

**PORT METRO VANCOUVER
ROBERTS BANK TERMINAL 2 PROJECT
PROJECT DEFINITION CONSULTATION**

**Multi-Stakeholder Meeting 4
October 25, 2012**

Notes from a multi-stakeholder meeting for the proposed Roberts Bank Terminal 2 Project, October 25, 1:30pm – 3:30pm, at the Delta Town & Country Inn, Delta, BC.

Stakeholders: Bernadette Kudzin, Vicki Huntington's Office, MLA Delta South
Craig Jones, Richmond Chamber of Commerce
Dean Pronyk
Fred McCague
Garry Horwood
George Folz
Gordon Hole
John McDonald
Laurie Kravski, West Fraser Timber
Leon LeBrun, Trails BC
Mary Taitt
Matt Pitcairn, Richmond Chamber of Commerce
Mike Peters, URS Corp.
Muriel Clayton
Susan Jones
Sylvia Bishop, Corporation of Delta Council

Port Metro Vancouver: Judy Kirk, Kirk & Co. Consulting Ltd., Facilitator
Rhona Hunter, Acting Director, Infrastructure Development
John Parker-Jervis, Communications Advisor
Malcolm Smith, Senior Environmental Advisor, Container Capacity Improvement Program
Matt Skinner, Kirk & Co. Consulting Ltd., Meeting Recorder

The record notes that the meeting commenced at 1:30pm

KEY THEMES:

- Participants expressed concern about current air quality and the associated impacts from port operations.
- Some participants felt that too many empty trucks come and go from the existing terminal at Roberts Bank.
- Participants suggested that Port Metro Vancouver review options for more efficiently moving container trucks to reduce unnecessary truck trips throughout Metro Vancouver.
- Participants expressed the opinion that the Fraser Delta and Fraser River Estuary are the most important bird areas in North America, particularly for shorebirds and waterfowl.
- Participants suggested that Port Metro Vancouver consider a significant contribution to the trail system on the foreshore to connect Tsawwassen First Nation land with the rest of Delta and to promote active living.

(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)

1. Welcome and Introductions – Judy Kirk

Judy Kirk welcomed participants to the multi-stakeholder meeting and explained the format of the meeting, and introduced the Discussion Guide and Feedback Form. Judy informed participants that the meeting was being recorded for accuracy. Roundtable introductions followed.

- C: *John McDonald: I've been to several open house meetings and brought up the point of the empty trucks on Highway 17. Just the other day I was sitting at Highway 10 and Highway 17. Four empties were going to the port. Five empties were coming from the port. Ladies and gentlemen, this makes no sense whatsoever. If a truck goes into that port dumping a box, he should be taking a box out, and I don't give a damn where. If he's going to Surrey or Vancouver or Sexsmith, Alberta, that guy gets that box and he's gone. If the trucking companies do not want to go along with it, they don't come in.*

*Just the same as those that are driving rigs that are falling apart aren't being allowed in. We brought that up two years ago, and I think you've done something about that. But these empties, I remember the days of when we paid our toll to get through the tunnel. I remember the tolls on the Lions Gate Bridge, too. We paid for these units. This was our transportation to open the Delta. Now we find it's full of bloody trucks. It's not made for all these trucks. So something has to be done. You mentioned that we're in hearings and you wanted to hear from people. The people I've been talking to, this was a *fait accompli*. It's done, and they're not interested in coming out to these meetings. I felt like I was talking to deaf ears about these trucks going empty back and forth, and I've mentioned that several times and still nothing seems to have been done.*

Number 2. I have been fishing between the ports for crab for multi years. I travel through Canoe Pass. A lot of people don't. Fortunately enough, I know my way out there. I have a small recreational boat. This is recreational fishing, not commercial. I know the river very, very well and I know its tides and the way the currents run. I remember when there was no big bar below

Westham Island Bridge. And you think that river can't move material. It sure can. I've been under the wrong impression since discussions first started a few years ago regarding the positioning of the port. When I travel out to where I want to crab, I come from Canoe Pass up here, this direction off the corner of the coal port around and over between and set my pots. I know what the currents are like through this corner presently. I've been under the impression that this new addition to the port was over here.

And this over here makes sense with the way the river runs. This proposal here creates a dam. The water pressure on this corner of the port is going to be phenomenal, and right now, when we get the current rain on a freshet right in here, and at the outside of the coal boat, it can be some pretty rough waters simply by the depth of the coal boat and the motion created underneath and coming up the outside, but the pressure here is phenomenal. You put a dam here, you're asking for trouble. There's no way that that river is not going to undermine this corner of the port no matter what your engineers want to put in there. It will not hold. Water will overcome anything that man can put in.

2. Review of Consultation Discussion Guide – All

Rhona Hunter reviewed the introduction to the Discussion Guide, including ways to participate in the consultation, as well as the list of information items and consultation topics.

