

| North Shore Waterfront Liaison Committee – Meeting Notes | |
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| DATE: | June 18, 2020 |
| TIME: | 8:00 a.m. – 10:00 a.m. |
| LOCATION: | Via WebEx virtual platform |
| CHAIR: | Charlene Grant, General Manager Corporate Services, District of North Vancouver (1/3 meetings) |
| VICE CHAIR | Karen Obeck, Director Property, Facilities and Security, Seaspan (1/3 meetings) |
| FUTURE MEETINGS | Tuesday, October 20, 6:00 p.m. – 8:00 p.m. Via WebEx virtual platform |

| Agenda Topic | Discussion/Action Item |
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| 1. Welcome and introductions | Presenters introduced themselves to the committee |
| 2. Roberts Bank Terminal 2 updates | <p>A Roberts Bank Terminal 2 update presentation was made by Bryan Nelson and James Hoffele, Vancouver Fraser Port Authority.</p> <p><u>Q & A highlights:</u></p> <ul style="list-style-type: none"> • The 2016 forecast indicates that by the late-2020s the west coast of Canada will run out of container capacity. An update to the 2016 Ocean Shipping Consultants forecast has not been completed at this time. • The three-person federally appointed independent review panel included Mrs. Jocelyn Beaudet (panel chair), Dr. David Levy, and Dr. Douw Steyn. Panel member biographies are available in Appendix A of the Federal Review Panel Report. • The total number of container ships that serve Port of Vancouver container terminals is expected to be the same, whether or not Roberts Bank Terminal 2 (RBT2) is built. If the project proceeds, what will change is the size of the ships, which will be slightly larger on average, and the amount of cargo loaded and unloaded in Vancouver, which will increase by approximately 33%. Because of industry shipping trends, the container vessel call forecast study undertaken by Mercator International forecasts fewer overall ship calls to the Port of Vancouver in 2035 than there were in 2017, with or without RBT2 despite an increase in container volumes. This is a continuation of the trend of declining container ship calls and larger ship visits at the Port of Vancouver since around 2005. • One benefit of larger ships is that they move at a slower speed, mainly to save fuel, and as a result are typically quieter; this reduces underwater noise for marine mammals • A number of commitments to protect marine mammals have been made relating to project-associated marine shipping, including: <ul style="list-style-type: none"> ○ A marine mammal development plan has been established, which includes a trained observer during construction, pile driving will be limited to daytime only and using a hydrophone to detect if marine |

