



Port Community Liaison Committee

Meeting summary notes

Meeting:	#55
Date:	Thursday, December 10, 2020
Time:	6:00 to 8:00 p.m.
Location:	Online meeting
Facilitator:	Michelle LeBaron
Attendees:	<p>Community representatives Michelle Sharma, Ladner Astor Drego, North Delta Dennis McJunkin, North Delta Mark Gordienko, Tsawwassen Heather Lapper, Tsawwassen Greg Wirch, Tsawwassen</p> <p>Organizations Bernita Iversen, City of Delta Garry Shearer, Delta Chamber of Commerce Noel Roddick, Delta Farmers' Institute Marko Dekovic, Global Container Terminals Greg Andrew, Westshore Terminals</p> <p>Vancouver Fraser Port Authority Tom Corsie, Vice President, Real Estate Tanya Hawke, Communications Outreach Advisor Sarah Pilgrim, Community Engagement Specialist</p> <p>Guests Katherine Beavis, Transport Canada Andrew Bak, Transport Canada Charlotte Olson, Vancouver Fraser Port Authority</p>
Regrets:	Oliver Busby, environmental representative Gord Westlake, BC Railway Co. Steven Stark, Tsawwassen First Nation

Agenda topic	Discussion/Action items
1. Welcome and introductions	Michelle LeBaron welcomed committee members and introduced meeting guests.
2. Presentation: Transport Canada's Ocean Protection Plan	<p>Presentation from Transport Canada by Katherine Beavis, Manager Strategic Program Policy and Andrew Bak, Senior Program Officer.</p> <p>Katherine Beavis explained Transport Canada sought out the opportunity to present information to PCLC and thanked the committee for inviting them. She noted the purpose is to make sure the committee has as much information as it needs to be able to identify areas where it would like further follow-up with Transport Canada. The presentation</p>

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2.1. ACTION	<p>provided an overview of the Oceans Protection Plan (OPP), including highlights of the program pillars of Prevention, Response, Stronger Evidence Base and Preserving and Restoring Marine Ecosystems, as well as Indigenous partnerships.</p> <p>Katherine Beavis noted Fisheries and Oceans Canada (DFO) is seeking comments on a discussion paper published in October for Canada’s Ocean Noise Strategy, and would provide the link to those who are interested in providing comment.</p> <p><i>Post-meeting follow-up:</i> The deadline to provide comment is January 12, 2021. Link to the consultation page: https://www.dfo-mpo.gc.ca/oceans/consultations/noise-bruit/index-eng.html.</p>
2.2. ACTION	<p>Katherine Beavis referred to the opportunity to register to participate in OPP discussion forum and directed PCLC to: https://letstalktransportation.ca/opp.</p> <p>Due to time, Katherine Beavis did not play a video regarding the Ocean Noise Strategy in her presentation and offered to send it to PCLC in follow-up.</p> <p><i>Post-meeting follow-up:</i> The link to the video is: https://www.youtube.com/watch?v=l94Wej2n7Jw&feature=youtu.be&ab_channel=FisheriesandOceansCanada</p> <ul style="list-style-type: none"> • Garry Shearer referred to oil spills and asked who is responsible for the response to contain a spill and to clean up the oil spill once it has occurred. <p>Katherine Beavis answered Canada is set up on a “polluter pays” principle. The vessel owner must have emergency plans and equipment on board and is required by international law to respond to that spill. In Canada, the Canadian Coast Guard takes the lead in incident command. In the event the polluter does not respond appropriately, an appropriate response is led by the Coast Guard.</p> <p>Greg Andrew and Marko Dekovic noted that vessels coming into port also pay into a fund that supports Western Canada Marine Response Corporation (WCMRC) operations.</p> <p>Katherine Beavis explained WCMRC is a response organization certified by Transport Canada; it is required by Canadian law that any vessel in excess of a certain tonnage of fuel oil or oil as cargo has a contract with WCMRC as their service provider. WCMRC is thus a service provider to the industry.</p> <ul style="list-style-type: none"> • Greg Wirch asked about the minimum insurance requirements when vessels enter into Canadian waters and whether they must provide evidence of insurance to the federal government. <p>Katherine Beavis answered minimum insurance requirements are governed by international law. It is her understanding that without that coverage, ships would not be allowed to berth at any port in the world.</p>
2.3. ACTION	<ul style="list-style-type: none"> • Greg Wirch noted that given the “polluter pays” principle, if the vessel doesn’t have required insurance or declares bankruptcy, our jurisdiction has to pay for cleanup costs. • Marko Dekovic suggested that PCLC invite the BC Chamber of Shipping to explain how ocean carriers obtain insurance and how that regime works. Transport Canada has a ship-sourced oil pollution fund to cover costs in addition to what insurance coverage may be carried by ocean carriers. <p>Tom Corsie referred to an earlier presentation to PCLC from Captain Stephen Brown, former president of the BC Chamber of Shipping, who explained vessels belong to classification societies that make sure they’re ship-shape and competent to operate, ensuring vessel safety and minimizing risks of spills.</p> <p>Astor Drego added that all ships have to carry liability insurance for oil and also bunker</p>

