

Meeting Date: April 16, 2009

Construction Update

General Update

The installation of TSI's underground services is still in progress and proceeding well. Filling and densification of the area behind the caissons is substantially completed. TSI's substation upgrade is also still proceeding and includes a new switchgear and installation of a 12kV transformer to power the three new 85 LT Quad Cranes. The north end sheet pile wall has been completed and that area has been filled and densified.

The temporary barge berth, to be used for importing materials for TSI's site works and for the East Causeway habitat compensation works, is being constructed. Cast-in-place concrete works above the caissons (cope wall, crane beam, etc.) are in progress and scour protection rock has been placed in front of the new berth.

Environmental Update

On-site Habitat Compensation

Sandbar Stabilization – The baseline monitoring data compilation is complete and has been forwarded to DFO. DFO is considering this and other information to determine whether to proceed with this component of the habitat compensation package.

East Causeway – DFO has provided authorization for the temporary barge berth. The contractor for the terminal operator (TSI) is currently constructing the temporary barge berth with a projected completion date of mid-April 2009. The East Causeway compensation work is currently being tendered and physical work is expected to begin this spring, with substantial completion (including upland plantings) is expected to be complete in 2010. Salt marsh plantings will be completed early 2011.

Reefs – Work on the sub-tidal reefs is still in progress and is expected to continue on a weather dependent and equipment availability basis. Placement of base materials on the shallower 6 of 8 reefs is complete while the placement of larger rock, providing for an irregular surface and sufficient water flow through that will increase habitat diversity, complexity and productive capacity, continues. The Port anticipates that rock placement will be complete by the end of April, 2009.

Salt Marsh – This project is complete.

Caisson Refugia – This project is complete.

Off-site Habitat Compensation (*Rose-Kirkland Island*)

This project is complete.

Other

Port Operations Traffic Monitoring Program

The Port is looking at innovative and effective ways to monitor container truck traffic that will utilize existing security and port staff who work in the area. A detailed program plan is still in development but the concept is that staff will be trained to collect data and will be directed to report traffic violations to police of jurisdiction. The Port Operations Department will track and compile information received.

Public Events

Information Booth at Tsawwassen Town Centre - Saturday, March 14

Clint, Leslie and Linda and Naomi were on-hand to speak with the public. Questionnaires were distributed and verbal feedback was collected. The team spoke with 54 individuals. A more detailed report is available on PMV's website.

Port-related Action Items

Action: Update DCLC on the plans for this year's Truck Monitoring Program

Response: Please see update in above section.

Action: Naomi to inquire with Darrell as to the answer about the regulatory process for increasing noise.

Response: There is no regulatory approval required to increase construction noise on the DP3 project. As part of the DP3 Appendix E - Owner's Table of Commitments and Assurances, PMV has committed to (commitment 2.7):

A *Noise Management Plan* will be developed to ensure identified mitigation measures are implemented. This plan will include the following:

- *Describe procedures for construction activities to meet the intent of Delta Noise Control Bylaw No. 1906, 197210 to avoid disturbance of the local community with 24 hour - 7 day per week construction periods.*
- *Set maximum allowable noise emissions for each type of machinery prior to construction to ensure that contractors do not utilize any excessively noisy equipment.*
- *Outline training requirements to ensure construction workers are aware of noise issues and act to minimize noise where possible.*
- *List an environmental helpline and management procedure to deal with noise complaints that may arise from construction activities. Outline procedures to ensure complaints are investigated, and appropriate noise amelioration measures established to mitigate future occurrences. See also section 22 and 23 of this Table.*

Action: Naomi to inquire with Darrell about the progress of the Management Best Practices for noise.