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| | <p>mammals are nearby, to temporarily stop works while they are in the area</p> <ul style="list-style-type: none"> ○ Prior to the start of operation, the port authority will distribute a marine mammal awareness pamphlet to marine pilots working within port authority jurisdiction ○ The port authority will continue to contribute to, support, and/or participate in regional and/or multi-stakeholder initiatives that will inform effective management and recovery of southern resident killer whale ○ The port authority will continue to engage in regional programs to address the current condition of southern resident killer whale and will support/collaborate with the federal government to meet recovery objectives ○ A full list of project commitments, including proposed mitigation measures relating to project operation, and potential effects as a result of marine shipping can be found here. <ul style="list-style-type: none"> ● Containers entering Canada through the Port of Vancouver carry a wide variety of goods. These include items such as clothing, electronics, food, auto parts, manufacturing parts, furniture and household goods. Increased demand for goods like these is one aspect for the need of additional container capacity. There is also an industry trend that is seeing export containers being used to ship specialty grains. ● The review panel conducted an environmental assessment on the RBT2 project. As part of that assessment, the port authority was required to undertake an assessment of alternative means for carrying out the project. When doing an alternative means assessment, proponents are required to evaluate the technical and economic feasibility of delivering the proposed project through different means, conduct an evaluation of potential effects for each feasible alternative, then identify the preferred means of carrying out the project. ● As a part of the alternative means assessment, the port authority evaluated several alternatives for the location, orientation, layout and configuration of project components (marine terminal, widened causeway, expanded tug basin) considering in particular the potential environmental impacts. The marine terminal is located almost entirely in subtidal waters, which would avoid effects on sensitive intertidal habitat and reduce the amount of dredging required to accommodate the largest container ships that would call on the terminal. ● The review panel concluded that the port authority's assessment of alternative means of carrying out the project was appropriate. It also stated that sensitive habitat has been identified on the east side of the causeway, and that building in that area would destroy that habitat which may or may not be fully mitigatable (Federal Review Panel Report for the Roberts Bank Terminal 2 Project, p 70-71) ● Despite potential impacts relating to COVID-19, the RBT2 Project is in Canada's national interest and is designed to meet Canada's long-term trade demands, well beyond the mid- to late-2030s, making it an important generational project. The project, if approved, would take approximately six years to build. This would make it operational by 2029 at the earliest. |
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| | <ul style="list-style-type: none"> • If the project proceeds, it is expected to generate similar container truck traffic volume and distribution as the existing Deltaport terminal. The South Fraser Perimeter Road, was designed to provide efficient truck access to the larger number of off-dock facilities located by the Fraser River, and was developed with the capacity needed for the RBT2 Project in mind. It's recognized that the George Massey Tunnel is a key point of congestion along one of the Lower Mainland's most important transportation corridors. The port authority supports a solution that will address this bottleneck and bring travel time reliability through this corridor. • Fill materials for the project are delivered from various locations, including from the dredge basin at the project site, dredgeate from the annual Fraser River dredging program, and from existing quarries. In order to dredge, a permit from government agencies is required every year. Fill materials are tested for environmental compliance. <p>Action – Port authority to provide details how to provide support of RBT2, to members that are interested</p> |
| <p>3. Roundtable</p> | <p>Community:</p> <ul style="list-style-type: none"> • Across North Shore municipalities, there has been a noticeable decrease in community activities since implementation of COVID-19 social distancing measures • A decrease in the number of commuters has allowed the construction of the SeaBus terminal to advance, with the aim for project completion before BC's Phase 4 implementation <p>Municipal:</p> <ul style="list-style-type: none"> • With the announcement of COVID-19, The City of North Vancouver quickly pivoted and has focused on essential services (most of which has moved online) and supporting local businesses. The City has held roundtable meetings with the business community and will provide recommendations to council in the coming weeks. Most recently, Lonsdale Avenue has become a space for businesses to expand on public lands and parklets are available for commercial activation. • Similarly to the City, the District of North Vancouver has been focused on COVID-19 response plans (i.e. economic and social focused impacts) and working collaboratively with the business community. Most services have successfully continued online. Major parks and parking lots are now open. <p>Industry:</p> <ul style="list-style-type: none"> • Business has continued, as usual, for Western Stevedoring mostly due to the diversity in its business model. Projections for the rest of the year are still unknown. During this time, priorities are safety and job preservation. Western has also focused on giving back to the community through its Tackling COVID-19 Together campaign which supports 10 local organizations through the pandemic. • Seaspan has finished its third offshore fisheries science vessel, which will be launched on July 3 from Vancouver Shipyards. Community celebration was pivoted to a skeleton launch party. Launch video here. Seaspan, together with Southern Railway of BC and Dennis and Phyllis Washington Foundation has also made a donation to United Way to provide support |

