

## MEETING NOTES

### Port Community Liaison Committee - Delta

<b>Meeting:</b>	<b>#18</b>
<b>Date:</b>	January 23, 2014
<b>Time:</b>	6pm-8pm Dinner will be served at 5:45pm.
<b>Location:</b>	Coast Tsawwassen Inn – Centennial Room
<b>Chair:</b>	Lloyd Sim, Ladner Representative (2 of 3)
<b>Vice-Chair:</b>	Denis Horgan, Westshore Terminals (2 of 3)
<b>Attendees:</b>	<p><b>Community Representatives:</b>  Mike Owen, Ladner  Lloyd Sim, Ladner  Roger Emsley, Community Representative, Tsawwassen  Ken Baird, Tsawwassen First Nation  Cecelia Lawson, North Delta</p> <p><b>Organizations:</b>  Bernita Iversen, Corporation of Delta  Leisa Yee, Delta Farmers' Institute  Denis Horgan, Westshore Terminals  Gord Westlake, BC Rail Company  Orv Nickel, Delta Chamber of Commerce  Allan Baydala, Port Metro Vancouver</p> <p><b>Environment Representative:</b>  Kate Hagmeier, Environmental Rep</p> <p><b>Coordinators:</b>  Naomi Horsford, Port Metro Vancouver  Ram Chungh, Port Metro Vancouver</p> <p><b>Guests:</b>  Gord Ruffo (PMV), Project Manager, Habitat Banking Program  Rhona Hunter (PMV), Director, Infrastructure Development  Tony Benincasa (PMV), Manager, Logistics &amp; Operations  Jim Roberts (Hemmera), Biologist</p>
<b>Regrets:</b>	Geoffrey Barlow, Ladner Leslie Abramson, Ladner Alex Danny, North Delta Darrell Desjardin (PMV), Director, Environmental Programs

AGENDA ITEM	KEY POINTS & DECISIONS
<b>1. Presentations/Updates</b>	
<p>1.1 - Roberts Bank Terminal 2 &amp; DTRRIP Construction Update</p> <p><i>Provided by Rhona Hunter</i></p>	<p>Link to presentation available <a href="#">here</a>.</p> <p>The panel is appointed by a federal agency (Minister of Environment). The Terms of Reference would be developed by the Canadian Environmental Assessment Agency, which could occur in advance of appointing the panel members.</p> <p>Once the panel members have been selected, there is a 14 month period that the panel will review the Environmental Impact Statement (EIS).</p> <p>If the panel requires more information, the proponent is required to address and answer those issues/studies.</p> <p>Once the EIS is submitted the draft EIS will be provided to the public.</p> <p>Once PMV received more information, we will be able to provide more definitive answers. The public comment period takes part in the 5 month period highlighted in the presentation.</p> <p>Summary of the last consultation will be available on PMV's website shortly.</p> <p>The next steps will be to produce the consideration report, itemizing the information and how it was received. The summary will be provided in the next few weeks.</p>
<p>1.2 - PCLC involvement in consultation</p> <p><i>Provided by Rhona H.</i></p>	<p>RBT2 will be a standing agenda item as the project progresses and involvement opportunities in consultation process will be discussed as they become available.</p>
<p>1.3 Trucking Update</p> <p><i>Provided by Tony Benincasa</i></p>	<p><u>GPS Project</u></p> <p>The GPS pilot project began in the summer of 2012, outfitting 300 trucks with GPS units. The project was deemed a success and the project was extended to outfit an additional 700 trucks for a total of 1000 trucks with GPS units, this represents 50% of total local container trucks licensed at the Port.</p> <p>In the fall of 2013, the Port developed a GPS dashboard monitoring road and truck activity at our four container terminals for PMV's website, which is available to the public to view terminal by terminal activity. (To view, visit the <a href="#">trucking section</a> of our website).</p> <p>Near the end of 2013, an application was made to the federal government to outfit the balance of the fleet (approx 1000 more GPS units). This funding will</p>

help to accurately provide an information base and address some of the challenges, congestion and delays experienced by public/truck drivers. It may also help inform government on any future local infrastructure projects/ requirements.

Deltaport Way – Road Status Updates

- Truck traffic information based on PMV's Truck Licence System (TLS) associated trucks outfitted with GPS units.
- Reports are an effort to bring transparency and information regarding truck traffic and any road-related events that may impact fluid traffic movement to/from TSI Deltaport and Westshore on the day shift.
- Recipients of the road status report include: Regional Transportation Management Centre, BC's Commercial Vehicle Safety and Enforcement, the Corporation of Delta, Delta Police, the RCMP, TSI, Westshore and Port Metro Vancouver.
- Report is in real time and provided at least twice a day, or dependent on traffic volume.
- These reports are not available on our website; however the GPS dashboard is available for the public and has comments explaining abnormalities in real time.

Examples of the report were provided to all PCLC members.

Information provided about an accident including a flipped over truck on the SFPR. The incident is still under review by Delta. We will have to wait to find out more information.

The challenges from the shortage of rail car availability at TSI (also impacting all terminals in the lower mainland) have resulted in an increase in truck traffic. Recent weather situations such as high winds and operational safety concerns resulted in temporary shutdown of the terminal have added to congestion.

