



Deltaport  
3rd Berth Project  
Community Liaison  
Committee

**Deltaport Third Berth Project Community Liaison Committee (DCLC)**

**Meeting Notes DRAFT**

Date	January 17, 2008
Times	6:00 – 9:00pm
Location	Coast Tsawwassen Inn

**Meeting facilitated by:** Charles Holmes, notes by Amanda Blair

**Members Present:** Bernita Iversen, Teresa Cooper, Leslie Abramson, Alan Cadwell, Carl Nygren, Linda McKay, Michael Owen, Robert Butler, Lori Lindahl, Steve Bayley, Vic Rivers, Clint Morgan, Allan Baydala

**Regrets:** Roger Emsley, Farida Bishay, Colin Donaldson, Andrew Bak, Byng Girard

**Others:** Mike Schneider

**Staff in Attendance:** Naomi Horsford, VFPA

**Guests:**

Carolina Eliasson, VFPA Adaptive Management Strategy

Darrell Desjardins, VFPA Environmental Services

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**Desired Meeting Results:**

1. Introduced Allan Baydala, new VFPA Executive Representative to DCLC
2. Heard from Dr. Ron Ydenberg from Scientific Advisory Committee and made any associated recommendations
3. Heard updates from the Sub-Committees and VFPA
4. Reviewed key milestones from 2007 and positioned the year ahead
5. Reviewed the DCLC website with Mike
6. Reviewed Truck Traffic Data with Colin
7. Discussed administrative issues including open meetings, TOR and info flow

**Welcome**

Background:

- With the Vancouver Fraser Port Authority amalgamation, the VFPA member on DCLC has changed. Allan Baydala is the new VFPA representative to



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DCLC. Tonight will be Lori Lindahl's last meeting. She will be the backup representative.

Agreements:

- Approved agenda and timekeeper.

Actions:

- None.

**Review Actions from Last Meeting**

<b>Action</b>	<b>Responsible</b>	<b>Status</b>
<i>Write first draft of recommendations to VFPA, Corporation of Delta, Metro Vancouver</i>	<i>Amanda Blair</i>	<i>Complete</i>
<i>Review letters above mentioned letters</i>	<i>Alan Cadwell</i>	<i>Complete</i>
<i>Assess feasibility of purchasing and establishing localized monitoring at the Port</i>	<i>VFPA</i>	<i>Complete</i>
<i>Invite Steve Kinsey to participate on Noise Sub-Committee</i>	<i>Noise Sub-Committee</i>	<i>Carried forward</i>
<i>Write a letter to CN regarding night-time noise</i>	<i>Noise Sub-Committee</i>	<i>Carried forward</i>
<i>Update Mike Owen regarding Lifeboat Society</i>	<i>Darrel Desjardins</i>	<i>Complete</i>



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<i>Forward copy of the revised POTMP to DCLC</i>	<i>VFPA</i>	<i>Complete</i>
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Agreements:

- Recommendations to VFPA should be sent in a formal letter in order to demonstrate DCLC's independence and to ensure that there is a document trail for reference purposes.
- VFPA to respond in writing to all recommendations from DCLC as of the November 2007 DCLC meeting.

Action:

- Noise Sub-Committee to bring a draft letter to CN to the next DCLC meeting for approval.

**Information Exchange since Last Meeting**

Background:

- A committee member absent feels that the following topics have not been adequately addressed:
  - Wildlife portion of Hansard Questions submitted by John Cummins'
  - Barge grounding and question regarding notification to Transport Canada
  - On-site Fuel Sled

Updates:

- The Hansard questions went to Transport Canada. Transport Canada did not feel they were within their jurisdiction and suggested they be sent directly to VFPA.
- Updates on the barge grounding and the fuel sled are included in the VFPA update.



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Agreements:

- DCLC has agreed to wait and address these issues when the committee member is in attendance.

Actions:

- None.
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### Guest Presentations

Dr. Ron Ydenberg from Scientific Advisory Committee (SAC): Dr. Ydenberg was appointed jointly by the VPA and Environment Canada and is chair the committee. He is Director of the Centre for Wildlife Ecology, Department of Biological Sciences, at Simon Fraser University and his research interests lie in behavioural ecology and the application of behavioral ecology to conservation and other applied problems. Dr. Ydenberg is also experienced with the application of programs similar to the Adaptive Management Strategy for monitoring and managing ecosystems.

