

Deltaport Third Berth Project Community Liaison Committee (DCLC)

MEETING NOTES

Date	July 3, 2007
Times	6:00 – 9:00pm
Location	Coast Tsawwassen Inn

Meeting facilitated by: Charles Holmes

In Attendance: Lori Lindahl, Bernita Iversen, Vic Rivers, Carl Nygren, Colin Donaldson, Robert Butler, Teresa Cooper, Fardia Bishay, Linda McKay, Roger Emsley, Maria Devries (for Clint Morgan)

Regrets: Andrew Bak, Steve Bayley, Alan Cadwell, Byng Giraud, Mike Schneider, Mike Owen

Staff in attendance: Naomi Horsford, Darrell Desjardin

Review and confirm decisions from June 26

- Agreed to hold off on decision pertaining to whether DCLC will play advisory role for amenities program until VPA has had opportunity to meet with Delta.
- Agreed to have communications committee do further work based on initial presentation
- Agreed to form Noise subcommittee to address noise issues
- Agreed on items for July 3 agenda
- Agreed on issue review process.

ACTION: revise chart to reflect

- Sub committee reporting to committee
- Committee reporting back to individual
- Clarify recommendation of action item to VPA

Additional Issues

Wildlife management area.

- Carry forward to next meeting.

Rail yard expansion.

- Agreed to revisit outstanding questions. Noted that topic is in scope but concern that VPA is not the agency to address these issues.

Roberts Bank Stewardship Committee.

- Committee is supportive of this initiative moving forward.

ACTION: Bernita to draft letter to send to Environment Canada to ask about status, indicate support for this initiative to move forward and request response. Draft to be sent to committee prior to distribution.

NOTE: unanimous support from members present, but committee does not have quorum. Letter will be circulated to all members to ensure agreement.

Container storage

- Concern that more information is required. Need more information for TFN representative.
- Need to ask absentee members if they would like to pursue this issue further

Highway 17

- Will be addressed at the next meeting. Will have VPA resource people to address questions.

Recent Issues

Lifeboat society

- Lori explained that VPA is exploring options on this issue. Lori will follow-up with Mike O. Would like to report back to the committee in September with an update.

Panorama ridge

- Committee agreed this is out of scope. VPA is working with the City of Surrey to address this issue. Langley is also involved in this process.

Tours

- June 10 and June 12. Members to sign-up.

Air Quality

Presentation by Darrell Desjardin on VPA air quality studies for DP3 and overall air quality initiatives at Port of Vancouver. GVRD was unable to attend but would be happy to attend future meeting. GVRD's Delta Air Quality Report distributed to members.

Question: Has VPA applied to GVRD for a permit?

- GVRD does not have regulatory authority on federal land. Regulatory authority for discharges to air, land and water within federal port jurisdiction is contained in the Canada Port Authority Operations Regulations and the Canadian Environmental Protection Act administered by Environment Canada. However, VPA is using GVRD ambient air quality objectives to measure and assess local air quality. VPA objective is to be below GVRD objectives.

Question: Shouldn't there be a station in Tsawwassen?

- VPA is working with a technical steering committee chaired by the GVRD with participation from Corporation of Delta, Environment Canada and TFN to determine the optimal location to establish a telemetry air quality monitoring station in Delta.

Question: Is there support to put station in Tsawwassen?

- GVRD has conducted mobile air monitoring over a two year period. The desire is to have the air quality station in location representative of the emissions from the Roberts Bank port facilities. The science is indicating that the Tsawwassen area would be the most appropriate location.
- VPA will pay for the installation of this station which will have full monitoring capabilities which means it will measure PM₁₀, PM_{2.5}, TSP, SO_x, NO_x, and CO. It will also include full meteorological station.

Question: What is the timeframe to establish monitoring station?

- Goal is to have it established by summer. Action DCLC requested VPA to work with GVRD to expedite the monitoring station.

Question: Why wouldn't you put something on the causeway?

