

MEETING NOTES

Port Community Liaison Committee - Delta

Meeting:	#29
Date:	January 28, 2016
Time:	Dinner – 5:45pm Meeting – 6:00 – 8:00pm
Location:	Delta Community Office, 5225A Ladner Trunk Road, Ladner In the Trenant Park Shopping Centre, next to the Shoe Warehouse.
Facilitator	Michelle LeBaron
Chair:	n/a
Attendees:	<p>Community Representatives Leslie Abramson, Ladner Roger Emsley, Tsawwassen Randy Johnstone, Ladner Patrick Thompson, Tsawwassen Frank Rogers, Tsawwassen</p> <p>Organizations Tom Awrey, Delta Chamber of Commerce Ken Baird, Tsawwassen First Nation Allan Baydala, Port Metro Vancouver Bernita Iversen, Corporation of Delta Gord Westlake, BC Rail Company</p> <p>Guests:</p> <p>Facilitator and Coordinators Michelle LeBaron Alycia Majorkiewicz-Ata, Port Metro Vancouver</p> <p>Delta Office Representative Chris Clarke, Port Metro Vancouver</p> <p>Other Lilian Chau, Port Metro Vancouver Carolina Eliasson, Port Metro Vancouver Gary Olszewski, Port Metro Vancouver Ron Ydenberg, Scientist Advisory Committee (Adaptive Management Strategy)</p>
Regrets:	<p>Greg Andrew, Westshore Terminals Kate Hagmeier, Environmental Representative Robert McCandless, Tsawwassen Orv Nickel, Delta Chamber of Commerce Eric Waltz, Global Container Terminals Leisa Yee, Delta Farmers' Institute</p>

#	Agenda Item
1. Presentations	
1.1	<p data-bbox="467 474 1433 569"><u>DP3 Adaptive Management Strategy by the Scientific Advisory Committee</u>: provided by <i>Ron Ydenberg, Chair of the Scientist Advisory Committee, Adaptive Management Strategy</i></p> <p data-bbox="467 615 1463 772">The Adaptive Management Strategy (AMS) is an eight year study focused on the Roberts Bank intercauseway ecosystem during the development of Deltaport third berth (DP3). The AMS program assessed the potential for negative trends in the ecosystem from marine eutrophication and dendritic channelization linked to DP3 construction and operation.</p> <p data-bbox="467 819 1446 877">The AMS program was carried out by consultants, mainly Hemmera, and was sub-contracted to other specialist consultants.</p> <p data-bbox="467 924 1451 1081">The AMS looked at components of the Roberts Bank intercauseway ecosystem, including coastal geomorphology, benthos, eelgrass, coastal seabird/shorebird composition, and surface and sediment chemistry. The AMS measured a wide variety of variables on a regular basis (usually quarterly), and made tens of thousands of measurements.</p> <p data-bbox="467 1127 1451 1186">Physical, chemical and biological conditions were monitored so that early detection of potential negative effects from DP3 would be possible.</p> <p data-bbox="467 1232 1463 1390">Oxygen is one parameter that was measured. According to figure 29 within the report, over the eight years, the line was quite flat, with no big trends up or down. If eutrophication were occurring, there would be more fluctuation in oxygen levels, including lower dissolved oxygen levels at times. Ecosystem-wide eutrophication was not occurring.</p> <p data-bbox="467 1436 1451 1692">Arsenic was also analyzed in the laboratory as part the typical suite of metals in water samples. Appendix D of the report contains trend graphs for both surface water and sediment. The first arsenic graph shows that arsenic levels fluctuate somewhat, but are very low overall, and well under the federal and provincial standards (demonstrated by the red line on the graph). Fluctuation of metals concentrations is natural, and the concentrations of arsenic seen during the course of the AMS program are not of concern.</p> <p data-bbox="467 1738 1446 1833">After eight years of study, the consultants concluded that there were no ecosystem-wide trends towards eutrophication across the intercauseway and no significant new dendritic channel formation as a result of DP3.</p>

