

## MEETING NOTES

### Port Community Liaison Committee - Delta

<b>Meeting:</b>	<b>#52</b>
<b>Date:</b>	Thursday May 14, 2020
<b>Time:</b>	Meeting: 1:00 pm – 3:00 pm
<b>Location:</b>	Virtual: Webex
<b>Facilitator/Chair:</b>	Michelle LeBaron
<b>Coordinator:</b>	Alexandra Hearn
<b>Attendees:</b>	<p><b>Members:</b>  <b>Community representatives</b>            Greg Wirch, Tsawwassen            Michelle Sharma, Ladner            Dennis McJunkin, North Delta</p> <p><b>Organizations</b>            Tom Corsie, Vancouver Fraser Port Authority            Marko Dekovic, Global Container Terminals            Bernita Iversen, City of Delta            Garry Shearer, Delta Chamber of Commerce            Greg Andrew, Westshore Terminals            Gord Westlake, B.C. Rail Company</p> <p><b>Guests</b>            Duncan Wilson, Vancouver Fraser Port Authority            Bryan Nelson, Vancouver Fraser Port Authority            Joslyn Young, Vancouver Fraser Port Authority            Naomi Horsford, Vancouver Fraser Port Authority            Kristina Driedger, Vancouver Fraser Port Authority            Mike McLellan, Global Container Terminals            Guy Buzzoni, Global Container Terminals            Lyle Thompson, Hatfield Consultants (contractor for GCT)</p> <p><b>Vancouver Fraser Port Authority</b>            Tanya Hawke, Vancouver Fraser Port Authority            Alexandra Hearn, Vancouver Fraser Port Authority</p>
<b>Regrets:</b>	Simran Walia, Ladner Heather Lapper, Tsawwassen Astor Drego, North Delta Steven Stark, Tsawwassen First Nation Noel Roddick, Delta Farmers' Institute Oliver Busby, Ladner Mark Gordienko, Tsawwassen

#	Agenda item
<b>1. Introductions</b>	
1.1	Duncan Wilson, Vancouver Fraser Port Authority, Vice President, Environment, Community and Government Affairs Bryan Nelson, Vancouver Fraser Port Authority, Director, Infrastructure Sustainability Joslyn Young, Vancouver Fraser Port Authority, Manager, Government and Stakeholder Relations Naomi Horsford, Vancouver Fraser Port Authority Manager, Municipal and Stakeholder Relations

	<p>Kristina Driedger, Vancouver Fraser Port Authority Senior Communications Advisor</p> <p>Mike McLellan, Global Container Terminals Vice President, Project Development</p> <p>Guy Buzzoni, Global Container Terminals Vice President, Infrastructure Development</p>
<b>2. Presentation</b>	
<p>2.1</p> <p>2.2</p>	<p>Presentation and Q+A by Marko Dekovic, Global Container Terminals – Deltaport Fourth Berth (DP4)</p> <p><b>Q&amp;A Highlights</b></p> <ul style="list-style-type: none"> <li>• Greg W. asked for clarification on the messaging in the DP4 advertising from GCT about RBT2 using taxpayer dollars. Marko responded that since the port authority is generating revenue from a federal government asset (land managed) that they (GCT) consider those dollars as public dollars. Marko said because at this time the port authority has not been able secure a private sector investor for the terminal development it would appear revenues generated by the port authority are being used to develop RBT2.</li> <li>• Dennis asked about capacity projections and how the DP4 project will accommodate growth. Marko noted that based on capacity expansions planned in the Port of Vancouver and their [port authority] projections, we won't reach capacity until early to mid 2030's. He noted the known unknown at this time is the impact of COVID19 on those projections.</li> <li>• Greg W. asked for clarification about GCT's statement that DP4 will help the Port of Vancouver remain competitive. Marko responded that in order to maintain gateway competitiveness, we have to compete with all westcoast ports including the US ports. Competitiveness relates to the cost of moving each container through the gateway. Ultimately, the ocean carriers pay these costs. Marko also noted that if an expensive terminal is built, those costs are born by the ocean carriers. So if the cost per container moved is higher than other west coast ports, we will not be competitive.</li> </ul> <p>Presentation and Q+A by Duncan Wilson, Vancouver Fraser Port Authority on Roberts Bank Terminal 2 Panel Report</p> <p><b>Q&amp;A Highlights</b></p> <ul style="list-style-type: none"> <li>• Michelle S. asked for more details on what kinds of recommendations were included in the panel report. Duncan reported that most recommendations are environmental. Some examples are Southern Resident Killer Whales, fish and fish habitat among others. Bryan noted that of the 71 recommendations, 49 are directed to the port authority with the remaining 23 to other government agencies. Air quality, human health and water quality are also addressed. Duncan noted the recommendations are designed to protect all elements of the environment. The next steps could see the recommendations used to create conditions for the project, if it is approved.</li> <li>• Michelle S. asked about mutual benefit agreements (MBA) and the number of indigenous nations the port authority is consulting with on the project. Duncan noted mutual benefit agreements are not required, but are the right thing to do. He noted the port authority is consulting with 27 nations, so more MBAs are expected. Michelle asked specifically about Tsawwassen First Nation (TFN). Duncan noted the port authority is in consultation with TFN to update a mutual benefit agreement (MBA) from 2004.</li> <li>• Garry inquired where the money is coming from to initially build the terminal and whether the lease costs will be competitive with other terminals. Duncan responded the port authority is is going to market to research the best delivery options. One scenario is the port authority would discharge the cost to the investor (terminal operator) and wouldn't take the investment</li> </ul>