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<p>2.4. ACTION</p> <p>2.5. ACTION</p>	<p>pollution. Oil tankers also have to provide a statement of where they're registered and certify that they have met requirements to gain entry to port.</p> <p>Tanya Hawke undertook to provide a link to Clear Seas Centre for Responsible Marine Shipping, which provides a breakdown of who does what in an oil spill scenario.</p> <p><i>Post-meeting follow-up:</i> The link to the Clear Seas Centre for Responsible Marine Shipping page on spill response is: https://clearseas.org/en/responding-to-oil-spills/</p> <p>Tanya Hawke noted she will look into having WCMRC present to PCLC.</p>
<p>3. Presentation: Vancouver Fraser Port Authority's Habitat Enhancement Program</p>	<p>Charlotte Olson, Manager, Infrastructure Habitat Development provided an overview of the port authority's Habitat Enhancement Program, including status of projects completed to date in Delta.</p> <ul style="list-style-type: none"> Garry Shearer asked if the 100 ha referred to on slide 4 is planned. <p>Charlotte Olson responded 100 ha of work could be explored over the next 10-20 years. There are no specific plans currently, but quite a lot of assessment and feasibility work has been done.</p> <ul style="list-style-type: none"> Garry Shearer asked how much of the 100 ha of potential habitat the port authority has already delivered. <p>Charlotte Olson responded that the port authority has delivered 15 ha as of this year.</p> <ul style="list-style-type: none"> Garry Shearer asked about the kind of budget needed to deliver this type of work. <p>Charlotte Olson answered it is roughly \$2 to 4 million per hectare to build these kinds of projects, though that figure varies depending on the type of habitat. For example, log removal projects such as the Boundary Bay salt marsh restoration project do not require extensive civil earthworks and are close to \$1 million per hectare, or less.</p> <ul style="list-style-type: none"> Marko Dekovic asked whether anyone, such as terminal operators, have already accessed the habitat bank for projects that they have put forward. If so, how much are they withdrawing? <p>Charlotte Olson responded 10 ha have been built and are "in the bank". The port authority looks to meet the offsetting needs of its own project requirements, for example the Centerm Expansion Project and the proposed Roberts Bank Terminal 2. At this time, the port authority doesn't have requests from terminal operators to seek credits from the habitat bank. The port authority has had requests in the past and would consider them in future.</p> <p>Tom Corsie referred to the historic habitat project in Timberland Basin, 2-3 ha in size, constructed in the late 1980s. He explained it was built specific to expansion/projects at Fraser Surrey Docks. A portion of the Timberland Basin habitat credits were utilized to enable those projects. The most recent habitat bank credit use from Timberland was to the Southern Railway of BC (SRY) to facilitate construction of a barge ramp at Annacis Island. There was very little opportunity for SRY to find habitat offsetting opportunities and the port authority ended up negotiating a habitat credit transfer to facilitate that project upon approval from DFO. The habitat credit transaction was based on a cost-recovery model that considered the costs of construction of the habitat area in 1989 in the present day context [credit valuation exercise].</p> <ul style="list-style-type: none"> Marko Dekovic asked how the port authority recovers the cost of investment in the habitat bank. <p>Charlotte Olson responded that funding for the habitat enhancement program comes from the Infrastructure Delivery department of the port authority. The port authority invests its own money back into port infrastructure, and some of this infrastructure is habitat.</p>

