



Deltaport  
3rd Berth Project  
Community Liaison  
Committee

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

### Meeting Notes

Date	September 23, 2010
Times	6:00 – 9:00pm
Location	Coast Tsawwassen Inn

**Meeting facilitated by:** Charles Holmes, notes by Tom-Pierre Frappé-Sénéclauze

**Members present:** Linda McKay, Doug Laloge, Robert Butler, Simon Daniels, Lloyd Sim, Clint Morgan, Allan Baydala, Bernita Iversen, Steve Bayley, Farida Bishay, Andrew Bak

**Regrets:** Vic Rivers, Roger Emsley, Leslie Abramson, Carl Nygren, Teresa Cooper, Mike Owen

**Staff:** Naomi Horsford, Mike Schneider (Webmaster)

**Guests:** Chris Hartman (TFN), Ron Ydenberg (SAC), Mike Baker (TSI), Darrell Desjardin (PMV)

### Desired Meeting Results:

By the end of this meeting we will have:

1. An Update on TFN projects, from Chris Hartman
2. A Sneak preview of the SAC report, by Ron Ydenberg
3. An update from Container Truck Traffic Committee
4. Reports from Communication committee and PMV
5. An agenda for the last meeting of the DCLC

### Action Summary

Action	Responsible	Due Date
Bring comparative photographs of the terminal taken from the bluff to evaluate impact of fixture readjustment on light spillage	Simon	Dec 2
Present PMV Noise Management Plan	Darrell	Dec 2
Update online survey and send link to committee members	Tom-Pierre	Oct 15
Fill online survey	Everyone	Nov 8



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**Welcome**

- There are 11 DCLC members present (out of 18) at the meeting and quorum is confirmed.

**Review Actions from Last Meeting Action Summary**

<b>Action</b>	<b>Responsible</b>	<b>Status</b>
Communicate to DCTT the recommendation from DCLC that a TFN representative be invited to the DCTT.	Naomi	Occurred September 22
Organize an evening visit to the Air Monitoring Station in the next month.	Naomi	Done
Update DCLC on status of power lines being buried on the Causeway.	Naomi/Darrell	PMV update today
Follow up with Leslie re: "Did You Know" column.	Tom	Done

**PRESENTATIONS**

**Chris Hartman, CEO of the TFN Economic Development Corporation (TFN EDC)**

- TFN Economic Development Corporation is a wholly owned subsidiary of Tsawwassen First Nation. It is a for-profit corporation with an independent Board of Directors. Its objectives are to generate revenue for the Nation from their land assets, and to create job and training opportunities for TFN Members and their businesses.
- Chris Hartman presented the Land Use Plan which was approved by the community before the signing of the treaty on April 3, 2009. The Land Use Plan divides the TFN land into three broad categories: TFN Community land (residential land for TFN members to live near the water in their ancestral home), commercial /mixed used land, and industrial lands. (see [http://www.tsawwassenfirstnation.com/TFN\\_Land\\_Use\\_Plan.pdf](http://www.tsawwassenfirstnation.com/TFN_Land_Use_Plan.pdf) for details).
- TFN established a skills training center right on land, specializing in supply chain and construction sectors. There has been 50 graduates so far (about 50% TFN, 50% other first nations), all of which have been hired.
- A Request for Expression of Interest has been issued for the initial 100 acres of the TFN Industrial Land; two possible partners were been identified and discussions are following their course.
- TFN secured \$9M in stimulus funding (\$3M from TFN funds, matched by the provincial and federal governments) to improve services along 41B Street and 27B Avenue, with improvements to the east and south and a new water



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main. Like other projects funded by stimulus money, this work needs to be finished by March of next year.

- TFN is currently preparing an integrated stormwater master plan with policies for onsite and offsite remediation regulation for developers.
- TFN EDC is considering creating a new mall to capture some of the business now travelling to the United States to go shopping.
- TFN is working on a neighbourhood plan for the residential areas, to be completed by next February. It will include an open space plan that will set out a pedestrian and bike network including the opportunity too create walkways into the tidal marsh.
- The committee thanked Chris Hartman for coming and sharing this information with them.
- Chris Hartman invited committee members and anyone in the community to drop by the Corporation's offices (located at the back of the TFN recreation center) anytime if they had questions.

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

*See presentation in Appendix I.*

*The full Adaptive Management Strategy 2009 Annual Report and the Report Summary can be downloaded from the Adaptive Management Strategy section of this webpage:*

[http://www.portmetrovancover.com/projects/ongoing\\_projects/Deltaport\\_T hird\\_Berth\\_Project/Environment.aspx](http://www.portmetrovancover.com/projects/ongoing_projects/Deltaport_T hird_Berth_Project/Environment.aspx).

*The figure presented on pages 182, 184, 151, 172, 199, 193, 202, 203, 210, 211, and 192 were discussed at the meeting.*

Questions

- Q: Were you able to enhance the conditions under which crabs can flourish? What is the impact on crabs?
- A (Darrell Desjardin): There was a potential crab nursery in the old berth, the new berth was designed in order to recreate that potential habitat. Habitat monitoring studies are looking at that (although that is not part of the AMS per say). There was crab larvae observed there, but it is too soon to tell whether an effective nursing habitat has been established.
- Q: Looking at the graphs at page 210 of the 2009 AMS Annual Report I can see some mercury spikes; can you tell us what this is about?
- A: Content in heavy metals always fluctuates; spikes are in the normal range. The question that matters is how high these spikes are. In the three years of the study, we have never seen mercury exceed the standards. These fluctuations are well below the thresholds for safety.