	<p>on the VFPA balance sheet. Duncan said that the port authority cannot disclose the exact lease rates but confirmed they are competitive with the market.</p> <ul style="list-style-type: none"> <li>Dennis posed a question to both Marko and Duncan. He noted that, as a community member, it is challenging to understand the comparison between the two projects as the statements made don't compare "apples to apples". Marko noted DP4 would focus on private investment, incremental growth and leveraging existing infrastructure.</li> </ul> <p>Duncan said that the port authority has a mandate under the Canada Marine Act to plan for growing trade and to ensure a competitive environment within the Port of Vancouver. The port authority has collaborated with terminal operators to expand and build capacity such as Deltaport third berth and the Centerm expansion, among others. T2 is needed to meet growing trade demands. Duncan noted terminal operators such as GCT have a responsibility to shareholders whereas the port authority's focus is the best interest of all Canadians.</p>
<b>3. General Business</b>	
3.1	None
<b>4. Reports</b>	
4.1	<p>Port update</p> <ul style="list-style-type: none"> <li>See port update document</li> </ul> <p><i>Action: Dennis requested update on FGT and date of opening.</i></p> <p>Garry asked about the Deltaport truck staging facility and how many trucks it will be able to handle. The facility has the capacity for 140 trucks. If a shutdown at Deltaport lasts longer than two hours, truck reservations at the terminal would be cancelled and trucks will not arrive at the facility.</p> <p><i>Action: Truck staging facility presentation.</i></p> <p>Marko asked for clarification on the fifth bullet point under the RBT2 section of the port update document. He indicated that the wording is unclear as it could be construed to mean that the panel declared RBT2 its preferred project, which it did not. He noted the panel did not have a mandate to assess the DP4 project as part of the alternate means assessment.</p> <p>Duncan clarified that the review panel did not assess DP4, but did assess the location east of the causeway and determined the alternative means assessment of carrying out the project was appropriate.</p> <p><b>Follow-up: additional information</b>  <i>The port authority considered alternatives to the proposed project at other potential locations within B.C. and within the port authority's jurisdiction, as well as alternative means of carrying out the project. The port authority evaluated the potential environmental effects for feasible alternative locations at Roberts Bank, and determined that the proposed location and configuration of RBT2 would have the least environmental effects due to its location in subtidal waters and because it had the smallest marine footprint. The review panel concluded in section 6.3 of its report (p. 71 of 627) that the evaluation of alternative means of carrying out the project was appropriate. Therefore, the selection of the preferred means was also appropriate (i.e., the proposed project), as it was fully assessed during the environmental review process.</i></p>
4.2	Committee member enquiries - none
<b>5. New Business</b>	
5.1	None

**PORT COMMUNITY LIAISON COMMITTEE - DELTA | MEETING AGENDA**

<b>Meeting</b>	<b>Agenda Ref #</b>	<b>Action Item</b>	<b>Responsible</b>	<b>Due Date</b>
51	5.1	Add communications strategies as an action item/ topic for February 2020 meeting.	Alex	Complete
51	5.1	Coordinate GCT Deltaport tour for committee members in 2020.	Alex	Postponed
51	4.1	Presentation request: container volume projections regarding container capacity reached by mid 2020's.	Alex	2020
51	3.2	Add specific wording outlining environmental committee member position.	Alex	Complete
50	5.1	Inquire about PCLC getting together with other liaison committees	Alex	2021
50	5.1	Presentation from HEP Team: Habitat Enhancement Program regarding Delta sites	Alex	Postponed 2020
35	2.2	Provide formal presentation on salinity study and next steps.	Noel	Future meeting