

MEETING NOTES

Port Community Liaison Committee - Delta

Meeting:	#40
Date:	Tuesday, November 28, 2017
Time:	Dinner: 5:30 pm – 6:00 pm Meeting: 6:00 pm – 8:00 pm
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 Leslie Abramson, Ladner Roger Emsley, Tsawwassen Mark Gordienko, Tsawwassen Dennis McJunkin, North Delta Robert McCandless, Tsawwassen Frank Rogers, Tsawwassen Patrick Thompson, Tsawwassen</p> <p>Organizations Gord Westlake, B.C. Rail Company Tom Awrey, Delta Chamber of Commerce Bernita Iversen, City of Delta Noel Roddick, Delta Farmers' Institute (alternate) Marko Dekovic, Global Container Terminals Tom Corsie, Vancouver Fraser Port Authority</p> <p>Vancouver Fraser Port Authority Tanya Hawke, Delta Office Representative Sarah Pilgrim, Delta Office Representative</p> <p>Guest Tino Isola, Fraser River Pile & Dredge</p>
Regrets:	Greg Andrews, Westshore Terminals Kate Hagmeier, Environmental Representative Naomi Horsford, Vancouver Fraser Port Authority Andrea Jacobs, Tsawwassen First Nation Randy Johnstone, Ladner

#	Agenda item
1. Introductions	
1.1	<p>New PCLC members introduction, Michelle LeBaron</p> <ul style="list-style-type: none"> • Roundtable introduction of all members
2. Presentations	
2.1	<p>Dredging the Mighty Fraser River, Tino Isola</p> <ul style="list-style-type: none"> • FRPD has a long history of dredging the Fraser River. In addition to the Fraser River Channel Maintenance Dredging Program, FRPD has also been involved in the port authority’s local channel dredging program. • FRPD has two revenue generating divisions – marine construction (including pile driving, clamshell dredging and marine drilling services) and hydraulic dredging. The primary focus of the dredging division is managing the port authority’s Fraser River Channel Maintenance Dredging Program. • In the past, the federal government funded dredging but it now is the port authority that contracts the work. • In 2012, FRPD was awarded a 10 year maintenance dredging contract by the port authority which runs until 2022. • The Fraser River requires annual dredging to remove the silt that is deposited in the deep sea navigation channel. This silt is primarily from the annual freshet (higher water run-off from the snow melt) which occurs from April to June of each year. Dredging also helps keep the water levels at a normal level and reduces the need for higher dykes. • Dredging also enables safe navigation of the shipping channel through the Fraser and facilitates the movement of trade through FSD and WWL terminals, as well as all other marine facilities. • The river is closed for dredging during the fisheries window (March 1 to June 15). In other areas around the Lower Mainland there are additional windows which are in place to ensure certain species and habitat are protected and these need to be considered when working around Roberts Bank, as well as certain spawning grounds on the Fraser River. • Environmental approval is required to dispose/store the extracted sediment. To minimize ocean disposal, the port authority’s goal is to maximize the beneficial use of dredged material. Extracted sediment is used for construction material; it is also used both globally and locally for land reclamation and environmental habitat creation. Projects that have used FRPD’s dredged sediment included South Fraser Perimeter Road and Deltaport Third Berth. <p><u>Q&A highlights</u></p> <ul style="list-style-type: none"> • Dredged sediment is used in many different projects around the world. In our region, it is not as common to use dredged material as there are a lot of regulations surrounding the use of the dredged material. In addition, the

	<p>sodium chloride content in the dredged sand prevents its use for certain applications, such as for manufacturing concrete and supplementing farmland.</p> <ul style="list-style-type: none"> • For areas of the river that fall within the province’s jurisdiction, the BC government takes the lead in providing permitting approval. There is a rigorous process associated with dredging, which includes approval through the BC Environmental Assessment Act and the BC Water Sustainability Act. The Fraser River Estuary Management Program (FREMP) helped streamline the process in the past. • FREMP was an inter-governmental partnership established to coordinate the environment management of the Fraser River Estuary. Partners included the port authority, Department of Fisheries and Oceans, provincial environmental authorities, municipalities bordering the Fraser River and Environment Canada. These groups had a robust understanding of the Fraser River, which made it easier to get support for programs. The group no longer exists due to funding cuts. • The survey program identifies where the sedimentation occurs, which allows targeting of these areas with the dredge. • The river is currently being dredged to a depth that accommodates an 11.5 metre draft vessel. Due to the depth constraints of the tunnel, pipe and cable crossings, the largest vessel that could possibly transit the river, if it was ever deepened, is approximately a 13 metre draft vessel. The newer vessels are getting longer and wider, but not much deeper.
<p>2.2</p>	<p>BC Rail’s (BCR) Intermodal Yard Expansion Project, Gord Westlake</p> <ul style="list-style-type: none"> • This project is one of the three phases of the Deltaport Terminal Road and Rail Improvement Program (DTRRIP). The road portion has been completed by the port authority, GCT has nearly completed their terminal reconfiguration project and the rail portion will be completed by BCR by end of 2018. • The project is not related to the proposed Roberts Bank Terminal 2. It will work to maximize Deltaport’s intermodal capacity within the existing footprint. • The BCR Intermodal Yard Expansion will provide additional staging/storage tracks and facilitate railway mechanical activities on the Roberts Bank causeway. All track work is within the existing BCR right of way and BCR is funding the project. • The project will lead to a 33% increase in departing intermodal traffic – from about 36,000 to 48,000 feet per day, which will equate to adding approximately one additional train per day. This means there will be 4-5 trains per day, up slightly from 3-4 trains per day. • To enable this, two 12,000 ft. staging tracks and a reconfiguration of the intermodal yard (to facilitate the mechanical yard) will be added. • The gravel road will be widened out to allow for the addition of a fourth track. An access road will be added to the header slope and the farm overpass will remain as it is. • The project has been screened against CEAA and BCEAA thresholds and there have not been any issues noted.