Why Do We Need More Capacity For Containerized Trade?

Rhona Hunter provided an overview on the need for container capacity, including the forecast demand and planned capacity increases on the West Coast of Canada (page 4 of the Discussion Guide).

Q: *Mary Taitt:* What are these forecasts based on? Because I was looking on the internet today at some very interesting data about what's going to happen.

"West coast ports will see increased competition from the Panama Canal, which is undergoing a bigger than expected expansion due to be completed in 2014." That expansion will not only allow bigger ships to go through the canal but it's really going to make a huge impact on west coast ports in general. Even if global trade returns to its former robust pace.

And this is a company in Britain. Drury said,

"Any new train will probably pass the west coast line. Volumes are unlikely to decline, but the days of strong growth on the Pacific coast are behind us."

And I was thinking no mention of 2014, the impact here of the Panama Canal. I mean where do these numbers come from?

A: *Rhona Hunter:* Well, we've actually had over the last two years, two independent forecasts done by two separate and independent corporations.

C: *Mary Taitt:* And how about their names please?

A: *Rhona Hunter:* Ocean Shipping and Seaport Consultants. And they took into consideration the Panama Canal, much like I'm sure the forecast in the study that you're talking about there probably was done by a shipping consultancy.

Q: *Mary Taitt:* London-based Drury Supply Chain Consultants.

A: *Rhona Hunter*: So, the interesting thing was although these were commissioned at different times by two separate consultants, the output that they had was consistent. And so we are confident that our current forecasts are accurate as of today, the information regarding the Panama Canal has been incorporated in that, and that we certainly plan on updating them on a yearly basis and that economic situations globally will be incorporated into those forecasts.

Q: *Judy Kirk*: So what you're saying is the Panama opening would not change what you're looking at here.

A: *Rhona Hunter*. No. The Panama opening has been considered and is part of that analysis.

Q: *Susan Jones*: Part of the environmental assessment process requires project justification, and when the Deltaport Third Berth was built there was a justification section in the application for the environmental assessment approval. The lowest case scenario projection forecast is still not being met. So basically those figures were wrong. So this could happen again and we could be building a great big massive structure out there for zero need. Even if you look at your graph, it's really not needed.

So in order to give some comfort to the public, I would like to be able to look at these reports from Ocean Shipping and Seaport Consultants, so can these be put up on the Port Metro Vancouver website for the public to look at to have our independent people look at where are people getting these figures.

A: *Matt Skinner*: Susan, the executive summary of the first forecast that was done in 2011 by Seaport Consultants is on the website.

C: *Susan Jones*: I don't want executive summary, I want to see the map.

C: *Matt Pitcairn*: It does include the numbers.

C: *Susan Jones*: Because the numbers are wrong.

C: *Judy Kirk*: So, Susan, I just want to get at the point about whether it's available online, but what I hear is some disagreement whether it is. So we're going to take that back.

C: *Susan Jones*: It's all about credibility here.

Containerized Trade on The Canadian West Coast

Rhona Hunter provided information regarding existing containerized trade on the West Coast of Canada (page 5 of the Discussion Guide).

Q: *Susan Jones*: When you say Surrey Docks, are they doing any container shipping or a little bit?

A: *Rhona Hunter*: Currently they're doing some container shipping.

Q: *Susan Jones*: So, but ships went up there before, but you're saying now they can't go up because they're bigger ships?

A: *Rhona Hunter*: Ships are getting bigger, yes.

Q: *Susan Jones*: But they're not using bigger ships. They're still using the smaller ships. So there's no real reason why we can't be using Surrey Dock for smaller ships.

- A: *Rhona Hunter*: Fraser Surrey Docks will operate as long as they are in the market for them and the smaller ships. However, the anticipation is that as those smaller ships become less efficient, both in terms of economic and environmental efficiency, they will be phased out.
- Q: *Susan Jones*: That's what we've been told, but actually what happened was the contractors moved I think from Surrey Docks to Deltaport or somewhere else, that the capability is still there but not necessarily being utilized. Because they've still got lots of smaller ships coming in.
- A: *Rhona Hunter*: That would that be something that would be captured in the annual forecasts.
- C: *Susan Jones*: It's just that the business that was going on is no longer going on and it could be going on, so let's not be fuzzy in the information here is all I'm saying. There's potential there for making use of smaller ships to go through and it's not happening.
- A: *Mary Taitt*: Yes, they are getting larger, but unfortunately they're not coming to Deltaport because there isn't enough business. For example, Evergreen is sending dirty little ships. They don't have all the environmental wonderful new controls on board. They're coming into Deltaport, right now. So it isn't actually happening. It's a nice dream. It's like these numbers.

Opportunities for Creating Container Capacity

Rhona Hunter provided an overview of opportunities for creating additional container capacity (page 6 of the Discussion Guide), as well as related infrastructure improvements being made to support Roberts Bank (page 7 of the Discussion Guide).