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| | <p>and services to community members who are in greater need due to COVID-19.</p> <ul style="list-style-type: none"> • Neptune also noted normal business levels, from March to May. There are a number of improvement projects underway, including work to install new spray poles to better manage dust. Neptune has also focused on supporting community during COVID-19. Efforts include partnering with Parkgate Society to support meal deliveries to seniors, increased financial support for North Shore Community Resources, and partnering with local caterers to deliver meals to healthcare, City and District of North Vancouver frontline workers. • CN has announced details of their capital expenditure plan, which includes investments in expansion projects and a focus on rail infrastructure, safety and equipment. Regional works dates were shared; Lynn Creek Yard work scheduled for October 2020. CN also shared that they have engaged stakeholders for feedback regarding their 2020-21 Grain Plan and that CN In Your Community Report 2019 was available for download. CN is giving back to the community through its CN Stronger Community Fund and have asked members to share details with not-for-profits and charities in need of a one-time donation. |
| <p>4. Port project updates</p> | <p>Updates were provided regarding the below projects:</p> <ul style="list-style-type: none"> • COVID-19 impacts to port industry • Cruise season • New board appointment • Virtual AGM • Community awareness campaign • Safe boating • Mountain Highway Underpass Project • Maplewood Marine Restoration Project • Land Use Plan amendments and engagement • ECHO Program • Univar Canada rail expansion with tent • G3 Terminal Vancouver • Neptune construction work hours and dust suppression upgrade |
| <p>5. North Shore community feedback</p> | <ul style="list-style-type: none"> • From April to June, there has been a normal amount of feedback received, with the exception of an unusual influx due to G3 Terminal lighting concerns, which has now been rectified. Other public inquiries were connected to noise from Seaspan and anchored ships near Deep Cove and Cates Park, as well as construction related noise from Neptune. During the same period, there was also six inquiries sent directly to the committee’s email address; interest in becoming a community member, G3 Terminal lighting concerns, noise from Vancouver Drydock, as well as concerns about truck traffic on local roads, train whistling and removal of trees around Victory Square. Four of these inquiries were received in March, after the committee’s advertorial was printed in the North Shore News. |
| <p>6. North Shore News Article</p> | <ul style="list-style-type: none"> • Public comments shared through members was that article was impressive. Suggestion to submit another article in the fall, as there is no shortage of news. For next article, could look into another map and adding specific reference points to drive readers to the website or other specifics. |

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| | <ul style="list-style-type: none"> • Web analytics displayed increased visits to the www.portvancouver.com/nswlc website after the May 6 and May 20 article placement. Compared to April, in May, average time spent on page increase slightly. It also appears that more people navigated to other www.portvancouver.com links once visiting the NSWLC webpage. <p>Action – Future topic suggestions to be shared online.</p> |
| <p>7. Updating Terms of Reference discussion</p> | <ul style="list-style-type: none"> • History of the committee was shared, with specific focus on industry membership and the involvement of BC Marine Terminal Operators Association (BCMTOA), BC Maritime Employers Association (BCMEA) and North Shore Waterfront Industrial Association (NSWIA): • In 2007, The District of North Vancouver called a meeting between community members and waterfront industry to address noise complaints. Deemed a successful meeting, all parties agree to have an ongoing forum to address noise and other common community issues arising from port industry. • In 2009, the Vancouver Fraser Port Authority led the creation of the North Shore Waterfront Liaison Committee which included members from the community, Indigenous communities, three North Shore municipalities and port industry. Through a call from nominations, executives from Western Stevedoring, Neptune and Seaspan were selected as the three industry members. The Western Stevedoring representative also happened to be a part of the BCMTOA and BCMEA. The Neptune representative was a part of the NSWIA. • To-date, Western, Neptune and Seaspan have continued as industry representative, as these industry representatives continued to have major projects/constructions underway, have most community impacts (i.e. noise, lighting and traffic implication) and are heavily involved in the community. • Reviewing the associations to-date, the NSWIA has changed from a tax relief advocacy body for North Shore terminals to a grade 5 education program; thus no longer a relevant association for the NSWLC. The BCMTOA remains a provincial advocacy body for all terminals in BC, thus having a broad, provincial scope. Many North Shore terminals are BCMTOA members (such as Cargill, Fibreco, Neptune and G3 Terminal), but Western continues to act as conduit to relevant information sharing from the association to the NSWLC. The BCMEA also remains as a provincial advocacy body, also having a broad scope. • Reviewing other groups; marinas are focused on pleasure crafts, rather than port vessels and the Royal Canadian Marine Search and Rescue (RCM-SAR) is focused on all search and rescue efforts on the North Shore, not just connected to the Port of Vancouver. Both groups have broad, community responsibilities. • When reviewing the NSWLC’s current Terms of Reference, the committee’s scope is local and focused on port impacts. Associations such as BCMTOA, BCMEA having a provincial focus, and marinas and RCM-SAR having a local but not port-related responsibilities do not meet this criteria. • It was also noted that these associations are not represented on any of the other port authority’s liaison committees • Members raised the possibility of including a new environmental representative, as well as the potential of including another terminal to the NSWLC |

