

## MEETING NOTES

### Port Community Liaison Committee - Delta

<b>Meeting:</b>	# 20
<b>Date:</b>	June 25, 2014
<b>Time:</b>	6pm –8pm Dinner will be served at 5:45pm.
<b>Location:</b>	Coast Tsawwassen Inn – Ballroom A
<b>Chair:</b>	Denis Horgan, Westshore Terminals (1 of 3) – <b>unable to attend</b>
<b>Vice-Chair:</b>	Leslie Abramson, Ladner, Community Representative (1 of 3) – <b>chair role</b>
<b>Attendees:</b>	<p><b>Community Representatives:</b>  Mike Owen, Ladner  Cecelia Lawson, North Delta  Roger Emsley, Tsawwassen  Geoffrey Barlow, Ladner  Ken Baird, Tsawwassen First Nation</p> <p><b>Organizations:</b>  Bernita Iversen, Corporation of Delta  Gord Westlake, BC Rail Company  Eric Waltz, TSI  Leisa Yee, Delta Farmers' Institute  David Crook, Westshore Terminals</p> <p><b>Guests:</b>  Gord Ruffo, Port Metro Vancouver  Charlotte Olson, Port Metro Vancouver  Jim Roberts, Hemmera</p> <p><b>Coordinators:</b>  Ram Chungh, Port Metro Vancouver  Naomi Horsford, Port Metro Vancouver</p>
<b>Regrets:</b>	Lloyd Sim, Ladner Kate Hagmeier, Environmental Representative Denis Horgan, Westshore Terminals Alex Danny, North Delta Orv Nickel, Delta Chamber of Commerce

AGENDA ITEM	KEY POINTS & DECISIONS
<b>1. Port Updates</b>	
<p>1.1 - Habitat Enhancement</p> <p>By Gord R./Jim R.</p>	<p><b>Refer to Habitat Enhancement presentation</b></p> <p><b>Note:</b> Unless otherwise stated, questions were asked by PCLC and answered by Port representatives.</p> <p><u>Boundary Bay Salt Marsh</u></p> <ul style="list-style-type: none"> <li>• Vegetation is colonizing the restoration areas, as anticipated.</li> <li>• Overwintering bird surveys were completed bi-weekly from December 2013 to March 2014 (one year of a proposed two year monitoring program).</li> <li>• Data appears to show more raptor use in the treatment sites versus the control sites, however at this time we cannot confirm cause.</li> <li>• There have been a variety of different raptors observed and the installed perches have been extensively used.</li> </ul> <p>Question was raised about the number of perches installed, which were confirmed to be approximately 50-60, some in singles and others in clusters. General use has been for plucking posts/short snags for raptors (for feeding on prey).</p> <p><b>Q)</b> There are only bird monitoring reports from October to December of 2013. When will more be available?  <b>A)</b> A new report will be available in the next few weeks.</p> <p>Discussion regarding the use of the site (or lack of) by birds after the completion of the project. PMV noted that surveys will provide good data. Comment provided about raptors (e.g., short-eared owls and northern harriers) no longer using this site. Response provided that neither these raptors, nor their prey, are known to be wood dependent. The wood removal, from such a small component of the overall habitat mosaic that they use should not have made a significant change in their presence. To the present date, the bird surveys we are conducting are confirming this.</p> <p><b>Q)</b> There used to be eagles by highway 10, now with more blueberry fields there seems to be less habitat for them. Where do you think they will go?  <b>A)</b> Landfill, fields, they may try to find other feed, resting or loafing locations. Overtime with a conversion to berry fields, there may be less space available.</p> <p><b>Q)</b> What is the home range for these eagles? Where is there feeding area?  <b>A)</b> In the range of a 100 hectares, could even be 250, I do not have that information available right now.</p>

