



Deltaport  
3rd Berth Project  
Community Liaison  
Committee

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

### Meeting Notes

Date	December 3, 2010
Times	5:30 – 9:00pm
Location	La Belle Auberge

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

**Members present:** Linda McKay, Doug Laloge, Robert Butler, Lloyd Sim, Clint Morgan, Allan Baydala, Bernita Iversen, Farida Bishay, Vic Rivers, Roger Emsley, Leslie Abramson, Teresa Cooper, Simon Daniels, Nicci Bergunder, Steve Bayley

**Regrets:** Mike Owen.

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

**Guests:** Robin Silvester (CEO, PMV), Darrell Desjardin (PMV), Juergen Baumann (PMV)

### Desired Meeting Results:

By the end of this meeting we will have:

1. A sneak preview on the Compliance Report
2. An update on the Noise and Nuisance Management Plan
3. Before and After pictures for light overspill improvements
4. An update from Container Truck Traffic Committee
5. Reviewed pending issues and agreed on next steps
6. A list of ideas and suggestion for maintaining communication between the Port and the Community

### Welcome

- There are 15 DCLC members present (out of 17) at the meeting and quorum is confirmed.

### Review Actions from Last Meeting

Action	Responsible	Status
Bring comparative photographs of the terminal taken from the bluff to evaluate light spillage	Simon	Today
Present PMV Noise Management Plan	Darrell	Today
Update online survey and send to committee	Tom-Pierre	Done
Fill online survey	Everyone	14/16



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## PRESENTATIONS

### Compliance Report Preview – Darrell Desjardin & Juergen Baumann

*See Appendix I: Compliance Report Preview*

- Q: The air quality monitoring data is accessible online; does it indicate what the ideal would be, or just current conditions?  
A: The graph includes regulatory thresholds, yes. There is even a tool that allows users to compare results from different stations around the province.
- Q: I was looking at the site by a cold sunny day, and the ozone values at Tsawwassen were really high. Looking at the Port website, I could see that there were 3 or 4 ships at Deltaport. Can I correlate the two?
- A: It's not that straightforward. Ozone is created in the atmosphere by a reaction between oxygen, light and pollutants, particularly by gases from diesel combustion. There is generally several hours of delay between the emission of the pollutant and the increase in ozone. It could be caused by other sources, upwind. We would have to look more closely at the data to answer this question.

### Lighting Review – Simon Daniels

- The lighting system was designed by Consultants to provide the best compromise between the safety of workers and environmental impact.
- Some of the changes done following recommendations of this committee include:
  - Creation of a 'Security setting': when the terminal is not operating, only 4 of the 12 lights facing the coast will be illuminated.
  - Revision of gantry lighting so lights come on only when boom is fully down
  - Reduction of fixture angle from the design condition of 65 degrees to 55 degrees, and review of the angle of fixtures on other berths. As of now, the review has been completed: 5 of 12 fixtures have been tilted down to 55 deg from 65deg; several had their angles higher than 65. The results of this exercise are visible on the two photos below.
  - A commitment to review new technology that could decrease offsite glare. For example, the introduction of automated technology, which could be expected in the next 10 years, would reduce dramatically the need for lighting on the terminal.



*Deltaport, as seen from the bluff (Southwest of the port), on March 26, 2009 (left) and on November 4, 2010 (right). The aperture setting is not necessarily the same for the two pictures, which could explain some of the differences.*



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- Some committee members expressed dissatisfaction with the changes, and that more could be done to resolve the issue.