- C: *Judy Kirk*: To John's point about empties, is the Port doing anything about that?
- A: *Rhona Hunter*: There is actually a fairly significant effort within the Port to look at the issue of all trucking including the empties issue. It's a little bit of a challenge from the Port perspective because we can incentivize and we can disincentivize in terms of the efficiencies once you come in and once you come out. But I think that one of my colleagues explained it quite nicely the other day when he said that it's much like single occupancy vehicles. We can do all sorts of things to try and reduce the amount of single occupancy vehicles on the road, but the Port isn't in a position where they can actually regulate single vehicle occupancy.
- Q: *Sylvia Bishop*: So my question is around truck emissions. Is Port Metro relying on air quality monitoring that I believe Metro Vancouver is responsible for, or is there a commitment to actually do some of its own monitoring? I'm here to tell you that the residents in Delta are really concerned about the air quality from all of the activity around the port. They repeatedly were told that the black dust, dirt that we can wipe off our patio tables and see the residue on our fingers is not coal dust.
- If it isn't, we'd like to know what it is and we'd like somebody to take the responsibility of figuring out what our air quality is. And I will give credit to MLA Vicki Huntington who raised that question in the local paper recently, but as you know, Robin Silvester came before council a week and a half ago and I raised that question at that time. He said "We'll look into it." If this is all going to happen, we need something better to monitor our air quality. We live here.
- A: *Rhona Hunter*: I don't have anything more other than they are part of our baseline studies. Air quality is part of our baseline studies.
- Q: *Judy Kirk*: But I think the question Sylvia asked is more than that. Is the Port thinking of having its own air monitoring station?

- C: *Sylvia Bishop*: Yeah, the suggestion was there could be roadside emission monitor gizmo gadgets.
- C: *Judy Kirk*: And then what about the analysis of this dust that you were talking about?
- A: *Malcolm Smith*: Well, I mean, the Port installed and paid for the air quality monitoring station in Tsawwassen, so they have that.
- None of the stations, either Metro Vancouver or the one that the Port is supporting right now have the capacity though to figure out whether a residue is coal or from a diesel truck or what have you, and I think we've heard that before. So in terms of addressing this, I think it's something we would look at and as we do our baseline studies and try to figure out what the impacts of the project are. And keep in mind, you know, monitoring programs are often put in place around environmental assessments, so perhaps a longer-term monitoring looks at trying to figure out what the makeup of the material is. But right now nobody's station actually can sort that out.
- C: *Judy Kirk*: Before I come back to you I need to put a finer point on it, which is could the Port do an analysis of some of the residue that Sylvia is talking about? I mean obviously they couldn't go to her house, but are there some samplings that the Port could do to figure out what that is, or that you have done?
- A: *Malcolm Smith*: It is technically feasible. The port hasn't done it in the past.
- C: *Judy Kirk*: Okay, but we'll take that as a consideration.
- Q: *Bernadette Kudzin*: I would just like to clarify what we're talking about as a baseline study? And the impact of the expansion? I think what people here are saying is that's fine to do a baseline and then say, "Okay, it won't get any worse." We're saying it's bad right now. So taking a baseline and saying it won't get worse isn't really helping us. We have the issue now and we all know it's because of Port activity. I mean you may want to dismiss that, but that's what we believe.
- A: *Rhona Hunter*: I think I'd just like to address baseline because I think that there's a misunderstanding about what we're doing right now. A baseline simply says "what is the condition now?" So there is no exercise going on at the moment to determine what the impact will be. It's simply establishing what they find.
- Q: *Mary Taitt*: Back in the seventies there used to be an air quality monitor on the ferry terminal entrance. When they redid the entrance, it was taken away and the Port refused to put another one out. Nobody put one up. So there was no monitoring at a time which would have been invaluable background data, before DP3 even. I thought in DP3 the Port had to put one of these in. I thought it was part of the whole process.
- Q: *Mary Taitt*: Where is that data? Is it available?
- C: *Judy Kirk*: I think what I heard Malcolm say earlier is that there is one air quality monitoring station that the Port put up, but not the one that you're talking about.
- C: *Malcolm Smith*: That's right.
- Q: *Mary Taitt*: Is the data even from this one available to the public?

A: *Malcolm Smith:* Yeah, it's Metro Vancouver data that I believe, my understanding is the Port has funded it getting set up, but Metro Vancouver runs the system. So yes, the information is available.

C: *Mary Taitt:* You see, the reason I ask is Mayor Beth Johnson way back when was told by the Truckers' Association that the transfer of trucks from going to Vancouver Island via Lions Bay would produce so much more pollutants here in Delta, and then listed the tonnage of material that would come from the trucks, simply diverting those trucks that travel on the ferries. Well, they do now, and Delta got dumped with it. So the amount of pollution, air pollution in Delta now I would say is absolutely serious. And as you probably know, PM2.5s particularly are inhaled by people and there is no safe level. Ports all over North America suffer with this. There are all kinds of ailments associated with it. So it's an extremely serious issue.