- A part of the program GVRD has offered VPA access to MAMU for two weeks, which will allow VPA to augment monitoring work to include monitoring.

Question: Will the results of monitoring be available to the public?

- Yes – both through the GVRD and VPA

Question: How will VPA respond if there is an increase?

- Difficult to determine because there are many sources. VPA goal is to drive down PM_{2.5} levels from port related sources. Monitoring station will be able to measure both hydrocarbon combustion component source and dust source.

Questions: What is the worst-case scenario in terms of emissions from additional vessel calls per year? What ship emission increases are expected when compared to 2003? Is the size of ships increasing? What is the average size of ship calling at Deltaport? How many ships are now expected to call at Deltaport when DP3 is fully operational?

- Scenarios predicted a decrease in emissions due to increased ship sizes and fewer number of ship calls. The air quality assessment for DP3 was based on a conservative estimate for ships of 393 vessels and a worst case or high number of ships was assessed through the cumulative effects assessment. Vessel calls in 2003 was 366, which fell to 320 in 2004 and is around 300 vessels per year presently. The range of vessel sizes is on the order of 3,500 TEUs up to 6,500 TEUS.
- Study for DP3 air quality included cumulative effects assessment for ; 2003 baseline, 2011 DP3 fully operational, and for 2021 for DP3 and an assumed. Terminal 2 project, as well as SFPR.

Other port air quality initiatives:

- Implemented Differentiated Harbour Dues Program on April 1st, 2007. Reduced fees for ships using cleaner fuels and technologies. Goal is to have 70% involvement in program.

- Working with West Coast Ports to create strategy West Coast Ports Clean Air Initiatives.
- Port wide initiatives include: ultra low sulphur fuel in cargo handling equipment, diesel electric hybrid gantry cranes, and biodiesel.
- New equipment at Deltaport includes newer, more efficient gantry cranes that use 70% less fuel.
- Shorepower. Currently there are no container ships that call on Port of Vancouver that have shore power capability. Feasibility studies underway. VPA actively working with BC Hydro and Princess Cruise Lines for shore power for cruise ships.
- VPA is working towards implementing more stringent environmental and safety standards for trucks through truck licensing system.
- Working with Port of Tacoma and Port of Seattle on Northwest Ports Clean Air Strategy. Currently looking for public comments on documents.

ACTION: distribute electronic versions of *Northwest Ports Clean Air Strategy* to members.

Comment by Vic: VPA indicated that there are several issues in regards to shore power, including the potential to increase load on the power grid in the winter. Vic suggested that VPA should focus on doing all they can to reduce emissions, including shore power, and that BC Hydro and others focus on reducing power generation impacts.

Question: What is happening with SECA?

- Transport Canada has taken on this initiative with input from Environment Canada and support from VPA. VPA sees the Differential Harbour Dues Program as a bridging ships to using cleaner low sulphur fuels.

Question: What is the status of short sea shipping?

- Actively working on with Fraser Port and North Fraser Port. Amalgamation will allow ports to be proactive for planning and short-sea shipping will be a focus. Coastal tug and barge operators are interested in participating.

ACTION: Darrell to provide some more background on short-sea shipping to distribute to group.

ACTION: Arrange for GVRD to provide update on Air Quality Monitoring Station for September 6th meeting.

ACTION: Identify top five to ten questions on air quality. To be circulated to members for feedback. VPA to respond to final questions. Questions and cover letter to be sent to GVRD, Environment Canada and Municipality. Letter to include request for agency validation and assessment of VPA performance. To be completed by September 6th meeting. Bernita to work with Naomi.

Wildlife Issues

Presentation by Darrell Desjardin. Presentation included Killer whales, water and coastal seabirds, osprey relocation, overhead powerlines, Dungeness crabs, barn owls

Killer whales

- Primary impact is underwater acoustics from dredging and construction.
- VPA has retained marine mammal and specialist noise consultants to use ocean bottom hydrophone systems to measure ambient underwater noise, and underwater noise from construction equipment.
- Phase 1 has defined zone of acoustic influence for dredging; majority of underwater noise that is within the killer whale audiogram is within 100 to 200 meters of the dredging. However, VPA is using a 2 km radius and whales moving within this area will result in a construction shut-down.
- VPA is also assessing killer whale behaviour over the entire construction period and extending into the first-year of operations

Questions: Are whales avoiding the area? What are you doing to track killer whales?