**REPORTS**

**Truck Traffic Subcommittee (R. Butler)**



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- Some working group members expressed concern that the situation on Highway 17 was still problematic, with too many truck not keeping to their lanes and running red lights.
- Suggestions were made at the DCTT meeting to address this, which included: installation of intersection cameras, slower truck highway speed limits in the area south and north of LTR/Hwy 17, and better enforcement by RCMP/Delta Police.
- PMV and other members at the table are looking at working with partners to install cameras at intersections. These could be used to identify and sanction offenders. The option of cameras at Ladner Trunk Road and Highway 17 was discussed.
- Barriers have been installed at the intersection of Arthur Drive and 57B, to address the sightline issues raised by DCLC. This is a success of this working group.
- The traffic subcommittee reported on a presentation made by Maersk on the B Train project at the DCTT meeting. There are highlights from that presentation:
  - Maersk engaged an environmental company to estimate how this configuration would impact air emissions; their finding was that air emissions will be reduced by about half compared to using single container trucks.
  - Drivers of those rigs have to be certified separately, and therefore have more at stake if they were to lose their certification because of unsafe driving.
  - Maersk will start with a 6 month trial pilot program in the new year; the use of extended rigs could be extended if successful.
  - Training and some changes to the intersection at Hudson must be completed before the pilot program can begin.
  - Permit is for the routing along from their location in Tilbury, Huston Rd, River Road, Highway 17 and Deltaport – and return on the same routing. They cannot deviate from that routing. Once SFPR in place the routing will be from their Tilbury location, 80th Street interchange/intersection, SFPR to Deltaport and return on the same routing.
  - These rigs will run mostly evening and weekend during the trial period.
- The truck traffic subcommittee of DCLC will effectively be finished when DCLC completes its mandate in December. It is believed the DCTT will continue on beyond the term of DCLC and continue to monitor trucking issues. They
- will continue to meet in the new year, albeit on a less frequent basis (currently: monthly)
- The next DCTT meeting is scheduled for Oct 27.

### **Communication**

- Leslie is working with Mike to work on a “Did You Know” on the air monitoring station. Draft will be submitted for approval to the communication committee, and then published.



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- Darrell noted that the Metro Vancouver platform which should show the data live is not currently showing the data because the instruments in the station are new, and require the web platform to be updated. This will be done shortly. It would be ideal to wait until the data are available live before publishing the "Did You Know" so we can add the link to the data.

## **PMV Update**

See Appendix II: Port Update to DCLC

### Questions

Emailed ahead of meeting by a member who could not attend:

- Q: *"I would like to hear from TSI and have recorded in the Minutes, whether or not they have adjusted any more lights to reduce the throw from their operation into the local community. Simon said they were going to make adjustments over a period of time but so far I see nothing that would indicate they have done anything at all. When will this be fully completed? Were they merely buying time until we disband??"*
- A (S. Daniels): On May 28<sup>th</sup> a standing order was issued to staff and VP's highlighting the need to review lighting on existing terminal. Between May 28 and Aug 23<sup>rd</sup>, eleven light standards on pod 3 and 4 have been worked (see table of commitments for details). Summer was a challenge because of reduced labor from maintenance people; we were moving record volume on terminal while having several employees of vacation. When we did have people available we had to focus on the intermodal yard, where lights needed to be changed. We plan to continue working on the rest of the yard, with more work to be done by mid October. We also plan to take a photograph from the bluff to see if there was any change compared to a year ago, and to compare pod 5 and pod 4. We will bring this at the next meeting.
- Q: *"I recall that the Port said that he was starting an initiative to tackle noise generated at the Port. Could he give us an indication what that program entails and what they have done to date by this initiative to mitigate the noise that the Port creates and document that in the Minutes."*
- A (D. Desjardin):
  - the Noise and Nuisance Management Plan was shown to PMV tenants in June. It is based on best practice from other ports around the world.
  - PMV is currently looking at installing a series noise meters, which will be used in combination with the data of the meteorological station in Delta to establish sources of noise.
  - None of the European ports measure noise – they just model; PMV is taking on a much more detailed approach to noise management.
  - A Community Response Line that can handle noise issues 24 hours will be operational in March 2011 (current line is only monitored during working hours). This will provide citizens from any community where the port has operations to call and connect with a live person who has access to databases and can give feedback and report on the issue.
  - YVR website now has a noise measurement page, which should with a 5-10 min delay the flights that are passing by. This allows operators and



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users to identify noisy plane; PMV team is looking at something similar for the port.

### **DCLC WRAP UP**

- Committee agreed to reschedule last meeting to December 2
- The Committee acknowledges that the website will wrap up in December. All the info on DCLC site will be archived on DCLC section of PMV site.
- Committee reviewed and approved the questions for the closing survey. Committee members will fill the survey in October-November, and results will be discussed at the last meeting. The committee is open to PMV sharing the results of the survey with organisations that might be interested in using a similar format for community engagement.
- It was pointed out that the DCLC has stimulated a lot of interest in and out of PMV over the years. Staff has been excited to contribute information and get feedback when they were asked to report to the committee, Ron Ydenberg has been using this as a case study in his classes, the model has been shared with colleagues in European ports, etc. This process is seen as very valuable by several people, and the survey will be a great way to further assess how the experience has been for committee members.
- Committee members have mentioned that it is important for the port to stay involved, so that there is an ongoing presence for the port in community engagement. A successor committee structure has not yet been decided but will be discussed at the next meeting. Survey feedback and comments on structure are going to be very useful when looking to next successor committee.

