



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

### **Topic: Lighting**

#### **Background**

A port lighting strategy must satisfy legislative requirements that address three different objectives:

- Environment
- Health and safety
- Security

The increased need for port security and the need to ensure a safe working environment may dictate a lighting strategy that conflicts with the desire to minimize light pollution. A balance must be achieved that satisfies the safety and security concerns while at the same time, reducing as many impacts as possible on neighbouring communities and the environment.

#### **Mandate**

The purpose of the committee is to work with Port Metro Vancouver during the construction and first year operation of Deltaport Third Berth (DP3) to identify community concerns, develop potential solutions to address those concerns and assist in communicating information among the community, Port and other stakeholders.

#### **Concerns & Questions**

Light is visible for a considerable distance away from the Roberts Bank port facility leading some local residents to complain about the negative impacts of glare and sky glow. There are also issues relating to potential impacts of lighting on birds and wildlife. There is concern that the additional lighting being installed for DP3 will increase the amount of light pollution and exacerbate these problems. The following questions are raised:

1. What are the compliance requirements for DP3 relative to increases in the amount of lighting?
2. Will there be additional light needed during construction and how will this be managed?
3. How will the impact of light on birds and wildlife be mitigated?



**Deltaport  
3rd Berth Project  
Community Liaison  
Committee**

### **1. What does the approval certificate require to be done?**

As part of the approval certificate for DP3, the Port is committed “to ensuring that all contractors and the terminal operator construct and operate DP3 with minimal adverse visual and lighting effects.” There are also several requirements that must be complied with, in regards to lighting, including:

- The Port must ensure the dredge lighting system shields light from spilling outside the basic working footprint of the dredge.
- The Port will ensure that the terminal operator undertakes the following:
  - Ensure lighting equipment is pointed north and west, where possible, to reduce impacts to residents who are typically located east and south of the Roberts Bank port facility.
  - Implement shielding on construction lighting.
  - Use downlight-style, cut-off luminaries for illumination of wharf and container yard areas.
  - Use less intrusive lighting sources such as metal halide luminaries exclusively for illumination of new wharf and container yard areas.
  - Reduce the amount of light during periods of low activity using lighting control systems.
  - Incorporate an automatic light shut-down system when the booms of the new ship-to-shore gantry cranes are raised and inactive for longer than 15 minutes.
- The Port will evaluate the use of innovative mounting systems for lighting on ship-to-shore gantry cranes to minimize light throw during raising and lowering of the equipment. The Port will examine options for mounting luminaries on the arms of ship-to-shore gantry cranes to prevent them from rotating when the arms are raised and lowered.
- The Port will consider change of gantry crane colour and, where practical, options for a landscape buffer strip to be established along the outer edge of the Roberts Bank causeway.

### **2. What about the lighting during construction works?**

The Port has responded to this question as follows: “the impact of additional lighting during construction was assessed as part of the DP3 environmental assessment. It was determined that lighting during construction would likely have minor impacts on neighbouring communities”. The following mitigation measures are required to be undertaken:

- Ensure lighting equipment is pointed north and west, where possible, to reduce impacts to residents who are typically located east and south of the Roberts Bank port facility.
- Implement shielding on construction lighting.



In addition, the Port has implemented a project information line for people to call in concerns: (604-665-9337).

### **3. How has the impact of light on birds and wildlife been considered?**

The Port has responded to this question as follows: "the impact of lighting will have a minimal impact on the surrounding environment, mainly due to their relatively low intensity and height. In addition, areas illuminated at night are likely to attract birds as they provide a secure roosting environment and attract insects, on which the birds feed".

### **What is DCLC Doing?**

The DCLC has asked the terminal operator, TSI, to report on the status of its proposed lighting strategy for DP3. TSI has confirmed that they are in the process of finalizing the report, which is expected to be ready August 2008, at which time it will be forwarded to the BC Environmental Assessment Office to ensure it complies with the regulatory requirements. The DCLC has requested to see a copy of the report and to post it on the DCLC website. The DCLC will follow-up with the BCEAO and other regulatory agencies to confirm that the proposed lighting strategy fulfills the requirements of the EA Certificate and achieves minimum 'adverse lighting effects".

The DCLC is aware that lighting from the existing coal and container terminal operations is the subject of complaints from local residents. The DCLC mandate, however, relates to DP3 only and we are unable to address lighting retrofit issues relating to current port operations.

### **DCLC Recommendations**

Recommendations will be made once the TSI lighting strategy has been reviewed.

### **Comments?**

The DCLC welcomes your comments and feedback regarding this matter.

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