

## MEETING NOTES

### Port Community Liaison Committee - Delta

<b>Meeting:</b>	<b>#28</b>
<b>Date:</b>	November 5, 2015
<b>Time:</b>	Dinner – 5:45pm Meeting – 6:00 – 8:00pm
<b>Location:</b>	Delta Community Office, 5225A Ladner Trunk Road, Ladner In the Trenant Park Shopping Centre, next to the Shoe Warehouse.
<b>Facilitator</b>	Michelle LeBaron
<b>Chair:</b>	n/a
<b>Attendees:</b>	<p><b>Community Representatives</b> Leslie Abramson, Ladner Geoffrey Barlow, Ladner Roger Emsley, Tsawwassen Robert McCandless, Tsawwassen Patrick Thompson, Tsawwassen Frank Rogers, Tsawwassen</p> <p><b>Environmental Representative</b> Kate Hagmeier</p> <p><b>Organizations</b> Greg Andrew, Westshore Terminals Allan Baydala, Port Metro Vancouver Bernita Iversen, Corporation of Delta Gord Westlake, BC Rail Company</p> <p><b>Guests:</b> <b>Facilitator and Coordinators</b> Michelle LeBaron Alycia Majorkiewicz-Ata, Port Metro Vancouver</p> <p><b>Delta Office Representative</b> Tanya Hawke, Port Metro Vancouver</p> <p><b>Port Metro Vancouver</b> Gilles Assier, Director, Infrastructure Sustainability</p> <p><b>Kirk &amp; Co.</b> Matt Skinner, Manager, Client Services</p>
<b>Regrets:</b>	<p>Ken Baird, Tsawwassen First Nation Naomi Horsford, Port Metro Vancouver Randy Johnstone, Ladner Orv Nickel, Delta Chamber of Commerce Eric Waltz, Global Container Terminals Leisa Yee, Delta Farmers' Institute</p>

#	Agenda Item
<b>1. Presentations/Updates</b>	
1.1	<p><a href="#"><u>Roberts Bank Terminal 2 Project update presentation</u></a> : <i>provided by Gilles Assier, Director, Infrastructure Sustainability, Port Metro Vancouver</i></p> <p>Gilles Assier was introduced as the port’s new Director, Infrastructure Sustainability.</p> <p>Printed copies of the <a href="#"><u>Project Rationale</u></a> were provided and are also available online.</p> <p><u>Environmental Impact Statement (EIS)</u></p> <p>The last time the Infrastructure Sustainability team met with PCLC on May 28, 2015, members were provided a presentation on the findings of the Environmental Impact Statement (EIS), which was a result of 4 years of work completed by over 100 professional scientists. The Canadian Environment Assessment (CEA) Agency invited public comments on the completeness of the EIS between April 30 and June 15, 2015. The number of public comments was substantial and can be found on the <a href="#"><u>CEA Agency website</u></a>. The entire EIS will be reviewed by an independent review panel beginning in 2016.</p> <p>Just a few weeks after the port issued the EIS, CEA Agency requested additional information to satisfy the requirements of the updated EIS Guidelines. Two additional factors were identified: marine shipping and a socio-economic assessment to meet provincial requirements. This was discussed in answer to R. McCandless’ correspondence dated Oct 13, 2015, re: CEAA listed deficiencies.</p> <p>The <a href="#"><u>Marine Shipping Supplemental Report</u></a> was submitted at the end of October 2015, and is an addendum to EIS. This report assesses the potential impact of project-related vessel traffic outside of the port’s jurisdiction and within Canada’s territorial sea. Its purpose is to assist the Federal government with future policy decisions.</p> <p>The Marine Shipping Supplemental Report concluded that vessel traffic associated with the project is not likely to result in significant adverse effects. CEA Agency is expected to initiate a 30-day public comment period on the completeness of the Marine Shipping Supplemental Report in the coming weeks.</p>