### **Next Meeting – Thursday December 2, 2010 (location tbc)**

Items for next meeting:

- Preview of compliance report (Darrell Desjardin)
- Noise and Nuisance Management Plan Update (Darrell Desjardin)
- Light comparison from baseline with picture (Simon)
- DCTT update following Oct meeting
- Review of final closing survey
- Words from Robin Silvester, PMV CEO
- Ideas and suggestion for maintaining connection between port and community

### **APPENDICES**

*Appendix I: SAC Presentation*

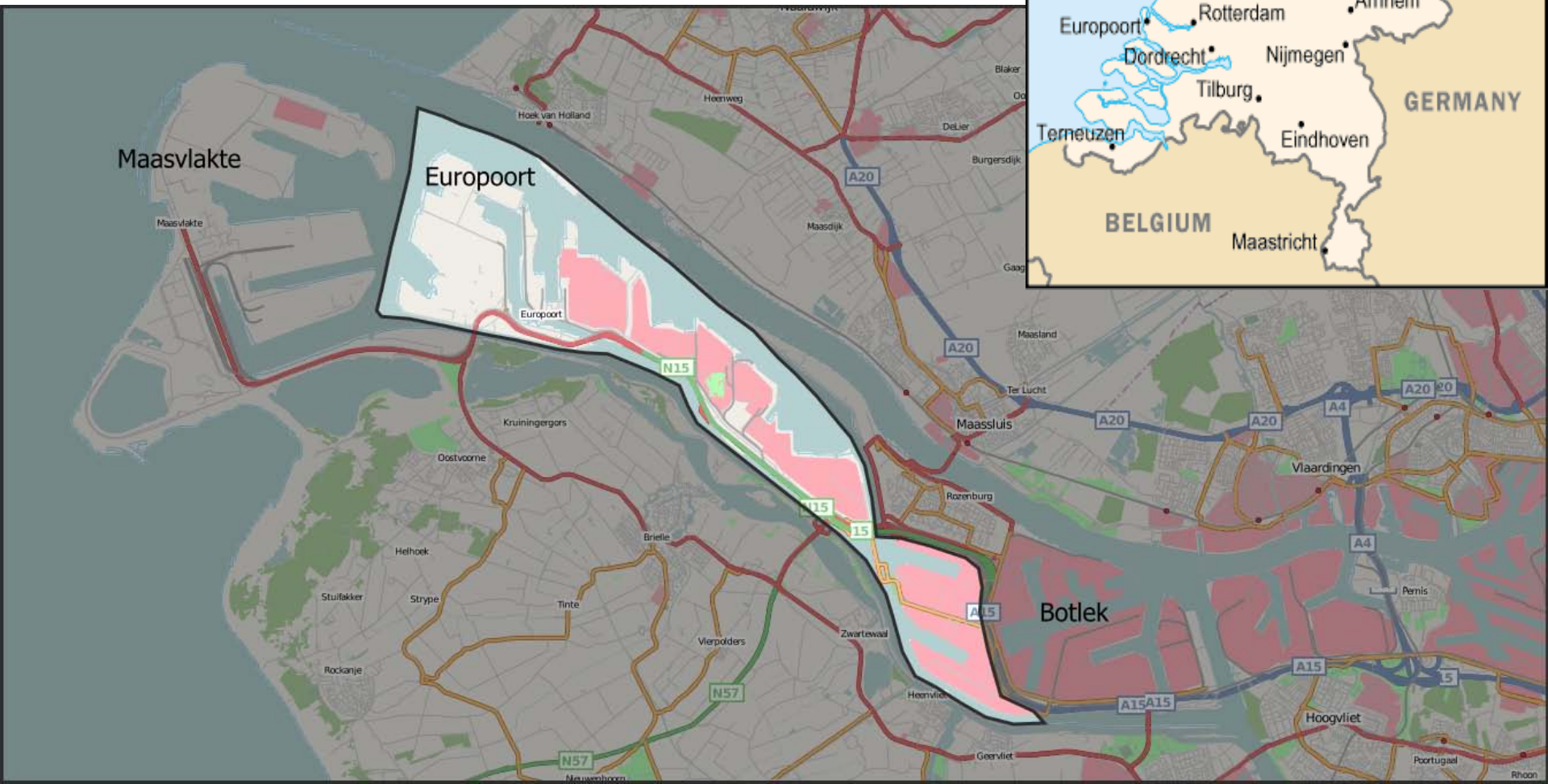
*Appendix II: Port Update to DCLC*

..... Cooperative Wildlife Management  
in the 21st Century



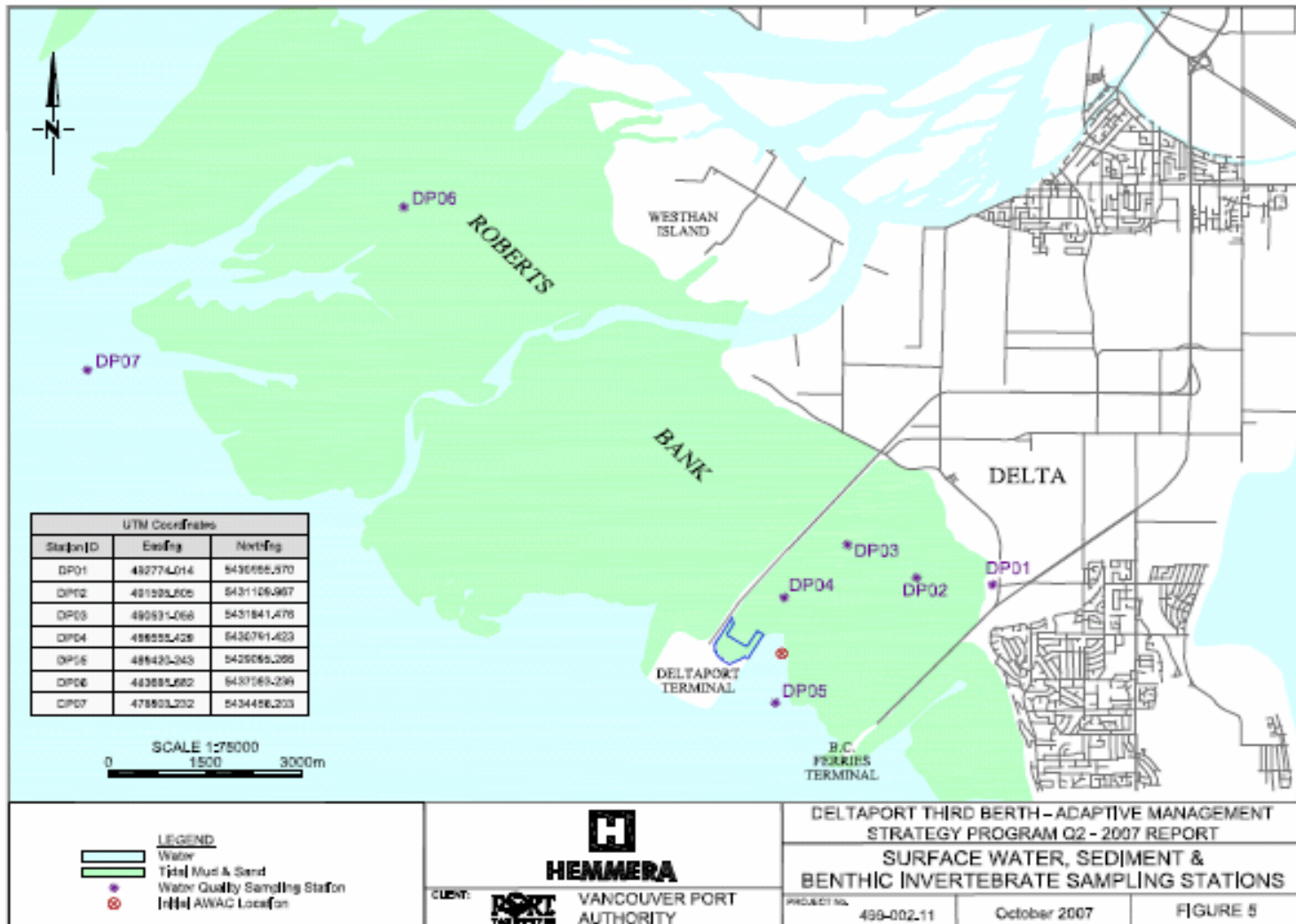
RON YDENBERG

Centre for Wildlife Ecology  
Simon Fraser University  
British Columbia, Canada



# Vancouver, British Columbia







PORT METRO  
**vancouver**

# Deltaport Third Berth Adaptive Management Strategy

Presentation to the  
Canadian Wildlife  
Service

Carolina Eliasson and  
Darrell Desjardin

May 17, 2010



**vancouver 2010**

OFFICIAL SUPPLIER  