- Refer to Presentation *DP3 SAC overview DCLC.ppt*
- The construction of DP3 triggered an environmental assessment by Environment Canada (EC). EC reached an agreement with VFPA to create an Adaptive Management Strategy
- Adaptive Management Strategy: a specific response to the project. 5 year program. Look for negative trends in the Roberts Bank ecosystem that could be attributed to DP3 Project.
- Complete systematic and regular (quarterly and annually) data gathering over an extended period of time to see trends.
- Approach: dedication of providing science to social service
  - Pose questions as fairly as possible
  - Frame answers as accurately as possible
  - Maintain a neutral stance with regard to desired outcomes



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- Avoid public statements – rely on data
- Recognize that eventual decisions are social and scientific data is just one part
- Provide scientific and technical advice as well as recommendations to VFPA
- SAC appointed Spring 2007
- First data were collected in Spring 2007
- Quarterly reports are produced and reviewed
- There needs to be a baseline established to see results of the analysis. First in depth review will happen at the end of the first year

Questions & Answers:

Q: How long does it take to produce a report once the data is gathered?

A: 2-3 months for the data to come in and the report to be produced.

Q: Will there be an annual summary that is prepared for the general public?

A: There is an annual report produced and it is intended to be a communication tool for the public. It is prepared by VFPA and reviewed/modified/approved by SAC.

Q: Is there currently a report available?

A: Once it is approved by SAC.

Q: Prior to the assembly of SAC, how much data was collected historically?

A: There is data that exists on many locations as far back as 2003.

Q: Will the annual report data look at historical data prior to the baseline?

A: SAC will not be addressing the historical data unless there is something of concern that requires a comparison to historical data.

Q: Is there anything that we should be immediately alarmed about?



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A: Broadly, measurements are not showing anything alarming. Boron measurements were high and it was found that is true all up and down the coast.

Q: How much can levels change before they are deemed an area of concern?

A: There is a mandated affects level of 20%. If there is any change to that degree, there will be additional study.

Q: Council expects a comparison to conditions prior to construction start date.

A: The environmental impact assessment was done over 18 months in 2003/2004. It is not specified in SAC's TOR to refer to these earlier reports.

Q: How do you separate the impacts of the other contributors, such as BC Ferries, to these metrics?

A: There is no way to isolate one individual influencer. The intent of the spatial array and the multiple samples over time are to help show possible effects of Port construction. If any one of the many possible sources of influence changes, it could influence the metrics.

Recommendation: To have SAC compare current data to the original environmental assessment from 2003/2004.

Action:

- Bernita Iverson to prepare first draft of the recommendation by the end of next week and circulate to the committee.

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## Reports

### Communications Committee Update

No update provided. Website to be discussed later in the meeting.

### Noise Committee Update

Update:

- BKL has submitted its final report



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- The Sub-Committee thinks that this should be an interim report as they think there is additional research and analysis that should be done.
- The Sub-Committee feels that the report, although expanded from its original version, has not changed its conclusions.
- The Sub-Committee would like the study to be redone again next summer with the help of community members that have observed high noise.
- The Sub-Committee does not feel that the BKL report gives appropriate weight to the observations of community members in its analysis.
- After the preliminary review of the report, the Sub-Committee requests that a longer detailed study be done to determine the sources, intensity and characteristics of the noise from the Port as long as the entire Port is monitored, not only Deltaport 3. They want a commitment in advance from VFPA that they will correct the causes of the noise.
- The Noise Sub-Committee will give additional information and final recommendations to DCLC once they have more fully reviewed the report.

Discussion:

- DCLC should write a letter to Corporation of Delta asking for community standards for noise levels to be produced.
- Darrell confirms that he can set up a meeting between BKL and the sub-committee if need be.

Actions:

- The Noise Sub-Committee will review the report further and consolidate recommendations for next meeting.

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## **Construction Update**

Construction Schedule:



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- Completion is still anticipated for fall/09.
- No significant changes to the schedule.

**Barge Incident/Wind Storm:**

- The barge was removed from the foreshore with no damage to either the foreshore or the barge, other than minor dents.
- The damaged sheet piles have been removed and replaced with new ones.
- The two damaged caissons will be repaired in Esquimalt dry-dock in May/08 (this timeframe is the first available opening).
- The contractor (DCL) is still finalizing the details of its plan to refloat and reposition the other six caissons on site.

Additional questions regarding why Transport Canada was not informed of the barge incident sooner:

- VFPA feels this was addressed at the last meeting:
  - There was a delay in advising Transport Canada because from Deltaport Constructors' perspective it was not seen as an emergency as someone was onsite and the barge was not damaging anything on the shore. Because of this VPA was not notified until 5:00 p.m.

**Pile Driving/Placement and Densification Testing:**

- The sheet pile placement seems to be proceeding satisfactorily, following the placement of the wooden piles.
- The seven steel pipe piles reinforcing temporary construction at the end of Caisson 16 have been driven.
- The mattress rock densification has taken more trials than anticipated to come up with the required results. As a result, there has been more "pile driving" densification testing than anticipated. The latest trial area will require an estimated 16 tests. Per our mid-December public advisory, production and remediation testing will require an estimated 78 tests. An additional allowance of 15 production and remediation tests (to allow for rejected tests) is also expected. Approximately 109 tests are still anticipated.