	<p>Q) A member asked whether the raised levels of arsenic was of concern. A) Ron explained that there was no concern because the arsenic level was from a natural source and present in very low concentrations.</p> <p>Q) A member said that at the beginning of the program, the Department of Fisheries and Oceans (DFO) raised issues about dendritic channels and asked if anything was done to respond to these concerns. A) Port Metro Vancouver explained that the dendritic channel in the inter-causeway pre-dated the DP3 project; as part of the AMS program, the channel was monitored. The monitoring revealed that the dendritic channel was dynamic, changing each year, and it appeared to start to reach equilibrium. Port Metro Vancouver considered a pilot program to attempt to stabilize the dendritic channel as part of the habitat compensation program for DP3, but DFO did not want the project to proceed. Environment Canada’s concern about the dendritic channel was for its potential impact on bird habitat. The AMS program demonstrated that no new dendritic channels formed as a result of DP3.</p> <p>Q) A member commented that DFO has suggested that the wildlife research was grossly incomplete. A) Port Metro Vancouver stated that they had not heard that comment before but are interested to know more if the member would like to share the details of the comments with the port authority.</p> <p>Q) A member asked whether the area studied included biofilm. A) Ron explained that biofilm is more prevalent on the north side of causeway than in the intercauseway area, and biofilm was not looked at as part of the program.</p>
<p>1.2</p>	<p><u>Delta Noise Monitoring:</u> <i>by Gary Olszewski, Environmental Specialist, Port Metro Vancouver</i></p> <p>Noise becomes a problem when there are sound levels beyond comfort levels and varies with individual perceptions.</p> <p>Through Port Metro Vancouver’s current noise monitoring program, data has been collected on the north and south shore for two years. The units located in Delta (Gingell Park, Deltaport Tug Basin and at Tsawwassen First Nation (new as of last week)) will be online in real time at the end of February. It is important to use the data in context with other collected data rather than in isolation.</p> <p>The sound level data being collected is reported as an “A-weighted” frequency, which best matches how humans perceive sound levels at different frequencies (people are most sensitive to mid-range frequencies closest to human speech). The sound levels are captured 24 hours per</p>

	<p>day with adjustments made to account for nighttime and daytime differences in general sound levels.</p> <p>Port Metro Vancouver’s noise monitoring program tracks and report long-term trends of the port on a whole and within different trade areas; it does not relate to a single tenant or activity. Tracking long-term trends is important in informing port planning processes.</p> <p>Shore power would help reduce noise, but it will be some time before it is widely available in vessels other than cruise ships.</p> <p>PCLC members were encourage to read “Managing port noise” on the port authority’s website for more information about the program and how Port Metro Vancouver works to track the source and intensity of port-related noise and respond to community concerns.</p> <p>Q) A member asked about the impact of having the Gingell Park unit located behind a tree.</p> <p>A) Port Metro Vancouver explained that the location of the unit was chosen in consultation with an experience noise consultant (Wakefield Acoustics) and the equipment supplier (Bruel and Kjaer), and does not seem to be impeding accurate readings.</p> <p>Q) A member asked if the BC Ferries terminal could be a location for a monitoring unit.</p> <p>A) Port Metro Vancouver explained that it could be a potential site, but the program is relatively new, and efforts are being made to accrue data that will track long-term trends in the area. Careful collection and positioning of data needs to be contemplated. Port Metro Vancouver needs to continue collecting all noise related information as part of the long-term trends in the area. Ferry noise is actually being picked up from the existing units. Ferry noise can be differentiated from a shipping vessel. When low frequency noise is being picked up at 2 am, it is most likely a shipping vessel. Ferries will make noise during the day and evening.</p> <p>Q) A member asked whether there is more noise related to the larger ships that are calling at Port Metro Vancouver.</p> <p>A) Port Metro Vancouver explained that in some cases, the larger ships are noisier. The newer ships tend to have more technology to help with sound, for example exhaust scrubbers. However, other factors play a part in the perception of noise. For example, older buildings located near Centerm container terminal in Downtown Vancouver are not built with the same sound resistance that you see in the newer buildings. The port authority reported that when shipping lines are informed about a noisy vessel, that vessel can potentially be moved out of the rotation to visit ports that are not so close to the community.</p>
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	<p>Q) A member reported that the community often is frustrated with port-related noise and unresolved complaints, and asked if there was anything that Port Metro Vancouver could do to address noise issues beyond what is being done.</p> <p>A) Port Metro Vancouver explained that when community noise complaints are received, detailed information is gathered and trends are reviewed to help address the noise nuisance in collaboration with terminal operators and shipping lines. Using Burrard Inlet as an example, Port Metro Vancouver explained that when vessels making regular calls are subjects of recurring complaints, the port authority has worked with the vessel to change its berth location. In the longer term, shipping companies can be requested to place louder ships in a different rotation to exclude a Vancouver call.</p> <p>Q) A member asked about the possibility of having more ships with shore power capabilities visit the port.</p> <p>A) Port Metro Vancouver explained that— except for California— Vancouver and other West Coast ports do not currently have enforceable shore power regulations. Increasingly, West Coast ports are taking steps to enable shore power for ships by making plug-ins available at terminals. Several ports have cruise ship shore power connections and container vessels are adopting this technology. Both Deltaport and Vanterm container terminals in Vancouver will have shore power capabilities in the near future. By contrast, grain ships and bulk carriers in general will be slower to adopt shore power because they visit Vancouver less frequently and the vessels are generally slower in fleet turnover.</p>
<p>2. General Business</p>	
<p>2.1</p>	<p>Member Interviews: <i>led by Michelle LeBaron, Facilitator</i></p> <p><u>2016 priorities</u></p> <p>The summary of the member interviews was discussed at the November meeting and was circulated by email in December. Four themes arose from the interviews: PCLC purpose and scope, functioning, communications, and coordination/follow-through.</p> <p>Purpose and scope includes comments about the mandate of the committee related to its Terms of Reference, and broadening the scope of discussions to include the Fraser River and other areas within Port Metro Vancouver’s ambit. This theme also relates to expressed desires to increase the breadth and depth of discussions on a wide spectrum of issues.</p> <p>PCLC functioning includes wishes to make the PCLC more visible in the community. It also includes suggestions about improving meeting productivity including more multi-directional exchanges.</p> <p>Communications relates to improving how complex issues are</p>