	<ul style="list-style-type: none"> • BCR has engaged with the Agricultural Land Commission (ALC) to keep them apprised of the project. There is no ALC approval required as all the tracks are within the existing right of way and only a minor ditch realignment will partially extend outside the existing right of way. • The 60 day project notice comment period completed August 20, 2017 and the grading and drainage works in the "Gulf" area are currently underway. Once complete, the "Fisher" area works will follow, with "Roberts Bank Yard" works as a final step. • A traffic management plan will be developed to meet the approval requirements for The Ministry of Transportation and Infrastructure (MOTI), TFN and the City of Delta. <p>Q&A highlights</p> <ul style="list-style-type: none"> • A mechanical inspection of all trains at the westward end of the railcar trip is required before heading back east. The inspection area currently exists on GCT property, but will need to change location as GCT is modifying their track configuration. • At the conclusion of the DTRRIP project, GCT Deltaport will have the largest on-dock rail yard, positioning Port of Vancouver as a desirable destination for rail cargoes. In Asia and in the U.S., there are limited rail services to the terminals. We have a unique gateway position amongst world ports. • BCR will work with the City of Delta to distribute community messaging regarding trucking information required for infill. BCR will request that the Port of Vancouver Delta Office receive this messaging as well.
<p>2.3</p>	<p>Delta Farmers Institute Salinity Study, Noel Roddick</p> <p>The purpose of the project is to review chloride levels in the Fraser River over the course of the year. Delta farmers are looking to find water for irrigation purposes over the summer, as there is currently not enough water in the system to handle July through August.</p> <p>The goal is to have a complete season of salt testing from May 2018 to September 2018. Nearly all of the sensors have been added to key testing areas along the Fraser River to enable these readings to take place. The sensors will be hooked up to the City of Delta's system and will be accessible online. The Delta Farmers Institute is hopeful that this information will generate a number of alternatives going forward.</p>
<p>3. General Business</p>	
<p>3.2</p>	<p>Delta Optimist outreach, Patrick Thompson</p> <p>There is interest in submitting one final piece before the end of the year. Suggested topics included a year-in-review piece featuring the photos from the Christmas cheque presentation, as well as sustainability messaging which could include congratulations to GCT for winning "Green Business of the Year" at the Delta</p>

	Chamber of Commerce’s 2017 <i>Hats Off</i> Gala. A parallel submission to the <i>North Delta Reporter</i> was also suggested.
4. Correspondence	
4.1	<p>Community - General & PCLC email, Alycia Majorkiewicz-Ata</p> <p>Since the last meeting, one email enquiry was sent through the port authority’s Community Feedback Line. Westshore Terminals is working with the respondent to arrange a time for a property inspection regarding suspected coal dust. There were no queries received through the PCLC email address.</p>
5. Reports	
5.1	<p>Port update, Tom Corsie</p> <p>The port authority is looking forward to learning the results of the ECHO Program Vessel Slowdown Trial. The collaborative efforts of the shipping industry demonstrated a high level of commitment to the trial. Prior to moving into the action phase to require all vessels to slow down right now, the results will be interpreted to find out if quieter vessels impact cetations, as well as other associations such as how the frequency of vessel differ and their impacts. The federal government has regulated ships on the East Coast to slow down to prevent striking of endangered right whales, without any research, and this has had major impacts on the supply chain. The ECHO Program Vessel Slowdown Trial was focused on the Haro Strait because it is critical habitat for the southern resident killer whales. BC Ferries did not participate in the trial as they do not have any routes through the Haro Strait, however, they have been present for all meetings.</p> <p>The construction of the Canada Border Services Agency’s (CBSA) large scale imaging facility enables container scanning only five kms from the terminal in Delta versus having trucks transiting to the Burnaby facility.</p> <p>It was clarified that the two Port of Vancouver breakbulk facilities do not need any additional truck staging. Both facilities have a lot of capacity to store material and to allow for truck staging. Breakbulk does not have the same trucking issues as the container business.</p> <p>ACTION: Provide presentation on ECHO Program Vessel Slowdown Trial, once results have been received.</p>
5.2	<p>Committee member enquiries, Tom Corsie</p> <p>Q&A highlights</p> <ul style="list-style-type: none"> Concern was raised that a proposed cruise terminal in Delta should be sent to the RBT2 review panel as part of collecting cumulative data in relation to the proposed project. It was explained that there is no data available to send