Response: PMV has put together a team to develop Best Management Practices and Procedures for Noise. The team is currently looking at three specific areas:

- 1. Develop a procedure identifying and addressing nuisance environmental noise for all PMV jurisdictions. The procedure for receiving and tracking noise complaints within PMV jurisdiction would be centralized and assist in identifying noise source, responding to the noise complaint (either as PMV or tenant response) and tracking response actions and resolution.*
- 2. Review of Best Management Practices for Port Noise. No comparable programs in North America were identified but programs are being developed in Europe, Australia and New Zealand. The focus of these programs is on noise mapping to identify sensitive areas and applying noise mitigation primarily to the terminal operations. Very little work is being done on ocean going vessels in ports.*
- 3. Develop Noise Best Management Practices for specific areas in the PMV jurisdiction based on community concerns and effects. Building on the work done at Roberts Bank for both the container terminal and coal facility to identify actions to reduce terminal noise and ship noise (i.e. using in-board generators when at dock), and an effective noise-reporting program.*

Action: Naomi to confirm if the Overhead Wires Study is with the Port or CWS.

Response: This study looks at the success of bird diverters along Deltaport Way and is not part of the DP3 Project. CWS has suggested that PMV provide some additional statistical analysis.

Action: Naomi to contact the Selection Sub-Committee and prepare an action plan for the recruitment.

Response: Draft recruitment plan sent to recruitment subcommittee on March 11, 2009

Questions since last meeting (related to Table of Commitments and Assurances)

5.2. Roberts Bank Environment Stewardship Program "This has been there since day one and still there appears to be no progress. How can we get this moving?"

Response: The Burrard Inlet Environmental Action Program and Fraser River Estuary Management Program (BIEAP/FREMP) is leading the Roberts and Sturgeon Banks Reach Overview (Integration Action Program). The objective for the program is to "develop and implement a features and functions approach to management and decision making in the estuary." A project steering committee has been established to guide this project. Environment Canada and PMV are involved in this initiative.

7.1. 57b Closure – "As this then relates to 7.8 and the 34b/Arthur Drive intersection improvements. I have raised concerns about this previously. Specifically 57b between 34b and 28th is a route that is used a lot by people traveling to/from East Ladner. The overpass at 28th and 41b will do absolutely nothing – zero – to assist this traffic. Therefore once 57b is closed people will be forced to use 34b to Arthur Drive. Unless the improvements at that

intersection are carried out prior to closing 57b you will have created a high risk intersection with the potential for a lot of accidents.”

Response:

In regards to concerns about traffic patterns, PMV, the Corporation of Delta and Gateway jointly undertook an analysis of intersections in the Deltaport Way area and this analysis was used in determining traffic solutions for this area.

PMV has been working with the Corporation of Delta in regards to local traffic issues and Delta Council endorsed the plan presented by Delta Engineering (also supported by Delta Farmers’ Institute, Ministry of Transportation and Transport Canada) for an overpass at 41B and 28th Avenue and the closure of 57B.

As per the Table of Commitments and Assurances 7.8; the commitment timeframe is a future commitment and the exact timing has not been determined.

17.1 Air Quality Monitoring – “This is another project that has dragged on and on. My recollection is that DCLC wrote an earlier letter on this. Can we please get a status report and indication of when the equipment will actually be finally installed?”

Response: Metro Vancouver is leading this project. The most recent project update from the working group will be available the April 16th meeting. PMV and Metro Vancouver are finalizing business agreements and it the goal is to have the station deployed in June.

19.0 Emissions from Container Vessels – “Based on an earlier exchange of emails – attached – hopefully we can cover this as a separate agenda item.”

Response: The issues surrounding vessel emissions are very complex and involve many organizations. PMV has been working hard to reduce emissions at PMV through the [Air Action Program](#) and initiatives such as the [Harbour Dues Program](#) and the [Northwest Ports Clean Air Strategy](#). It would be appropriate to set as an agenda item.

21.1 Rail Air Emissions - “Where do we find Schedule 1 – which does not appear to be attached?”

Response: This is on the EAO website at http://a100.gov.bc.ca/appsdata/epic/documents/p212/d22382/1159545988189_c1624f1dd3bc47649a2cae567ee2f891.pdf