

MEETING NOTES

Port Community Liaison Committee - Delta

Meeting:	#39
Date:	Tuesday, September 5, 2017
Time:	Breakfast: 7:30 am – 8:00 am Meeting: 8:00 am – 10:00 am
Location:	Delta Community Office (5225A Ladner Trunk Road, Ladner) <i>Located in the Trenant Park Shopping Centre next to Shoe Warehouse</i>
Facilitator/Chair:	Michelle LeBaron
Coordinator	Alycia Majorkiewicz-Ata
Attendees:	<p>Members:</p> <p>Community Representatives Roger Emsley, Tsawwassen Robert McCandless, Tsawwassen Frank Rogers, Tsawwassen Patrick Thompson, Tsawwassen</p> <p>Organizations Bernita Iversen, Corporation of Delta Tom Awrey, Delta Chamber of Commerce Noel Roddick, Delta Farmers' Institute (alternate) Tom Corsie, Vancouver Fraser Port Authority Greg Andrews, Westshore Terminals</p> <p>Vancouver Fraser Port Authority Lisa Fox, Education Outreach Assistant Tanya Hawke, Delta Office Representative</p> <p>Guest Gerry Fleming, Binnie</p>
Regrets:	Leslie Abramson, Ladner Marko Dekovic, Global Container Terminals Kate Hagmeier, Environmental Representative Naomi Horsford, Vancouver Fraser Port Authority Andrea Jacobs, Tsawwassen First Nation Randy Johnstone, Ladner Gord Westlake, B.C. Rail Company

#	Agenda item
1. Presentations	
1.1	<p data-bbox="326 367 990 401">Deltaport Truck Staging Area, Gerry Fleming</p> <ul data-bbox="370 443 1474 1228" style="list-style-type: none"> • This is one small part of the overall Deltaport Terminal, Road and Rail Improvement Project (DTRRIP). • It is located at the intersection of Highway 17, 17A and Deltaport Way and will be delivered by the port authority. • Jointly funded by federal and provincial governments and the port authority. • The truck staging area is being built to address long-standing road safety concerns and alleviate long standing traffic congestion when port destined container truck queued on Roberts Bank Way (causeway) reach more than 15 container trucks in length. • Benefits include improving road safety and reducing truck engine idling and congestion. • The area is designed to hold 140 trucks, including early arrivals, has a secure vehicle access gate and contains cameras as a security feature. • To accommodate cyclists, a new route on 64th street will be opening up fairly soon. The old route will remain open for a period of time. The project team has been in communication with HUB. • Phase 1 construction has started, which will include site preparations and placing preload. Construction hours include Monday to Saturday, from 7am to 7pm. There will be little interference with current traffic on Deltaport Way. Phase 1 construction is expected to be completed in December 2017. • A speed reader board and control person will also be used during construction periods to help maintain traffic flow. • Phase 2 construction is anticipated to begin in 2018. <p data-bbox="326 1272 553 1306"><u>Q&A Highlights</u></p> <ul data-bbox="370 1312 1466 1854" style="list-style-type: none"> • Request was made to have people help move stationary trucks (drivers who have fallen asleep) during times of queue advancement. This problem has been a common occurrence and it was suggested that the problem be looked at prior to the truck staging area completion. Looking ahead, it was explained that the gates in the truck staging area are controlled and would only open when there was space for trucks to advance. There are also cameras for the port authority operations team to review any issues. The goal is to have the line-ups coordinate with opening of the gate. Comparison was made to the truck staging area on Vancouver's south shore, which used to have large line-ups on the road and trucks parking in residential neighbourhoods. These issues are no longer an issue since the introduction of a truck staging area. • Concerned raised about trucks being lined-up from the staging area onto the ramp. It was explained that this problem was not anticipated as the staging area has been designed with three gates (including a through gate should a truck want to leave the line-up in the staging area) and a loop. In addition, the plans have been designed to accommodate current capacity levels. It is thought that automation of the proposed Roberts Bank Terminal 2 project will

