

## MEETING NOTES

### Port Community Liaison Committee - Delta

<b>Meeting:</b>	<b>#21</b>
<b>Date:</b>	September 9, 2014
<b>Time:</b>	8am-10am Breakfast will be served at 7:45am.
<b>Location:</b>	Coast Tsawwassen Inn – Centennial Room
<b>Chair:</b>	Denis Horgan, Westshore Terminals (2 of 3)
<b>Vice-Chair:</b>	Leslie Abramson, Ladner, Community Representative (2 of 3)
<b>Attendees:</b>	<p><b>Community Representatives</b>            Roger Emsley, Tsawwassen            Geoffrey Barlow, Ladner            Kate Hagmeier, Environmental Representative            Leslie Abramson, Ladner</p> <p><b>Organizations:</b>            Bernita Iversen, Corporation of Delta            Orv Nickel, Delta Chamber of Commerce            Denis Horgan, Westshore Terminals</p> <p><b>Port Metro Vancouver Guests:</b>            Ronan Chester, Strategic Environmental Initiatives            Peter Geldreich, RBT2 Engineering, Worley Parsons            Matt Skinner, Communications, Kirk &amp; Co.            Christopher Clark, Delta Office representative</p> <p><b>Coordinators:</b>            Ram Chungh, Port Metro Vancouver            Naomi Horsford, Port Metro Vancouver</p>
<b>Regrets:</b>	<p><b>Stepped down and reviewing replacements:</b>            Lloyd Sim, Ladner            Cecelia Lawson, North Delta            Alex Danny, North Delta            Mike Owen, Ladner</p> <p><b>Other:</b>            Allan Baydala, Port Metro Vancouver            Eric Waltz, TSI            Gord Westlake, BC Rail Company            Ken Baird, Tsawwassen First Nation            Leisa Yee, Delta Farmers' Institute</p>

AGENDA ITEM	KEY POINTS & DECISIONS
<b>1. Presentations/Overviews</b>	
<p>1.1 - Power Lines at Deltaport</p> <p><i>Provided By: Peter G.</i></p>	<p>Overview provided as to why Port Metro Vancouver prefers to remain with the existing overhead power lines on the causeway leading to Roberts Bank terminals rather than direct burial of this electrical power feed.</p> <p><b><u>Burying power lines</u></b>                      There were environmental concerns when design was looked at on the south side of Deltaport Way on the causeway. Burying of the power lines on the north side of Deltaport Way on the causeway was feasible, but would cause considerable delays in operations due to access requirements to the large vaults and duct banks that would be required between Deltaport Way and the adjacent rail tracks. Burying the power lines on the north side of the causeway was technically feasible, but not accepted by BC Hydro's environmental group due to environmental effects in the riparian and intertidal zones. The total cost of burying the power lines including the Westshore Terminals portion was approx. \$24 million in 2011 into a causeway that was not built at the time to a specific seismic design rating.</p> <p>An earthquake could shift the underground concrete duct bank and so would sever the power line. To repair this damage would be lengthy depending on the severity of the earthquake and the number of line breaks. It could take a better part of a year to replace an underground cable compared to a few months to repair/replace an overhead line.</p> <p><b><u>Replacing conductors with a cable</u></b>                      An alternative was considered for replacing the existing three single conductors with a bigger, thicker cable, referred to as a Hendrix cable, in order to increase visibility for birds. This would mean a need for double the number of poles on the causeway to allow for the additional weight of the Hendrix cable and keep the sag between poles to a minimum to allow for the code required clearances to double stacked container trains.</p> <p><b><u>Cable placement on the ground</u></b>                      An alternative was considered to run the 69 kV cables on above ground concrete encased duct banks rather than buried duct banks. For this concept there would not be sufficient clearance to roads and rail, it was considered a safety hazard, and BC Hydro rejected this plan.</p> <p><b><u>Electrical capacity</u></b>                      The current power line has sufficient electrical capacity to handle power requirements of RBT2. Modifications to the existing line would require a thermal upgrade which could be done by: i) re-spacing the conductors on the cross arms, ii) raising the height of the poles, or iii) putting different insulators on the poles. The exact method would be determined by BC Hydro</p>

