

MEETING NOTES

Port Community Liaison Committee - Delta

Meeting:	#22
Date:	November 25, 2014
Time:	6pm – 8pm Dinner will be 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:	Denis Horgan, Westshore Terminals (3 of 3)
Vice-Chair:	Leslie Abramson, Ladner, Community Representative (3 of 3) – unable to attend
Attendees:	<p>Community Representatives Roger Emsley, Tsawwassen Geoffrey Barlow, Ladner Ken Baird, Tsawwassen First Nation Patrick Thompson, Tsawwassen Randy Johnstone, Ladner Frank Rogers, Tsawwassen</p> <p>Organizations: Allan Baydala, Port Metro Vancouver Bernita Iversen, Corporation of Delta Gord Westlake, BC Rail Company Denis Horgan, Westshore Terminals</p> <p>Coordinators: Ram Chungh, Port Metro Vancouver Naomi Horsford, Port Metro Vancouver</p> <p>Delta Office Representatives Tanya Hawke, Port Metro Vancouver Chris Clarke, Port Metro Vancouver</p>
Regrets:	Kate Hagmeier, Environmental Representative Orv Nickel, Delta Chamber of Commerce Leslie Abramson, Ladner Robert McCandless, Tsawwassen Eric Waltz, TSI Leisa Yee, Delta Farmers' Institute

AGENDA ITEM	KEY POINTS & DECISIONS
1. Presentations/Overviews	
1.1 - Delta Office Update <i>Provided By: Tanya H.</i>	<p><i>Refer to Delta Office Presentation</i></p>
2. Port Updates	
2.1 – Port Updates <i>Provided by Allan B.</i>	<p><i>Refer to Port updates document.</i></p> <p>RE: Local Channel Dredging Program update</p> <p>Q) What is the funding for the program? A) The Ladner Steveston Local Channel Dredging Program was funded for \$10 million. The major contributors for funding were as follows – the Province (\$3m), PMV (\$2.75m), Delta (\$2m), Richmond (\$2m).</p> <p>Q) How can we sustain the Local Channel Dredging Program? How long will the funds last? A) The purpose for the program was to be a one-time funding opportunity, and the funds have nearly all been used.</p> <p>RE: Tsawwassen Container Examination Facility (TCEF)</p> <p>The facility is located immediately adjacent to the recently constructed 41B overpass.</p> <p>Q) What is the size of the area? A) Building size is 10,200m², with CBSA occupying half of the space.</p> <p><i>[Additional information of interest: the TCEF is located on a 4.5ha site. The remainder of the 40,000m² site is to be constructed as a staging/parking area, with the potential to house container scanners in areas within the yard.]</i></p> <p>RE: Roberts Bank Terminal 2 Public Consultation</p> <p>It was noted that once the Environmental Impact Statement (EIS) is filed the public will get to comment and CEAA will take those comments into consideration.</p>
2.2 – Community Issues and	<p>No comments provided by PCLC after reviewing correspondence.</p>

