



Meeting summary notes

North Shore Waterfront Liaison Committee

Meeting details	
Date:	June 17, 2021
Time:	8:00 a.m. – 10:00 a.m.
Location:	Online meeting via Webex
Chair:	Karen Obeck, Director Property, Facilities and Security, Seaspan (2/3 meetings)
Vice chair:	Jamiann Questa, community representative, District of North Vancouver (2/3 meetings)
Attendees:	<p>Community representatives</p> <ul style="list-style-type: none"> • Doug Ausman, City of North Vancouver • Liane McKenna, City of North Vancouver • Jamiann Questa, District of North Vancouver • Alex Tunner, District of West Vancouver • Michael Evison, District of West Vancouver <p>Indigenous representatives</p> <ul style="list-style-type: none"> • Lesley Campbell, Squamish Nation • Carleen Thomas, Tsleil-Waututh Nation <p>Municipal representatives</p> <ul style="list-style-type: none"> • Larry Orr, City of North Vancouver • Kamilah Charters-Gabaneck, District of North Vancouver • Natalie Roizman, District of West Vancouver <p>Organizational representatives</p> <ul style="list-style-type: none"> • Tyler Banick, CN Rail • Lisa Dooling, Neptune Terminal • Karen Obeck, Seaspan • Kris Neely, Seaspan • Cliff Stewart, Vancouver Fraser Port Authority • Jeanette O'Brien, Western Stevedoring <p>Guests</p> <ul style="list-style-type: none"> • Tim Blair, Supervisor Planning, Vancouver Fraser Port Authority • Kate Grossman, Public Engagement Advisor, Vancouver Fraser Port Authority • Paul Hebson, Vice President & General Manager, Seaspan Vancouver Drydock • Rebecca Kordas, Hatfield Group • Nicola Lambrechts, NLK Strategies • Fred Moussette, Manager, Logistics & Operations, Vancouver Fraser Port Authority • Greg Rogge, Director, Land Operations & Security, Vancouver Fraser Port Authority

Regrets:	<ul style="list-style-type: none"> Kathy Heise, District of North Vancouver
-----------------	--

Agenda topic	Discussion/Action items
1. Welcome and introductions	<ul style="list-style-type: none"> The committee spent some time reflecting on the impacts of the residential school system in Canada, and shared that thoughts are with the Tk'emlúps te Secwépemc community, survivors, and all Indigenous peoples The committee thanked Alex Tunner for his contributions to the committee over his three, two-year terms as a community member. While this is Alex's final meeting, he will help develop the committee's advertorial over the summer. As suggested in the group's 2020 online end-of-year-survey, each meeting will begin with a safety moment. This meeting's safety moment reminded members to continue to move their body throughout the day, even for a short period.
2. Presentation: Vancouver Fraser Port Authority's Container Drayage Program Overview by Greg Rogge	<p>Greg provided an overview of the port authority's container drayage program</p> <ul style="list-style-type: none"> After work stoppages in 1999, 2005 and 2014 by the container trucking sector, the government of Canada introduced regulation requiring the port authority to implement a truck licensing system (TLS) to manage trucks entering port property Since 2005, the container drayage program has evolved into a highly sophisticated trucking program. To-date, the Vancouver Fraser Port Authority has strict TLS environmental requirements to manage emissions from container trucks. Having updated trucks and engines to newer models reduces diesel particulate matter emissions and reduce nitrogen oxides. In keeping with its vision to make the Port of Vancouver the world's most sustainable port, the Vancouver Fraser Port Authority will launch the TLS Rolling Truck Age Program on February 1, 2022 where only trucks that are 10-years old or newer will meet the requirements for approval to access the port This program complements the port authority's existing truck engine emissions standards and other supply chain environmental programs. It also supports the Northwest Ports Clean Air Strategy. Recognizing that there may be some exceptions, the port authority is also developing a truck exception program, on a case-by-case basis, to accept trucks that are older than the truck age requirement, as long as they are able to demonstrate that the truck's emissions performance, mechanics, and aesthetics are comparable to a truck less than 10 years old <p>Discussion highlights:</p> <ul style="list-style-type: none"> The port authority will be entering into a lease with vendors for trials with electrified trucks. The port authority would ultimately like to move towards an electrified or other zero emission fleet servicing the Port of Vancouver.
3. Presentation: Seaspan's proposed Vancouver Drydock Waterlot	<p>Kris provided an overview of Seaspan's proposed Vancouver Drydock Waterlot Expansion project</p> <ul style="list-style-type: none"> Seaspan is currently working with the port authority to complete its Project and Environmental Review (PER) application and will soon be undertaking a range of community outreach and engagement activities to seek input and feedback