## **REPORTS**

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

*See DCTT tracking document for details of DCTT activity.*

- DCTT and authorities will recommend a camera be installed at Hwy 17 and Ladner Trunk Road.
- The concrete blocks along the Causeway, which caused concern for truckers, have been moved back today. Their role is to provide safety for people working on the Causeway habitat project.
- There is a meeting coming up with the Trucking Association. PMV wants to spearhead an advocacy campaign on road safety with the association.
- Flashing lights on Hwy 17 are not visible; MoT agreed they would go out and check them out.
- DCTT Meetings will continue through 2011.
- A committee member was pleased to see the progress on the agricultural overpass, but noted that this does not address all of the community concerns in respect of the planned closure of 57b: "Sight lines at 34b and Arthur Drive, the route traffic will have now to take, (since 57b is already closed) are still a traffic safety concern. The re-alignment of 34b Ave. at Arthur Drive has been in the PMV Table of Commitments since the beginning – but no action has been taken to do the work and all we have is a vague undertaking to carry out initial design in 2011."

## **CLOSING of DCLC**

### **Words from Robin Silvester, President & CEO, PMV**

- Mr Silvester thanked the volunteers of the committee for their long and hard work, and for their service to their community.
- He highlighted some of the achievements of the committee, stressing the fact that the relationship with DCLC over the last three years had fundamentally shifted how the Port views community engagement.
- Other Successes include:
  - Communications: the DCLC has invested time to understand the issues of the Port and of TSI and brought that knowledge out to the community, and at the same time brought educated feedback from the Community to the Port and TSI.
  - The Port now has a permanent liaison group on the North Shore that is based on this model.
  - SFPR is also using the DCLC model, showing further evidence of its success.
  - The Environmental Assessment Office (EAO) also views this as a successful model, and so does Mayor Jackson. This adds a lot of weight to the words of the DCLC inside all these organisations.



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- Measurements are now built into PMV score card: truck incidents, noise incident, etc. are all tracked as measures of performance.
- Lighting issues is an ongoing challenge. Similarly to the noise issue on the North Shore, it emerges as a conflict between worker safety and community comfort.
- More than anything, this group has written a new story for the future of the Port; community engagement is not something to be feared, it is something that strengthens the Port and the community and has positive outcomes.

### **PMV Update**

*See Appendix II: Port Update to DCLC for details. Here is an excerpt regarding on-going liaison with community, which was discussed at the meeting:*

- In order to continue the momentum of DCLC and positive collaboration with the community, PMV will be creating a new community liaison committee in 2011. PMV will incorporate feedback received from the community, DCLC members and the DCLC member survey in the development of this new committee. PMV will notify DCLC members when the recruitment process begins. The recruitment process will include advertisements in local papers to recruit community representatives.

### **Closing Survey**

- Committee members commented that the survey summary represented well the span of experiences and views in the committee.

### **Closing comments**

- Committee members took turns expressing their final thoughts. Several expressed that they had learned much from this experience, and had gained stronger ties and friendships in the community. They commented on the fact that even if there was not always agreement, the group did hear each other genuinely and made progress on several points. Overall it was a very positive experience.

## **APPENDICES**

*Appendix I: Compliance Report Preview*

*Appendix II: Port Update to DCLC*



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**Deltaport Third Berth  
Operations Compliance  
Report**

**“Sneak Peak”**

**Presentation to the DCLC**

**Darrell Desjardin  
Director, Environmental  
Programs**

**December 2, 2010**



**vancouver 2010**

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# Overview of Presentation

1. Report Context
2. AMS
3. Roberts and Sturgeon Banks Reach Overview Committee
4. Marine Mammal Monitoring
5. Habitat Compensation
6. Air Quality Station
7. Traffic
8. Noise & Lighting
9. DCLC
10. Ongoing Programs

