



**Meeting Date: January 21, 2010**

### **Deltaport Opening**

The formal opening event for the Deltaport Third Berth Project was held on Monday, January 18<sup>th</sup>. The event was well attended by approximately 250 community, business and political stakeholders, as well as members of the project team from both TSI (Global Container Terminals) and PMV. Key speakers included Chief Kim Baird, Federal Minister Stockwell Day, Provincial Minister Iain Black, Robin Silvester, President and CEO, PMV and Michael Moore, President and CEO, Global Container Terminals. After the formal ceremonies, bus tours, crane tours and the quad crane simulator was available.

### **Construction Update**

#### **Marine Update**

The marine works have been completed and the new berth is in service. Some additional clean-up dredging of Berth 2 and the turning basin is expected to take place in 2010, assuming the necessary ocean disposal permit is received.

#### **Terminal Update**

Terminal infrastructure is complete and truck gate three is now in service.

#### **East Causeway Construction**

Work on the East Causeway Habitat Compensation is progressing well, with completion of civil works anticipated in May, 2010. Planting is presently planned for the fall of 2010 and the spring of 2011. The contractor has continued to make steady progress on construction of the slope stabilization works including excavation and placement of riprap and filter stone. To date, approximately 1km of slope stabilization has been constructed. Installation of the sheet pile wall commenced in late December, with 100m of sheet pile installed to date. Filter stone and rip rap continue to be imported by barge from the Fraser Valley with 3 barges arriving each week. Construction has moved to a night schedule until March 2010 to allow foreshore works to be completed during low tides.

### **Environmental Update**

#### **On-site Habitat Compensation**

East Causeway Habitat Compensation: see *East Causeway Construction* update.

*Reefs* – This project is complete

*Salt Marsh* – This project is complete.

*Caisson Refugia* – This project is complete.

**Off-site Habitat Compensation** (*Rose-Kirkland Island*) - This project is complete.

## **Other**

### **Compliance Report**

BCEAO held the Project Compliance Review Meeting on December 1, 2009. At that meeting representatives from PMV and TSI made presentations on the environmental assessment commitments, statutory authorizations and permit requirements, and the ocean disposal incidents for the Deltaport Third Berth Project. Following the presentations the British Columbia Environmental Assessment Office confirmed that the Deltaport Third Project was in compliance with the Provincial Environmental Assessment Certificate and can now proceed to commence operation.

### **Delta Container Traffic Working Group**

PMV and TSI are in the process of forming the Delta Container Truck Traffic Working Group. The purpose of the group is to work collaboratively to address port-related container truck issues in the community of Delta. The scope and mandate of the group is to focus efforts on issues raised by the Deltaport Third Berth Project Community Liaison Committee Truck Traffic Sub-committee in the [DCLC Truck Traffic Sub-Committee Report and Recommendations](#) (September 17, 2009), and other port-related container trucking issues that may arise in the community of Delta. Membership is by invitation to those who have participated in the 2009 container trucking meetings with one representative from Delta, DCLC traffic subcommittee, BC MoT and Delta Police. The first meeting of the Delta Truck Working Group has been scheduled for January 27, 2010

### **Air Quality Monitoring Station**

Metro Vancouver has been working on the installation of the Delta Air Quality Monitoring Station. The station will become part of Metro Vancouver's overall monitoring network and they will be responsible for the station. Port Metro Vancouver is funding this station as part of the commitments for DP3.

Metro Vancouver has advised that the site has been prepared with fencing and power. As of January 8, 2009, Metro Vancouver was waiting for final inspection and once received, they will start to set-up instruments and internet connections.

At this time Metro Vancouver's data is only available publicly through the provincial website:

<http://www.bcairquality.com/readings/>

At some point in the future they expect to create their own website, and the Tsawwassen data would be shown there.

## **Public Activities**

### **Public Information Sessions**

Two public information sessions were held in November:

- Tsawwassen Town Centre – Friday, November 27, 3pm to 7pm
- Save-on Foods in Ladner – Sunday, November 29, 11am to 3pm

Advertisements were placed in local papers (Delta Optimist, South Delta Leader and the Surrey/North Delta Leader) beginning on the 18<sup>th</sup> of November.

Staff and members of DCLC spoke to over 115 individuals. Reports on the information sessions are available on the DP3 public consultation web page, [click here to view](#).

### **2009 DP3 Community Liaison Plan Activities and Inputs Report**

The 2009 DP3 Community Liaison Plan Activities and Inputs report has been submitted to the BC EAO and is available [online](#). This document reports on DP3 regulatory activities for 2009.

## **Questions from members**

### **Air Quality Monitoring Station**

What is the status of the Air Quality Monitoring Station and how can individuals access the data?

#### ***Response:***

*Update provided in previous section.*

### **Questions regarding Table of Commitments and Assurances**

Would like confirmation that 57b street will remain open until the overpass project is complete and provide update on timing.

