



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

Deltaport Third Berth Project Community Liaison Committee (DCLC)

Meeting Notes

Date	November 27, 2008
Times	6:00 – 9:00pm
Location	Coast Tsawwassen Inn

Meeting facilitated by: Charles Holmes, notes by Amanda Blair

Members present: Leslie Abramson, Allan Baydala, Steve Bayley, Teresa Cooper, Colin Donaldsen, Roger Emsley, Byng Girard, Linda McKay, Clint Morgan, Mike Owen

Regrets: Farida Bishay, Robert Butler, Alan Cadwell, Bernita Iverson, Vic Rivers, Remo Williams

Staff Regrets: Naomi Horsford (PMV), Mike Schneider (Webmaster)

Guests: Darrell Desjardin (PMV), Carrie Brown (PMV), Ron Ydenberg (SAC), Simon Daniels (TSI)

Desired Meeting Results:

By the end of this meeting we will have:

1. Have a better understanding of the Scientific Advisory's review of the Adaptive Management Strategy
2. Have a better understanding of the draft Lighting Study Report
3. Have agreement on any recommendations and next steps regarding the SAC and the Lighting Report
4. Have understanding of the DCLC survey results and each other's suggested action items

Action Summary

Action	Responsible	Due Date
Update the Lighting Factsheet with the information from this discussion	Lighting Sub-Committee	January 15 th , 2009
Prepare the draft 'We Asked' and circulate to the committee	Teresa	December 15, 2008
Prepare a report on website hits and have that available ongoing	Mike S	January 22, 2009



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Welcome

- There are 11 DCLC members present at the start of the meeting and quorum is confirmed.

Review Actions from Last Meeting

Action	Responsible	Due Date
Identify the topics for the first three 'Did You Know' columns and draft first article	Communications Sub-Committee	Complete
Send comments regarding Lighting Report to Amanda	All	Complete
Compile and send Lighting Report comments to PMV	Amanda	Complete
Follow-up with DFO regarding Barge Berth	Michael Owen	Complete

Information Exchange since Last Meeting

- There was no communication received since the last meeting

Updates from Members not Present

Background:

- This is the opportunity for DCLC members who were absent from the last meeting to raise any issues that were outstanding.

Update:

- None

Presentations –

Scientific Advisory Committee Review of the Adaptive Management Strategy

Dr. Ron Ydenberg, Chair of the Scientific Advisory Committee (SAC)

- There is one year's worth of data that has gone into the AMS study so far. This is not sufficient data to draw conclusions. However, there has been the opportunity to improve research methods and identify areas that require additional attention.
- Overall SAC agrees with the view presented in the AMS 2007 Annual Report that, based on the data collected so far, it does not appear that the DP3 construction activities have contributed to significant negative ecosystem trends in the inter-causeway area. However, there are some areas worth comment:



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- By and large there does not appear to be much change in coastal geomorphology.
- Elevational changes on the crest protection structure might be attributed to measurement error or may be an indication of erosion. We are looking at this more closely.
- SAC has recommended that more depth of disturbance rods be added for monitoring.
- Drainage areas will continue to be monitored.
- Boron, copper and zinc were all found to have elevated levels in the water. Boron tends to be high in all BC coastal waters. The copper and zinc may be from runoff from surrounding agricultural lands. These all bear further attention.
- At this point, eelgrass and birds appear to be okay. It is important to assess the organisms in the mud as they can influence the eelgrass and birds.

Q&A regarding SAC's review of the AMS Annual Report:

Q – Are you satisfied with the study methods themselves?

A – Many of the wrinkles have been ironed out. SAC is satisfied with the research techniques.

Q – Nutrients are up in the intercauseway. Is there evidence of eutrophication (a process when there is excess nutrients in the waterway that chokes out available oxygen)?

A – The data show that nutrients are up in the inter-causeway area compared to the reference stations. There is not sufficient data that it is eutrophication. The source of the nutrients is not clear. The eelgrass bed is healthy and expanding.

Q – What is happening with the dendritic channel?

A – The dendritic channel draining the fill area was unforeseen and needs to be monitored. The risk is that it could impact structures such as the jetty or dykes.

Q – What is the impact on the study of the pollution that occurs from the Fraser River?

A – The data from several reference stations are compared to see if there are anomalies in certain areas.

Q – Is turbidity going to be measured ongoing?

A – The turbidity meters were problematic. The instrument has been replaced and will be monitored for another year.



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Q – What is the impact of the recent dumping event?

A – It has been discussed but it is not evident how it impacts the readings. The disposal site is outside of the causeway.

Q – The air photos of the eelgrass were not done at an optimal time to assess the bed.

A – There is plenty of 'on the ground' data on eelgrass which is showing that the bed is growing and there is a new invasive species.

Deltaport Berth 3 Expansion Terminal Lighting Presentation

Simon Daniels, Terminal Systems Inc (TSI)

Refer to presentation: DCLC Lighting Presentation 11-25-2008.ppt

Q & A regarding the lighting report:

Q – There is community concern that the direction of the lights need to be brought down to 50-52 degrees. What is the community involvement going to be for measurement?