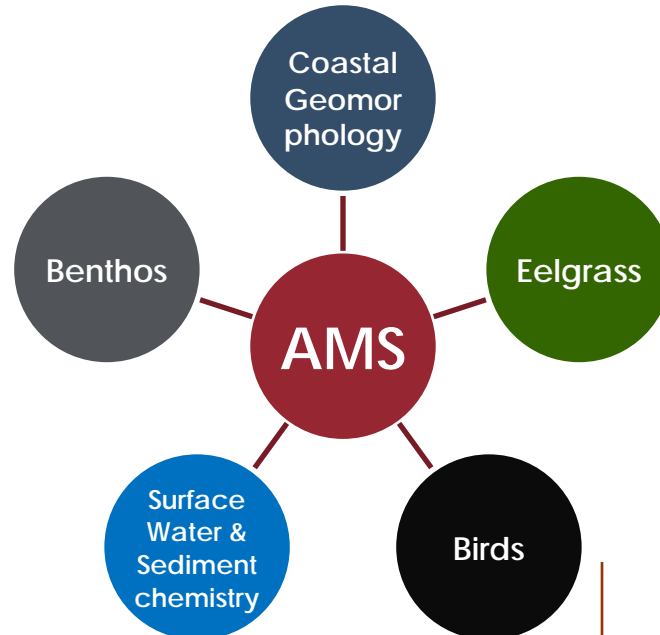


# Report Context

- From the Environmental Assessment Certificate (Condition #5):
  - “The Proponent must submit a report to the [EAO] on the status of compliance with the Conditions of this Certificate... ..one year after the start of operations of the Project.”
- Final EAO reporting requirement
- Covers December 2009 – December 2010
- To be submitted to EAO in January 2011
- Previous compliance reports available on PMV and EAO websites

# Adaptive Management Strategy

- DP3 construction complete and nearly one year operational, but AMS program is just nearing the half-way mark
- Program to continue for five years following substantial completion (through 2014)
- Annual reports will continue to be posted to PMV website



# AMS Cont'd

- Key finding to date:
  - No negative ecosystem trends attributable to DP3 have been identified
- Other findings of interest:
  - Pattern of erosion and sediment deposition in the inter-causeway area appears normal
  - DP3 construction does not appear to be contributing to dendritic channelization
  - Drainage channels which formed during early construction activities have stabilized, and eelgrass re-colonization is occurring

# AMS Cont'd

- Other findings of interest cont'd:
  - Periodic elevated levels of some water quality parameters appear to be linked to upland inputs, Fraser River freshet, or regional background concentrations, but do not appear to be linked to DP3 construction
  - The eelgrass beds, benthic community and avian community around the inter-causeway mudflat appear to be healthy



# Roberts & Sturgeon Banks Reach Overview Committee

- Members:
  - Regulators: Environment Canada, Fisheries and Oceans Canada, Transport Canada, BC Ministry of Environment, Ministry of Agriculture, Fisheries and Food
  - Regional Districts and Municipalities: Corporation of Delta, Metro Vancouver, City of Richmond, City of Vancouver,
  - First Nations: Tsawwassen First Nation, Katzie First Nation
  - Other: Port Metro Vancouver and YVR

# Roberts & Sturgeon Banks Reach Overview Committee Cont'd

- Objective:
  - To provide a river-based description and analysis of water, shoreline and upland issues that transcend individual municipal and agency boundaries.
  - The final document is intended to serve as a planning and decision making tool for municipal planners, agency staff, First Nations, developers, landowners and members of the public to integrate foreshore and upland activities.
- Status:
  - Committee recently finalized Phase 2 of the project
  - Last meeting held on November 25, 2010

# Marine Mammal Monitoring

- Marine Mammal Monitoring program developed under the *Fisheries Act* Authorization
- Baseline surveys, acoustic modeling, marine mammal surveys and daily marine mammal activity observations were conducted under program (reported in 2009 Compliance Report)