FOURNISSEUR OFFICIEL



**HEMMERA**

# Overview of Presentation

1. Background
2. Program Design
3. SAC
4. AMS Results
5. Summary



# Background

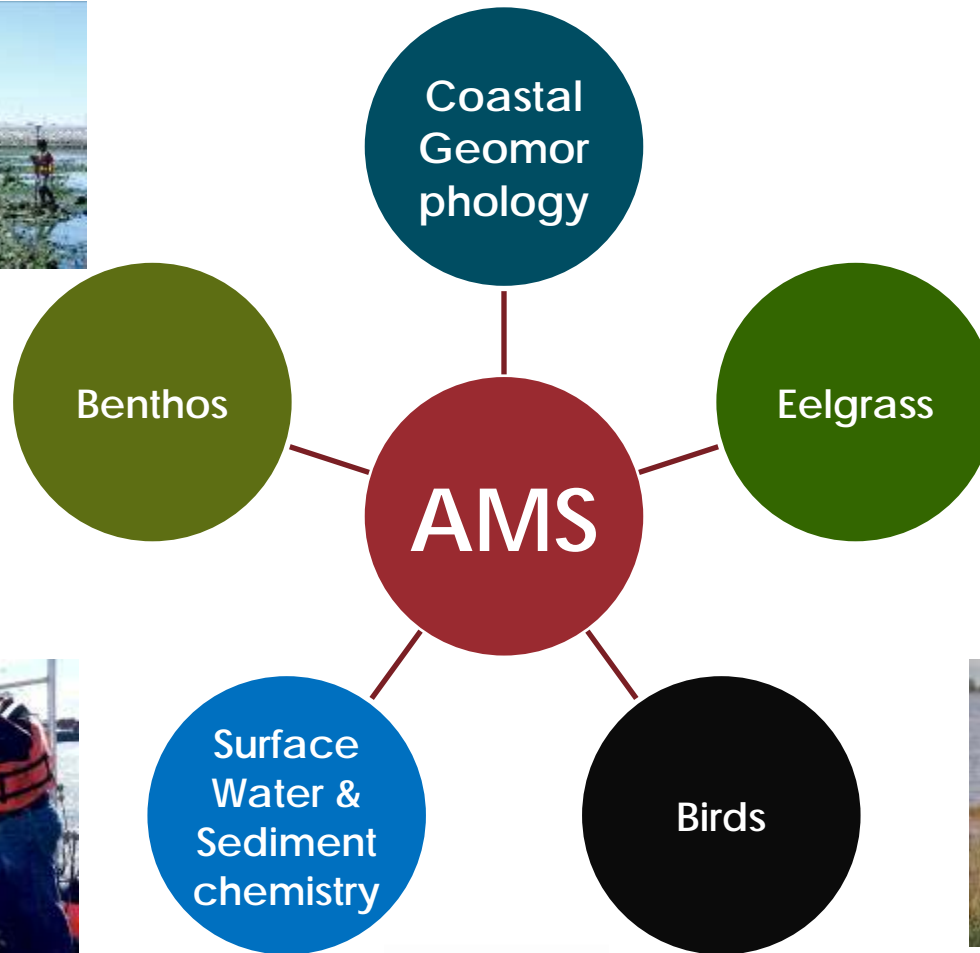
- During EA review, EC raised concerns related to DP3's potential impact on inter-causeway ecosystem; particularly, the potential for:
  - Marine eutrophication, and
  - Dendritic channelization leading to erosion.
- AMS recommended to:
  - Provide practical advance warning of potential emerging negative ecosystem trends
  - Establish actions to stabilize or mitigate negative trends in marine eutrophication or coastal zone processes which are the result of DP3

# Program Design

AMS developed collaboratively with input from:

- Vancouver Fraser Port Authority
- Environment Canada (including CWS)
- Fisheries and Oceans Canada
- Natural Resources Canada
- Canadian Environmental Assessment Agency
- Geological Survey of Canada
- Hemmera
- Precision Identification Biological Consultants (eelgrass specialists)
- Northwest Hydraulic Consultants (geomorphology)