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3.1. ACTION	<ul style="list-style-type: none"> Michelle Sharma expressed interest in studies done subsequent to log removal at the salt marsh restoration sites, and asked what sort of mitigating factors there were for wildlife inhabiting the area at the time. <p>Charlotte Olson responded that prior to doing any work on any site, the team does a baseline assessment of existing habitat values. This work was done before the logs were removed. Once they were removed, there was interest from the community and the team did a follow-up bird monitoring program in the spring, fall and summer which demonstrated that the site was still providing habitat values to support wildlife using the area. The port authority can provide these survey report(s) if members are interested, describing how the habitat supports existing and future use.</p> <ul style="list-style-type: none"> Astor Drego asked if the logging industry has provided monetary compensation to the port authority for the restoration work related to the accumulation of logs. <p>Charlotte Olson responded that they have not. Approximately 70 to 80% of the accumulation was saw cut logs lost from log boom operations over the past 50 to 70 years; it would be hard to pinpoint who is at fault. This is often the case with these projects and degraded sites; in the past there were different practices and regulations that allowed them to become degraded.</p> <ul style="list-style-type: none"> Astor Drego asked about log re-accumulation. <p>Charlotte Olson responded the team is still observing log accumulation and explained that some wood is good in the estuary to provide shelter and shade for juvenile salmon and other aquatic species, but what is undesirable is when so much log debris accumulates that it completely smothers the marsh. The team visits the sites every spring with RTK [real-time kinematic] survey equipment to track debris movement and the trends of log accumulation to ensure that the habitat is still functioning as intended. She confirmed that the wood accumulated since construction is not substantial.</p> <ul style="list-style-type: none"> Astor Drego commented that usually industry has to pay when they pollute waters (or harm the environment) such as in the case of ocean-going vessels and oil spills.
4. Update from Delta Farmers' Institute on Fraser River salinity study	<p>Noel Roddick provided an update regarding the Delta Farmers' Institute's salinity study. He explained that work began in 2017, but they had difficulty getting things up and running. The purpose of the study is to evaluate the suitability of water from the Fraser River for irrigation purposes; Westham Island is not connected to the city's irrigation system. There are now 4 sensors providing hourly salinity readings from the Fraser River: one at Canoe Pass near the Westham Island Bridge, one at Tamboline Slough on the north side of Westham Island, one at 80th Street at the main intake for Delta's irrigation system and one near the Alex Fraser Bridge where DFI hopes there might be another intake in future. They are plotting the readings and working to connect their sensors with the City of Delta's system. DFI has also spoken to the Canada Infrastructure Bank with respect to funding an irrigation system for Westham Island.</p> <ul style="list-style-type: none"> Tom Corsie commented that the port authority has a working relationship with the Canada Infrastructure Bank, and he is happy to help with connections there. <p>Noel Roddick responded that would be helpful; initially DFI was told their irrigation project is too small so they have partnered with other groups across the province to submit a collective application related to irrigation.</p>
5. Organizational roundtable	<p>Michelle LeBaron introduced this new standing agenda item and stated that feedback from the year end interviews included a desire to know more about what is going on in the community generally, port-related or otherwise, and to take advantage of the forum for multi-directional exchange.</p> <p>Bernita Iverson shared updates from the City of Delta related to how COVID-19 has affected municipal operations. She gave an overview of staffing changes, collaborative</p>