	<p>at the time of the thermal upgrade.</p> <p><b>Q)</b> What are the options for burying/placing power lines on land on the north side of the causeway? <b>A)</b> The railroad tracks are close to the slope on the north side and there is limited room for placing power lines in that area.</p> <p><b>Q)</b> Why does BC Hydro determine that the biofilm is more important than the birds? <b>A)</b> BC Hydro did not determine this. This was a recommendation by the environmental groups studying the Project for engineering designs to limit any encroachment into the biofilm area to a bare minimum.</p> <p><b>Q)</b> Why can there not be a marine cable used instead of overhead power lines? <b>A)</b> A marine cable on the north side of the causeway was not considered since it would affect the biofilm area. A marine cable on the south side of the causeway was not considered due to a DFO letter to PMV advising that DFO would not allow development work in this inter-causeway area.</p> <p><b>Action:</b> Request by PCLC to receive access to the above mentioned letter.</p> <p><b>Q)</b> What was Port Metro Vancouver's reaction to the \$24 million cost for the alternative option? <b>A)</b> There was a bird strike study done in 1995, and there were approximately 700 bird mortalities on the causeway associated to all factors. The bird mortality studies undertaken do not support that type of expenditure considering the risk of burying this critical power feed into an underground duct bank in a non-seismically rated causeway. The underground line could be destroyed and take considerable time to replace.</p> <p>A new bird strike study has been undertaken by Hemmera over the last two years and the results are still being analysed to determine the effects of the power lines. The results will be a part of the RBT2 Environmental Impact Statement.</p> <p><b>Q)</b> What is the annual bird traffic around that area? <b>A)</b> Roger E. - 100,000's of Western Sandpipers and 1000's of Snow Geese.</p> <p><b><u>Bird diverters</u></b> There are also bird diverters installed currently on a single phase of the three phase power line. Additional diverters could be installed on to the other two phases for increased visibility. BC Hydro has offered to review the type of diverters used compared to others available once the results of the Hemmera Bird Strike Study are finalised.</p>
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<p>1.2 – Gateway Transportation Collaboration Forum</p> <p><i>Provided by Naomi H.</i></p>	<p><b>Refer to <a href="#">Gateway Transportation Collaboration Forum (GTCF) Presentation</a></b></p> <p>Westshore noted the Roberts Bank Rail Corridor project missed pre-engagement with stakeholders, hopefully that will not be the case with this forum.</p> <p><b>Q)</b> This forum appears to be a Lower Mainland initiative, where is the rest of the province?</p> <p><b>Action:</b> Provide response to GTCF question.</p>
<p>1.3 – Delta Office</p> <p><i>Provided by Christopher B.</i></p>	<p><b>Refer to <a href="#">Delta Office Presentation</a></b></p> <p>The goal of the Delta office is to be accessible to answer questions and provide information to community members in the Delta area.</p>
<p>1.4 – Roberts Bank Terminal 2 Consultation</p> <p><i>Provided by Matt S.</i></p>	<p><b>Refer to <a href="#">RBT2 Consultation Presentation</a></b></p> <p><i>All comments/responses are provided by Matt unless otherwise stated. All questions were asked by PCLC members.</i></p> <p>This is the fourth phase of port-led consultation and the feedback will be considered in the development of the EIS, which will be submitted to the Canadian Environmental Assessment Agency in early 2015.</p> <p><b>Q)</b> If you are asking for feedback on mitigation, are you also providing information on what the impacts will be?</p> <p><b>A)</b> There will not be any study results regarding project impacts. There are, however, a number of proposed mitigation measures and concepts that we are asking for feedback on.</p> <p><b>Q)</b> We are being asked to respond in a general way. For example, how we would like to see impacts of light reduced?</p> <p><b>A)</b> Correct.</p> <p>If there is an interest in the draft terms of reference, please contact Ram.</p> <p>Information sheets on specific topics are available on <a href="http://www.robertsbankterminal2.com/information-centre">www.robertsbankterminal2.com/information-centre</a></p> <p>Opportunity was provided to PCLC for a separate small group meeting, but there was no interest.</p>