# Marine Mammal Monitoring Cont'd

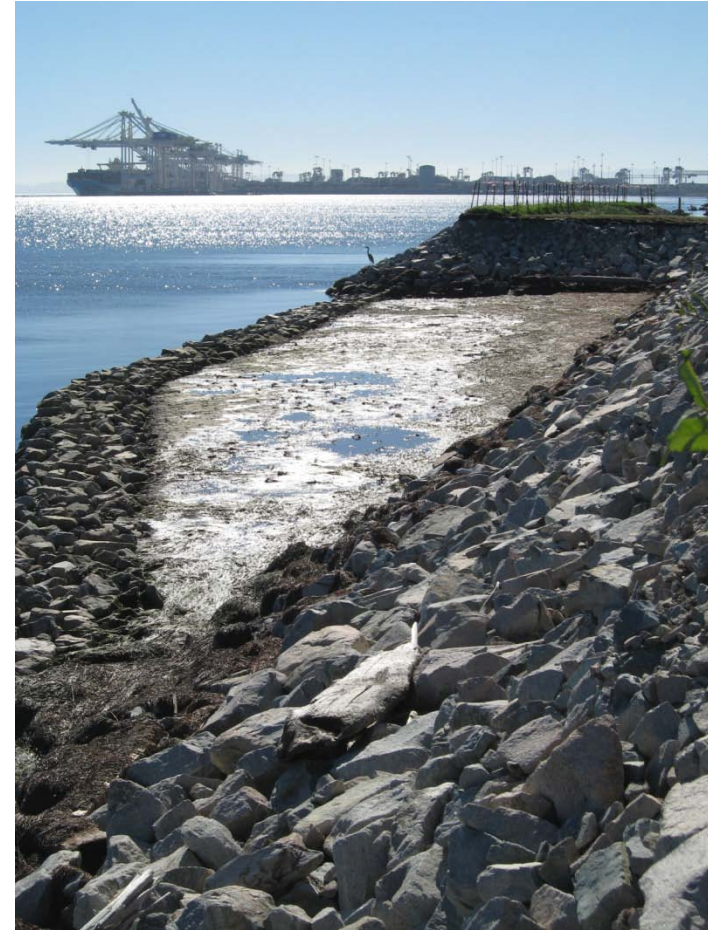
- In 2008, project area was designated as southern resident killer whale critical habitat under SARA
- Additional measures implemented included using DFO approved marine mammal observers to maintain constant observations for marine mammals within 1 km of work area
- Port developed a marine mammal awareness pamphlet and distributed to marine pilots, marine contractors, various agencies, at open houses, and more.

# Habitat Compensation

- East Causeway Habitat Compensation completed in 2010
- Habitat features include:
  - Open and protected salt marsh
  - Gravel and sand beaches
  - Mud flat
  - Boulder clusters
  - Cobble seam
  - Vegetated upland

# Habitat Compensation Cont'd

- Provides areas for juvenile fish rearing, forage fish spawning, crab nurseries, and colonization of macroalgae and invertebrates
- Post-construction monitoring to be conducted through 2017



# Habitat Compensation Cont'd

- Other habitat compensation components completed prior to 2010
- Monitoring of all habitat compensation features to continue



# Air Quality Station

- Monitoring station up and running in Tsawwassen since April 2010
- Metro Vancouver manages the station
- Measures carbon monoxide, nitrogen dioxide, sulphur dioxide, nitrogen oxide, ozone, and PM2.5
- Data is available at [www.bcairquality.ca](http://www.bcairquality.ca)



# Traffic

- TSI Traffic Management Plan
  - Presented and reviewed by DCLC
  - Living document most recently updated in September 2010
  - PMV monitors performance of TSI's TMP on a daily basis
- Delta Container Truck Traffic Working Group
  - Members: TSI, PMV, CoD, ICBC, DCLC, BC MoT, Delta Police, RCMP & TFN
  - Meet monthly to address traffic issues
  - Will continue to work together through 2011

# Traffic Cont'd

- Roberts Bank Rail Corridor Improvements
  - 34B/Arthur Drive – Preliminary design 2011
  - 28<sup>th</sup> Avenue Overpass – March 2011 completion
  - 57B closure – to follow 28<sup>th</sup> Ave. Completion
  - 41B Street Overpass – Spring 2012 completion
  - 80<sup>th</sup> Street Overpass – Spring 2012 completion

