



Port Community Liaison Committee

Meeting summary notes

Meeting:	#57
Date:	Friday, June 11, 2021
Time:	8:00 a.m. to 10:00 a.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 Greg Wirch, Tsawwassen</p> <p>Environmental representative Oliver Busby</p> <p>Tsawwassen First Nation representative Mary Childs</p> <p>Organizational representatives Gord Westlake, BC Railway Co. 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 (VFPA) representatives Tom Corsie, Vice president, real estate Ram Chungh, Manager, municipal and stakeholder relations Sarah Pilgrim, Community engagement specialist</p> <p>Guests Tanya Hayes, Business services manager, Parrish & Heimbecker Greg Rogge, Director, land operations & security (VFPA) Fred Moussette, Manager, logistics & operations (VFPA) Jack Peng, construction project coordinator (VFPA) Joelle Westlund, Manager, project communications (VFPA) Alexandra Hearn, Communications specialist (VFPA) Ken Berglund, Senior planner (VFPA) Andrea Kwasnicki, Public engagement advisor (VFPA)</p>
Regrets:	Councillor Richard Sparrow, Musqueam First Nation representative Heather Lapper, community representative (Tsawwassen)

Agenda topic	Discussion/Action items
1. Welcome, acknowledgement and introductions	Michelle LeBaron opened the meeting with an Indigenous acknowledgement and moment of reflection for the Tk'emlúps First Nation and all Indigenous communities. She welcomed committee members and introduced meeting guests.
2. Presentation and Q+A: Fraser Grain Terminal	<p>Tanya Hayes, Business services manager, Parrish & Heimbecker (P&H) made a presentation about the Fraser Grain Terminal (FGT). The presentation included an overview of P&H, GrainsConnect Canada, the rail benefits offered by the location of FGT, general information about the terminal itself, as well as community outreach through their HEROS (Hockey Education Reaching Out Society) program.</p> <p>Discussion highlights:</p> <ul style="list-style-type: none"> • P&H has plans to put a cleaner in the terminal in April 2022 for the additional cleaning that some grain products require • The FGT has helped to alleviate rail and storage capacity constraints at the Alliance Grain Terminal in Burrard Inlet • Construction of the storage bins is expected to be complete by the fall of this year, including work undertaken to reconstruct the bottom of the bins with heavy duty steel and a million more bolts. • FGT generally expects to handle 3.5 million tonnes of grain through bulk and 500,000 tonnes through container shipping a year; currently container shipping is down as a result of container availability being low and the cost of freight being high.
3. Presentation and Q+A: Fraser Surrey Port Lands Transportation Improvements Project	<p>Jack Peng, project manager (VFPA) and Joelle Westlund, manager, project communications (VFPA) made a presentation about the Fraser Surrey Port Lands Transportation Improvements Project. The presentation included an overview of the project in the context of the Greater Vancouver Gateway 2030 strategy, a summary of the transportation improvements, project benefits, project timeline, and upcoming opportunity for public engagement.</p> <p><i>Post-meeting note: Please note the public comment period of June 16 to July 21, 2021 and online information session on July 8, 2021. More information about these public engagement opportunities are available on the project engagement website: http://www.portvancouver.com/frasersurreyengagement</i></p> <p>Discussion highlights:</p> <ul style="list-style-type: none"> • ICBC data will be utilized as part of the detailed design phase. The opportunities for further study will depend on what the data shows. The data will inform what the project team needs to look at more closely, for example areas that see more accidents or near misses. There would be a traffic safety audit as part of the overall detailed design to see whether, in comparing with existing conditions, there can be further enhancements to improve safety. • The project is laying the foundations for better technology in the future. As part of the project, telecommunications are being improved for this area, including better communication with the port authority's operations centre, and installation of CCTV cameras. • The project is being funded by the Government of Canada through the National Trade Corridors Fund, and the port authority. • All of the port property in the Fraser Surrey complex (approximately 350 acres) has been developed for port-related use. Development for non-port use would not be in keeping with the port authority's mandate. • The intensity of use of the area is a challenge for the project team; they are working to find just the right geometry between rail, terminal, and roadway use while improving transportation access in the area.