	<p>related to a potential cruise terminal in Delta as the cruise terminal discussion is at an abstract level. No location, nor design, has been selected and a variety of options are being explored due to cruise vessels getting larger, such as working with existing facilities.</p> <ul style="list-style-type: none"> • Another concern was raised that it was not appropriate for the port authority to make an announcement about building a new terminal, as it should be left to senior government. It was explained the cruise ship terminal at Canada Place is owned and operated directly by the port authority. In fact, the Canada Place Corporation is a wholly owned subsidiary of the Vancouver Fraser Port Authority. In addition, the port authority directly works with cruise lines to bring business to Vancouver and is thus part of the conversation with the industry who are also focused on the infrastructure allowance in Alaska. Alaska needs to have infrastructure in place to accommodate future expansion before Vancouver expands. • The terminal ownership structure in Canada is very different than in the U.S. In the U.S., port authorities are mainly run by municipalities or states and report to mayors and councils or governors. U.S. port authorities often oversee ports, airports and even turnpikes. In Canada, all port authorities are subject to the Canada Marine Act. They each have a board which is appointed by the federal government to manage port activity. Terminal ownership varies as well. In the U.S., if a terminal is owned by a shipping line, they typically only accept that shipping line's cargo. In Canada, terminals are typically common user facilities, which allows terminals to accept cargo from varied shipping lines and to be used to their full capacities.
<p>5.3</p>	<p>Delta office report, Tanya Hawke</p> <p>Topics of interest for office visitors include the proposed Roberts Bank Terminal 2 project, air quality, port and terminal tours, shore power, Speaker Series presentations, employment opportunities, and queries about the possibility of a cruise ship terminal in Delta after a <i>Delta Optimist</i> newspaper article on November 3.</p> <p>Since the last PCLC meeting, the Delta Community Office has held three speaker events, all drawing good crowds. Upcoming events include a Christmas Open House on December 16 as well as a Christmas wrapping fundraising by donation event during the Open House to raise money for <i>Delta Life Skills</i>. Gift wrapping will also be available on December 23.</p> <p>Sarah Pilgrim was introduced as a new member of the Delta Community Office staff.</p>
<p>6. New Business</p>	
<p>6.1</p>	<p>PCLC membership survey update, Michelle LeBaron</p> <p>Michelle voiced her appreciation for members' commitment to PCLC, and for making time to connect. This year's survey questions varied slightly compared to previous year, so will yield new feedback. Once all the interviews are completed, a report will</p>

	be circulated and a summary of the results will be shared at the January 11, 2018 PCLC meeting, with discussion to follow.
6.2	<p>Christmas donation brainstorm, Michelle LeBaron</p> <p>The annual \$1000 donation will be split equally between two recipients – the Mission to Seafarers and the Georgia Strait Alliance. Members will organize a cheque presentation photo opportunity, which may be used in an upcoming <i>Delta Optimist</i> submission.</p>
6.3	<p>Proposed 2018 Meeting dates, Michelle LeBaron</p> <p>2018 meeting dates are confirmed as listed below:</p> <ul style="list-style-type: none"> • Thursday, Jan 11 (6-8pm) • Tuesday, Mar 13 (8-10am) • Thursday, May 24 (6-8pm) • Thursday, July 12 (6-8pm) • Thursday, Oct 4 (8-10am) • Thursday, Dec 6 (6-8pm)

Meeting	Agenda Ref #	Action Item	Responsible	Due Date
40	5.1	Presentation to PCLC regarding ECHO Program Vessel Slowdown Trail once results have been received.	Alycia M.	Future meeting
38	3.1	Share the annual noise report.	Alycia M.	Future meeting
38	4.3	Fraser River Pile and Dredge to present.	Alycia M.	Complete
35	2.2	Provide formal presentation on salinity study once results have been received.	Noel R.	Future meeting
33	4.1	Presentation to PCLC regarding Fraser River, the port's jurisdiction and long term strategy.	Ram C.	Future meeting