C: *Judy Kirk:* So, Mary, I'm also going to ask Matt to follow-up here, and check whether Metro Vancouver makes its air quality data available on line.

Q: *Susan Jones:* The baseline. You say we're establishing the baseline for conditions now. I would say that's highly unsatisfactory. We want the baseline to go back further to things that historically are there. It wouldn't give the public much comfort to start a baseline as of today. I make that clarification.

A: *Malcolm Smith:* Yeah, I mean, Susan, you and Mary both know that air quality in Delta has been studied a lot for the past ten years.

Q: *Susan Jones:* But it hasn't, you know.

Q: *Mary Taitt:* It hasn't.

A: *Malcolm Smith:* So, you know, the baseline is not just what we will study today going forward. The baseline will look at air quality conditions in the past. As we've discussed, Metro Vancouver is the kind of keeper of a lot of that information. So the baseline is what we collect plus what's on the record.

I think what I'm hearing is that people are concerned that the existing network of air quality monitoring data, which is partly what we collect but partly what Metro Vancouver has, is not telling the full story of what's going on in Delta. So, you know, as we set up a baseline program trying to assess the air quality that, as well as potential impacts from the project, that will be one of the things that we have to look at and make sure that the data that is being collected is telling a representative story.

Roberts Bank Terminal 2 Project

Rhona Hunter provided an overview of the proposed Roberts Bank Terminal 2 Project, including estimated economic impact (page 10 of the Discussion Guide).

Q: *Mary Taitt:* I thought it was an automatic terminal.

A: *Rhona Hunter:* The concept as it is currently designed includes automation, but it is not 100 percent automated. That's something that would have to be determined in conjunction with an eventual operator, whether that's the choice that's made. So its size and its sort of operational considerations at this level of conceptual design is what we call semi-automated.

Q: *Fred McCaig:* Just one question on employment, you've got the overall of them, but how much additional terminal employment would be anticipated?

- C: *Rhona Hunter*: I don't have that number off the top of my head. We can certainly get it if we have a breakdown between terminal and non-terminal.
- Q: *Susan Jones*: At the last meeting we were told right now currently out in Deltaport there's about 800 to 900 jobs at the terminal, and that would be expected to increase, maybe double or maybe partially double or half because of the automation, we don't know, they didn't know. However my question is: 800 or 900 jobs that don't record right now how many of those are full time, how many are part time?
- A: *Rhona Hunter*: I'm sorry I don't have that level of detailed information.
- Q: *Susan Jones*: Well, you know what? This information about jobs here, it's way too broad. I mean it goes right across Canada, those figures. They're meaningless to people who live here in Delta. So could we have some more specifics?
- C: *Judy Kirk*: Sure, I'll take that back.
- Q: *Susan Jones*: I think we were talking about a few hundred jobs.
- C: *Judy Kirk*: Well, but just to stay on your point, Susan, I think you're raising a point that would be of broader interest to people.
- Q: *Susan Jones*: And the nature of the job because they include truck drivers, warehouses, tugboats, even the casino, I mean.

Marine Terminal

Rhona Hunter provided information regarding the proposed marine terminal design and orientation (page 12 of the Discussion Guide).

- Q: *John McDonald*: The fill for the centre of the unit, where is going to come from?
- A: *Rhona Hunter*: It will predominantly come from the dredging of the Fraser River as part of the maintenance dredging program. It will be barged from wherever the dredging is taking place on the Lower Fraser River.

Berth Structure

Rhona Hunter provided information regarding the berth structure and construction method (page 13 of the Discussion Guide).

- Q: *Mary Taitt*: How close is this location to the drop-off into the Georgia Strait?
- A: *Rhona Hunter*: There will be some dredging that'll be required in the berth, in the berthing base in order to accommodate the ships, but it's not -- I think it's around 8 metres that would be required to be dredged right at the berth front. But it drops off fairly quickly after that initial sort of dredging right at the berth face.
- Q: *Mary Taitt*: Because the thing is you totally change the ecology on Roberts Bank. I mean Roberts Bank is no longer an accreting foreshore. It's eroding thanks to the causeway itself. And so I just am very concerned that you're going to be producing even more erosion by this process. If this is a huge hole, this is a ship turning basin, and what's happening is that everything's falling into the hole with the tide. And what you're doing is coastal squeezing. We're losing the foreshore progressively between the two causeways because of the ship turning basins.