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<p>4. Presentation and Q+A: Container Drayage Program and the Rolling Truck Age Program</p>	<p>Greg Rogge, Director, land operations & security (VFPA) provided a presentation about the port authority Container Drayage Program and Rolling Truck Age Program. His presentation explained the port authority's container trucking strategy, provided a background about the container drayage program, its evolution into a sophisticated trucking program, and efforts to reduce container truck emissions. It also provided the background, benefits and information about the implementation of the Rolling Truck Age Program.</p> <p>Discussion highlights:</p> <ul style="list-style-type: none"> • The exception process will be managed by the port authority. There is a fee involved and as part of the port authority's requirements under the <i>Canada Marine Act</i>, there has been 60 days' notice and a consultation period. Factory-authorized dealerships (8 shops) will perform inspections on behalf of the port authority, on specific models of trucks. They will do a full safety inspection to ensure factory-installed equipment is present and functions as intended, and assess aesthetics. They will forward that information to the port authority and the trucking team at the port authority will assess those materials and make a decision whether or not to provide the exception. The port authority will be accountable to the process as the decision body. • In response to the program the port authority has seen trends moving to newer and newer trucks, though there are always some that wait until the last minute. There are a number that still need to be replaced and they have 6 to 8 months to do so. The drayage sector has been successful at applying some political pressure in opposition to the program, and the team may come back to this group to look for some support in the future. • The Rolling Truck Age Program is separate from the maximum age requirement for the non-road diesel emissions (NRDE) fleet.
<p>5. Participant roundtable</p> <p>5.1. ACTION</p> <p>5.2. ACTION</p>	<p>Michelle LeBaron explained the purpose of the roundtable, and opened the floor for comments.</p> <ul style="list-style-type: none"> • Mary Childs shared the Tsawwassen Legislature is in the early stages of a lengthy process with the intent of amending their election act to move from a three- to four-year election cycle with a fixed election date. She noted June 21 is national Indigenous Peoples' day, which is a holiday at Tsawwassen and there will be various activities to commemorate the date. • Greg Wirch noted he had some questions for Marko Dekovic related to the Better Deltaport campaign material, but he and Marko agreed to take the discussion offline. • Dennis McJunkin asked if the Fraser Grain Terminal construction video updates that the committee used to have access to were still being updated, or whether the aspects of construction that were being filmed was finished. • Noel Roddick referred to the upcoming meeting on June 22 between DFI, the City of Delta and the port authority regarding the Westham Island Canoe Pass Tidal Marsh Project; DFI would like to know approximately how much rip rap rock is going to be needed to do the project -- how many tonnes or barge or truckloads. • Garry Shearer shared that Rick Gibbs was elected as the new board chair at the Delta Chamber AGM, and Nathan Lauer, Matt Blair and Tanya Corbet are new board members. At the BC Chamber of Commerce AGM the Delta Chamber put forward a resolution that was unanimously adopted, for transportation solutions for the province's industrial parks and business parks. The Delta Chamber will be submitting the same resolution to the Canadian Chamber for Canada-wide adoption.

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	<ul style="list-style-type: none"> Gord Westlake reported that despite COVID-19, rail operations have carried on continually and it has been business as usual, with the exception of having additional protocols in place to keep critical workers safe. Over the past six months they have been seeing increasing intermodal traffic as GCT has completed their expansion, with between 35,000 and 40,000 lineal feet of trains being produced and departing out of Roberts Bank every day. BC Rail is changing out 12,000 feet of rail and 4,000 ties as part of their ongoing annual maintenance program. Marko Dekovic noted GCT Deltaport railyard densification project is now fully operational, there is a good volume of rail coming out on a steady basis and they've been able to hit some record moves per hour. GCT submitted the Initial Project Description (IPD) for the Deltaport Expansion – Berth 4 Project (DP4) last fall, and there was public consultation through October and November. In December the BC EAO and IAAC issued their joint summary of issues, which gave GCT direction to draft their Detailed Project Description (DPD), which GCT plans to submit regulators early this summer. <p>Post-meeting note: GCT has now submitted the DPD to the BC EAO and it can be found here: https://projects.eao.gov.bc.ca/api/public/document/60edde0ff2bad60022390a52/download/Detailed%20Project%20Description%20final%2020210709%20EAO.pdf.</p>
6. Port authority update	<p>Tom Corsie highlighted items of interest from the port update, including:</p> <ul style="list-style-type: none"> ECHO Program publishes 2020 annual report and 2021 season starts June 1 US Bill allows Alaskan cruises to bypass Canadian ports Garry Point incident (Ram Chungh further noted the City of Richmond is developing some signage to be posted) Clarification of agricultural land use (Roberts Bank Terminal 2 Project) Westham Island Canoe Pass Tidal Marsh Project
7. New business	N/A
8. Next meeting and adjournment	<p>Tuesday, September 21 from 6:00 to 8:00 p.m.</p> <p>Meeting adjourned at 9:40 a.m.</p>

Table of action items				
Meeting	Ref	Item	Lead	Status
57	5.1	Port authority to confirm status/availability of video footage related to Fraser Grain Terminal construction	Sarah	In progress
57	5.2	Port authority to advise the Westham Island Canoe Pass Tidal Marsh project team of DFI's question on the amount of rip rap required for the project.	Sarah	Advised June 11, 2021
56	5.1	Tsawwassen First Nation to confirm availability to present at a future meeting.	Mary/Sarah	Tentatively planned for December 9, 2021 meeting
54	3.2	Port authority to coordinate presentation from RBT2 project team regarding mitigation	Tanya	Planned for September 21, 2021 meeting
53	2.1	Port authority to schedule tour of truck staging facility for interested members	Tanya	Postponed due to COVID
51	5.1	Coordinate GCT Deltaport tour for committee members in 2020.	Marko	Postponed due to COVID