

Meeting Date: March 13, 2018

Tsawwassen Container Examination Facility (TCEF)

- The facility is schedule for substantial completion in May 2018.
- The facility will be fully operational by July 2018, should the port authority receive the Occupancy Permit from Tsawwassen First Nation shortly after substantial completion.

Deltaport Truck Staging Area

- Stage 2 construction is anticipated to begin in August 2018 (at earliest).
- Key construction activities include:
 - dump trucks on the road to remove preload sand
 - work crews on site to install utilities for the new facility operations
 - work crews modifying the Highway 17A overpass embankment
 - paving

Deltaport shore power

- Civil infrastructure work is complete and equipment installation is in progress.
- Installation of high voltage shore connection cables is 85% complete.
- System testing and commissioning is planned for fall 2018.

Roberts Bank Terminal 2 Project

The Review Panel for the Roberts Bank Terminal 2 (RBT2) Project continues to review the Environmental Impact Statement and are issuing information requests to the Vancouver Fraser Port Authority as they go.

- The most recent information request (IR) package was issued on December 19, 2017 and contains 28 items that require responses from the port authority (IR packages 9 & 10). This brings the total number of information requests issued to the port authority up to 10.
- The port authority has submitted responses to IR Packages 1, 2, 3 and 4, partial responses to IR Packages 5, 6, 7 and 8, and is currently working to provide response to the remaining outstanding IRs.
- Once the Review Panel is satisfied that there is sufficient information available, they will schedule panel hearings. We do not yet know when these will be.

The Review Panel announced a new Panel Manager for the RBT2 project. As of February 27, 2018 Cindy Parker is the new Panel Manager.

Tsawwassen Eelgrass Project

- As of February 2018, a permit was issued to the Vancouver Fraser Port Authority's Habitat Enhancement Program for the Tsawwassen Eelgrass Project.
- The project permit only authorizes works and activities to be undertaken on lands administered by the port authority and the project team is responsible for obtaining any additional approvals for activities on lands outside of these.
- Information on the permitting review can be found on the port authority's [website](#).

Echo Program – Vessel Slowdown Trial

- As a part of the Speakers Series at the Delta Community Office, Krista Trounce, project manager for the ECHO Program, provided three ECHO Program presentations on February 21.
- The final results of the trial are expected at the beginning of Q2 2018. The interim results confirm that underwater noise from the commercial vessels participating in the trial is reduced when they slow down.
- Overall, vessels normally travelling faster, for example container ships travelling at 18-20 knots, showed the largest reductions in underwater noise emissions because they reduced the most in speed.
- However, when looking at noise reduction on a per knot basis, vessels that would normally be travelling slower, for example bulk carriers or tankers travelling 13-15 knots, showed a greater per knot noise reduction.
- The study also examined how slowing vessels down affected total sound in the underwater environment, or “ambient noise”. Total underwater noise was measured using a hydrophone located two kilometres away from the shipping lane in the trial slowdown area, in an important feeding area for southern resident killer whales (SRKW). Data showed a measurable reduction in ambient noise during the trial period.
- Since SRKW use echolocation to find and capture their prey, vessel noise can interfere with their ability to hunt, as well as their ability to communicate with each other. The exact benefits of the vessel slowdown trial’s noise reductions to the SRKW are challenging to measure in the field so ECHO Program consultants are currently estimating the potential benefits using computer models. The final report will include the results of the modelling.
- The interim report summary can be found [here](#) and for the latest results, sign-up for the [trial newsletter](#).

Committee Member Enquiries

1. RE: Environment and Climate Change Canada (ECCC) submission | Proposed Roberts Bank Terminal 2 Project
Roger E – Community Member

As a matter of priority I suggest that the PCLC should have an agenda item and discussion at its next meeting on the most recent Environment and Climate Change Canada (ECCC) submission to the CEAA Panel concerning the Roberts Bank Terminal 2 Project (RBT2). [From Environment and Climate Change Canada to the Review Panel re: Response to Information Requests issued by the Review Panel on December 13, 2017 \(See Reference Document # 1121\)](#)

The Panel had asked for ECCC’s advice on the potential adverse effects of RBT2 on migratory birds and whether the mitigation measures proposed by VFPA are appropriate.

This submission clearly states that the RBT2 development would have a significant and serious impact on the biofilm that is crucial for the very survival of migratory birds, especially Western Sandpipers. As the ECCC report indicates there is insufficient science-based evidence to support VFPA’s findings that the project would not impact the intertidal biofilm and consequently, migratory shorebirds in general, and the Western Sandpiper species in particular. The report goes on to state, “In particular, impacts to biofilm could potentially implicate the long-term viability of Western Sandpipers as a species (IBID). ECCC similarly characterizes impacts to Western Sandpipers as potentially high in magnitude, permanent, irreversible, and continuous.”

The port authority has not proposed any compensatory measures for the loss of the biofilm and since the impact of RBT2 would be “permanent, irreversible, and continuous,” neither would compensation be possible.

Where does this therefore leave the RBT2 development? This is a serious community issue and needs resolution.