- During the environmental assessment studies, the science team did not identify whales within 5km of the Roberts Bank Port facilities. The Construction and marine mammal monitoring has increased the the observation period and pods have now been identified within 3 km of Roberts Bank. In addition the on-site monitors are using the whale watching network of systems to assess killer whale movement though southern Georgia Strait..

Waterfowl and coastal seabirds

- Trained observers were used to count birds during assessment studies. VPA is continuing this work during construction and first year operations. Observations being conducted every two weeks and more intensely during periods of heavy use eg. The Western sandpiper migration in the spring.

Question: Are you counting blue herons?

- Yes. Still seeing high numbers using the intercauseway area but notice some change in location due to presence of bald eagles in some areas. Herons are also seen foraging right up to the newly created shoreline. Continue to monitor on a daily basis as part of the construction monitoring.

Osprey nest

- Relocated the osprey nest, which is set within a radar reflector for navigation. The entire pile supporting the nest was relocated before on-set of breeding season. Bald eagles came in early and have been using the relocated pile/nest as perch point. The osprey (both male and female) have been observed in the Roberts Bank port area and are probably nesting close by but the nest site has not been identified.

Overhead power line studies

- VPA has submitted a third draft study to Canadian Wildlife Services. (Previous two studies provided to DCLC). Previous work was done with BC Hydro and CWS to assess the impacts of the overhead powerlines and recommended different mitigation measures that included potential use of bird diverters. Second follow-up study indicated general avoidance with diverters over the test section. VPA is completing a statistical analysis of the data based on the study of the bird diverters that were installed along the entire causeway (including additional data from CWS). CWS will review study.

Dungeness crabs

- Dredging is designed around crab window – No dredging in waters 10 meters or deeper from October 15th to March 31st of any year for the protection of ovigerous females. VPA is also doing subtidal surveys to assess crab presence in the construction area.

Barn owls

- Assessment studies identified barn owl activity in the uplands area. Working with TFN, to identify and locate nest boxes away from the roadway.

Question: Is there a problem with rats?

- Assessment studies included trapping surveys for small mammals and rats were not collected. Roberts Bank terminals (container and coal facilities) are not the type of facilities that attract rats.

Question: What about Habitat Compensation Program?

- Currently conducting habitat monitoring validation studies of the habitat compensation areas to provide measurable comparisons after the on-site habitat compensation is constructed. On-site and off-site compensation projects will occur in phases. VPA is providing funding for the off-site compensation but will not be leading this; off-site compensation will be lead by Ducks Unlimited, Pacific Salmon Foundation, DFO and CWS.

ACTION: Darrell to provide a copy of the most current habitat compensation program

ACTION: Identify top five to ten questions on wildlife. To be circulated to members for feedback. VPA to respond to final questions. Questions and cover letter to be sent to responsible agencies (DFO, CWS, MOE). To be complete by September 6th meeting. To include questions/VPA response and agency validation and assessment of VPA performance. Naomi to work with Roger.

ACTION: Teresa to look at Logo development.

Determine Issues for discussion at next meeting:

- Report by Communications Committee
- Highway 17
- Container storage
- Rail yard
- Update on Stewardship Committee from Environment Canada
- Update on Clean Air Port Strategy
- Top ten Air Quality questions with VPA answers to distribute to GVRD, Environment Canada, Municipality, TFN; "report card approach"
- Top ten Wildlife issues with VPA answers to be distributed to MOE, DFO and CWS.
- Determine meeting dates for 2008

Future meeting dates:

September 6, 2007	Regular Meeting
October 25, 2007	Regular Meeting
November 29, 2007	Regular Meeting