

MEETING NOTES

Port Community Liaison Committee - Delta

Meeting:	#23
Date:	January 21, 2015
Time:	6pm – 8pm Dinner served at 5:45pm.
Location:	Delta Community Office, 5225A Ladner Trunk Road, Ladner In the Trenant Park Shopping Centre, next to the Shoe Warehouse.
Chair:	Leslie Abramson, Ladner, Community Representative
Vice-Chair:	n/a
Attendees:	<p>Community Representatives Roger Emsley, Tsawwassen Patrick Thompson, Tsawwassen Randy Johnstone, Ladner Leslie Abramson, Ladner Robert McCandless, Tsawwassen</p> <p>Environmental Representative Kate Hagmeier</p> <p>Organizations: Allan Baydala, Port Metro Vancouver Bernita Iversen, Corporation of Delta Gord Westlake, BC Rail Company Denis Horgan, Westshore Terminals Greg Andrew, Westshore Terminals Orv Nickel, Delta Chamber of Commerce Eric Waltz, Global Container Terminal</p> <p>Guests: Marko Dekovic, Port Metro Vancouver</p> <p>Coordinators: Naomi Horsford, Port Metro Vancouver Ram Chungh, Port Metro Vancouver</p> <p>Delta Office Representatives Tanya Hawke, Port Metro Vancouver</p>
Regrets:	Geoffrey Barlow, Ladner Leisa Yee, Delta Farmers' Institute Frank Rogers, Tsawwassen Ken Baird, Tsawwassen First Nation

AGENDA ITEM	KEY POINTS & DECISIONS
1. Presentations/Overviews	
1.1	<p>Facilitator meet and greet: The committee met with facilitator Diana Bulley from Context Research and asked a variety of questions about her experience, flexibility, and ability to stay neutral when facilitating about controversial issues.</p>
1.2	<p>Gateway Transportation Collaboration Forum (GTCF) overview: <i>provided by Marko Dekovic on behalf of the Secretariat for GTCF.</i></p> <p>See presentation on GTCF. <i>All questions were asked by the PCLC and answered by Marko.</i></p> <p>GTCF is really an opportunity to build on the successes of the past, an example being the Roberts Bank Rail Corridor, a collaboration of representatives from local, regional, provincial and federal governments as well as private sectors.</p> <p>Q) Do terminals have access to that funding? A) Yes, private sectors can apply (ie Ashcroft, PCT, GCT are all potential applicants).</p> <p>Q) Would dredging be included under the National Infrastructure Component (NIC)? A) Eligibility for NIC is linked to capital projects. Ongoing maintenance dredging is not eligible, but onetime dredging linked to a capital project would be.</p> <p>The NIC has a soft threshold of \$100 million dollars for eligible projects. It is looking for large national infrastructure projects that have economic benefits beyond the home province.</p> <p>The Corporation of Delta noted the small communities' component is available with the application deadline on Feb 8. It includes communities with a population of less than 100,000.</p> <p>Q) What are the top three projects the GTCF is looking at? A) The focus is on gateway related projects. Some of the projects include Pattullo bridge, George Massey tunnel, road improvements along the North Fraser perimeter, and road and rail grade separations in various municipalities.</p> <p>It is important to note that this forum does not grant funds, instead it's a collaborative approach built on past successes to help identify and prioritize gateway related projects and assist with proponents with partnerships needed for obtaining relevant funding.</p>

<p>1.3</p>	<p>Facilitator meet and greet: The committee met with facilitator, Michelle Lebaron and asked a variety of questions about her experience, flexibility, and ability to stay neutral when facilitating on controversial issues.</p>
<p>1.4</p>	<p>Lighting needs for Deltaport and mitigation opportunities: <i>provided by Eric Waltz, President, Global Container Terminals.</i></p> <p>Number one criteria for GCT is that workers are safe.</p> <p>Current terminal lighting levels at Deltaport are in compliance with Canadian Occupational Safety and Health (COSH) regulations. Levels have been determined through light surveys/sample conducted by an engineering consultant.</p> <p>Examples of COSH regulations and LUX Level requirements:</p> <ul style="list-style-type: none"> • Areas in which packages are frequently checked or sorted – 250 LUX level • Docks (indoor and outdoor), piers and other locations where packages or containers are loaded and unloaded – 150 LUX level • Areas in which goods are stored in bulk and where goods in storage are all of one kind – 150 LUX level <p>Q) What standard/level are you at with the COSH regulations? A) We are at average of 250 lux level. 150 lux level is as low as we would go. We used to categorize our rail area as an area where containers are stored not moved. That has changed due to a fatality. Lux is measured one metre from the ground and not at the light source, meaning that if there is a 150 lux level requirement at the ground level, it is higher level at the source level.</p> <p>Breakdown of general lux levels from department stores were provided. The requirement is to be brighter than an overcast day in the levels provided. We try to ensure our lights are tilted as best we can. Our number one requirement is to make sure that the working level is at these required levels.</p> <p>Q) In a past meeting, Ronan C from the port spoke about light levels and using resources for less light escape. Is that being utilized? Is energy being saved? A) Yes, we have shield lighting but this lighting does not save energy.</p> <p>Q) In regards to noise complaints about Deltaport, is there someone to be reached at the terminal to provide answers to complainants? A) Yes, there is. Q) Do you get back to people that complain to you? A) Yes.</p> <p>Q) Is there anything else that can be done in regards to lighting? A) The shielding and the light escape is all we can do and know of that is available. If there are other suggestions of what other terminals do that you can share, please do so.</p>