	<p>lead to less use of the truck staging area.</p> <ul style="list-style-type: none"> • Port destined trucks are all equipped with GPS and should any trucks purposely evade directions, the port authority can find out truck details and they can be penalized. However, there will be a learning curve for a few weeks, once the truck staging area is in place. • The location of the truck staging area was questioned, raising concerns about employee access to nearby greenhouses. It was explained that a few locations were looked at and that the current location had lowest costs and minimal impact to ALR land, as it uses land currently owned by the Ministry of Transportation. A community member expressed disappointment that the truck staging area was not built on Tsawwassen First Nation land and closer to Roberts Bank. • Concerns about merging and weaving for traffic coming onto Deltaport Way have been peer reviewed by engineers and they have concluded that this truck staging area will meet all the required standards for weaving. • A commercial Vehicle Safety and Enforcement (CVSE) inspection station will also be built-into the truck staging area, but will not incorporate a weight scale. • Trucks destined for Deltaport are not required to go through the truck staging area in normal conditions, nor the CVSE. • The truck staging area will likely have portable toilets and will have lighting and emergency equipment. While there will be maintenance restrictions in place; the facility is designed to intercept spills or contaminant mixed with storm water run-off, should an accident occur.
<p>1.2</p>	<p>Vancouver Fraser Port Authority Education Program, Lisa Fox</p> <ul style="list-style-type: none"> • The port authority has had an education program for 25 years. • The current program incorporates the BC Ministry of Education’s curriculum guidelines and is tailored to grades 4-6. • The port authority offers a free, 90 minute presentation at the Discovery Centre. • The Discovery Centre was renovated and re-opened in 2016 and now includes interactive benches that showcase the operations, people/occupations of the port and relevant statistics through graphics and videos. • Children are taught about port jurisdiction (through a map puzzle), business sectors (through a cargo relay), environmental programs (through a quiz), the principals of global trade (by tracing the trade route of an orange) and general port information (through a scavenger hunt using the interactive benches). • While the majority of the programs are held at the Discovery Centre, schools across the Lower Mainland are visited once a week. • 158 presentation were completed in 2016 (September 2016 to August 2017). Sixteen presentation were made to Delta schools; four of which came to the Discovery Centre, while two were at the Delta Office and 10 were at schools in Delta. Once a year, a blitz in Delta school occurs. • Great feedback from teachers has been received about the quality, free education material, as well as the location of the Discovery Centre.

	<p><u>Q&A Highlights</u></p> <ul style="list-style-type: none"> • The purpose of the port authority’s education program is to help kids make the connection to the Port of Vancouver. Education and connection with communities is part of the port authority’s mandate. • Connections to the BC Ministry’s education curriculum is through teaching the kids to make life connections on their own, using maps, history, as well as through global trade (import/exports) taught through the port authority education program. • The First Nations component is included in the activity guide for pre and post presentations. • It was noted that children are more aware of the environment, especially in regards to saving energy and recycling and ties that into the environment section of the presentation with examples like shore power. • If you are interested in learning more or sharing the program with a school, please email education@portvancouver.com
2. General Business	
2.1	<p>PCLC community representative recruitment, Frank Rogers</p> <p>In total, 19 applications were received. The two community representative positions were advertised in the local newspapers (North Delta Reporter and Delta Optimist). Many people visited the Delta Community Office in search of more information about the PCLC positions. Greg, Frank and Alycia reviewed the resumes and shortlisted five applicants. One applicant ended up withdrawing her name. Bernita, Frank and Alycia then interviewed the four remaining shortlisted applicants, and aimed to have a decision by the end of the week. The recruitment committee noted the great interest in the position as well as the caliber of applicants.</p>
2.2	<p>Delta Optimist outreach, Patrick Thompson</p> <p>Members decided that the next submission should be on the Deltaport Truck Staging Area, as the project affects various groups (cyclists, commuters, greenhouse employees) and has various impacts on the economy (jobs), environment (air), etc.</p>
3. Correspondence	
3.1	<p>Community - General & PCLC email</p> <p>There have been eight complaints since the last meeting, three related to noise and the rest about varying issues. Additional complaints included notification of litter on port lands, vibrations from passing trains in the evening and an opinion that the port should not trade coal. A few were sent to GCT, who followed-up directly with the senders.</p>