2. Port Updates	
2.1 – Port Updates	<i>Please refer to <a href="#">Port updates</a> document.</i>
2.2 - Community Issues and Correspondence	<i>Hand-out provided for community issues and correspondence to date. For a copy, please contact Ram.</i>
3. Committee Member Updates/Action Items	
<p>3.1- TSI Lighting Issue Update– Community Feedback Line</p> <p><i>Brought forward by Roger E.</i></p>	<p><i>Update from Eric W provided to Ram C.</i></p> <p>Tour of Deltaport was provided to lighting complainant and Mike Owen from the PCLC. They both met with Eric &amp; Chief Engineer at TSI, Roy Kristensen.</p> <p>Eric shared that although lights cannot be turned off with each complaint received (due to a variety of factors including changes in lighting standards for safety), a response to why they cannot be turned off (if they can't) will be provided. Changes in lighting standards include LED lighting.</p> <p>Outcome from the tour was that there would be communication improvements for the future. The complainant would proceed with regular complaint method through Port Metro Vancouver, and if the complainant does not feel they have been responded to or has not received a response he feels is sufficient, he is welcome to contact the terminal contact directly.</p> <p>Ronan C noted LED lights have less light trespass. Less pollution spills off and they are more focused. There is an opportunity to improve safety requirements with less light pollution.</p> <p>PCLC member noted interest in seeing the Delta office provide media release on the new lighting standards/requirements. Interest from committee raised about receiving a presentation from TSI inspector of safety and someone from Employee and Social Development Canada (ESDC) to speak about the new lighting standards.</p> <p><b>Action:</b> Request TSI inspector of safety to attend the next meeting and provide overview on new lux standards.</p> <p><b>Action:</b> Contact lead for lighting safety at ESDC for presentation at next meeting.</p>
3.2 – Shore Power – Delta Optimist &	<i>Ronan Chester, Manager, Strategic Environmental Initiatives provided overview on shore power at Port Metro Vancouver in response to comments to the editor made in Delta Optimist and the Vancouver Sun.</i>

<p>Vancouver Sun articles</p> <p><i>Brought forward by Roger E.</i></p>	<p>The letter from Don Paulson in the Delta Optimist represented data that is not accurate from our perspective. Peter Xotta, VP of Operations at Port Metro Vancouver wrote a letter in response to the comments made (<i>letter sent to PCLC in advance of meeting</i>).</p> <p><b><u>Cruise shore power connections</u></b></p> <p>Cruise shore power connections in recent years have tracked upwards (refer to page 44 of Port Metro Vancouver's <a href="#">Sustainability Report</a>). Highlights include:</p> <p>2011: 35 successful connections, out of 58 possible connections                  2012: 60 successful connections, out of 74 possible connections                  2013: 82 successful connections, out of 106 possible connections</p> <p>Shore power connections can be unsuccessful because power from BC Hydro is interruptible (requires extra electricity when maintenance is needed).</p> <p><b><u>Container shore power at Deltaport</u></b></p> <p>Port Metro Vancouver has a preliminary design for shore power. Currently, the third berth is more readily available for shore power versus other two berths at Deltaport.</p> <p>The current most significant impediment is the container ships ability to connect. Approximately 3200 vessel calls at Port Metro Vancouver a year. We are engaging industry and doing a feasibility study. As we move toward 2020, Port Metro Vancouver will receive fewer vessel calls, but the ships will be twice as large. This study shows that we will see a change in ships. The ships currently being built will most likely have shore power.</p> <p>In regards to comparisons to California, their air resources board established a \$1 billion fund and the state started a regulation for requirement of shore power based on California's poor air quality levels.</p> <p>Of note is that Prince Rupert Port Authority has had shore power capability at their terminal for the last three years and has not yet had a connection.</p> <p>Given all this information, Port Metro Vancouver is working towards shore power for container vessels.</p> <p>Metro Vancouver has a marine emission study which is password protected on the BC chamber of shipping website. There is also a DTRRIP air quality study available that is relevant for Delta.</p> <p><b>Action:</b> Ronan to provide committee with how to access Marine Emission Study.</p>
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<p>3.3 – Traffic Management Plan Follow Up</p> <p><i>Provided By Bernita I.</i></p>	<p>Did not get to this agenda item due to time constraints.</p>
<p><b>4. Committee Member Updates/Action Items</b></p>	
<p>4.1 - Community Representative Positions – Recruitment Update</p>	<p>The subcommittee received eight applications by the deadline for the community member positions. Four positions are required to be filled.</p>
<p>4.2 - Terms of Reference Update</p>	<p>We will be hiring an independent facilitator for the PCLC. We hope to have more information for the next meeting.</p> <p>The planned update to the Terms of Reference will occur after facilitator is selected.</p>
<p>4.3 - Port 2050 Scenario Refresh Workshop – nominate PCLC representative</p>	<p>Roger will be representative at this workshop for the PCLC.</p>
<p>4. 4. - Action Items - previous meetings</p>	<p>Did not get to this agenda item due to time constraints.</p>