	<p><u>Glenrose Tidal Marsh Project</u></p> <ul style="list-style-type: none"><li>• Project was awarded to Kwikwetlem First Nation</li><li>• 600,000 cubic metres of dredging material will be removed from Gunderson Slough the first week of July.</li><li>• The size of the removal will be approximately 1.5 hectares and the cost \$1.7 million.</li><li>• The planting contract will be awarded and will be a cost in addition to this amount.</li></ul> <p><u>Westham Island Canoe Pass</u></p> <ul style="list-style-type: none"><li>• Total amount of dredging to be placed on site is estimated at 70,900m<sup>3</sup></li></ul> <p><u>Bird monitoring survey (Westham Island Canoe Pass)</u></p> <ul style="list-style-type: none"><li>• Over-wintering surveys were completed towards the end of March 2014.</li><li>• Additional waterbird surveys, with a focus on shorebirds, were conducted this spring (early May).</li><li>• Bird surveys are focusing on waterbird, including waterfowl, usage.</li><li>• After reviewing four survey areas (project site and adjacent areas), it does not appear that there is not exceptional shorebird use in this area.</li><li>• No more than 20-30 mixed species flocks of shorebirds were observed.</li><li>• Both reports (overwintering and subsequent spring surveys) are near completion and will be posted on PortTalk.ca.</li><li>• There are two more sets of surveys planned for July through September.</li></ul> <p><b>Q)</b> Are Canadian Geese seen here? <b>A)</b> Yes.</p> <p><b>Q)</b> How does this benefit fish habitat? How is it measured? <b>A)</b> Generally, marsh is seen as high value fish habitat given the amount of productivity that is provided by the annual growth and decay of the marsh plants which in turn feeds the detrital food web.</p> <p><b>Q)</b> Is fish use of the fish habitat studied? <b>A)</b> It is already well documented how much benefit marsh provides, so with this type of enhancement there are generally no requirements for pre- or post-surveys of fish; instead we assess and monitor marsh vegetation growth over five years to confirm that productive marsh has been established.</p> <p><b>Q)</b> Will this work affect dikes? <b>A)</b> No, Port Metro Vancouver's contractor, Moffat and Nickel, is experienced with coastal engineering.</p> <p>Concerns with the project provided regarding western sandpipers use of the site and the belief there is biofilm located in the area.</p> <p><b>Q)</b> Why sacrifice one species use of an area versus another one?</p>
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	<p><b>A)</b> The goal is to find a site that does not have notable use of any specific species of management concern. In this case, the site is sandflat and not anticipated to be a biofilm area. To the present date, bird surveys are confirming this.</p> <p>Discussion continued regarding the Canoe Pass Tidal Marsh Project location and the significant/insignificance of its location with shorebirds.</p> <p><b>Q)</b> Are you having discussions with Nature’s Trust and Ducks Unlimited?  <b>A)</b> Yes.</p> <p><b>Q)</b> Will there be a baseline study? One that shows usage and trends?  <b>A)</b> There is an ecological conditions report available. The bird survey reports, which build upon this earlier report, will be available soon.</p> <p><b>Q)</b> There was a meeting on June 4 where an attendee asked for specific contacts. Will you be responding and providing the names of contacts requested?  <b>A)</b> At that meeting, there were many questions; we are currently working on the responses and the information will be forth coming.</p> <p><b>Q)</b> PCLC - What’s your project timeline? With fishing season coming up, last few months there has been a barge and dredge tied up. I don’t see any activity yet.  <b>A)</b> PCLC - There cannot be dredging until July 15<sup>th</sup> due to the fisheries work window. The barge is used as an anchoring device and will most likely be there for another two months.</p>
<p>1.2 – General Business Updates</p> <p><i>Provided by Naomi H.</i></p>	<p><b><i>Please refer to port updates document.</i></b></p> <p><b>DAMCO update:</b>          Question was raised if there has been any follow up from the last Delta Container Truck Traffic (DCTT) working group meeting. Issues were noted regarding the narrow shoulder and lack of space for truck drivers to move to in the case of a closure at Deltaport. Noted there is a need to solve current problems with Delta police before looking into Long Combination Vehicles (LCV’s). Other general concerns regarding the LCV’s discussed.</p> <p><b>Action:</b> Bernita to follow up with Delta Police regarding current status of traffic management plan to be worked on with TSI.</p> <p><b>Action:</b> Step 1: Ask DAMCO to provide full report on planned activities. If the PCLC is not satisfied, a letter of concern will be drafted on behalf of the committee by Mike.</p> <p>TSI noted its responsibility for the container trucks is at the terminal, not on city and provincial roads.</p>