Would like to know what work is being done on rail sidings between 57b Street and 64<sup>th</sup> Street. Understood that the extension of the three rail tracks between 57b and 64<sup>th</sup> would not take place whilst 57b remained open (i.e. until the overpass is in place)? Is this current work an extension of the three tracks or simply work on the existing single track?

#### ***Response:***

The March 2014 date is not the date for completion of the 28<sup>th</sup> Ave overpass, but rather is the date for the substantial completion of all projects being conducted under the umbrella of the Roberts Bank Rail Corridor (RBRC) initiative. The 28<sup>th</sup> Ave overpass is actually not one of the projects under the RBRC umbrella, but it is being constructed concurrently.

PMV can confirm that the Province remains committed to keeping 57B open until the 28<sup>th</sup> Ave overpass is open to traffic. This is expected to be by the end of 2011.

The rail track work being conducted between 57B and 64<sup>th</sup> Street is part of what is referred to as the BCRC Gulf Yard works, which are currently underway. BCRC's

current schedule (included in the Compliance Report as Appendix B) is to have the works completed by the end of July 2010.

### **Noise and Lighting**

Noise – 23.4 of the TOCA indicates that the draft operational EMP does not include a noise management plan and that one will be prepared and added prior to the finalization of the plan in late 2009. Noise is an ongoing concern and would like to know if this plan has been prepared and will DCLC have an opportunity to see it before it is finalized?

Lighting – 25.0. Feels that that this section does not reflect the ongoing concerns and discussions that DCLC has had with respect to lighting.

#### **Response:**

*A copy of the updated Operations EMP can be distributed to DCLC, which includes the noise procedures as EMPP-21-01 within the plan. TSI have indicated that they are willing to give a presentation on the Operations EMP to the DCLC.*

*The next update of the TOCA is due at the end of February, 2010. PMV will work on this section at that time to better reflect DCLC's on-going concerns with regards to lighting.*

### **Overhead Bird Wire Study**

Request for PMV to comment on the status of this report, and confirm or deny that the ball is in their court. In addition – regardless of who is carrying the ball - PMV to indicate what steps need to be taken and by who to complete the report and to estimate a date for this to be done.

#### **Response:**

Results from the most recent bird surveys indicate that bird strikes are significantly down from previous studies and PMV has hired a consultant to complete this study. PMV will work with CWS to finalize the report.

As part of the original environmental commitment to assess potential impacts on birds associated with the previous Roberts Bank Port development, the Port retained ECL Envirowest to update previous bird survey results conducted in 1984, 1994-995 and 1997 to further assess the impacts of overhead transmission wires on birds and deployed mitigation at the Roberts Bank Causeway. This was not a requirement of the DP3 project as the project resulted in no changes or modifications to the existing overhead power lines.

The intent of the study was to assess whether the spiral vibration dampers installed in test section in 1997 and subsequently installed down the entire causeway was still showing reductions in bird-wire collisions. As the DP3 Project undertook extensive bird surveys in 2004-2005, the overhead power line observation work was added to make use of the extensive bird database. The report was submitted to Environment Canada in 2005. Environment Canada requested additional statistical analysis of the data and the Port retained Next Environmental Ltd. to conduct this work as the primary author had left Envirowest and moved to Next. This work was submitted but was the level of statistical analysis was still not adequate based on review by CWS. The responsibility to finalize the report rests with PMV and having met with Barry

Smith of CWS, PMV has a clearer direction as to what CWS is seeking to finalize the report. PMV has retained ECL Envirowest to finalize the report with improved statistical analysis and the milestone for completion of the report is March 2010. Prior to finalization PMV will meet with CWS to confirm that the analysis is statistically robust.

The findings of the study are summarized below:

A total of 51 bird carcasses of 20 species were recovered along the transmission corridor. All carcasses were located an average of 5.2m from the transmission line. Very few carcasses in comparison to the studies performed in previous years of both the 1994/95 and 1997 were recorded. Twenty-four of these were attributed to wire kills and the remaining 17 to other events (e.g., vehicle impacts, raptor kills). Many carcasses were present under the corridor for up to five weeks after initial detection. Distribution of carcasses along the causeway was generally similar to that of the previous surveys. The results of this survey indicate that numbers are significantly down from previous studies and birds appear to be noticing and avoiding the wires. Although sample sizes are down and small, there are weak trends that indicate the dampers are reducing the risk of collision for all birds. This study has identified far less carcass remains near the wires than previous studies. Numbers collected indicate a significant reduction since the initial study; 1994/95 (N=304), 1997 study (N=200) 2004/05 N=51. Suspected wire kills were also less than previous studies; 1994/95 study identified 120 individuals, the 1997 study identified 101, while this study identified only 24.