**Q)** What is the reason behind the shortage of rail cars?

**A)** The sustained cold weather in Canada and the polar vortex have forced the railways to lighten their load, shorten their train lengths and slow down the speed the trains travel. We will have to wait until the weather warms up to see a change.

There has been an increase in empty rigs due to the railways now forced to truck containers off the terminal to their intermodal facilities to assist with freeing up terminal capacity in order to accommodate incoming vessels arriving at the terminal.

Gord W. noted an abnormal weather period, specifically in the last month and

	<p>that 15% of production (loading rail outbound) has decreased from shortage of rail cars. The transportation logistics is like an assembly line and if one part gets affected there are impacts on the rest of the line.</p> <p>Tony B. noted Chinese New Year is early this year and being celebrated over a 5-10 day period in Asia. Leading up to this event, there's a significant amount of volume being moved through the Port to make up for their businesses being closed for New Years. This may cause infrequent sailings for a few weeks during this period. This time may allow for TSI to catch up and for the weather to get warmer and business back on track.</p> <p>Question was raised about who enforces speed on the new highway 17 and response was since SFPR is a provincial highway, it is the province, however Delta Police are enforcing the last half of it.</p> <p>PMV offered a tour of the Operations Centre for PCLC. <b>Action:</b> Ram to coordinate tour.</p>
<p>1.4 - Habitat Update</p> <p><i>Provided by Gord Ruffo</i></p>	<p><u>Glenrose Tidal Marsh Project:</u></p> <ul style="list-style-type: none"> <li>• The project is located immediately upstream of Alex Fraser Bridge.</li> <li>• PMV is currently working with First Nations to protect archaeological value.</li> <li>• We are building habitat over a mudflat area and working on three small pockets on one hectare of land.</li> <li>• The Port's community engagement process is complete and the summary document with feedback is available on <a href="http://PortTalk.ca">PortTalk.ca</a>. The response to the summary document will be available next week.</li> <li>• PMV is also going out to tender for work to add rip rap and remove 5000 cubic metres of Gunderson Slough.</li> </ul> <p><u>Westham Island/Canoe Pass Tidal Marsh Project</u></p> <ul style="list-style-type: none"> <li>• There are plans to install a rock berm at a mudflat with a metre of filling. We will also dredge Wellington Point by 50,000 cubic metres and then use the material to build habitat. The community engagement process will occur at the end of February.</li> <li>• Comment was raised about erosion. Gord R. responded that the amount of filling is insignificant. The designer, Moffat and Nickel has provided their opinion on the work. A question was raised about whether planting would be involved and PMV confirmed that it would.</li> </ul> <p>Question was raised regarding why the habitat was not made larger downstream, east and west. Response was that trying to create something stable is challenging and Moffat &amp; Nickel have recommended not to. There is a study with this recommendation.</p> <p><b>Action:</b> Gord to provide PCLC with the study with recommendation not to</p>

	<p>increase size of habitat.                  Question was raised about the location of the local channel dredging.  <b>Action:</b> Gord to provide PCLC with a visual of this area.</p> <p><u>Salt Marsh Restoration at Tsawwassen First Nation</u></p> <ul style="list-style-type: none"> <li>• There were two small pockets of logs on a sewage treatment plant that accumulated and were removed. Since it's the beginning of the growing season, re-vegetation is on its way.</li> </ul> <p><u>Salt Marsh Restoration at Boundary Bay:</u></p> <p>Small pieces of plastic and garbage were collected and the site is now complete.</p> <p>A comment was received about the unintended consequences from the clean up being the use of the area changing to recreational purposes versus before when it was difficult for the public to get out on to the salt marsh.</p> <p>PMV responded that the salt marsh was accessible before and that since logs have been removed, the area will re-vegetate with marsh plants and grass and will not be as attractive for recreational use. The area will be monitored.</p> <p>Discussion ensued of signage being placed in that area with Metro Vancouver and the Corporation of Delta.</p> <p>Question was raised about keeping logs out of this area for the long term. Response was that the monitoring plan will continue for 8-10 years. A majority of the logs that accumulated were from bad logging practices. Since they have changed, it is not believed that logs will accumulate the way they have done in the past.</p> <p>Jim R. noted that due to the type of logs that were in the area they were more from transporting logs. These logs were saw cut rather than natural wood, which is typically intercepted in the debris trap in the river.</p> <p>The Ladner Sediment Group has asked PMV to look at potential sites for other projects. Review of these sites is ongoing.</p>
<p>1.5 - Wildlife Monitoring at Boundary Bay Update</p> <p><i>Provided by Jim Roberts</i></p>	<p>Question was raised if there was a pre-treatment baseline study done to the Boundary Bay salt marsh restoration sites prior to starting and if not, why not.</p> <p>Jim R. responded that the assessment was done to map out logs and opportunities for removal and restoration of salt marsh. There was a preconstruction assessment and it was determined that in general the zone of accumulated wood was very narrow in relation to the adjacent habitat and it was going to be very hard to determine if any species in the area were</p>