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	<p>initiatives such as the <i>We Love Delta</i>, <i>Buy Local</i>, and <i>Stay Home for the Holidays</i> campaigns, financial implications, and interesting and notable changes related to waste collection, policing and library use. She noted local businesses and residents have stepped up in numerous ways to help the community pull together and to make sure vulnerable people are getting the supports they need.</p> <p>Garry Shearer shared updates from the Delta Chamber of Commerce. He expressed appreciation for seconded city of Delta staff member Paula Kolisnek and highlighted the Chamber's advocacy work at the BC and Canadian Chambers of Commerce. He explained that the Chamber brought forward a policy resolution about flood protection to the Canadian Chamber AGM, which was adopted in October. The resolution asks the Canadian government to start taking action with communities across Canada to come up with a strategy to upgrade dike networks to meet 2050 requirements related to climate change and sea level rise.</p> <p>Marko Dekovic provided an update of recent activities at Global Container Terminals. He noted one successful port-side connection to shore power at Deltaport to date; GCT is working with the BC Coast Pilots on a simulation project that will wrap up in 2021 to enable starboard-side berthing, which should yield more connections in future. He shared photos of two super post-panamax cranes being delivered to GCT Vanterm during the last week of November. He also noted the most recent public comment period for the proposed DP4 project concluded November 27 and that regulators will be responding with a statement of issues for GCT to respond to in a detailed project description in 2021.</p> <p>Greg Andrew provided an update regarding planned activity at Westshore Terminals in 2021. He noted that most of the work is focused on berth 2. He explained they keep losing fenders through berthing operations and will be reinforcing the dolphins, as well as protecting the marine structure from salt intrusion. During 2021 and 2022, Westshore will be repainting both shiploaders.</p> <ul style="list-style-type: none"> Garry Shearer asked Greg Andrew to explain what a dolphin is. <p>Greg Andrew responded that a dolphin is a marine structure that holds fenders in place, alongside and against which a ship is berthed and moored. He explained there are different structures for holding fenders; in contrast, GCT Deltaport has a long wall on which their fenders are mounted.</p>
<p>6. Port authority update</p>	<p>Tom Corsie highlighted items of interest from the port update, noting container cargo volumes reached a new record in October; potash is up 10%, and grain is up 21% despite the pandemic. NYK brought in the first LNG-powered vessel to the Port of Vancouver on its maiden voyage to the WWS Annacis auto terminal. The port authority has reached a commercial arrangement with WWS which will result in automobile handling at the port to be consolidated at the Annacis auto terminal. He also referenced a Canadian Pacific (CP) project that was announced last week and was not included in the update; CP has plans for a new facility to handle bulk liquids and an expanded auto compound and agricultural transload facility adjacent to their intermodal yard in Pitt Meadows. The project proposes to use 41 ha of agricultural land.</p> <ul style="list-style-type: none"> Dennis McJunkin referred to a newspaper ad for West Coast Reduction and asked Tom to provide an overview of the dynamics between them and the port authority. <p>Tom Corsie responded West Coast Reduction's (WCR) lease expiry is coming up and the port authority would like to see the rendering plant removed from the site as per an agreement signed in March 2019 with WCR. WCR now wishes to change the terms of that agreement. Their rendering operations have been grandfathered; however, if the rendering plant were to apply to occupy the land today, the port authority's letters patent wouldn't allow it.</p> <ul style="list-style-type: none"> Noel Roddick asked why there is a need for WCR to render animals on the wharf and