4. Reports	
4.1	<p>Port update, Tom Corsie</p> <p>The façade of the Tsawwassen Container Examination Facility building is now complete. The inside of the building will be finished once more information about Canadian Border Services Agency's technology requirements is received.</p> <p>The Port of Vancouver mid-year statics were highlighted. It was noted by a PCLC member that the 2016 statistics were actually down so this year's records portray a more positive picture than is accurate. Tom explained that the decrease in 2016 was likely due to a constraint the supply chain, related to reduced capacity. Now that various projects have completed, which were not accessible in 2016, even more capacity has been added. This capacity has been quickly filled and has contributed to surpassing previous numbers.</p> <p>A PCLC member asked why the port authority was conducting a survey along Brunswick Point trail in late August. It was explained that the RBT2 review panel has asked the port authority for more information regarding recreational use near Roberts Bank. To address this request and further the port authority's understanding of recreational usage of the area, they have begun gathering information on the number of trail users, as well as key locations and types of use.</p>
4.2	<p>Committee member enquiries</p> <p><u>Q&A highlights</u></p> <ul style="list-style-type: none"> • Community member was disappointed with the port authority's response to his enquiry about the C.D. Howe report indicating that it was not the port authority's report and therefore was not something the port authority could comment on; the member would have preferred a discussion about the substance of the report during the meeting. • The Vancouver Airport Authority reacted strongly against the report, but the port authority did not respond in the same manner. • The report relates to a promise made by the Liberals during the last election. • The port authority further explained that the decision to become privatized remains with the federal government. Port authorities operate under the Canada Marine Act and this legislation would need to be changed by the government should they decide to privatize port authorities. • Community member submitted that the C.D. Howe report raised legitimate questions and valid opinions, especially in regard to reinvestment and allocation of port-generated funds.
4.3	<p>Delta office report, Tanya Hawke</p> <p>While the walk-in traffic has been slower, the community office saw an increase in overall visitors due to the special events that they hosted in July and August. PCLC</p>

	<p>members were invited to attend the September 20 event featuring Doug Mills from the port authority, speaking on how “Canada Feeds the World.”</p> <p>On August 26, the community office hosted a free tour of GCT Deltaport terminal which was very popular and successful. Of the 150 people who participated, guests came from Delta and from all over the Lower Mainland, including Salt Spring Island and Quadra Island. Many ILWU workers and their families were also guests. GCT was thanked for opening the terminal to the community and accommodating the buses through their busy operations.</p>
5. New Business	
5.1	<p>Terms of Reference change, Michelle LeBaron</p> <p>The new language regarding the addition of two community representatives was adopted as of this meeting. The clause will be removed when the PCLC returns to its original limit of seven community representatives, through natural attrition.</p>
5.2	<p>Proposed agenda items, Michelle LeBaron</p> <p>Ideas for agenda topics at a future PCLC meeting included updates on biofilm studies, the business case for port expansion and a TFN update.</p>

Meeting	Agenda Ref #	Action Item	Responsible	Due Date
38	3.1	Share the annual noise report.	Alycia M.	Future meeting
38	4.3	Fraser River Pile and Dredge to present.	Alycia M.	Future meeting
37	5.3	Create content and look of PCLC postcard. Once a draft has been developed, Patrick/Ram to send to committee for feedback.	Patrick/Ram	Complete
35	2.2	Provide formal presentation on status of salinity study and next steps.	Noel R.	Next meeting
34	1.3	Request project team to provide a clear layout of current and future traffic flows related to the truck staging area.	Ram C.	This meeting
33	4.1	Presentation to PCLC regarding Fraser River, the port's jurisdiction and long term strategy.	Ram C.	Future meeting