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| | <ul style="list-style-type: none"> Review of the number of industry members and the selection process to continue during the next meeting <p>Action – Industry membership to be added as agenda item, at the beginning of the next meeting</p> |
| 8. Community outreach brainstorm | <ul style="list-style-type: none"> Results from 2019 annual committee survey clearly indicate that there is a desire for more community engagement. Due to limited time at the meeting, group brainstorming of community outreach opportunities will move to an online format. The committee was reminded that outreach ideas need to be practical and do-able considering our current COVID-19 environment. <p>Action – Generate potential community outreach ideas with members through an online format</p> |
| 9. Committee admin | <p>Review action items:</p> <ul style="list-style-type: none"> <i>Action item: Brainstorming session for ways for committee to participate in more community outreach for next meeting</i> <ul style="list-style-type: none"> Ideas to be generated through an online format <i>Action item: Update committee terms of reference and send to committee for review</i> <ul style="list-style-type: none"> Further discussion regarding industry membership required at the next meeting. Will add as agenda item, at the beginning of the meeting. <p>Committee administration:</p> <ul style="list-style-type: none"> Chair, Charlene Grant (municipal), vice-chair, Karen Obeck (industry) Next meeting date: Tuesday, October 20, 6:00 p.m. – 8:00 p.m. Location: Via WebEx virtual platform <p>Future presentations of interest:</p> <ul style="list-style-type: none"> North Shore Emergency Management Office’s initiatives for emergency preparedness Port of Vancouver and national corridor air quality emissions Aquarium on “Pollution in the Ocean” Sewage plant in North Vancouver New North Vancouver Museum project Overview of BCMTOA and introduction of the executive director |

Action items

| Action | Lead | Status/deadline |
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| Share details how to interested committee members can provide support of RBT2 | Alycia | Next meeting |
| Provide topic ideas for North Shore News article for fall submission | Alycia | Next meeting |
| Update committee terms of reference and send to committee for review. Industry membership details to be added as agenda item, at the beginning of the meeting | Alycia | Next meeting |

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| Online brainstorming session for ways for committee to participate in more community outreach | Alycia | Next meeting |
| Future presentation to council in 2020 - deferred | Alycia | Ongoing |

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| Attendance |
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Presenters/Guests:

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| Bryan Nelson, Vancouver Fraser Port Authority | In attendance |
| James Hoffele, Vancouver Fraser Port Authority | In attendance |

City of North Vancouver:

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| Doug Ausman, Community Representative | In attendance |
| Liane McKenna, Community Representative | In attendance |
| Larry Orr, Manager, Lands and Business Services, Community Development, City of North Vancouver | In attendance |

District of North Vancouver:

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| Jamiann Questa, Community Representative | In attendance |
| Kathy Heise, Community Representative | In attendance |
| Charlene Grant, General Manager of Corporate Services, District of North Vancouver | In attendance |

District of West Vancouver:

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| Michael Evison, Community Representative | In attendance |
| Alex Tunner, Community Representative | In attendance |
| Donna Powers, Director, Community Relations & Communications, District of West Vancouver | <i>Regrets</i> |
| Ania Mafi, Community Relations & Communications Advisor, District of West Vancouver | <i>Regrets</i> |

Industry:

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| Kim Stegeman-Lowe, Western Stevedoring | <i>Regrets</i> |
| Jeanette O'Brien, Western Stevedoring | In attendance |
| Lisa Dooling, Neptune Bulk Terminals Canada | In attendance |
| Lindsay Brumwell, CN | In attendance |
| Karen Obeck, Seaspan | In attendance |
| Kris Neely, Seaspan | In attendance |

Vancouver Fraser Port Authority:

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| Cliff Stewart, Vice President, Infrastructure | In attendance |
| Alycia Majorkiewicz-Ata, Municipal and Stakeholder Relations Advisor | In attendance |
| Naomi Horsford, Manager, Municipal and Stakeholder Relations | <i>Regrets</i> |