

**PORT METRO VANCOUVER  
ROBERTS BANK TERMINAL 2 PROJECT  
PRE-DESIGN CONSULTATION**

**Port Community Liaison Committee - Delta  
October 26, 2013**

Notes from a small group meeting for the proposed Roberts Bank Terminal 2 Project with the Port Community Liaison Committee – Delta, on October 26, 2:00pm-4:00pm, at the Coast Tsawwassen Inn, Delta, B.C.

**PCLC:** Allan Baydala, Port Metro Vancouver  
Bernita Iversen, Corporation of Delta  
Cecelia Lawson  
David Crook, Westshore Terminals Ltd.  
Leslie Abramson  
Lloyd Sim  
Michael Owen

**Port Metro Vancouver:** Naomi Horsford, Municipal Executive Liaison  
Ram Chungh, Municipal and Community Engagement Specialist

**Project Team:** Judy Kirk, Kirk & Co. Consulting Ltd., Facilitator  
Rhona Hunter, Acting Director, Infrastructure Development  
Sarah McPherson, Communication Advisor  
Peter Geldreich, CCIP Project Manager  
Malcolm Smith, Environmental Advisor  
Matt Skinner, Kirk & Co. Consulting Ltd., Meeting Recorder

*The record notes that the meeting commenced at 2:02pm*

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## KEY THEMES:

- Participants questioned why various transloading activities were required to take place in the Lower Mainland, as opposed to their place of origin, which could allow the preservation of agricultural land.
- Some participants expressed concern that other economic factors might render the proposed Roberts Bank Terminal 2 Project unnecessary.
- Participants suggested that Port Metro Vancouver consider providing waterfront access at Roberts Bank, including a public boat launch with viewing and washroom facilities.
- PCLC participants questioned whether the proposed design of the project provided sufficient capacity for the anticipated volume of truck traffic travelling to and from the facility.
- One participant suggested that as part of the project's design, the Port should consider the provision of facilities for water safety and rescue vessels, such as those used by the Lifeboat Society.
- One participant suggested that the Port consider potential synergies between the need for sand and material (as part of the construction of the terminal and various habitat improvements) with the need to dredge navigation and local channels on the Fraser River.

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

### 1. Welcome and Introductions – Judy Kirk

*Judy Kirk welcomed participants to the small group meeting and explained the format of the meeting and the Discussion Guide and Feedback Form. Judy Kirk informed participants that the meeting was being recorded for accuracy. Roundtable introductions were undertaken.*

#### **Environmental Assessment**

*Judy Kirk provided an overview of the environmental assessment process for the Roberts Bank Terminal 2 Project, including an update regarding the status of the process and where additional information can be found (page 28 of the Discussion Guide).*

### 2. Review of Consultation Discussion Guide- All

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

#### **What is Port Metro Vancouver?**

*Rhona Hunter provided an overview of the importance of trade to British Columbians, container trade in the Asia- Pacific Gateway, and the container supply chain (pages 4 to 6 of the Discussion Guide).*

- C: *Judy Kirk: It's been very interesting facilitating these small group meetings all over the Lower Mainland, in Delta, Langley, Surrey, Richmond and Vancouver. People are very interested to learn about this. They don't have much knowledge about the port and its activities. Giving people a sense of the supply chain and who is involved has been really neat.*

- Q: *Leslie Abramson:* Were most of the questions all the same from the different groups?
- A: *Judy Kirk:* No, not really. The concerns that we have heard in Delta focus more on truck traffic, air quality and noise. Other communities like Surrey and Langley are more concerned about trains going through their communities.