	<p><b>Night Gates update:</b></p> <ul style="list-style-type: none"> <li>• Concern was raised about the back up of semi trailers parking inbound to Deltaport that are parking at the intersection of 57B St. The concern is that they block the sightline for drivers coming off 57b Street into Deltaport Way.</li> <li>• Mentioned by PCLC member that no other location is available for the drivers. Timing their arrival to the terminal can be difficult with today's traffic. Based on the comments during the DCTT meeting, Delta Police are willing to issue tickets, but noted that not the solution. The need for an alternative location noted.</li> <li>• Mention of a potential staging area for industrial use on Tsawwassen First Nation land.</li> </ul> <p><b>Action:</b> PMV to request a notice to TLS permit holders be sent.</p> <p>TSI provided update of night gates moving to five nights a week, Monday to Friday for Port Metro Vancouver's container terminals. This is not something that is new for Deltaport as it occurred occasionally in the past. The night gates will change from 400-600 container moves a night to approximately 800 moves a night. They will take 30 to 40 per cent of day traffic to night. The goal is for a quicker flow through the terminal and reduced truck line ups.</p> <p>The night gates are a requirement of the 15 point Joint Action Plan. A daytime fee will offset the night gates.</p>
<p>1.3 – Community Issues and Correspondence</p>	<p>Discussion of noise as a significant component of port related noise from Delta. Another issue noticed was lighting from TSI. Mention of noise monitors placed in Delta as a step towards learning more about the noise issues. More information can be found in Port Metro Vancouver's recently released <a href="#">Sustainability Report</a>.</p>
<p>1.4 – Review Planning Session Action Items</p>	<p>News Article - There may be an interest to take part in another article with the South Delta Leader regarding the Delta Office opening.</p> <p>PCLC Participation at community events opportunities include:</p> <ul style="list-style-type: none"> <li>• Ladner Village Market – Sunday, July 27<sup>th</sup> OR</li> <li>• Ladner Quilt and Car Show - Sunday, August 17th</li> </ul> <p><b>Action:</b> PMV to promote the PCLC committee with the opening of the Delta Office.</p>
<p><b>2. Committee Member Updates/ Action Items</b></p>	
<p>2.1 – TSI Lighting Issue</p>	<p>The correspondence trail from a Delta complainant regarding light strobes from cranes at Deltaport was provided to all PCLC members. TSI acknowledged the issue and confirmed that a procurement problem with</p>

	<p>machinery orders would not be the reason for delaying fixing the lights. If it is a procurement problem, TSI promised it will be handled before the next PCLC meeting.</p> <p>TSI noted that Human Resource Development Canada (HRDC) is adding more requirements to lighting and this can often cause community complaints, as more stringent safety for workers is required on the terminal.</p> <p>It was suggested that TSI consider writing a letter to the editor about HRDC required changes to lighting.</p> <p>Mike O. requested a tour of the facility for himself and the complainant to further understand Deltaport's operations and requirements for lighting.</p> <p><b>Action: TSI to provide terminal tour for complainant and Mike.</b></p>
<p>2.2 - Deltaport Power Line on Causeway</p>	<p>Question about the potential for installing underground power lines at Roberts Bank was asked by a PCLC member. Response was provided that 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. A document was provided with additional details.</p> <p>PCLC commented that there would be a need for major power lines when shore power is installed for terminal 2. Question was raised about the possibility of laying the power lines on the floor and off to the side of the causeway.</p> <p><b>Action: PMV to follow up with the suggestion of placing power lines on the floor versus underground and provide PCLC with the scientific report forwarded by BC Hydro referred to in the response.</b></p>
<p>2.3 – Westshore Update</p>	<p>Westshore is in the process of commissioning an empty railcar spray system to mitigate dust from empty rail cars. Westshore has always sprayed empty railcars with water to rinse coal off the outside of the cars; however the new system sprays the insides of the cars with a water based dust suppressing agent.</p> <p>Westshore has also placed an order with the engineering group, Sandvik, for the supply and installation of three replacement stacker reclaimers and one ship loader as part of its five year, \$275 million <a href="#">Terminal Infrastructure Reinvestment Project</a>. Construction company, Wales McLelland has commenced work on the new maintenance shops, a warehouse, employee facilities and an office. The widening of two yard conveyor belts is also part</p>