	<p>addressed and increasing dialogic engagement.</p> <p>Coordination/follow-through includes expressed desires to promptly address issues and improve communication with the public.</p> <p>PCLC members broke into small groups to discuss particulars of the four themes, identifying priority issues for the strategic planning session, proposed for the next meeting, March 10, 216.</p> <p><u>Lapsed terms and recruitment</u></p> <p>The committee wished to thank long-time community member, Geoff Barlow for his contribution to the PCLC. Geoff decided not to renew his second term. The PCLC is now comprised of 15 individuals as per the Terms of Reference and thus no additional recruitment is required.</p> <p>Action: Michelle to bring greeting card to next PCLC for group to sign and give to Geoff.</p>
<p>2.2</p>	<p>Submission to the Delta Optimist: <i>led by Patrick Thompson, PCLC member</i></p> <p>Two articles were submitted in December. The first article was a year-in-review with a picture of PCLC members presenting a donation to South Delta Food Bank. The second article published a corrected PCLC email address as well as a picture of PCLC members presenting a donation to the Orphaned Wildlife Rehabilitation Society.</p> <p>The next article will feature noise management and will highlight the Delta noise monitoring dashboard.</p> <p>Action: Alycia to send more information about the Delta noise monitoring dashboard once it is live.</p>
<p>3. Correspondence</p>	
<p>3.1</p>	<p>PCLC email response process: <i>led by Patrick Thompson, PCLC member</i></p> <p>The article submissions to the Delta Optimist have had an impact in raising community awareness of the PCLC and the group is beginning to get emails through the PCLC@portmetrovancouver.com address.</p> <p>Keeping in mind the mandate of the committee, it was agreed that the point of responding to the emails is not to resolve community concerns but to share information. Technical questions will be forwarded to Port Metro Vancouver for response.</p> <p>Protocol moving forward: the PCLC agreed that Patrick and Bernita will</p>