# Noise & Lighting

- Port-wide Noise & Nuisance Management Plan (including Roberts Bank) is currently being developed
- 24-hour complaint line (currently voicemail after hours) and email address established
  - Currently 604-665-9337 and [container\\_expansion@portmetrovancover.com](mailto:container_expansion@portmetrovancover.com)
- TSI continues to implement lighting improvements
- PMV is committed to continued work with the community on these issues

# Noise and Nuisance Management Plan

- Developing a management plan to manage noise & nuisance issues in a proactive, reasonable and consistent way
- Balances port business needs and community concerns
- Three key objectives:
  1. Achieve a consistent and efficient response to all noise and nuisance complaints
  2. Improve understanding of noise and nuisance issues
  3. Reduce noise and nuisance issues from Port, tenant and port user activities

# 1. Consistent and Efficient Response: Community Complaint Line

- An important step in understanding relationships with port neighbours.
- Streamlines how we receive and respond to complaints, and makes response tracking easier.
- Makes it easier to compile data on the key issues of concern, in order to focus resources.
- 24 hours (but currently voice mail after hours) – 604-665-9004
- E-mail:  
[community.complaints@portmetrovancover.com](mailto:community.complaints@portmetrovancover.com)
- Also, tenant and user contact list



## 2. Improve Understanding of Noise and Nuisance Issues

- On-going ambient noise monitoring at fixed stations (including Roberts Bank)
- Noise mapping in selected areas
- Agreement on 'acceptable' noise thresholds
- Information on PMV website (maps, monitoring data, plans, intended actions, examples of best practice, etc.)

### 3. Reduce Problematic Issues

- Resolving chronic complaints
- Researching and sharing best practice in noise and nuisance management
- Adding clauses to lease documents that will require tenants to take responsibility for their noise and nuisance issues
- Engaging decision makers, planners and communities to work cooperatively on underlying issues that promote conflicting uses

# Progress to Date

- Noise and nuisance clause for leases
- Complaint line in process
- Training for operators who will monitor the line
- Noise monitoring terminals being procured
- Chronic issue resolution being pursued

# DCLC

- PMV recognizes and is thankful for the great work the committee has done
- EAO has commented on the great example the DCLC has set and that the DCLC is a good model for other projects to consider

# On-going Work

- AMS
- Habitat compensation monitoring
- Road/Rail Interface improvements
- Container traffic working group
- Port-wide noise and nuisance management plan
- 24-hour complaint line and email address
- Air quality monitoring station



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Questions?



## DP3 Update to DCLC

**Meeting Date: December 2, 2010**

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

The East Causeway Habitat Compensation is substantially done. Some additional plantings will be conducted in spring. The concrete safety barriers that protected the work area are being moved back to the shoreline which will create a shoulder area along the causeway. Guardrails will be installed along the concrete cap beam sections in December and January. This will protect areas where there are drop zones of up to ten feet during low tide.

### **East Causeway Fencing Alternative Project**

PMV has been working with TFN to find alternatives to the chain link fence that was originally proposed along the causeway to protect the east causeway habitat areas. Guardrails will be installed along the cap beam areas in December and January. More work is being done to determine what will happen with the TFN access points along the causeway. PMV has retained Karl Morgan, TFN carver to create welcoming poles for the area; TFN and PMV are working together to determine the most appropriate location.

### **Terminal Update**

The third berth expansion has met all operational expectations. It has provided Deltaport with the ability to handle improved volumes over 2010 and will continue to help into the future. The positioning of truck gate three on the expansion area has allowed the terminal to handle container trucks in a more safe and efficient manner and has helped to reduce impacts along the Deltaport Causeway.

### **Other**

#### **Final Newsletter**

The final DP3 newsletter will be delivered to all residents and businesses in Delta the second week of December.