- C: *Judy Kirk:* You will see that there isn't a question in the feedback form about the orientation or position of the terminal. So what I would suggest and to accommodate your comment, is that you put it under Additional Comments on page 31.
- Q: *George Folz:* Lifespan of the two construction methods?
- A: *Rhona Hunter:* The lifespan is comparable, but I believe that there is more maintenance required on the piles.
- Q: *George Folz:* So corrosion protection and things like that on the piles to get the sort of same life spans as a concrete caisson?
- A: *Rhona Hunter:* I would have to say that I'm not an expert on piles so I can't speak to the corrosion coating on the piles. But I do know that they are comparable in terms of longevity. It was really the maintenance that was a factor, not necessarily the ability. And that maintenance may include having to go back and re-drive piles over a period of time.
- Q: *George Folz:* And the existing Deltaport is caisson.
- A: *Rhona Hunter:* Yes, it is.
- Q: *Susan Jones:* This question about dredging, you say there will be some dredging for this particular structure. Is there ongoing dredging right now at Deltaport on an annual or biennial basis? Does it need continual dredging?
- A: *Judy Kirk:* Susan, since none of the staff are aware of the answer, this is noted for a follow-up.
- Q: *Garry Horwood:* There's been a number of inquiries as to what is being done like air quality being done, and there seems to be a preponderance -- I'm not trying to be critical, I'm trying to be very careful with my words, but it's almost cultural, not within the culture of your company but culturally for all of us, that there's a soft way of saying, "That's not our responsibility."
- And I would just suggest that possibly the Port should be listening to the concerns, and I'm not trying to be sarcastic here, but there are concerns here in this neck of the woods, and it behooves me that the Port should be listening, acutely listening to these little things.
- Like this gentleman here, John, asked about where the dredging is. Well, dredging has been a huge issue here. So if you could be acting on our behalf to say, "You know, it isn't our responsibility what they do on the river but we could make it, you know, like not our responsibility but we could take the responsibility of making that an issue for you," because we can't or we have very little influence as individuals in that area. But the Port has huge influence.
- A: *Judy Kirk:* You know, Garry, I can't speak for the Port, but I will tell you that I have spoken with Duncan Wilson who's the Vice President of Corporate Social Responsibility for the Port about dredging, and you know what? I'm going to make a note here to talk to him again because my understanding is that indeed the port is doing just that.
- Q: *Garry Horwood:* I would think, with all due respect, that the port would want to know like -- we don't give a hoot what you guys think you're doing or what you might be doing. We want to know. And we'd like to be the first out of the chute to say this is what it is or isn't and then what we're going to do about it, because you don't want that hanging around your neck.
- C: *Judy Kirk:* Okay, so something thing like Metro Vancouver saying, "Look, citizens of Delta still have very serious concerns about air quality. What are we together going to do about this?"

Q: *Garry Horwood:* I like the word “together”, and I appreciate that, I really do. I just think strongly that people in positions of power and leadership have those abilities to do those things.

Marine Terminal

Rhona Hunter provided information regarding the terminal layout (page 14 of the Discussion Guide), as well as the trade-offs between potential locations of the terminal intermodal yard (page 15 of the Discussion Guide).

Q: *Mary Taitt:* If I may, these projects on page 14, how much agricultural land in the ALR is required for these plans?

A: *Rhona Hunter:* The concept that we have here and that we’re consulting on has approximately 10 hectares, all within the existing Option Lands.

Q: *Mary Taitt:* Which is ALR land?

A: *Rhona:* Yes, it’s Option Lands in the ALR that’s already been designated for rail use.

Q: *Susan Jones:* I have three questions. One is the size of the intermodal yard, ballpark figure?

A: *Rhona Hunter:* Well, we only have the size of the intermodal yard as it’s on the marine terminal, and it currently is -- I think it’s approximately 90 hectares.

Q: *Susan Jones:* And the other options would be similar?

A: *Rhona Hunter:* It would depend on optimization. My understanding from the rail experts is that you can be more efficient if you’ve got fewer constraints, which you do on the terminal, and so it’s not a straight trade-off in terms of land, but close enough.

Q: *Susan Jones:* Okay, the other question is page 14, these Fisher Yard rail improvements and the Gulf Yard rail improvements; can you tell us specifically what they are? I think they’re a widening of the rail tracks?

A: *Rhona Hunter:* If you let me turn the page, on page 17 there’s more specifics around those. So, that would be a good opportunity to segue onto the next page. But briefly I’ll just speak about some of the causeway widening, which also will have some improvements. On the causeway under the current design, we’ve got an additional two lead tracks, as well as a new overpass. There’s an additional seventh support and switching rail track, as well as an additional access road to Terminal 2. There will be some vehicle access gate controls and an emergency road is being contemplated as well. There is a new repair yard, and there’s a realignment of some of the coal tracks that are there, which would be done on the causeway. On Deltaport Way, there will be widening to four lanes.

Q: *Susan Jones:* So cars on the causeway. Is that in addition to the rail/road improvement project?