	<p>dependent on the wood. Wildlife species such as raptors use a much broader habitat mosaic.</p> <p>The assessment was also not requested by the regulator. Similar work was done in Mud Bay by the Ministry of Transportation and Infrastructure, also without pre-treatment baseline studies. Follow-up monitoring is for re-vegetation of recovery salt grass, pickle weed etc. and to compare this against a reference site.</p> <p>It was recognized that there have been concerns raised from the public about wildlife effects (e.g. raptors) that might result from removing wood up against the dyke. In response to these concerns, there were some initial surveys done beginning in October looking at the sites, including reference sites where woody debris was not removed.</p> <p>We are currently implementing more studies on over-wintering raptors and other bird species, with a series of bird surveys. There are eight surveys that will occur this winter. When complete the final report will be available on PortTalk.ca.</p> <p>Question was raised about the evidence available and suggestion that prey remains were associated mainly with bald eagles that were in that area.</p> <p>Jim noted his team has not seen bald eagles perched on the short snags that had been installed. In contrast, northern harriers and short-eared owls have been seen using the snags. In addition, there have been a good numbers of small mammal remains observed and typically bald eagles do not eat these prey items. Once the full series of surveys are completed more information will be available. Monitoring of the sites is underway and access to the area will change over time.</p>
<p><b>2. General Business Update</b></p>	
<p>2.1 – General Business Update</p> <p><i>Provided by Allan Baydala</i></p>	<p>L. Janson is no longer working at TSI and an email has been sent to TSI impressing the importance on having TSI representative on the committee.</p> <p>Earlier this week, we were informed D. Desjardin will be leaving Port Metro Vancouver.</p> <p><u>Coal Train Derailment in Burnaby</u></p> <p>The 152-car coal train destined for Neptune Terminals went off the tracks causing 7 cars to derail of which 3 cars tipped over. It was reported that some coal spilled into a nearby fish bearing protected waterway and environmental agencies have been called to the scene.</p> <p>The Transportation Safety Board and CP Rail also responded on the scene. CN confirmed the cause was heavy rainfall that resulted in a beaver dam washout.</p>

With Ministry approval, CN began conducting the survey on Thursday, January 16, carried out by Triton Environmental, starting at Silver Creek and continuing over the next couple of days to Burnaby Lake and the Brunette River. All inquiries should be directed to [contact@cn.ca](mailto:contact@cn.ca)

Fraser River Improvement Initiative (FRII)

Presentation with before and after images available [here](#).

PMV identified 141 sites in early 2012 affected by trespass or derelict structures/vessels – or a combination of all of them

- o 36 of those sites were identified in Delta

As at December 31, 2013, 34 sites across the Fraser River jurisdiction had been resolved.

- o Ten of those resolved sites were in Delta, and were resolved by PMV initiated/funded clean up.

The Port is working with police forces regarding those responsible for leaving the area derelict and requiring clean up.

Head Lease

PMV has decided not to enter into two head leases with the Province of BC for management and use of the Provincial bed of the Fraser River. Letter went out to the float home owners to explain the process.

Land Use Plan

Beginning phase 4, the designations for most sites have not changed substantively from what they are today.

Fraser Surrey Docks

3500 plus comments were received and PMV will summarize all public feedback received in a Response Memo. Individual responses will not be provided.

After taking public comments into account, Port Metro Vancouver will determine if the Fraser Surrey Docks proposal will be issued a Project Permit.

Vancouver Airport Fuel Delivery Project

PMV in making its federal decision has determined that the project is not likely to result in significant adverse environmental effects after the application of mitigations and conditions.

Question was raised regarding the “tank farm” and why it wasn’t looked at. Response was that it was looked at with some other options and the current location was decided on.

	<p><u>South Fraser Perimeter Road</u> Copies of an email were distributed about the benefits of the SFPR and reduced travel times.</p> <p><u>Other</u> Question was raised about Westshore terminal application and if there was much public comment on it. D. Horgan answered no and that their open house had an attendance of approximately 8 people.</p>
2.2 - Review Planning Session Action Items & Next Steps	<p>Reviewed planning session action items and which steps we would move forward with.</p> <p><b>Action:</b> Bernita to follow up with Adrian on next article.</p> <p><b>Action:</b> Ram to follow up with potential involvement in community events and dates for the summer.</p>
2.3 - Community Issues and Correspondence	<p>Discussion ensued about noise and the ongoing concern it is for some members of the community. Potential sound barrier options discussed.</p>
2.4 - Review Action Items from last Meeting	<p>Items reviewed.</p>

Meeting	Agenda Ref #	Action Item	Responsible	Due Date
11	2	D. Desjardin find out more information about the feasibility of running power lines through a conduit on the ground.	Darrell D.	Future Meeting
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).	Gord R.	April 22, 2014
18	1.4	Provide a visual of the location of the Local Channel Dredging.	Gord R.	April 22, 2014
18	2.2	Follow up with the next article with the South Delta Leader.	Bernita I.	April 22, 2014
18	2.2	Provide dates for community events that PCLC could attend in Delta/Ladner/Tsawwassen in the summer.	Ram C.	April 22, 2014