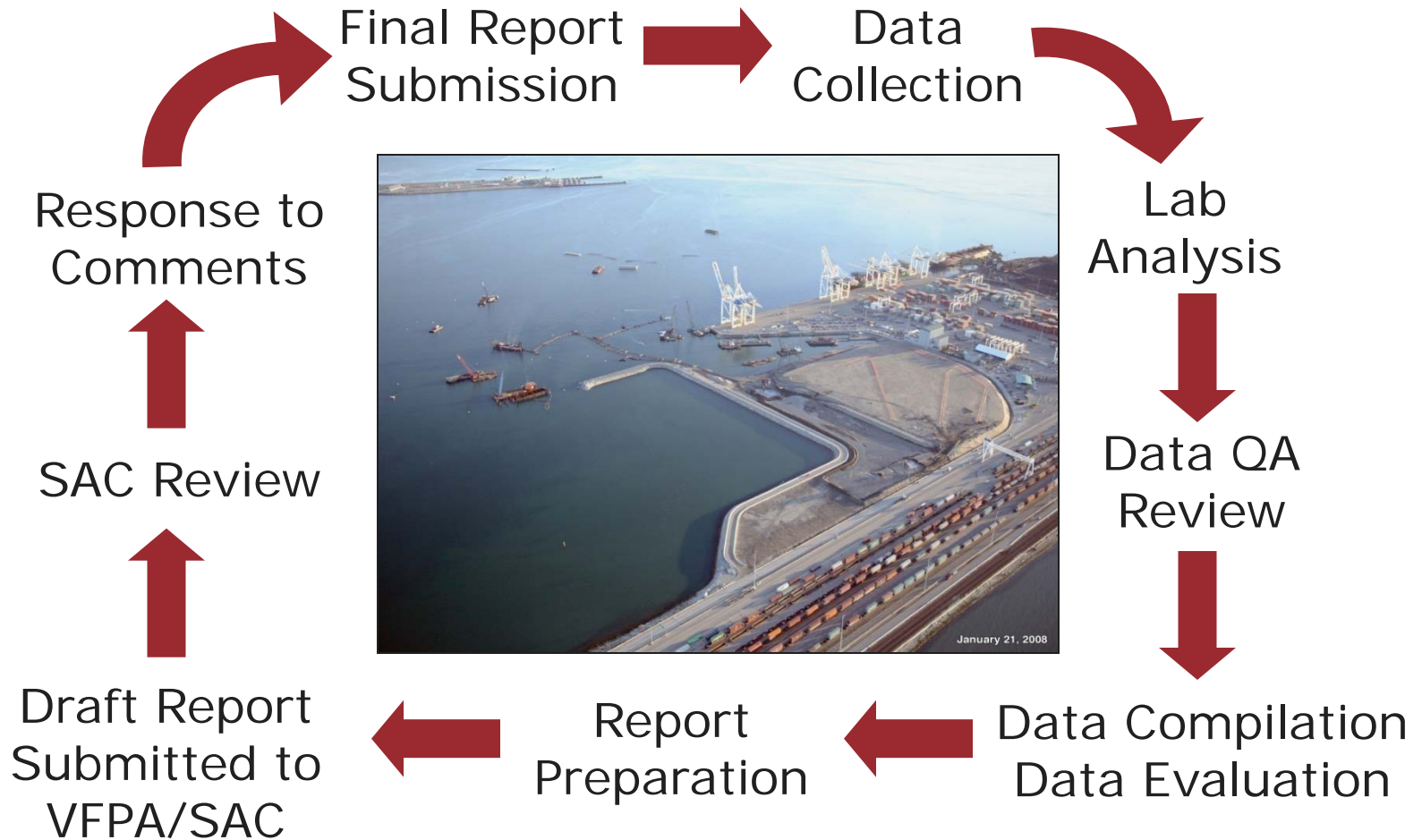
# Key AMS Components



# AMS Schedule

- Continuous Monitoring
  - Turbidity
- Monthly Monitoring
  - Bird surveys
- Quarterly Monitoring
  - Water and sediment quality
  - Erosion and deposition
- Semi-annual Monitoring
  - Crest protection
  - Sediment grain size
- Annual Monitoring
  - Eelgrass
  - Benthos
  - Orthophoto interpretation
- Other
  - Wave and current
  - Bathymetric survey
  - Lidar survey

# AMS Review Process



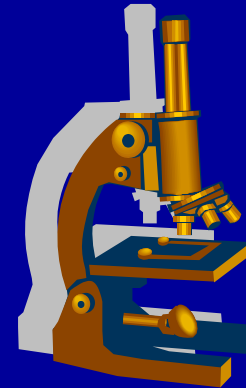
# DELTAPORT 3

## Scientific Advisory Committee

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To provide scientific and technical advice and recommendations to Port Metro Vancouver, and upon request to Environment Canada, in relation to the implementation of the Adaptive Management Strategy