### **Why Do We Use Containers?**

*Rhona Hunter detailed the rationale for using containers for transporting goods and provided an overview of the use of trucks to transport goods in the Lower Mainland and the difference between Port trucks and other articulated trucks (page 7 of the Discussion Guide.)*

- Q: *Michael Owen:* Are you trying to say that one is on a chassis and one is a box?
- A: *Rhona Hunter:* What I'm trying to say is that there are 2,000 trucks that are licensed to move containers in and out of the port, and that this is what they look like.
- Q: *Michael Owen:* To me, as a layperson, I see the same truck. What is the difference?
- A: *Rhona Hunter:* It is a subtle difference. On the container truck, you will notice that the box can come on and off the chassis. It's a very valid point though.
- Q: *Michael Owen:* So it's not in the ability of the truck to articulate. It's the ability of the box to separate from the trailer?
- A: *Judy Kirk:* Yes, and the reason that we have included this in here is A) to show you just how similar they are; and B) let you see the stamp and the branding on the side of the container, which is a cue that it is indeed a marine container.

### **Why do we need trucks?**

*Rhona Hunter detailed the need for both trucks and trains to service the Port and explained the process of import and export transloading, and the general movement of goods to and from the port facilities (pages 8 to 9 of the Discussion Guide).*

- Q: *Michael Owen:* Why can't the local stuffing take place overseas? Are they going to the same Walmart or consumer destination? You say that you take 3 and make it 2. Does one of these boxes go to Walmart in Richmond and one of them goes to Walmart in Calgary? Or can they be restuffed and repackaged at their point of origin? Does it have to be done here?
- A: *Rhona Hunter:* So the information here refers to the movement of goods on rail. A 53-foot container is not a shipping container; they are only used for rail.
- Q: *Michael Owen:* So when you see them on the highway behind a CN truck, they are not going to a specific destination, but instead they are going to another destuffing facility?
- A: *Rhona Hunter:* I'm not familiar with 53-foot containers travelling on trucks. Typically they are loaded on trains.
- A: *Peter Geldreich:* When 53-foot containers are stuffed at a transload facility, they will often be trucked to a rail intermodal facility in Pitt Meadows or Port Kells to be loaded on to a train. Conversely, these containers can come back empty from out east and then be trucked a short distance back to the transload facility to be stuffed again.

- Q: *Judy Kirk:* Peter, what about Michael's question, which was "Could these three containers be dealt with at the point of origin?"
- A: *Peter Geldreich:* Shipping companies can handle only three sizes of containers. They store containers inside the ship and on top of the deck, and the only three sizes they can handle are 20-foot containers, 40-foot containers, which fit where two 20-foot containers would go, and 45-footers, which go on top of the deck. The 53-foot containers are too big, and wouldn't fit on a ship.
- Q: *Judy Kirk:* What about Michael's question, which was "Could these three containers be dealt with at the point of origin?"
- C: *Lloyd Sim:* There are consolidators that load containers with mixed cargos. I'm an importer, and my cargo will be in a container with other cargos. It's consolidated, and when the container gets to LA or Halifax, it's unloaded and restuffed, and my stuff ends up here.

### ***Why Roberts Bank?***

*Rhona Hunter provided an overview of existing and planned infrastructure that supports the growth in trade at Roberts Bank, including the South Fraser Perimeter Road, the Roberts Bank Rail Corridor Program and the replacement of the George Massey Tunnel (pages 10 and 11 of the Discussion Guide).*