	<p><u>Biofilm</u></p> <p>Gilles Assier provided an overview of the EIS findings around biofilm. In response to R. Emsley’s correspondence dated Oct 9, 2015, re: biofilm, Gilles stated that research concluded that there is currently a surplus of biofilm at Roberts Bank, which supports large populations of migrating and overwintering birds. The location of the proposed terminal and widened causeway was chosen so as to minimize encroachment into areas of biofilm. The EIS concluded that feeding opportunities for birds would not be significantly affected after construction of the project.</p> <p><b>Q)</b> A member asked about the level of confidence the port has in its predictions that RBT2 will not significantly erode biofilm.</p> <p><b>A)</b> Port Metro Vancouver explained the extensive studies undertaken for the project have increased overall understandings of biofilm. The design of the causeway and terminal will also help minimize impacts. As it did with the Deltaport Third Berth Project, Port Metro Vancouver continues to monitor the environment at Roberts Bank and ensure that any required mitigation measures are implemented.</p> <p>Several other PCLC members raised questions in relation to the report and biofilm in general. Not all questions were addressed given the assigned time allocation.</p> <p><u>Terminal Operator Procurement</u></p> <p>Procurement process for the terminal operator is well underway. Five teams have been shortlisted out of more than 10 submissions. They are:</p> <ul style="list-style-type: none"> <li>- Abu Dhabi Terminals</li> <li>- Grup TCB/Mitsubishi Corp consortium</li> <li>- Ports America</li> <li>- PSA International</li> <li>- Terminal Link/CMHI consortium</li> </ul> <p>Meetings with prospective operators will start in the coming weeks, and the request for proposals is expected to be issued by the end of the year.</p> <p><u>Purpose of Roberts Bank Terminal 2 (RBT2)</u></p> <p><b>Q)</b> A question was asked about whether RBT2 was being built to move US cargo.</p> <p><b>A)</b> Port Metro Vancouver explained that existing free trade agreements allow both Canadian and US-destined cargo to move through the port. Prince Rupert is actually more dependent on US traffic than Port Metro Vancouver. The Project Rationale assumes that Prince Rupert will complete all planned port development before RBT2 is built.</p>
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	<p><u>Container Forecasting</u></p> <p>A PCLC member raised an overdue action item about having a presenter speak to the container forecast for RBT2. The member wanted information on the current terminal forecast for RBT2 in relation to justifying terminal development. R. Emsley’s question dated Oct 16, 2015 was also about the container forecast for RBT2. Allan Baydala noted that the definition of business case can mean different things depending on who is asking, and explained that the comprehensive Project Rationale document was developed to summarize the need for the project, as well to identify the benefits that it would provide to Canada. The most recent container forecast was developed by Ocean Shipping Consultants, who are based in London, U.K. It is not feasible for them to present to the PCLC.</p> <p>Allan Baydala explained that <a href="#">annual forecasts</a> for Port Metro Vancouver since 2011 are available online. The most recent container forecast is available online at <a href="#">2014 OSC Container Forecast</a>, though forecasts are not definitive. Because the terminal development process requires 10-15 years of lead-time, it is not possible to wait until all terminals in the Gateway are at capacity to start the process.</p> <p>In addition, the RBT2 terminal operator will likely perform their own forecasting to ensure that they will have business throughput. At all project stages, the port and the RBT2 terminal operator will be watching the economy of the world to be sure it continues to make economic sense.</p> <p>In summary, the question of whether the terminal is needed, based on forecasting, will likely be a question for consideration by the independent review panel.</p> <p><b>Q)</b> A member asked whether the change in government would affect the environmental review process.</p> <p><b>A)</b> Port Metro Vancouver explained that it is too early to know of any changes, and that the port has not had a chance to meet with any of the new MPs.</p>
<b>2. General Business</b>	
2.1	<p><b>Community liaison committees correspondence process:</b> <i>lead by Allan Baydala, CFO, Port Metro Vancouver</i></p> <p>A correspondence process was developed for the port’s three community liaison committees in response to a need to handle enquiries consistently and effectively.</p> <p>The process represents a systematic, consistent way of bringing concerns</p>