#### **On-going Collaborative with Community**

In order to continue the momentum of DCLC and positive collaboration with the community, PMV will be creating a new community liaison committee in 2011. PMV will incorporate feedback received from the community, DCLC members and the DCLC member survey in the development of this new committee. PMV will notify DCLC members when the recruitment process begins. The recruitment process will include advertisements in local papers to recruit community representatives.

### **Additional Questions from DCLC Members**

*"As we come to the last meeting of DCLC I would like to see PMV indicate how they plan to handle outstanding issues. By my reckoning the following issues are still active:"*

#### **Noise and noise management**

PMV is implementing a Noise and Nuisance Program port-wide. The program focuses on the reduction of noise and nuisance that has an impact on port communities. Currently, PMV has a Community Complaints line but it is only monitored during business hours. In spring 2011, PMV will be launching a 24-hour operations centre and it will include a 24-hour line that community members can call if there are immediate issues that need to be addressed.

### **Lighting and light pollution**

TSI has committed to an ongoing re-direction of light fixtures to reduce offsite glare during routine operations at the Terminal. TSI is required to meet regulatory lighting levels for worker safety and has committed to reducing offsite glare by lowering angles of lights where possible.

### **Burying the power lines on the causeway – wildlife impacts resulting from DP3**

The DP3 Project did not affect the power lines. There have been a number of studies to assess bird strike impacts on the power lines which resulted in the deployment of bird diverters over a portion of the causeway power line in 1996. The intent of the bird diverters was to make the line more visible to birds. A subsequent study completed in 1997 recommended that the bird diverters be deployed along the entire causeway power line which was completed in 1998. With the DP3 Environmental Studies Program in 2003, PMV worked with Canadian Wildlife Service to assess the efficacy of the bird diverters along the entire causeway. The final report is still in draft form pending final statistical analysis.

### **Truck traffic issues**

The Deltaport Container Truck Traffic working group will continue its work in 2011. In addition, PMV will be establishing a new community liaison committee in Delta. DCTT will invite a member of the new CLC to participate on this working group.

### **Crab nursing habitat**

As outlined in Condition #11.3 of the DP3 Table of Commitments and Assurances, PMV has committed to monitor the newly created foreshore at Deltaport over time (specifically, the C-shaped shoreline between the berth and the Deltaport Causeway) to determine whether crab nursery habitat re-establishes itself in this area. Prior to monitoring the area for this purpose, enough time must be given to allow crab nursery habitat to re-establish itself. Although determining the time necessary for crab nursery habitat re-establishment is not an exact science, it could take several years following the completion of construction. The Adaptive Management Strategy program will continue for an additional four years and PMV commits to conducting and reporting on the crab nursery habitat monitoring within the remaining AMS timeframe.

### **Follow through on other issues raised by SAC and the AMP**

PMV is committed to continuing the Adaptive Management Strategy. The formal agreement between PMV and Environment Canada is to continue the program for five years following substantial completion of DP3. Under this time frame, the last year of the AMS program will be 2014. PMV will continue to post all future AMS annual reports to PMV's website.

### **34b/Arthur Drive upgrade as mediation for the closure of 57b at the rail tracks.**

In 2011, the Corporation of Delta, with support (funding and resources) from PMV, will lead the review of the existing 34B/Arthur Drive intersection. Improvement options identified will undergo a detailed design, with implementation planned for 2012 or sooner. In addition, PMV is funding the construction of 28<sup>th</sup> Avenue overpass which is currently under construction. 57b will not be closed until the completion of the 28<sup>th</sup> Avenue Overpass.

### **Maintaining connection between port and community once DCLC closes down**

PMV will be creating a new community liaison committee in 2011. PMV will incorporate feedback received from the community, DCLC members and the DCLC member survey in the development of this new committee. PMV will notify DCLC members when the recruitment process begins. The recruitment process will include advertisements in local papers to recruit community representatives.