	<p>continue to submit routine responses with more complicated responses to be discussed further at PCLC meetings. Tracking of emails and responses will continue.</p> <p>Action: Alycia to investigate into an "issues and response" tracking table for web posting.</p>
<p>3.2</p>	<p>Community</p> <p><u>General update:</u> provided by Alycia Majorkiewicz-Ata, Municipal and Community Engagement Specialist, Port Metro Vancouver.</p> <p>Only three Delta-related issues were recorded from the time of the PCLC's last meeting. Two of the three correspondence topics were related to noise – one about excess noise from tugs maneuvering a ship that had come into berth and the other about disruptive noise at night. Port staff have asked resident to contact Community Feedback directly with more details if noise persists.</p> <p><u>PCLC email update:</u> Patrick Thompson, PCLC member</p> <p>A handful of emails were sent by community members to the PCLC. Topics included port expansion, noise and air pollution and other comments. Many of these topics have been discussed at previous meetings and Patrick/Bernita will respond via email to the residents.</p>
<p>3.3</p>	<p>Member enquiries</p> <ul style="list-style-type: none"> • P. Thompson, correspondence dated Nov 17, 2015 re: TFN LNG terminal proposal (addressed in section 4.1 Port updates)
<p>4. Reports</p>	
<p>4.1</p>	<p><u>Port updates:</u> provided by Allan Baydala, CFO, Port Metro Vancouver</p> <p>The proposed Roberts Bank Terminal 2 (RBT2) is still in the completeness phase. The next phase will be the panel appointment phase during which the panel will evaluate the materials and conclusions. The process for RBT2 involves the Canadian Environmental Assessment Agency, in contrast to energy projects which are managed by the National Energy Board rather.</p> <p>Port Metro Vancouver has also issued a request for proposal to the five shortlisted terminal operator teams. By end of year, it is expected that the successful proponent will have been selected. The procurement process for an infrastructure developer has started.</p>

	<p>As a component of the Deltaport Terminal Road and Rail Improvement Program (DTRRIP), Global Container Terminals is moving along with on-terminal improvements.</p> <p>Port Metro Vancouver explained that a major strategic concern of the organization is running out of large trade-enabling industrial land. Read the study undertaken by Site Economics Ltd to learn more. The port sees the preservation of the current industrial land base as important, and is also concerned about future land needs. When industrial land is lost, local jobs are also lost.</p> <p>Action: Alycia to coordinate presentation on industrial land at a future meeting.</p>
<p>4.2</p>	<p>Delta office report: <i>provided by Chris Clarke, Community Office Specialist, Port Metro Vancouver</i></p> <p>The Delta office staff participated in a few community events in November and December, including the office’s first anniversary open house, a networking event for the Ladner Business Association (LBA), a children’s activity area at the LBA Breakfast with Santa, a tree lighting celebration organized by the LBA. Staff also hosted the Delta Secondary School’s Interact students who held two charity gift wrapping events for local shoppers.</p> <p>Reminder to PCLC members that the Delta office is available to members to use for events that involve the community.</p> <p>The office continues to receive many questions about the George Massey Tunney Replacement Project; visitors are directed to the project office in Richmond. Other concerns raised include noise, shore power and the purpose of the office.</p>
<p>5. Action Items</p>	
<p>5.1</p>	<p>Action items follow up: <i>lead by Michelle LeBaron, Facilitator</i></p> <p><u>Meeting 28, Agenda Ref #2.1</u></p> <p>It was explained that the Terms of Reference frames the general parameters under which committee operates while the Communication Correspondence document is more detailed and meant to standardize and provide clarity for responses to the community for three of Port Metro Vancouver’s liaison groups.</p>

Meeting	Agenda Ref #	Action Item	Responsible	Due Date
29	2.1	Bring greeting card to next PCLC for group to sign and give to Geoff.	Michelle	March 10, 2016
29	2.2	Send more information about the Delta noise monitoring dashboard once it is live.	Alycia	Future Meeting
29	3.1	Investigate an "issues and response" table for web posting to use for PCLC email tracking.	Alycia	March 10, 2016
29	4.1	Coordinate presentation on industrial land.	Alycia	Future meeting
28	2.1	Review terms of reference (duties of members) to explain how it relates to the correspondence document	Michelle	COMPLETED
28	3.2	Port Metro Vancouver and Vancouver Aquarium to present "Pollution Watch"	Alycia	Future meeting
28	3.2	Discuss Port Metro Vancouver's response on GIS systems and coordinated environment effects monitoring briefs	Alycia	Future meeting