- Q: *Leslie Abramson:* Has there been much discussion on the replacement of the tunnel or the bridge? Was it too late after your open houses? Was there much discussion?
- A: *Judy Kirk:* The announcement was prior to our consultation events this month. Most people have said that they're glad that there will be a bridge, with perhaps the exception of a recent small group meeting here in Delta with 38 people, where they asked whether the new bridge was to enable larger container ships to access the Fraser River.
- Q: *Leslie Abramson:* And the answer was?
- A: *Rhona Hunter:* No. There are two limiting factors for ship movement in the Fraser River. One is the George Massey Tunnel and the resulting draft limitations, and the second factor is the ability of container ships to turn in the river. The size of container ships calling on Deltport and other terminals is only getting bigger and longer. Already many of the current ships could not turn around in the river, so for that reason we don't see any container ships serving the Fraser River.
- Q: *Michael Owen:* On page 9, it says that empty containers come back from the Maritimes, and I presume at Roberts Bank. Why can't they be stored somewhere else?
- A: *Rhona Hunter:* The containers are stored at a number of places. Sometimes they are stored at the intermodal yard, and they are sometimes stored on the marine terminal. Essentially they are usually stored where they end up, so empty containers at the terminal are usually there because they are destined to be loaded on a ship and repositioned to Asia. The location of empty containers is such that they support the movement of goods, which is usually destuffing or restuffing goods here.
- Q: *Michael Owen:* Okay, so just so I understand it, the containers that come here by train end up at the marine terminal where they are stacked until they are needed for export. That suggests to me that they are going to sit on the terminal, and then be trucked somewhere to be stuffed, and

then trucked back to the terminal and put on the ship. They might even be sent somewhere up in the interior because they are needed for lumber or something. Have I got that right?

A: *Rhona Hunter:* Yes, apart from the part about getting sent up in the interior. Typically these export goods are stuffed down here in the Lower Mainland. Storage of empty containers occurs at all three of those locations. Sometimes they will end up on the marine terminal, and are then sent to a transload facility for repackaging.

Q: *Michael Owen:* Is it impractical to say that 25% of those could sit at Revelstoke or at Cache Creek until they are needed, instead of sitting on valuable farmland here? They're going to be handled at the port anyway.

A: *Rhona Hunter:* The logistics around the movement of empty containers is something that our operations group is continuing to look into to see how we can optimize it. There are a number of players that are involved, and there is no simple answer, but we are having that discussion about how we improve the system. Certainly how and where we store these containers is part of that.

C: *Allan Baydala:* Rail transport is the most expensive part of moving a container from Asia to somewhere in Central Canada, or vice versa. So the most important thing is minimizing the rail handling. So what you're suggesting is different locations like Ashcroft, and that's where the business model becomes difficult.

C: *Lloyd Sim:* Are there any plans to double track the rail line out to Langley? With the huge increase in rail traffic, I was just wondering if you're planning to keep it single track?

A: *Rhona Hunter:* No, there have been no discussions with the railways about this.

Q: *Leslie Abramson:* Can you give us the simple answer that we should be providing when people ask us why we're not using Prince Rupert?

A: *Rhona Hunter:* The simple answer is that Canada needs it all. We need increased capacity in Prince Rupert and we need increased Capacity in Vancouver.

### ***Why Do We Need More Capacity For Containerized Trade?***

*Rhona Hunter and Allan Baydala provided an overview of Port Metro Vancouver's container traffic forecast and all of the planned infrastructure improvements over the next 2 decades (pages 12 and 13 of the Discussion Guide).*

Q: *Michael Owen:* What percentage of the containers that come in through Roberts Bank stay in Canada, and how many go elsewhere?

A: *Rhona Hunter:* About 90% of the containers stay in Canada.

Q: *Michael Owen:* If I may, what's going to drive this growth? Everybody is getting older and buying less. How are these projections going to get there? My kids can't afford to live in the Lower Mainland because it's too expensive, and they're living more frugal lives. How are these projections going to live up to where projections for consumer spending are going? If our spending isn't increasing, why do we need this capacity?

A: *Judy Kirk:* If you went online to read some of the reports behind this graph, you would see what some of the projections were about economic growth.

- A: *Allan Baydala*: This forecast is based on GDP growth. So notwithstanding what you're seeing on a personal level, GDP is still forecast to increase.
- C: *Judy Kirk*: And it is pretty modest projections around GDP growth as I understand it.
- Q: *David Crook*: Will the Panama Canal have any effect on these projections?
- A: *Rhona Hunter*: It was certainly considered in this analysis, yes.
- C: *Allan Baydala*: Going back to Mike's question, and I realize that it is sort of hard to see on this, but you can see a slowing of growth in the high, base and low cases after 2020.
- C: *Cecelia Lawson*: From a banking perspective and the stats we see, we can tell you that there is a lot of money out there, and it is going to be transferred to the younger generation.