**Columbia Dredge:**

- The Columbia Dredge is scheduled to be back on site this week to transfer material to the site from the underwater stockpile.
- It is tentatively scheduled for 8 to 10 days of terminal fill activity but could be on the actual site for up to one month depending on weather.



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- This dredge has been outfitted with additional mufflers and we do not anticipate significant noise impacts on the community.
- VFPA environmental monitors will increase monitoring of noise during this time period.

HWY 17 Commercial Lane Implementation:

- Signs are now in place.
- The Ministry of Transportation is in the process of notifying trucking stakeholders that enforcement will begin shortly. There is a meeting next week with MoT and we will find out exactly what this date will be.
- VFPA is working with MoT to arrange distribution of the enforcement notification through the Truck Licensing System database and through direct distribution at Deltaport truck gates.

**Other Items**

Port Operations Traffic Monitoring Program:

- Prior to Christmas, VFPA sent out the *Port Operations Traffic Monitoring Program Implementation Plan* to DCLC and the plan is now being finalized.
- VFPA is working with Delta Police to get statistics that will allow program benchmarks to be finalized.
- Due to the recent port amalgamation, budget approval process has not been completed but it is anticipated that it will be approved the end of January.
- Once budget approval is ascertained, VFPA will move forward with hiring and program implementation plan.

Truck Licensing System – New Opacity and Truck Age Requirements:

- VFPA extended the deadline dates for environmental requirements of the mandatory Truck License System (TLS), regarding opacity and truck age. License holders now have until March 31, 2008 to submit opacity test results.
- The VFPA extended this deadline to allow trucking companies to better manage fleet operations and to minimize business disruption in order to meet the environmental requirements. We also considered stakeholder feedback from license holders and testing facilities in determining the new deadlines.
- It was not feasible to have entire fleet tested by January 1, 2008 with the number of testing facilities available.
- Testing is being done in order of priority (older models first).

Fuel Storage:



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There was an additional request by a committee member who felt that questions regarding the onsite fueling tanks for the fill equipment had not been addressed. On Monday, November 21st, VPA responded to an inquiry by a member who asked if the fuel sled location had been approved by regulatory agencies. At that time, VPA responded by email with a copy to the committee:

*"The fuel tank that you refer to in this photo is one of three tanks required as part of the Terminal Fill operations for DP3, and were reviewed by VPA in accordance with the DP3 Fisheries Act Authorization. These tanks are used to fuel the equipment required during the Terminal Fill operation phases of the project, not general project equipment. The tanks are removed from the site when the Terminal Fill operation phases of the project are complete.*

*The fuel storage tanks comply with the latest CCME Environmental Code of Practice for above ground storage tanks containing Petroleum products. The Contractor met the conditions of the Authorization, in addition to conditions placed upon them by VPA Environmental Programs that included lighting and daily monitoring for all tanks as well as 120% containment behind a perimeter berm and concrete barriers for the stationary tank. The contractor has provided and adhered to a discrete timeline for fuel storage for Terminal Fill operations as submitted to VPA.*

*Each fuel tank has its own spill response kit either affixed to the tank (skid mounted tank) or located adjacent to the tank (stationary tank).*

*To address your geotechnical concern for mobile tank placement, the VPA had advised the contractor to maintain a safe operating distance from slopes. VPA environmental monitor(s) adhered to the monitoring requirements of the DFO Authorization and recorded details as to the condition and location of the tanks and their associated spill kits. All VPA environmental monitoring reports have been submitted to the DFO and relevant agencies/parties for their review and comments; any concerns that may have been related to these fuel storage tanks were addressed immediately by the contractor and documented by the VPA environmental monitor. No spills or incidents have been recorded by the VPA environmental monitor."*

VFPA feel that this response addresses the questions raised.



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### Environmental Update

#### Ocean Disposal Incident:

- Environment Canada Investigation is still in progress.

#### Ocean Disposal Permit Extension:

- VFPA has applied for an extension to the ocean disposal permit.
- The current ocean disposal permit for DP3 will run out on April 16, 2008.
- Ocean disposal permits are only good for one year and the dredging/disposal will extend into the fall of 2008.
- This second extension is for a much smaller volume (approx. 20,000 cubic meters), to cover possible decant water (from stockpile pumping) and small dredge loads from minor excavation/removal, if needed.