	<p>directly to Port Metro Vancouver via the committee. Allan suggested that using other channels would be less effective than this process and asked PCLC members to pose questions as outlined. Acknowledging the limiting factor of time constraints, the policy includes a special process for time-sensitive inquiries.</p> <p><b>ACTION – Michelle to look at terms of reference (duties of members) and examine how it relates to the correspondence document, reporting back at the next meeting.</b></p> <p>A PCLC member mentioned that they liked the format of the conversation summary document. Other PCLC members suggested it would be useful to have a more concise summary of comments, rather than see all correspondence.</p>
<p>2.2</p>	<p><b>Member feedback and 2016 priorities:</b> <i>lead by Michelle LeBaron, Facilitator</i></p> <p>Michelle reported on individual telephone conversations with all PCLC members but three, and with Naomi Horsford and Allan Baydala, as well as the Port Metro Vancouver representatives in the Delta Community Office. Michelle was impressed with the commitment level and wealth of experience of all members.</p> <p>Feedback from PCLC members is summarized below:</p> <p>Committee strengths:</p> <ul style="list-style-type: none"> <li>• Many members expressed appreciation for the opportunities for information exchange and dialogue, with some members requesting longer meetings to extend these opportunities. Several members said they were grateful for the patience Port Metro Vancouver has shown at PCLC meetings. A few focused on the importance of public visibility, and the important role PCLC plays in increasing public information and port profile. The Delta Optimist article series received wide support.</li> </ul> <p>Committee improvements:</p> <ul style="list-style-type: none"> <li>• Some said that the mission and purpose should be further clarified. Others expressed a desire for a change in mandate beyond the PCLC’s current consultative function.</li> </ul> <p>Other comments:</p> <ul style="list-style-type: none"> <li>• Several PCLC members compared the group to the earlier DCLC, though they acknowledged that it had a different function. Two members said they liked the greater frequency and length of DCLC</li> </ul>

	<p>meetings.</p> <p>Priorities/Requests for PCLC in 2016. Member requests included:</p> <ul style="list-style-type: none"> <li>• providing meeting notes sooner so that the discussions are still fresh in participants’ memories;</li> <li>• addressing action items more promptly;</li> <li>• continuing strategies to raise community visibility of PCLC such as outreach in schools and connections with community organizations such as the Delta Chamber of Commerce;</li> <li>• meetings more frequently;</li> <li>• extending discussion beyond RBT2 to Fraser River and other areas within Port Metro Vancouver’s adjacent jurisdiction;</li> <li>• arranging PCLC meeting agendas to allow time for deeper dialogue or exploration of particular issues.</li> </ul> <p>Facilitation: The facilitation role received wide support, and gratitude was expressed to Port Metro Vancouver for providing this resource.</p> <p>Members discussed the role of the PCLC. There was broad acknowledgement that the PCLC mandate does not include review of the technical aspects of RBT2.</p> <p><b>ACTION – Review notes and inform Michelle of any issues/inaccuracy/additions.</b></p> <p><b>ACTION – Alycia and Michelle review member terms timelines.</b></p>
2.3	<p><b>End of year community giving, survey and 2016 meeting dates:</b> <i>lead by Allan Baydala, CFO, Port Metro Vancouver</i></p> <p>After discussion, it was decided that the year-end donation of \$1000 will be split evenly between OWL (Orphaned Wildlife) Rehabilitation Society and the South Delta Foodbank.</p> <p>It was recommended by the facilitator and all parties agreed that information from the phone conversations (see section 2.2) would be used in place of a 2015 end-of-year survey.</p>
<b>3. Business from Community Members</b>	
3.1	<p><b>Submission to the Delta Optimist:</b> <i>lead by Patrick Thompson, PCLC member</i></p>