### ***Are There Other Options for Creating Container Capacity***

*Rhona Hunter provided an overview of the options that could address future trade growth (page 14 of the Discussion Guide).*

- Q: *Lloyd Sim*: From what I have heard, Prince Rupert is stagnant right now. I used to work up there, and I've heard the hype, but the port expansion is stagnant, is that correct?
- A: *Allan Baydala*: It is not moving ahead right now.
- Q: *Michael Owen*: Further to what was said before, if trade is going to be increasing, are you going to be shoving all those trains down one track?
- A: *Rhona Hunter*: We do get into some more details of the road and rail infrastructure later.

### ***Roberts Bank Terminal 2 Project***

*Rhona Hunter provided an overview of the project, including the marine terminal and the road and rail infrastructure along the causeway (page 16 of the Discussion Guide).*

- Q: *Leslie Abramson*: Any talk about safety and the Lifeboat Society out here? They have to go to Point Roberts. Are we looking ahead at what might be needed?
- A: *Rhona Hunter*: The environmental assessment looks at risk and safety.
- Q: *Leslie Abramson*: And that's to do with the port, but I'm thinking outside the box whether there is an opportunity to put something in to help people out in the chuck?
- A: *Malcolm Smith*: Are you talking about infrastructure to help recreational boaters?
- Q: *Leslie Abramson*: I'm talking about whatever the Coast Guard used to be. There's nothing around here. Is there no talk about starting something?
- A: *Judy Kirk*: I think your point is an interesting one, and I would like to suggest that you include this in the feedback form under "additional comments" to suggest that that kind of integration is looked at.
- C: *Allan Baydala*: There are two things here: One is the Coast Guard, and we all remember the closure of the station in False Creek. And then there is the Lifeboat Society, which offers support to any ship, including recreational ones, and they are the ones that have been doing fundraising. That could be considered as a community amenity.

Q: *Michael Owen:* It used to be there, and now it's not. It was a security issue. The Lifeboat Society has a moorage in Ladner.

### ***Economic Benefits of the Project***

*Rhona Hunter provided an overview of the economic benefits of the project and projected jobs that would be generated by the project (page 17 of the Discussion Guide).*

Q: *Michael Owen:* Who did these numbers? I mean, Obama said there are only 150 permanent jobs from the Keystone pipeline. Whose statistics are these and how reliable are they?

A: *Rhona Hunter:* The report was done by InterVISTAS, and is online. All of the information and assumptions are included as part of that report. If there are any other questions about this, we would be happy to talk about those.

C: *Naomi Horsford:* One of the other things that the project team has done is create a historical documents collection on the website. It includes information about studies that were done not just for the Port, but other projects and studies as well.

Q: *Cecelia Lawson:* I see where you got the total employment here, but it would be nice to know the increases from the existing number.

A: *Rhona Hunter:* These are all new jobs.

Q: *Michael Owen:* We just attended a meeting with Sediment Group, Public Works Canada, the Department of Fisheries and Oceans and the Port about the slippage of Roberts Bank, and how a large volume of material disappeared into the Gulf some years ago. They even got rid of some of the pilings out there. What engineering reports can you lead us to, because that slippage is all along the face.

A: *Peter Geldreich:* About 3 years ago we did detailed geotechnical work in the general locations where the terminal could be located. We only went out as far as the -10 metre contour for the conceptual engineering.

Q: *Judy Kirk:* Is that information available online?

A: *Ben Wheeler:* No, they aren't. It is just numerical data tables, and so unless you're a geotechnical engineer, it wouldn't mean anything.