A: *Rhona Hunter:* Yes. So if you go to again page 11, which has the picture, you can see just as you’re coming off the causeway around the corner towards the new terminal, there’s an overpass on the rendering. So if you look on the causeway, closer towards the mainland, you’ll see there’s another overpass. That’s the DTRRIP’s overpass. So there are three overpasses in total.

Q: *Mary Taitt:* Right. You’re trying to claim DTRRIP wasn’t setting you up for Terminal 2. You know, it should have been part of this whole environmental assessment.

- C: *Judy Kirk*: You asked about Fisher and Gulf Yards.
- Q: *Susan Jones*: Yes, what is the end result of the width and the number of tracks at Fisher and Gulf?
- A: *Rhona Hunter*: So in Fisher yard there's going to be one new rail siding. Through the DTRRIP program it will be adding a second one, and one more for Terminal 2 for a total of three.
- And the Gulf yard, there currently are three. There will be an addition of four from DTRRIP and an addition of six from Terminal 2, for a total of 13. There will also be a turning wye as well. Now, that all takes place within the existing option lands.
- Q: *Bernadette Kudzin*: I think that just as a point of clarification. We're talking about the consultation with regard to the location of the intermodal yard. So this isn't the intermodal yard you're talking about?
- A: *Rhona Hunter*: No.
- Q: *Bernadette Kudzin*: So if the intermodal yard was put on the uplands, that would be on top of the 13 tracks?
- A: *Rhona Hunter*: Yes, it would be.
- C: *Bernadette Kudzin*: Right, which we're all really keen about in this area of the woods on the ALR land. I find the question kind of -- I won't use the word "disingenuous", but I find it kind of disturbing because I think that the Port's already decided it's going with Alternative 1A and they're just saying look, we could do so much worse. This is just my opinion, okay?
- It could have been so much worse, look what we're not doing to you, and then we turn the page and we see that, but what we are doing to you, you still have thirteen, you know, tracks on existing, as you say, Option Lands. And that's the section that BC Rail already has its option on it.
- A: *Rhona Hunter*: Yeah.
- Q: *Garry Horwood*: Thank you. So did I hear you correctly on this, that it's more efficient to have the rail intermodal yard on the uplands?
- A: *Rhona Hunter*: You can be more efficient if you're in the uplands because you're not constrained by the geometry of the terminal.
- Q: *Garry Horwood*: Okay. With the work being done on the uplands property, does the total efficiency of moving a can from the ship to the rail, has that been taken into consideration?
- A: *Rhona Hunter*: It would require more trucking. What I meant by efficient is that it uses less total land.
- Q: *Fred McCaig*: Where precisely is the Fisher yard?
- A: *Rhona Hunter*: The Fisher yard is over by 72nd Street, just west of Boundary Airport.
- Q: *Sylvia Bishop*: The bottom of page 16 talks about hydro transmission line on the causeway, and so my question would be the statement about anticipated increased need, and I realized you're in consultation with BC Hydro to determine the extent of the upgrades, but are we talking about putting those transmission lines underground?
- A: *Rhona Hunter*: No.

- Q: *Sylvia Bishop*: We're not talking about it or not going to do it?
- A: *Rhona Hunter*: We're not talking about it. This does not contemplate putting those power lines underground. It would just be an extension of it to Terminal 2.
- Q: *George Horwood*: In deciding this intermodal layout, what's the operation of the intermodal yard? Is it not getting things off of the ship and onto either rail cars and vice versa? So when it happens upland, what's the transport to and from the dock?
- A: *Rhona Hunter*: No, it would be by shuttle. It would be by truck to take it from the storage yard to an intermodal yard that would be somewhere other than on the terminal, and then there would be transfer onto the rail from those trucks.
- Q: *George Folz*: So the farther you get away from the shore the more truck traffic you have to do the shuttling back and forth?
- A: *Rhona Hunter*: Yes.
- Q: *Mary Taitt*: Yes, one quickie about the Fisher yard. Why does it need to be there at all?
- A: *Rhona Hunter*: It's an existing yard. I don't have the exact answer as to why there was an increase in the design there.
- Q: *Mary Taitt*: Because a very expensive bridge was built over the railway line to Boundary Bay Airport, at great cost to Delta, \$3 million, plus the farm land and the federal government and some, I guess the Province. Very expensive, and it's always been a little bit strange why this incredible great bridge to the Boundary Bay Airport.
- A: *Craig Jones*: That's for fire and safety, pure and simple. You cannot have an airport without having direct access.
- C: *Sylvia Bishop*: If I were a cynic connecting the dots, I should say that the Fisher yard, plus the Boundary Bay Airport and further east where a huge million square foot warehouse distribution centre is going to be built have a relationship. But only if I were a cynic. It's not a question, and it's no reflection on you Rhona. It's just an observation.

Road and Rail Traffic Considerations

Rhona Hunter provided information regarding Port Metro Vancouver's initiatives to address increased road and rail traffic at Roberts Bank (page 18 of the Discussion Guide).