<p>Correspondence Provided by Ram C.</p>	
<p>3. Committee Member Updates</p>	
<p>3.1 – Technical Advisory Group report Provided by Roger E.</p>	<p>Some PCLC members noted that documentation from the technical advisory group (TAG) report is misleading. Believes the way it is written in the report gives the impression that the scientist that works for/worked for a regulatory agency is signing off on behalf of the agency ie. DFO. Request was made to change the messaging to indicate the scientist is acting as an individual.</p> <p>PMV stated that the statement in the report is a factual one. The individuals were selected that had experience from specific regulatory agencies.</p> <p>PMV stated that regulatory agencies such as DFO and Environment Canada will take part in the process of reviewing the Environmental Impact Statement (EIS) and their agencies will be represented in some capacity. Currently the scientists/individuals taking part in the TAG are informing Port Metro Vancouver in order to provide the most thorough EIS.</p> <p>Another PCLC member noted that he understands that the agencies will be represented in some capacity to review the EIS, but the change to the wording as it pertains to the TAG report needs to be clarified.</p> <p>Action: PMV to take comments from committee back to the RBT2 team for consideration.</p>
<p>3.2 –Business Case for RBT2 Provided by Roger E.</p>	<p>PCLC member suggested that PMV convene a specific meeting on the business case (container forecast) for Roberts Bank Terminal 2 (RBT2) due to the high level of interest on the topic.</p> <p>PMV stated that although the container forecast demonstrates the trend for demand of containers in the future, it will be the terminal operator who will ultimately make the investments. The terminal operator will be selected before the infrastructure developer starts the construction of the terminal. The terminal operator commitments will be made based on their own assessment of future demand. Currently, the forecast gives us the information needed to move forward with the project.</p> <p>Q) PCLC - To increase fluidity, container terminals are operating on a 24/7 basis, which could absorb a lot of the demand. Has that been factored in the container forecast?</p> <p>A) PMV - The terminals have always operated 24/7 as does rail, it is only trucking that does not.</p> <p>It was stated that 75% of container traffic is moving out of Deltaport 24/7 by rail.</p>

	<p>Discussion continued regarding the container forecast and some committee member's interests in receiving more details about the project and the forecast.</p> <p>Action: PMV to invite presenter from the RBT2 team to speak to the container forecast.</p> <p>Q) PCLC – has the panel been chosen to review the EIS? A) PMV – Not yet, the panel will likely be chosen after the EIS is accepted.</p>
<p>3.3 – Inland Terminal <i>Provided by Roger E.</i></p>	<p>Port Metro Vancouver noted the port is not opposed to an inland terminal, however the use of an inland terminal would not be its decision. In regards to comments about having a terminal at Ashcroft versus Deltaport, Ashcroft is inland and a marine shipping terminal would still be needed. Currently, there is a shortage of industrial land and we may run out of industrial land in less than 10 years. If Ashcroft can provide that land, it would help alleviate the shortage, but it would be the cargo owners and logistics chain members that would make the decision to use Ashcroft.</p>
<p>3.4 - Meeting agenda timing – <i>Provided by Roger E.</i></p>	<p>No comments made/provided.</p>
<p>4. Other Business</p>	
<p>4.1 – Facilitator Overview <i>Provided by Allan B.</i></p>	<p>The candidates have been narrowed down to two and it was suggested to have both attend a portion of our next meeting (30 minutes/each) to introduce themselves and their experience/background. The committee can then decide which one they prefer.</p> <p>In order to have the facilitators attend the next meeting, the meeting date will need to be changed. An email will be sent to PCLC providing new recommendations for January meeting dates.</p>
<p>4.2 – Terms of Reference Update <i>Provided by Naomi H.</i></p>	<p>Once a facilitator is selected, a separate session will take place to update the terms of reference.</p>
<p>3.3 – Update from TSI re presentation request</p>	<p>Eric W. and GCT's Safety Inspector will attend the next meeting to provide a presentation on the change in LUX standards on the terminal. It was recommended that the request to ask ESDC for a presentation be put on hold as it may not be appropriate.</p>
<p>4.4 – Year end Donation/thank</p>	<p>The year end thank you donation of \$1000 will be split between OWL</p>

<p>you <i>Provided by Ram C.</i></p>	<p>(Orphaned wildlife) society, and families in the three areas of Tsawwassen, North Delta and Ladner through Delta Assist.</p>
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Meeting	Agenda Ref #	Action Item	Responsible	Due Date
22	3.1	Provide feedback from the Technical Advisory Group (TAG) report language to RBT2 team.	PMV	Before next meeting
22	3.2	Ask a presenter to speak to the container forecast for RBT2.	PMV	Next Meeting
21	3.1	Request TSI inspector of safety to attend the next meeting and provide overview on new lux standards.	Ram/Eric	Next Meeting
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	3.2	Review TOR document in its entirety at the next meeting.	ALL	Once facilitator is selected.
17	1.3	Presentation regarding community benefits fund for RBT2 in 2014.	Rhona H.	Future meeting