Agenda topic	Discussion/Action items
<p>Expansion by Kris Neely</p>	<ul style="list-style-type: none"> • This project is needed as Seaspan is endeavoring to build a multi-generational business. There is currently not enough drydock space and Seaspan has had to turn away repair and maintenance business. • Shipbuilding services for the Canadian Coast Guard and Navy will be consolidated at the Vancouver Shipyards shipbuilding hub. The proposed project will move the current careen floating drydock at Vancouver Drydock 40 metres south, away from the shoreline. In addition, a mid-sized and a small floating drydock, and a work pontoon beside the careen will be installed. This will require six permanent support pilings to secure the drydocks. Two to four cranes will be mounted on the sidewalls of the mid-sized drydock to transfer equipment to the work areas • Estimated before and after images were shown from differing public viewpoints • Seaspan has worked hard to take community impacts into consideration in balancing its need to better serve its customers <p>Discussion highlights:</p> <ul style="list-style-type: none"> • The new drydocks would be 40 metres closer to the public pier • Community association has plans for the old electrical bunker, which is located halfway down the public pier, to be covered with public artwork in the fall • The addition of the drydocks should not impede space requirements for visiting navy and larger ships hosted at the public pier • More business will occur once the drydocks are in use which will increase all related business activities. Seaspan understands that the location is in close proximity to the community and will try as best to keep within daytime hours. • It is not known if a benchmark noise level for industrial activities exists. To compare noise levels, a vacuum cleaner is 75 decibels, a leaf blower is 106 decibels and general noise from Seaspan’s drydock is in the 64-69 decibel range. An increase of one to three decibels is anticipated from increased activity.
<p>4. Review of summarized facilitated discussion report and next steps</p>	<ul style="list-style-type: none"> • In general, the committee felt that the summarized report captured the input shared during the facilitated discussion but the report could be more concise and straightforward • Members additionally noted that they value education and awareness of port-related happenings shared in the meetings and that information was helpful in amplifying and making connections with other matters occurring in the community. When safe, it would be beneficial to continue tours of port terminals and participate in port events to advocate for the committee.
<p>5. Roundtable</p>	<p>Community:</p> <ul style="list-style-type: none"> • Community events are returning to the North Shore, including the Friday Night market and the Fall Festival • The recent container vessel anchorage in West Vancouver was very disruptive to residents <p>Indigenous community:</p> <ul style="list-style-type: none"> • Tsleil-Waututh Nation is working with the port authority on transplanting eelgrass as part of the Maplewood Marine Restoration Project • Squamish Nation is working on noise monitoring of rail activities with CN and the City of North Vancouver <p>Municipal:</p>

Agenda topic	Discussion/Action items
	<ul style="list-style-type: none"> • The City of North Vancouver’s parklet programming will continue. The City is also working with the province to enable many of the current patios to become permanent. • The District of North Vancouver is in the process of reviewing their Official Community Plan. A draft paper will be presented to mayor and council in August 2021. • Due to the increased traffic at parks, traffic control personnel has been hired to manage busy parks in the District of West Vancouver. Also, Horseshoe Bay Park revitalization is beginning. West Vancouver along with the City and District of North Vancouver will begin a shared e-bike pilot program. <p>Industry:</p> <ul style="list-style-type: none"> • CN shared that they are working with Squamish Nation regarding rail concerns • Seaspan’s Vancouver Shipyards has been busy and work has been progressing well. They have also been awarded a contract to build one of two massive polar icebreakers for the Coast Guard. A virtual reality space is also being constructed at the site. The careen from Vancouver Drydock was recently used in their Victoria Shipyard to help put a submarine into the water. • Neptune noted that construction on their steelmaking coal system is complete and is in the equipment commission phase. The new equipment will allow loading direct to more ships. They are also pleased with their recent Green Marine results in which they had top scores across the board. Neptune also shared a community success story in which a safety alarm was able to be turned down and away from the community as a result of community feedback. • The port authority provided updates regarding: <ul style="list-style-type: none"> - Port of Vancouver performance: 2021 year-to-date - 2021 Vancouver Fraser Port Authority annual general meeting - Northwest Ports Clean Air Strategy renewal - Reducing container truck emissions and the TLS Rolling Truck Age Program - ECHO Program publishes 2020 annual report detailing high participation in voluntary initiatives - Canada Day at Canada Place - US Bill allows Alaskan cruises to bypass Canadian ports - Mountain Highway Underpass Project - Maplewood Marine Restoration Project - District of North Vancouver Designated Anchorage Area (permit 20-168) - Fibreco Terminal Enhancement Project (permit 16-268) - Seaspan Outfitting Pier Extension (permit 20-034) - Seaspan Vancouver Drydock Waterlot Expansion (permit 20-189)
<p>6. North Shore community feedback</p>	<ul style="list-style-type: none"> • Since the last meeting in March, majority of the complaints received were about two issues: lighting from cranes at Vanterm and vessel noise in West Vancouver: <ul style="list-style-type: none"> - There was new lighting added to the cranes at Vanterm (container terminal) used for airplane warning, but were shining across the Burrard Inlet into North Shore houses. The complaints have subsided, as the lights have been disconnected until they are able to be professionally fixed. - A container ship was anchored near West Vancouver, which made more noise than typical ships. The vessel was contacted and followed all protocols

Agenda topic	Discussion/Action items
	<p>to reduce unnecessary noise but residents found it still loud. Looking to the future, if operationally possible, the port authority will avoid having container ships anchor near West Vancouver. If a container vessel needs to be anchored in this area, the operations centre will advise the vessel agent in advance of their arrival about noise concerns received in the past, and ask to mitigate noise where possible.</p>
<p>7. Committee admin</p>	<ul style="list-style-type: none"> • Next meeting venue, date and time <ul style="list-style-type: none"> ○ September 23, 2021 (6-8pm) – in person/virtual (TBC) <p>Future presentations of interest:</p> <ul style="list-style-type: none"> • Oceanwise’s PollutionTracker program • Tsleil-Waututh water quality and wave assessment partnerships • North Shore Emergency Management Office’s initiatives for emergency preparedness • Port of Vancouver and national corridor air quality emissions • Sewage plant in North Vancouver • New North Vancouver Museum project • ECHO program Burrard Inlet initiatives • BC Marine Terminals Operators Association (BCMTOA) overview

Action items

Action Item	Lead	Status
Share summarized facilitated discussion report with committee	Alycia	Completed
Future presentation to council in 2020 - deferred	Alycia	Ongoing