A – The first step is that TSI will set up the lights according to the manufacturer's specifications (60 degrees) and will assess if there is sufficient light for safety. There is a hotline for the community to use to call with comments/complaints.

Q – There is a concern that there are not enough community impact assessments happening.

A – Simon is willing to meet at the Fred Gingell Park.

Q – Is the plan to start with the lights at 60 degrees and adjust them down, or to start at 50 degrees to see if coverage is sufficient and work up if not.

A – We will start at 60 degrees and adjust the angle down if there is sufficient light.

Q – How are the impacts of the lighting on the birds and wildlife going to be mitigated?

A – PMV's wildlife consultants will review the lighting report and make recommendations.

Recommendations:

- It is recommended that TSI include an addendum to the study that explains the role and impact of machinery lighting as it complements site lighting.
- It is recommended that TSI provide more information on metal halide and high pressure sodium lighting, including the process for disposal.



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- It is recommended that TSI start with the new lights angled at 50 degrees and increase the angle as needed for safety rather than the other way around.
- It is requested that some DCLC members participate in an evening tour of the Port to see the lighting.

Actions:

- The Lighting Sub-Committee to update the Lighting Factsheet with the information from this discussion by early January.

Reports

Communications Sub-Committee

Background

- DCLC agreed to proceed with 'Did You Know' columns for the newspaper.
- The Sub-Committee prepared the first article for review.

Agreements

- PMV has released a newsletter that included a 'Did You Know' style article. Therefore, the Sub-Committee recommends to not proceed with the drafted article and propose using 'We Asked' as the title. DCLC agreed.
- It is agreed that truck traffic is a topical item to use for 'We Asked' as it is a prevalent community concern.

Actions

- Teresa to draft the first 'We Asked' by December 15th and circulate to the committee.

Port Metro Vancouver

Meeting Date: November 27, 2008

Deltaport Community Information Session

Tuesday December 2, 2008, 5:00 – 8:00 PM

Tsawwassen Golf & Country Club, 1595-52nd Street, Delta, BC

Construction Update

General Update

Filling activities are proceeding well and TSI's underground utilities contractor has started work.

Barge Berth

The Port is still awaiting a Fisheries Act Authorization for a proposed temporary barge berth in the tug basin at Deltaport to bring construction materials to the site by barge. This would eliminate approximately 24,500 return truck trips through Delta. The marine works contractor has abandoned a plan to build a second



temporary barge berth in the middle of Berth 3 at Deltaport to bring additional materials to site for the remainder of its marine works.

Environmental Update

Ocean Disposal

The Port is in the process of applying for a new Disposal at Sea Permit from Environment Canada. The Port has published a "Notice of Intent" in the South Delta Leader and Delta Optimist newspapers as part of this application process.

Habitat Compensation

Sandbar Stabilization – The baseline monitoring data compilation is expected to be complete by the end of November. A meeting with DFO will follow to review the results and to discuss next steps in the process for deciding whether to proceed with a physical work.

East Causeway – The Port is still waiting on approval from Fisheries and Oceans from the barge berth, therefore the project is still on hold. It is expected that authorization will be provided shortly but project logistics - such as tendering etc. – dictate that it is unlikely that physical works will be initiated before the end of this year.

Reefs – Work on the reefs is still in progress and is expected to continue on a weather dependent and equipment availability basis for the next few months.

Salt Marsh – Channel realignment work is completed. The delivery of culverts was unexpectedly delayed, so culvert installation has been rescheduled to early December and is expected to be completed by Dec 12th 2008.

Caisson Refugia – All of the caissons are now in place. This project is complete

Off-site compensation (Rose-Kirkland Island) – The Rose-Kirkland off-site compensation project is complete except for the installation of a flap gate in the dyke. This will be done in the spring of 2009.

Q & A from PMV Update

Q – Is this extra material that was disposed? Where did it come from?

A – It is Fraser River Sand that was brought in.

Q – Does the rail announcement mean that the concerns with 57B are rectified?

A – No, 57B is separate.

Q – Are there any concerns since the downturn in the US economy?

A – The majority of our coal transportation is determined by steel production in Japan and the prices/volumes are still strong. 95% of our imports are Canadian, so we are doing well compared to US Ports. TEU's are forecasted down. The Prince Rupert Port is focusing on US cargo going to Chicago.

Business

DCLC Survey



Takeaways

- The 'We Asked' column will be a good form of community outreach. It will be helpful to have these posted on the website as well.
- Rail yard expansion and truck traffic are currently topical in the community.

Actions

- Mike S to prepare a report on the number of hits on the website and to have that available ongoing.

Next Meeting Agenda – January 22, 2009

- Update on responses to questions raised during the review of the Lighting Report.
- Possible presentation on the clarification of the trucking routes.