensing system.</p> <p>The environmental requirements that come along with a TLS and its importance were noted.</p> <p>Shortage in Canada for truck drivers and a barrier for entry were noted.</p> <p>Q) PCLC – Are night gates sustainable? A) TSI - Night gates are an ongoing issue. In addition to ensuring truckers are able to drive, drayage community needs to be open for those night hours. The drayage community would like the terminal to be open five nights a week. TSI will take appointments down to 60% capacity for daytime and the remainder throughout the night, which is better utilization for the drayage community. Drayage community needs to open up for night hours.</p> <p>PCLC asked if this will be a permanent shift and response from TSI was yes. There is a need to incent the drayage community to open up for night hours.</p> |
| <p>2.2 - Community Issues and Correspondence</p> | <p>Since last meeting in January, we have received 5 complaints from Delta</p> <ul style="list-style-type: none"> • Two re: truck traffic and safety • Two re: noise from Roberts Bank (vessel noise and undetermined noise) • One re: migratory birds (no connection between work done through Habitat Enhancement Program and location specified) <p>Noise monitoring will be tracked as well. PMV is looking into making it available online by reviewing the airports current system.</p> |

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| | <p>Action: PMV to provide PCLC with the noise port monitored during the Deltaport Third Berth construction.</p> <p>PCLC noted the most significant complaints at during that construction were from lighting and noise from pile driving.</p> |
| <p>2.3 – Planning Session Action Items</p> | <p>1) PCLC outreach in community news paper.</p> <p>Action: Bernita I. to connect with the Delta Optimistic for an article. Ian to connect with Dave Hamilton.</p> <p>2) PCLC Outreach through local community events.</p> <p>Action: Ram to send dates for relevant events, with the possibility of promoting the Delta office (if appropriate) at those events.</p> <p>Consider having PCLC available for the opening of the Delta office.</p> |
| <p>3. Other Business</p> | |
| <p>3.1 - Committee Member updates for future meetings</p> | <p><i>Mike Owen provided an overview for the Deltaport Container Truck Traffic (DCTT) Working Group meeting, document was sent to PCLC.</i></p> <p>TSI, the Corporation of Delta and Delta Police will update the current TSI Traffic Management Plan, and bring it back to the DCTT. The completion of DTRRIP and Delta Police’s emergency response plan will need to be taken into consideration. The plan will focus on actions to take when there are major operational challenges at the terminal (shut down due to weather etc.)</p> <p>Currently, PMV and TSI send out many notifications when there is a shutdown at Deltaport.</p> <p>TSI agreed with infrastructure issues of turning truck drivers around. There will be changes made to traffic management including shifting to night gates. The same number of container moves will be spread out with less per hour trucks coming in to the terminal. Currently, there are two hour appointment windows for truckers to visit the terminal; these will be reduced to 30 minutes, to reduce the number of truckers waiting outside that window of time.</p> <p>Mike O. noted there are so many competing interests and issues, the most concerned were Delta Police and Corporation of Delta.</p> |

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| | <p>Naomi Horsford chairs the DCTT meetings and Corporation of Delta and PMV convene the meetings.</p> <p>PMV noted that the short term issues can be addressed within the DCTT working group, but long term issues require others to get involved. Working through the approximately five operational shut down incidents was the key action item.</p> <p>Question was raised of whether T2 has a planned staging area on the terminal. PMV answered that it has been discussed, however requires an appropriate location. There is only agricultural land available. The terminal would not be an option.</p> |
| <p>3.2 – Review TOR & Membership renewal</p> | <p>Action: TOR to be reviewed for next meeting. All terms are one year, each organization and community member need to advise at next meeting if they will be continuing on for another year.</p> |
| <p>3.3 – Action Items Previous Meetings</p> | <ul style="list-style-type: none"> • Provided study by Moffat and Nickel for the Westham Island/Canoe Pass Tidal Marsh Project highlighting that it is not recommended to increase habitat size. • Visual provided of the above. • Visual provided of Local Channel Dredging. <p>Power Lines:</p> <ul style="list-style-type: none"> • The reduced seismic survivability and recoverability of buried power lines, and the increased cost and complexity of maintenance present significant challenges to burying the existing power lines at Roberts Bank. • We continue to study this as part of the ongoing baseline studies for the proposed Roberts Bank Terminal 2 Project. This includes work to assess the effectiveness of current collision countermeasures, as well as identifying opportunities to further reduce bird collisions with transmission wires and vehicular traffic. • Information on existing conditions, potential effects and mitigation will be provided in the Environmental Impact Statement (EIS) which is anticipated to be complete in 2015. |
| <p>3.4 –Alternative Meeting date</p> | <p>Change date of next PCLC meeting. PMV to send out alternative options via email.</p> <p>Next date is:</p> |
| <p>3.5 – New Chair/Vice Chair</p> | <p>Leslie Abramson nominated as Vice Chair.</p> |

| Meeting | Agenda Ref # | Action Item | Responsible | Due Date |
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| 11 | 2 | D. Desjardin find out more information about the feasibility of running power lines through a conduit on the ground. | Darrell D. | COMPLETE |
| 17 | 1.3 | Presentation regarding community benefits fund for RBT2 in 2014. | Rhona H./ Carolyn P. | Future meeting |
| 18 | 1.3 | Organize tour of Operations Centre | Ram C. | Future meeting |
| 18 | 1.4 | Provide study by Moffat and Nickel for the Westham Island/Canoe Pass Tidal Marsh Project (specifically, not recommending increasing habitat size). | Allan B. | COMPLETE |
| 18 | 1.4 | Provide a visual of the location of the Local Channel Dredging. | Allan B. | COMPLETE |
| 18 | 2.2 | Follow up with the next article with the South Delta Leader. | Bernita I. | Future meeting |
| 18 | 2.2 | Provide dates for community events that PCLC could attend in Delta/Ladner/Tsawwassen in the summer. | Ram C. | COMPLETE |