Thanks for the suggestion. This topic has also come up in the media, for example "[Environment Canada strikes potential death blow to port's \\$2b container expansion at Roberts Bank](#)," February 20, 2018 - Vancouver Sun and "[Opinion: Port of Vancouver's \\$2-billion Roberts Bank expansion must proceed](#)," February 23, 2018 - Daily Hive, as well other Roberts Bank Terminal 2 related topics such as "[Opinion: Will Ottawa undermine B.C.'s marine industry?](#)" January 22, 2018 - Vancouver Sun.") We have already arranged for a presentation on biofilm [for this meeting.] Gilles Assier, Director, Infrastructure Sustainability will be in attendance and can speak on the process status.

2. RE: Heightened security measure along Brunswick Point Trail
Patrick T - Community Member

I chair the local cycling committee in Delta, and am regularly asked about the heightened security measures (fencing, cameras, etc.) that have been introduced at the end of the Brunswick Point trail (where it meets the railroad tracks, just beneath the Deltaport overpass).

For clarity, I thought it might be helpful to confirm who is introducing the different security features (i.e. the Port of Vancouver? BC Rail?). Secondly, it would be good to hear the reasoning behind the measures so that this can be shared it with the cycling community.

If there have been any discussions about creating an alternate access point (i.e. to further mitigate the risks), this would be good to learn about too.

From Gord Westlake, BC Rail (BCR): I will be happy to discuss this further at the next meeting that I am able to attend.

The answer is that last fall BCR did install a fence at our northern property line, at the south end of that section of the dyke trail, to prevent trespassing through the rail yard. This was done as a regulatory/safety measure.

About a year ago there was a serious incident in the rail yard where a contractor was struck and run over by a train, resulting in the catastrophic loss of both of his legs. That incident led to an extensive investigation and safety review by Worksafe BC, the BC Safety Authority and the Transportation Safety Board. That process included an in-depth review of BCR's Railway Safety Management System and a re-analysis of safety risks and mitigative measures. The Railway Regulators hold BCR accountable for controlling the access of and ensuring the safety of anyone entering the rail yard.

Historically, pedestrians and cyclists were regularly seen cutting through the rail yard and on occasion risking their own lives by climbing between rail cars. Despite signage and verbal warnings from BCR staff, this dangerous practice had continued. After our safety review last year, recognizing the potential human cost, the railway regulatory obligations and the potential corporate liability, BCR installed a fence along our northern property line, to prevent unauthorized access into the rail yard.

BCR advised Delta staff prior to installing the fencing and I note that the Delta Trail Map has always and appropriately shown the trail ending at that location, stating, "no access for cyclists or pedestrians - railway tracks - crossing prohibited."

Unfortunately, the widely published bike-hub map appears to show the route going right through the rail yard with a note on the map saying "watch for trains."

While we sympathize with the inconvenience of the trail being discontinuous, BCR simply has a legal/regulatory obligation to restrict unauthorized access through the rail yard.

In order for an alternative safe route to be provided, other stakeholders and adjacent property owners will need to be engaged.

Latest News

[Record year for overall cargo movement through the Port of Vancouver](#) – March 1, 2018

Overall cargo volume through the port reached a record high of 142.1 million tonnes, up five per cent from 2016. Sectors experiencing strong growth include containers and bulk grain, both of which hit new records in 2017.

[Opinion: Trade agreements have direct impact on our port city](#) – February 14, 2018

The new Comprehensive and Progressive Agreement for the Trans-Pacific Partnership has a direct impact on Vancouver, which hosts Canada's largest port. About \$1 in every \$3 of what Canada imports and exports beyond North America goes through the Port of Vancouver, and that number is sure to grow with the new trade deal, not to mention the end of NAFTA should that come to pass.

[Notice of amendment: Port Information Guide](#) – February 13, 2018

There are two categories of changes included in this notice of amendment. The first is the change in reference from Movement Restriction Areas (MRA) to Traffic Control Zones (TCZ). The second is a formalization of mostly existing practices and procedures for marine vessel traffic control and safety in the Fraser River, known as TCZ-4, developed in collaboration with the Pacific Pilotage Authority (PPA), the Fraser River Pilots (FRP) and the broader marine community. Details of the changes are included in the notice of amendment.

Delta Office

Trending topics of discussions:

- The purpose of the office
- Request for status updates on port projects and activities in Delta (shore power, truck staging, TCEF, RBT2)
- Office events and subsequent questions about related initiatives (e.g. ECHO program)
- Automation at proposed RBT2 project
- Interest in tours of port facilities

Events:

- January 24 (93 people) and February 3 (29 people): A Birder's-Eye view of the port with Andrea MacLeod, Vancouver Fraser Port Authority
- Fridays and Saturdays in February: [Sonic Sea](#) screenings (39 people), and special student session on Delta Pro-D Day (24 people)
- February 21 (57 people): Helping to reduce shipping impacts on whales with Krista Trounce, Vancouver Fraser Port Authority
- March 15: Let's talk trains with Gord Westlake, B.C. Railway Company

- April 25: Caring for the air with Ken Reid (Metro Vancouver) and Christine Rigby, Vancouver Fraser Port Authority
- May 23: Caring for seafarers with Dileep Athaide, Mission to Seafarers