# SAC Composition



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Scientist appointed by Environment Canada  
Dr. Teri Sutherland  
Research Scientist  
Fisheries and Oceans Canada

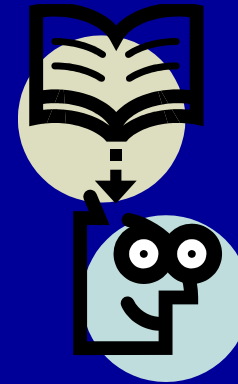
# SAC Composition



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**Scientist appointed by Port Metro**  
**Mr. Rowland Atkins**  
**Senior Geomorphologist**  
**Golder Associates**

# SAC Composition



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Independent scientist selected jointly  
by Port Metro and EC; to act as Chair

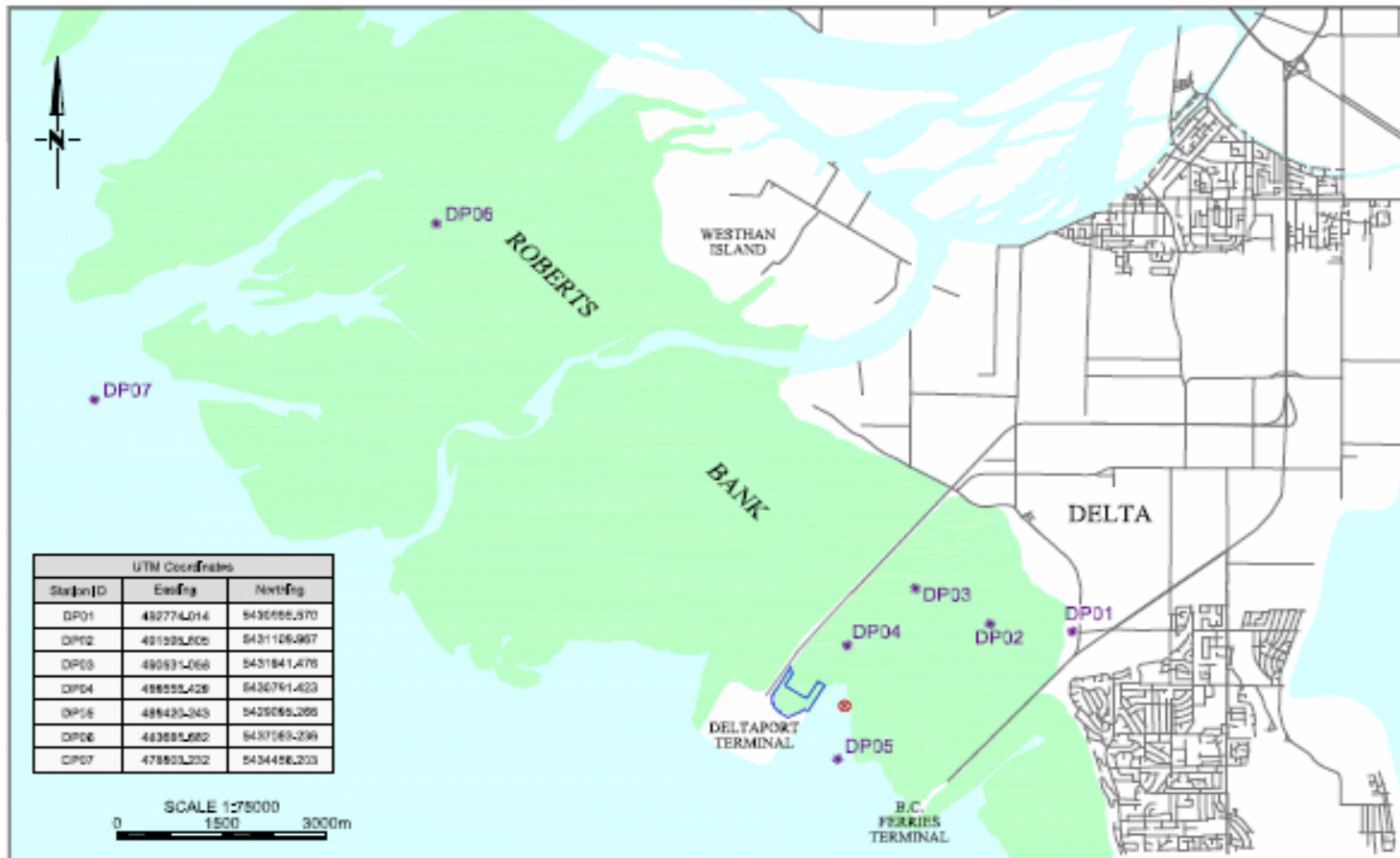
Dr. Ron Ydenberg  
Professor SFU  
Director, CWE