	<p>of the project as two of the new stacker reclaimers are larger than the existing ones they will replace. The planned completion of the new building is June 2015, the shiploader and first stacker will be delivered in 2016, with the other two machines arriving in 2017 and 2018.</p> <p><b>Q)</b> What do you currently have in place to mitigate coal dust on the terminal?  <b>A)</b> Westshore has towers 130ft tall, and 130ft wide around the site in prevalent wind directions that spray coal piles on site for dust suppression.</p> <p><b>Q)</b> Are railcars still sprayed down mid way to the terminal?  <b>A)</b> Yes. There is a respray facility at Tappen, east of Kamloops.</p> <p><b>Q)</b> Does the latex solution sprayed on to the full railcars wear off with rain and/or snow?  <b>A)</b> Dust is less of an issue for that type of weather. Rain helps to suppress the dust. The latex solution is designed to deal with warmer weather (specifically when it is warm and windy).</p> <p>BC Rail noted that when a phone call is received about dust, there is an ability to check the system and trace back to see if there were issues, and if so, where and which railway.</p>
<b>3. Other Business</b>	
<p>3.1- Community section on port website update</p>	<p>Port Metro Vancouver will be updating the community section of its website. Feedback was requested from the committee regarding the <a href="#">community page</a> and <a href="#">PCLC page</a>. The opportunity for placing photos and biography's of the committee members on the PCLC page was provided.</p> <p><b>Action:</b> Committee to provide feedback on Port Metro Vancouver's community and PCLC website pages.</p>
<p>3.2 – Review TOR &amp; Membership renewal</p>	<p>The Terms of Renewal document for the PCLC was reviewed by the committee. A suggestion was made to stagger individuals on the committee for two year terms to ensure reducing changes to committee members all at once. If this suggestion is to go through, the TOR would need to be revised. It was also noted that the TOR requires a revision to include that there will be a rotating chair for the meetings.</p> <p><b>Action:</b> Review TOR document in its entirety at the next meeting.</p> <p>The three following PCLC members have decided not to renew their membership on the committee:</p>

	<ul style="list-style-type: none"> <li>• Alex Danny, North Delta</li> <li>• Cecelia Lawson, North Delta</li> <li>• Lloyd Sim, Ladner</li> </ul> <p>A fourth community member renewal is still pending.</p> <p>To find replacements for these members, the following will apply as noted in the Terms of Reference:</p> <p><i>A recruitment subcommittee will be formed to select vacant community at large positions. The recruitment subcommittee will include a minimum of four committee members consisting of Port Metro Vancouver, the Corporation of Delta, one appointed representative and one community member at large position.</i></p> <p>The decision was made during the meeting for the representatives to be:</p> <ul style="list-style-type: none"> <li>• Geoffrey Barlow, Ladner</li> <li>• Gord Westlake, BC Rail Company</li> <li>• Bernita Iversen, Corporation of Delta</li> <li>• Naomi Horsford, Port Metro Vancouver</li> </ul>
<p>Action Items - previous meetings</p>	<ul style="list-style-type: none"> <li>• Community Benefits Fund presentation to be provided at a future meeting (TBD).</li> <li>• Operations Centre tour on hold until a meeting takes place at Canada Place.</li> <li>• Next article with South Delta Leader on hold until Delta Office opening.</li> <li>• Community event dates have been provided to committee.</li> </ul>



Meeting	Agenda Ref #	Action Item	Responsible	Due Date
20	1.2	Follow up with Delta Police regarding current status of traffic management plan to be worked on with TSI.	Bernita I.	Next Meeting
20	1.2	Ask DAMCO to provide full report on planned activities.	Naomi H.	Prior to Next Meeting
20	1.2	Request a notice to TLS permit holders be sent regarding trucks backed up on 57B St.	Ram C.	Prior to Next Meeting
20	1.4	Promote the PCLC committee with the opening of the Delta Office.	Ram C.	In progress
20	2.1	TSI to provide terminal tour for complainant and Mike.	Eric W.	In progress
20	2.2	Follow up on suggestion of placing power lines on the floor versus underground and provide PCLC with the scientific report forwarded by BC Hydro referred to in the response.	Ram C.	Next Meeting
20	3.1	Provide feedback on Port Metro Vancouver's community and PCLC website pages.	PCLC	Next Meeting
20	3.2	Review TOR document in its entirety at the next meeting.	PCLC	Next Meeting
18	1.3	Organize tour of Operations Centre	Ram C.	Future meeting
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
17	1.3	Presentation regarding community benefits fund for RBT2 in 2014.	Rhona H./ Carolyn P.	Future meeting