2. Decision on Facilitator	
2.1 –	<p>Vote for preferred facilitator:</p> <p>The PCLC voted between the two facilitators and it was decided that Michelle Lebaron would be the committees’ facilitator moving forward. Both candidates did an excellent job answering questions</p>
3. Port Updates	
3.1	<p><u>Port updates</u>: provided by Allan Baydala, CFO, Port Metro Vancouver.</p> <p>Q) In regards to the mentioned Westham Island meeting with the Corporation of Delta and others, what was discussed? A) We can share that information when the report is available.</p> <p>At a previous PCLC meeting, a concern was raised about the description of the roles of the individuals on the Technical Advisory Group and the representation of their agency. It is of PMV's view that the wording does accurately describe the process and the involvement of the individuals. It was a pre-submission process to hear from experts from the field. To suggest that they were on their own and representing the agencies is false or misleading.</p> <p>One PCLC member disagreed, stating individuals who work for those agencies were there as individuals and not representing their agencies.</p> <p>Another member noted that he appreciates the port is leading this process but feels there is a need to educate the community about biofilm and other topics of interest to the community to ensure the public understands.</p> <p>PMV provided an update on trucking, including that the Province will have until Feb 1st to address issues with trucking companies. GCT noted that trucking complaints are not with the container terminals.</p>
3.2	<p>Community Issues and Correspondence: provided by Ram Chungh, Municipal and Community Engagement Specialist, Port Metro Vancouver.</p> <p>PMV noted work is being done to implement shore power at container terminals.</p> <p>GCT added the third berth at Deltaport has the ground network for implementing shore power but the power has not been laid out for it yet. The other two berths do not have this network. It could be years before container vessels are equipped with shore power as most will be waiting for international standards before proceeding.</p> <p>PMV noted Prince Rupert Port Authority put in shore power for their container terminal and have not made any vessel connections. The implementation of shore power is more likely to occur once there are container vessels that are able to connect to shore power.</p>

	<p>Q) Has the port completed noise studies and are these available on your website? What are the atmospheric conditions?</p> <p>A) We do have noise monitoring available for the north and south shores of Burrard Inlet. Details about the noise monitors can be provided at our next meeting by our colleague(s) in our environment department.</p> <p>[link to noise monitors on PMV's website: http://portmetrovancover.pmv.noisesentinel.com]</p> <p>Action: PMV to bring in lead on noise monitors to provide an overview.</p>
4. Committee Member Updates	
4.1	<p>Outreach/Communications Subcommittee recommendation: <i>led by Patrick Thompson, community representative from Tsawwassen.</i></p> <p>Interest was shared in learning about past initiatives.</p> <p>PCLC members noted in the past there had been facilitator for DCLC and a committee of four to communicate with the public. It continued for a few months and updates were shared with the rest of the committee, but in the end it was discouraging to try and include all of the committee's thoughts and opinions.</p> <p>Question was raised to the committee of interest in restarting this type of committee. Majority demonstrated interest. Ideas for outreach included articles in the community paper, attendance at community events, using social media, and PCLC to host an open house at the delta office.</p>
5. Other Business	
5.1	<p>Delta Community office update: <i>provided by Tanya Hawke, Communications Outreach Advisor, Port Metro Vancouver.</i></p> <p>Since November 1st, there have been 750 visitors at the Delta community office. The office has also hosted meetings for groups including, the Ladner Business Association, Delta Chamber of Commerce and a PMV meeting with the Delta Farmers Institute.</p> <p>All complaints/comments provided to office are logged.</p> <p>PMV encouraged interest in leveraging the office for education outreach. This could include a feature week or day on topics of interest ie. Habitat enhancement, local channel dredging, PCLC etc.</p>
5.2	<p>Sustainability Report panel:</p> <p>The port's sustainability report group is looking for community members from the PCLC to take part in a meeting to improve the port's sustainability reporting. In addition to other stakeholders, the attendees would inform our 2014 report by</p>

	prioritizing the relative importance of sustainability issues for stakeholders and First Nations and providing feedback on our 2013 report.
5.3	2015 PCLC meeting dates: A survey will be sent out with potential dates for 2015 PCLC meetings.

Meeting	Agenda Ref #	Action Item	Responsible	Due Date
23	3.2	Overview on noise monitors.	Ram C.	Next Meeting
22	3.2	Overview on container forecast for RBT2.	Ram C.	Future meeting
21	3.1	Request TSI inspector of safety to attend the next meeting and provide overview on new lux standards <i>(provided by Eric W)</i> .	Eric W.	Complete
21	3.1	Contact lead for lighting safety at ESDC for presentation at next meeting <i>(no longer required)</i> .	Eric W.	Complete
20	1.2	Follow up with Delta Police regarding current status of traffic management plan to be worked on with TSI.	Bernita I.	Future meeting
20	3.2	Review TOR document in its entirety at the next meeting.	ALL	Future meeting
18	2.2	Follow up with the next article with the Delta Optimist.	Bernita I.	Future meeting
17	1.3	Presentation on community benefits fund for RBT2.	Ram C.	Future meeting