# SAC Composition



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**Secretariat**  
**Carrie Brown/Carolina Eliasson**  
**Port Metro Vancouver**



UTM Coordinates		
Station ID	Easting	Northing
DP01	482774.014	543685.870
DP02	481595.805	5431126.967
DP03	485531.266	5431841.475
DP04	486255.428	5430791.423
DP05	485425.343	5429065.285
DP06	443885.682	5437269.239
DP07	478503.232	5434456.233

**LEGEND**

- Water
- Tidal Mud & Sand
- Water Quality Sampling Station
- Initial AWAC Location

**HEMMERA**

CLIENT: VANCOUVER PORT AUTHORITY

DELTAPOK THIRD BERTH - ADAPTIVE MANAGEMENT  
STRATEGY PROGRAM Q2 - 2007 REPORT

**SURFACE WATER, SEDIMENT &  
BENTHIC INVERTEBRATE SAMPLING STATIONS**

PROJECT NO.	499-002.11	DATE	October 2007	FIGURE	5
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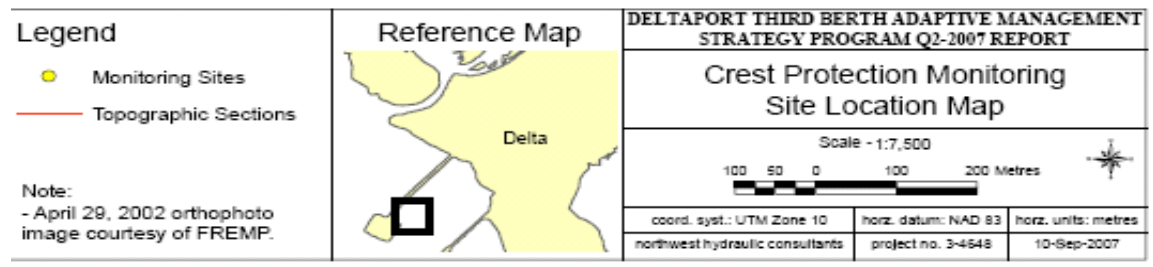
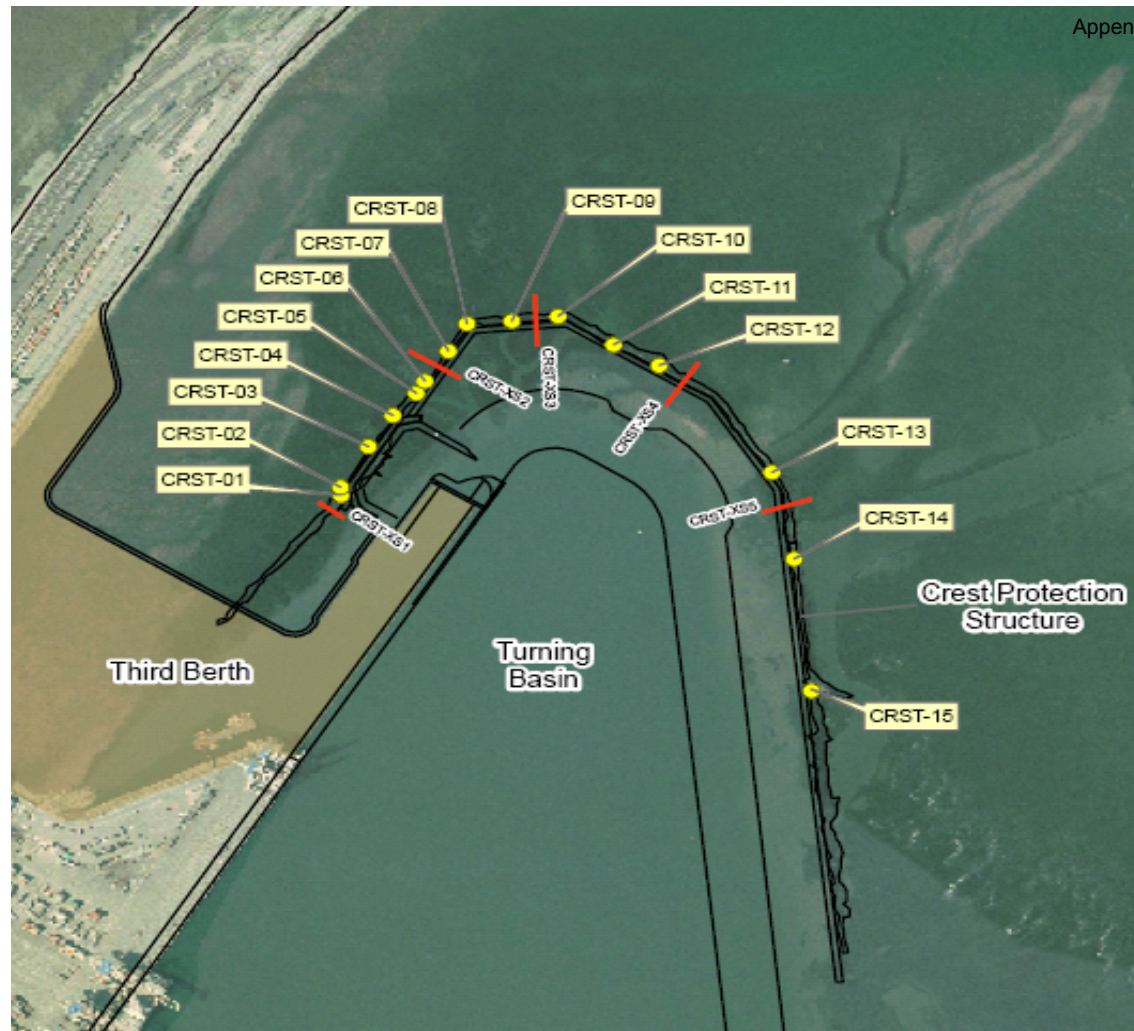