- Q: *Mary Taitt*: In Germany, no trucks travel on the weekends, so the public can move freely. I was wondering if there's any way the Port can time it so that they're not sending trucks at the time of peak rush hour. Is there any way for the Port to influence when those trucks operate?
- A: *Rhona Hunter*: I think a number of these programs that are listed here, Mary, are working towards addressing the scheduling and timing. For instance, there's truck notification and tracking.
- A: *Malcolm Smith*: I think that's the kind of studies you would do that would eventually allow the Port to find ways to incentivize people to use roads at less busy times.
- C: *Mary Taitt*: Because you're talking about basically doubling what we have today, which is gridlock.

C: *Sylvia Bishop*: About the South Fraser Perimeter Road, it's already been stated for several years now that not all truck traffic will be on the South Fraser Perimeter Road. That truck traffic still does want to travel to south Vancouver area and we will still have trucks lining up at the Massey Tunnel, which goes to Mary's point of gridlock. So I appreciate Rhona's suggestion that, you know, the South Fraser Perimeter Road is there to alleviate, and it may, but it's not the magic wand we think it's going to be.

Q: *Susan Jones*: Yeah, on this page 18 and the discussion of trucks, there was earlier discussions about truck shuttles, regarding intermodal and the need for an intermodal and earlier discussion about sustainable programs, empty trucks. I don't see anything here about the option of sustainable program by having an intermodal inland and a partnership inland by Ashcroft. You've probably heard of that option.

They have produced a slide that shows a truck goes to the Port, one trip picks up the container. Second trip delivers the container somewhere in the Lower Mainland. Third trip it goes home, and then it goes another day and picks up an empty container and it takes it to a site and picks up something and then it takes it out to the terminal. Anywhere from five to seven truck trips per container, whatever. It's like a spider web, and they actually have a diagram showing all these trucks going everywhere in the Lower Mainland.

Whereas a good percentage of goods are moved outside the Lower Mainland anyway. There's an option of bringing in containers, shipping them up to Ashcroft with two rail lines. They've got land there for an intermodal. You can unload a container, put it on a train, whether it comes back here or goes back east, goes wherever, and this gets rid of a lot of that truck traffic. It's a very sustainable option that we should be looking at, in which case we wouldn't even need an intermodal yard. It would get rid of a lot of those empty trucks that Rhona was talking about earlier. There are options here that could be looked at and would be very efficient.

And it would also take business where there is land available much cheaper and where people are setting up business already doing this. So I would like to see that considered.

A: *Rhona Hunter*: I just wanted to clarify one thing, Susan. Even with that consideration you would still need an intermodal yard. You still need to get the containers from the storage yard onto a rail car.

Q: *Susan Jones*: But they can go directly from ship onto a train, can they not?

A: *Rhona Hunter*: No they can't. So you'd still need that intermodal yard.

Compensation for Agricultural Productivity

Rhona Hunter provided information regarding Port Metro Vancouver's potential mitigation and compensation options for the loss of agricultural productivity (page 19 of the Discussion Guide).

Q: *Sylvia Bishop*: Does that require all that BC Rail land along there? BC Rail has bought up a lot of land.

A: *Rhona Hunter*: DTRRIP requires some and T2 will require the remaining.

C: *Sylvia Bishop*: That's a lot of land.

Q: *Mary Taitt*: I'm surprised there isn't a point in here or, you know, additional place to put any compensation. The Delta Farmland and Wildlife Trust has been operating in Delta for the last 20 years or it's just coming up to its twentieth year, and that has become a vehicle for some

compensation in the sense that everything you do here, not only reducing farming in Delta, it reduces habitat and it makes it much tougher for the remaining farmers because those geese, whoever, the birds have to go onto the other land. So it makes it even tougher for those farmers to exist farming.

What the trust does, through a stewardship program, is attempt to pay farmers so that they can provide some habitat, you know, thereby reducing some of that pressure on other agricultural land. Go to the website, beautiful website, Delta Farmland, www.deltafarmland.com.

Environmental Assessment Process

Rhona Hunter and Malcom Smith provided an overview of the environmental assessment process for the project, including identification of anticipated consultation opportunities and categories for environmental study (page 20 of the Discussion Guide).

Q: *Mary Taitt:* The independent panel, is this going to be an independent panel, not something appointed by the Port?

A: *Judy Kirk:* Correct.

Q: *Mary Taitt:* And what guarantee do we have that the recommendations of that panel will be followed? And I'd like to read you the recommendation from the previous panel, a panel on Roberts Bank, 1979.

"An expert panel concluded the potential impacts on the Fraser River estuary are too great to recommend that Port expansion be approved as proposed. The extent of ecological significance to the Fraser River estuary, particularly as used by fish and wildlife, make it unique in North America."