	<p>Ideas raised for the next article submission to the Delta Optimist included a year-end review, which could include the one year anniversary of the Delta Office and the year-end cheque presentation. Another idea involved highlighting Fraser River projects.</p>
3.2	<p><b>Member enquiries</b></p> <ul style="list-style-type: none"> <li>• G. Barlow, correspondence dated Oct 14, 2015, re: Tilbury LNG terminal, dredging and river projects (see port updates)</li> <li>• R. Emsley, correspondence dated Oct 9, 2015, re: biofilm (addressed in agenda item 1.1)</li> <li>• R. Emsley, correspondence dated Oct 16, 2015, re: container forecast for T2 (addressed in agenda item 5.1)</li> <li>• R. Emsley, correspondence dated Oct 28, 2015, re: share media release (FYI from member)</li> <li>• R. McCandless, correspondence dated Oct 13, 2015, re: CEAA listed deficiencies, GIS, environmental effects monitoring Pollution Watch (addressed in agenda item 1.1 and added to action items "meeting 28, agenda ref #3.2")</li> <li>• P. Thompson, correspondence dated Oct 15, 2015, re: submission to Delta Optimist (addressed in agenda item 3.1)</li> </ul>
<p><b>4. Port Updates</b></p>	
4.1	<p><b>Port Updates:</b> <i>provided by Allan Baydala, CFO, Port Metro Vancouver</i></p> <p>See the linked document for updates on the habitat enhancement project, answers to G. Barlow’s inquiry, dated Oct 14, 2015 about Tilbury LNG terminal, dredging and river projects, and the port’s community awareness campaign. Also, the Roberts Bank Rail Corridor Program was awarded Premier’s annual Innovation and Excellence Awards. Watch the <a href="#">Roberts Bank Rail Corridor Program finalist video</a>.</p>
4.2	<p><b>Delta office report:</b> <i>provided by Tanya Hawke, Community Outreach Advisor, Port Metro Vancouver</i></p> <p>The Delta Community Office is celebrating its first year anniversary with a community open house on Saturday, November 14, from 11 a.m. to 3 p.m. The office has seen 4,000 people during its first year.</p> <p>The committee was invited to participate in the open house as a way of contributing to PCLC community visibility.</p> <p>Several members expressed support for participating in other port-related community events, such as Delta Chamber’s After 5 event. In the future,</p>

		invitations will be sent to interested PCLC members for similar events.		
4.3		<p><b>Community issues and correspondence:</b> <i>provided by Alycia Majorkiewicz-Ata, Municipal and Community Engagement Specialist, Port Metro Vancouver.</i></p> <p>Majority of the correspondence topics raised related to vessel generator noise at Deltaport. Port staff took the appropriate measures to investigate and determined there was no unusual operations or maintenance work.</p> <p>The PCLC inbox also received one enquiry related to the environmental assessment of RBT2 and expressed concerns about voluntary use of shore power at Deltaport. PCLC members will respond accordingly.</p> <p>In the next calendar year, the correspondence document will include a consistent numbering system connected to particular respondents as requested by PCLC members. Information about a respondent's community of residence will be recorded when it is known.</p>		
4.4		<p><b>Other business and future meeting plans:</b> <i>provided by Alycia Majorkiewicz-Ata, Municipal and Community Engagement Specialist, Port Metro Vancouver.</i></p> <p>2016 proposed meeting dates include:</p> <ul style="list-style-type: none"> <li>• Thursday, January 28, 2016 – 6-8 pm</li> <li>• Thursday, March 10, 2016 – 8-10 am (suggested strategic planning session - TBC)</li> <li>• Thursday, May 5, 2015 – 6-8 pm</li> <li>• Thursday, June 23, 2016 – 6-8 pm</li> <li>• Thursday, September 8, 2016 – 8-10 am</li> <li>• Thursday, November 17, 2016 – 6-8 pm</li> </ul>		
<b>5. Action Items</b>				
5.1		<b>Action items follow up</b>		
Meeting	Agenda Ref #	Action Item	Responsible	Due Date
28	2.1	Review terms of reference (duties of members) to explain how it relates to the correspondence document	Michelle	Jan 28, 2016

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28	2.2	Review Member feedback and 2016 priorities document notes for any issues/inaccuracy/additions	ALL	COMPLETED
28	2.2	Review member terms timelines.	Alycia/ Michelle	Jan 28, 2016
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
27	1.3	Survey members in the community positions to ask when they want their two year term to have started.	Michelle	COMPLETED
27	3.3	Revisit if correspondence can include a consistent numbering system connected to the respondents, for one calendar year.	Naomi	COMPLETED
27	3.3	Confirm how information about respondents' community is determined	Naomi	COMPLETED
24	3.3	Provide a summary of questions/ topics raised by community members who visit the Delta Community Office.	Tanya H.	Ongoing/ COMPLETED
22	3.2	Ask a presenter to speak to the container forecast for RBT2.	PMV	COMPLETED
20	1.2	Follow up with Delta Police regarding current status of traffic management plan to be worked on with GCT.	Bernita I.	n/a COMPLETED
17	1.3	Presentation regarding community benefits fund for RBT2 in 2014.	Rhona H.	Future meeting