#### Habitat Compensation:

- *Offsite compensation:* Is on schedule. VFPA's commitment to provide funding and coordination is completed. Ducks Unlimited has conducted engineering & habitat studies for offsite features. Physical work is planned for the second quarter of 2008.
- *Log debris removal and salt marsh creation:* Is behind schedule but in progress. Log debris has been removed, area has been assessed and surveyed for marsh installation, design of culverts & tidal channel is in progress. Anticipate culvert & channel installation during the summer, when low tides allow work to take place in daylight hours.
- *Caisson refugia:* Is on schedule. Refugia have been cast into 3 caissons, caisson installation anticipated this summer.
- *Subtidal reefs:* Behind schedule due to urgent need in the summer and fall of 2007 for necessary equipment (especially clamshell derricks) to work on caisson trench sloughing repairs. Rock reef placement cannot take place in winter because of (a) crab closure and (b) normally anticipated high winds and storm conditions in this exposed location. It is likely that placement will occur this summer.
- *Sandbar stabilization:* Behind schedule. Baseline monitoring will start in February and a pilot project is planned this fall, followed by a 12 – 18 month period before further work is undertaken.
- *East Causeway:* Behind schedule. In order to minimize trucking through Delta, VFPA is looking at options to import the large amounts of materials needed for this work by water, rather than by truck. A review of the possible logistics is underway.



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**BC Environmental Assessment Office (EAO)/ DP3 Working Group Meeting**

- VFPA will be finalizing the DP3 Table of Commitments and Assurances for 2008 and the EAO Working Group will be meeting in February to review the status of the commitments.

The Working Group consists of:

- Federal government departments
- Provincial government ministries and agencies
- Corporation of Delta
- Greater Vancouver Regional Transportation Authority
- Metro Vancouver
- First Nations

Discussion:

- DCLC may see additional comments due to cumulative air quality impacts of South Fraser Perimeter Road which include DP3.
- Some committee members see that there is a need to go outside of scope to address some community issues.
- Are one-on-one conversations at the Open House being received positively? Naomi feels that they are being well received.

Agreements:

- This level of detail in the update is appreciated by DCLC and the community. It is a key document as it shows the outcomes of DCLC's work.

Recommendation:

- Letter to VFPA, Police, RCMP, Corp of Delta to enforce truck parking on Hwy 17 and Deltaport Way. It should also thank the efforts already being made.
- Letter to Corporation of Delta and City of Surrey asking the municipalities to continue to work a train noise cessation by-law.



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- Request presentation from Roberts Bank Railway Corridor Planners, BC Rail, and Ministry of Transport for the purpose of long-term preparation for the first year of operation of DP3.
- Recommendation to have more frequent Open Houses that are smaller. The Town Centre Mall is a suggested location.

**Actions:**

- Alan to draft these letters and circulate to the committee for the end of next week. Approval at the next meeting.
  - Amanda to increase the time allotment for the VFPA update for next meeting.
  - Noise Sub-Committee to draft the train noise cessation letters for next meeting. Bernita Iverson to work with Mike Owen.
  - Linda McKay to draft a letter to the committee regarding the frequency and location of the next Open Houses.
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**Business**

Summary of 2007

Carried forward to the next meeting.

Website

Update:

- The intent is to give the community the easiest way possible to see the site and give feedback.
- There is a desire to have positive messaging on the website.
- What will be the process for replying to the comments on the website?
- It is slated to go live January 31, 2007. The majority of the group would like to wait until the next meeting for the site to go live.
- Structure
  - Left hand side: information



- Right hand side: communication
- Centre: blog
- There is a concern within the group about having a dynamic homepage. The blog is a means for the community to post information. It is not necessarily for DCLC to engage in. There are lots of questions within the group about the effectiveness of having a blog.

#### Actions:

- Committee to review the site and send feedback to Mike Schneider.

#### Truck Traffic Data

Carried forward to the next meeting.

#### Open Meetings

##### Background:

- There is not currently quorum in the room. The intent is to have everyone present vote and then to have the others vote via email.

##### Discussion:

- Under what conditions would the committee consider having open meetings?
  - Groups could request an opportunity to present to DCLC and are only invited to attend while they are presenting
  - Discussion forums could be held for the general public to come and bring concerns to the committee. This would be outside of the standard committee meetings.
- There is concern that committee members may start 'playing' to the public and the media.
- There is already a concern that we are having trouble meeting our agenda times, and it will be very difficult to be anywhere near as productive.

##### Agreements:



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- A soft vote was taken and the majority of the committee present was not in favour of opening the meetings to the public.
- DCLC reiterated the fact that according to the Terms of Reference, individual members should not speak on behalf of the group.

Actions:

- Bernita will draft the decision regarding Open Meetings to go to Council and circulate it to the committee.

Terms of Reference

Carried forward to the next meeting.

Confirm Information Flow Process

Carried forward to the next meeting.

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**Determine Business for Next Meeting**

Presentations:

- No presentations are planned for the next meeting.

Business:

- Truck Traffic Data – 10 minutes
- Noise Sub-Committee Update – 20 minutes
- VFPA Update, including today's and the subsequent update – 30 minutes
- Process Diagram and the Website – 45 minutes
- Terms of Reference & Quorum – 30 minutes