With the completion of DP3 the Port got all that it had applied for in '79. So the independent panel couldn't do it, so what comforts do we have? And I would like to read the statement as you said I could later, Judy.

C: *Judy Kirk:* Sure.

C: *Mary Taitt:* Environmental values of Roberts Bank, 2012: Just a month ago, there was an announcement of the designation for the Fraser River estuary as a wetlands have international significance. There's 20,682 hectares in the Fraser River delta estuary gives full international recognition for this priceless world class ecosystem.

In 2004 its value to shore birds was amplified in a hemispheric designation by the Western Hemisphere Shore Bird Research Group. In 2001, Bird Life International declared the Fraser River estuary, Boundary Bay, Roberts Bank, Sturgeon Bank an important bird area. The Fraser River estuary is a number one important bird area in Canada out of 597 sites. It's a major Pacific flyway stopover and wintering area for millions of shore birds and thousands of water fowl.

In 2000 a wildlife management area plan was drawn up for Roberts Bank, and it was to join the others that have already been declared in the Fraser River estuary, 1991 Southland marshes, 1995 Boundary Bay, 1998 Sturgeon Bay and then finally, it took a decade before it was declared in 2011.

However, the WLA declaration for Roberts Bank was delayed 10 years by the Port, who managed to get a large area excluded for their port development, in the middle of a protected

tidal marine habitat, which ecologically is total nonsense, of course, to have a hole in the middle with port activities.

The WMA status was finally given last year. So that's scandalous that was allowed to take place, over the years.

The Port was more successful with the designation this year. They managed to get Roberts Bank, the front and centre of this wetland of international significance, excluded. Outrageous is the word to describe it, especially given this process the Port is going through right now, the land-use workshop, which I attended in this building yesterday, where they had the nerve to suggest as a goal the port is a global leader among ports in environmental stewardship of lands and waters it manages. How disingenuous to bring this project forward now on Roberts Bank.

Twice what the panel said they could have before, and now quadrupled. Shocking.

Community Legacy Benefits

Rhona Hunter provided an overview of potential legacy benefits for the community as part of the proposed project (page 22 of the Discussion Guide).

- C: *Judy Kirk:* So Leon, not to pick on you, of course, but earlier in the week there was a representative who came, who was very interested in asking the Port whether they would consider a contribution to the Great Blue Heron Trail. So I just thought I'd let you know that, so that if that's something you think is of interest or others think of interest – as an example, there may be other things, such as a pedestrian overpass or something else.
- Q: *Leon LeBrun:* Well, as a legacy and also as for community wellbeing, we're really promoting active living and that kind of thing, and trying to get away from cars and traffic and all the rest of it. There's a tremendous opportunity, of course, along the foreshore there to connect the Tsawwassen lands with the rest of the Roberts Bank dykes and so on. Right now it's kind of interrupted by a railway that's there and we need to get past that in order to make that a continuous path, which would be well used by the community, no doubt about that, and it connects us with Tsawwassen and so on.
- So, we would dearly love to find a solution to getting past the railway, and the only way we can see right now is that it would be some sort of overpass and somehow along with that there would be some education about the port, what's going on in the port, that that would, of course, be in addition. Because we feel that people who are slower moving are more apt to take in what's around them, and this is definitely an opportunity. And we know that the Tsawwassen First Nations are onboard with this, and love to see a path.
- Q: *Mary Taitt:* I wondered if the terms of reference for these studies is available to the public?
- A: *Malcolm Smith:* Currently they're not. Mary, what we've been anticipating to date is certainly the EIS guidelines, when they're drafted they would include all the information including the scope of our studies and also some information on kind of the methodologies. I haven't had a chance to attend some of the earlier stakeholder meetings, but my understanding is that the question has come up about seeing the kind of methodologies sooner, and so that's something we're going to take back and consider within the Port.
- Q: *Susan Jones:* Just as a footnote to that, it's not the methodologies and all that general stuff we get in the EIS, it's the specific terms of reference for any scientists.

- Q: *Bernadette Kudzin*: Just one quick question. Where will we access all the answers to the questions and the questions that have been made in the last three weeks?
- C: *Judy Kirk*: What we'll do is send them to the participants that were here, because they're the ones that understand the context.
- Q: *John McDonald*: Malcolm, you mentioned baselines as of today. The baseline should be as of when the port first started, and then into say, well this is what we've got today compared to what we know of before the port was even built.
- C: *Judy Kirk*: We've heard that comment quite a bit, and I would encourage you to put it down.
- Q: *Judy Kirk*: Now, can I ask this question on your behalf. Is that looked at under cumulative effects?
- A: *Malcolm Smith*: It is not, not in terms of going of going backwards. Typically with environmental assessments and cumulative effects assessments, the starting place is the existing conditions.

Judy Kirk wrapped up the meeting and encouraged participants to complete the feedback form and encourage their friends and others to participate.

The meeting ended at 3:35pm.