Figure 2

# AMS Results – Coastal Geomorphology





**Meeting Date: June 24, 2010**

### **East Causeway Habitat Compensation Project**

The East Causeway Habitat Compensation work continues to progress well. All heavy civil construction including sheet pile wall, cap beam, slope protection works, shoreline excavation, foreshore sand, marsh soil, cobbles, boulders and the upland growing medium are complete. Construction of the extended highway shoulder is near complete with the coarse lower lift of pavement in place and the final lift scheduled to be placed the week of September 20th. Salt marsh planting was completed August 26th. Hydro seeding of the upland areas is complete and upland planting is about 75% complete (anticipated completion by September 24th). Contracted civil work will be substantially completed by early October when the concrete road barriers are placed in the finished position near edge of pavement (placement schedule may need to be revised to accommodate fencing alternate work).

### **Fencing Alternative Project**

As part of this East Causeway Habitat Compensation project, PMV had proposed the construction of a chain link fence along the length of the causeway to protect the habitat features from vandalism, dumping and contamination of the sensitive habitat area. After some discussion with TFN, PMV is revisiting the proposal with TFN to look at alternates the original fencing option. The alternative proposal is looking at:

- Education and outreach
- Natural fencing and art work to integrate TFN heritage at their two access points
- Ongoing monitoring of habitat (key concern is public dumping and contamination)
- Installation of security cameras in key areas.

### **Terminal Update**

Nothing new to report

### **Other**

#### **Status Update on AMS Annual Report**

The 2009 AMS Annual Report has been finalized. The report has been forwarded to the DCLC and posted to the project website. A brief document summarizing the findings of the 2009 Annual Report has also been posted to the project website. SAC will provide their comments on the 2009 report and results in a letter addressed to PMV and Environment Canada. That letter will be made available to the DCLC. Ron Ydenberg, Chair of the SAC, will also attend the September 23, 2010 DCLC meeting to give a presentation on the findings of the AMS program to date, and to answer DCLC questions.

### **Update on Compliance Report**

The final DP3 Compliance Report is due at the end of the year and it is expected that the EA workgroup will review it in January 2011. PMV will provide a presentation and copy of the report at the committee's final meeting.

### **Air Quality Monitoring Station**

On September 8<sup>th</sup>, members of DCLC and PMV received a tour of the Tsawwassen Air Quality Monitoring Station. The station is operational and data will be available through the Ministry of Environment's website once they have worked out some technical issues related to compatibility of the new technology. The website is [www.bcairquality.ca/readings](http://www.bcairquality.ca/readings)

### **Robert Bank Public Open House**

On June 26, PMV, TSI and Westshore hosted an open house at Roberts Bank. Approximately 3000 people attended the event. Bus tours took people out to the DP3 site well and providing them with a general overview of Deltaport. A DP3 booth was set-up and PMV staff and a DCLC representative had interactions with approximately 425 people.

The event also included tours of Westshore container terminal, entertainment, information and education displays including rail safety, CBSA's VACIS machine, Delta Firefighters Challenge etc. TSI's engineering team set-up a remote control chair which allowed people to control a rubber tire gantry crane.

In addition, Whitespot's burger by donation was very popular and money raised by community was matched (up to \$2000) by PMV, TSI and Westshore. Total proceeds were \$3740 and with total matching funds of \$6000 from the partners. Overall, \$9740 was raised and proceeds are being donated equally to both O.W.L. (Orphaned Wildlife Rehabilitation Society) Delta KidSport.

Most guests were from Delta and the surrounding communities but there were also people from Surrey, Langley, White Rock, Coquitlam, Vancouver, Burnaby and Richmond.