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	<p>commented that it seems like a waste of good space.</p> <p>Tom Corsie responded that this is also the port authority's opinion. He noted WCR is also a canola oil exporter and produces tallow used in the biofuel sector, such as by the Parkland Corp. refinery located in Burnaby.</p> <p><i>Post-meeting follow-up: The port authority's full statement regarding this topic:</i></p> <p><i>We recognize the important role the agricultural industry plays in helping provide access to a safe and continuous supply of food to consumers in Canada and globally, especially during the COVID-19 pandemic. Our top priority is to ensure trade moves reliably and efficiently through the port, so that Canadians and businesses can get access to essential goods. A fluid supply chain is critical in maintaining this access and we are having regular discussions with our partners and stakeholders to address any supply chain concerns.</i></p> <p><i>As a Canada Port Authority, our federal mandate under the Canada Marine Act is to enable Canada's international trade through the Port of Vancouver. We must do this while considering the impacts of trade on the environment and local surrounding communities. In order to fulfill our mandate, we need to ensure the port is ready to handle growing international trade. Container trade is a key focus area as we expect terminals to run out of capacity as early as the mid-2020s. While we have made significant improvements to existing terminals and road and rail, it isn't enough to manage Canada's future trade, which why we must consider other alternatives, including the proposed Roberts Bank Terminal 2 Project, as well as using what land is available to meet trade demand. With the availability of trade-enabling industrial land in the Metro Vancouver region diminishing, this could lead to the inefficient movement of goods throughout the region, significantly impacting the local economy. As such, the port authority is looking at what uses are occupying the federal lands we manage to ensure those lands are being used for the primary benefit of enabling Canada's trade.</i></p>
<p>7. Annual holiday donation</p> <p>7.1. ACTION</p>	<p>Michelle LeBaron asked for suggestions for recipients of the annual PCLC holiday donation.</p> <ul style="list-style-type: none"> Dennis McJunkin noted the time and suggested committee members send their suggestions to Tanya Hawke, for voting offline. <p>PCLC members made suggestions in the group chat for Deltassist, OWL, Mission to Seafarers and local food banks. Members voted online in a follow-up to the meeting to determine recipient(s).</p> <p><i>Post-meeting follow-up:</i> In the subsequent online vote ranking the options, the recipients of the annual holiday donation are 50% to Deltassist and 50% to the Mission to Seafarers.</p>
<p>8. Annual feedback report and discussion</p>	<p>Due to time constraints it was decided this agenda item will be deferred to the next meeting.</p>
<p>9. New business</p>	<p>None.</p>
<p>10. Next meeting and adjournment</p>	<p>March 2020, specific date and time TBD.</p> <p>Meeting adjourned at 8:05 p.m.</p>

Table of action items				
Meeting	Ref	Item	Lead	Status
55	2.1	Transport Canada to provide link to draft document available for public comment, regarding the Ocean Noise Strategy.	Katherine Beavis	Completed
55	2.2	Transport Canada to provide link to video regarding Ocean Noise Strategy.	Katherine Beavis	Completed
55	2.3	PCLC to consider inviting BC Chamber of Shipping to present regarding the ocean carrier insurance regime.	Tanya	In progress
55	2.4	Port authority to provide a link to the Clear Seas Centre for Responsible Marine Shipping information on spill response.	Tanya	Completed
55	2.5	PCLC to consider inviting WCMRC to present at future meeting.	Tanya	In Progress
55	3.1	Port authority to send post-construction wildlife/bird monitoring survey reports for the Salt Marsh Restoration sites to PCLC members.	Tanya	Will be circulated with the meeting summary
55	7.1	PCLC to vote on recipient(s) of annual holiday donation.	Tanya	Completed
54	3.2	Port authority to coordinate presentation from RBT2 project team regarding mitigation	Tanya	In progress
53	4.1	Port authority to invite Fraser Grain Terminal to provide a presentation and update	Tanya	In progress
53	2.1	Port authority to schedule tour of truck staging facility for interested members	Tanya	Postponed due to pandemic
53	5.1	Coordinate virtual meeting/networking of community representatives	Greg	Completed on December 9, 2020
51	5.1	Coordinate GCT Deltaport tour for committee members in 2020.	Marko	Postponed due to pandemic
51	4.1	Presentation request: container volume projections regarding container capacity reached by mid-2020s.	Tanya	In progress
50	5.1	Inquire about PCLC getting together with other liaison committees	Tanya	Postponed due to pandemic