Meeting	Agenda Ref #	Action Item	Responsible	Due Date
21	1.1	Request by PCLC to receive access to DFO letter to PMV advising DFO would not allow development in the inter causeway area.	Ram/Peter	Future Meeting
21	1.2	Provide response to GTCF question regarding inclusion of remainder of the Province.	Naomi	Complete
21	3.1	Request TSI inspector of safety to attend the next meeting and provide overview on new lux standards.	Ram/Eric	Future Meeting

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21	3.1	Contact lead for lighting safety at ESDC for presentation at next meeting.	Ram	Future Meeting
21	3.2	Provide committee with how to access Marine Emission Study.	Ronan C.	Complete
20	1.2	Follow up with Delta Police regarding current status of traffic management plan to be worked on with TSI.	Bernita I.	Next Meeting
20	2.2	Follow up on suggestion of placing power lines on the floor versus underground and provide PCLC with the scientific report forwarded by BC Hydro referred to in the response.	Ram C.	Complete
20	1.4	Promote the PCLC committee with the opening of the Delta Office.	Ram C.	Complete
20	3.2	Review TOR document in its entirety at the next meeting.	ALL	Nov.25
18	1.3	Organize tour of Operations Centre	Ram C.	Future meeting
18	2.2	Follow up with the next article with the South Delta Leader.	Bernita I.	Future meeting
17	1.3	Presentation regarding community benefits fund for RBT2 in 2014.	Rhona H.	Future meeting

Meeting	Agenda Ref #	Action Item	Responsible	Due Date
20	1.2	Follow up with Delta Police regarding current status of traffic management plan to be worked on with TSI.	Bernita I.	Next Meeting
20	1.2	Ask DAMCO to provide full report on planned activities.	Naomi H.	Prior to Next Meeting
20	1.2	Request a notice to TLS permit holders be sent regarding trucks backed up on 57B St.	Ram C.	Prior to Next Meeting
20	1.4	Promote the PCLC committee with the opening of the Delta Office.	Ram C.	In progress
20	2.1	TSI to provide terminal tour for complainant and Mike.	Eric W.	In progress
20	2.2	Follow up on suggestion of placing power lines on the floor versus underground and provide PCLC with the scientific report forwarded by BC Hydro referred to in the response.	Ram C.	Next Meeting
20	3.1	Provide feedback on Port Metro Vancouver's community and PCLC website pages.	PCLC	Next Meeting
20	3.2	Review TOR document in its entirety at the next meeting.	PCLC	Next Meeting
18	1.3	Organize tour of Operations Centre	Ram C.	Future meeting
18	2.2	Follow up with the next article with the South Delta Leader.	Bernita I.	Future meeting
18	2.2	Provide dates for community events that PCLC could attend in Delta/Ladner/Tsawwassen in the summer.	Ram C.	Complete
17	1.3	Presentation regarding community benefits fund for RBT2 in 2014.	Rhona H./ Carolyn P.	Future meeting