C: *Rhona Hunter:* There was a significant amount of engineering and geotechnical work that was taken into consideration as we determined the final location for the terminal. Interestingly enough, when we undertook a trade-off exercise with different disciplines, where a location is chosen according to their interests, both the geotechnical considerations and the environmental considerations aligned to put the proposed terminal as far out as possible to stay away from the sensitive foreshore habitat and maintain the required geotechnical stability.

C: *Peter Geldreich:* If you look at the two drawings on these pages here, you can see the berm area where we are talking about densifying native soil. In the analysis in that area, it was identified that the condition of the soil required adding rocks or using vibro-densification and so on, and that has all been taken into account.

### **Marine Terminal**

*Rhona Hunter provided an overview of the elements of the marine terminal, including the container storage yard, rail intermodal yard, and improvements to the tug basin (page 20 of the Discussion Guide).*

Q: *Lloyd Sim:* What size of ships are planned for the terminal?

A: *Rhona Hunter:* The terminal is capable of handling the largest ships that will be coming to Vancouver. They are about 18,000 TEUs. WE can handle one of those, as well as two 13,000 TEU vessels at the same time.

### **Road and Rail Infrastructure Improvements on the Roberts Bank Causeway**

*Rhona Hunter provided an overview of the planned improvements on the causeway (page 21 of the Discussion Guide).*

Q: *Leslie Abramson:* One of the mandates of this committee is to look out for the welfare of Delta and to keep the Port accountable. There is a great need for public access to the water on the Deltaport causeway. It burns my inside when I see people squatting on the side of the causeway covered in sand. Has there been any thought given to make the Delta citizens think you do care and build this grand facility with picnic tables and a boat launch? Something to show Delta that you care and you're going to do something for us.

A: *Rhona Hunter:* The current design does not include that, but like your previous comment, I encourage you to include that in your comments in the feedback form.

C: *Judy Kirk:* In the meetings we have held so far, some people have asked "why can't you breach the causeway and allow water to flow through it?" Rhona, I think it would be good to answer that here.

A: *Rhona Hunter:* This is something that has been talked about previously at a few points, and we have had geomorphologists look at this, and they determined that any benefits would be outweighed by the negative impact that it would do to useful habitat like intertidal marshes and the sand flats. Essentially it would cause dendritic channels, and so from a geomorphology standpoint, it was determined that it was not an appropriate solution.

C: *Michael Owen:* I look at that road on the causeway, and you talk about one east-bound lane connecting to the terminal. Every time I open up the Optimist, there is an accident out there, there is trucks trying to get around, people cutting through Ladner because they can't figure out 41B. I get a vision here of something like the Lions Gate Bridge that was built in in 1936 and has 3-lanes. So any problems going out, or even coming in and you've got mayhem in Ladner. I just really think that you need to look at this. We're the gateway for B.C. and for Canada, and these issues need to be resolved, not at the end when there are problems, but at the beginning before it's built. I have a hard time going down 41B, and watching the morning rush hour with the employees ignoring that red light. One lane of traffic for those trucks reads insanity to me. It doesn't talk about the future. You're planning a tremendous increase in capacity, and my brain is saying to me that there is going to be an equal amount of new trucks.

Q: *Judy Kirk:* How many trucks?

A: *Rhona Hunter:* The amount of new trucks that will be coming online hasn't actually been determined.

- C: *Michael Owen:* If you're going to have that many containers coming though, you're going to have that many new trucks.
- A: *Rhona Hunter:* Not necessarily. We will get into this a little bit later in the discussion guide. We do see some optimizations with trucks coming. As those operational changes come online to optimize existing truck capacity, we will see that effect the number of trucks that are required to service this new facility. It's not a straight doubling of trucks. Once these improvements are tested and tweaked we will have a clearer picture of what is required.
- C: *Michael Owen:* People that ask us questions are skeptical of that.
- C: *Bernita Iversen:* In your Project Description that you submitted to the regulators you haven't provided a number for truck volume.
- A: *Rhona Hunter:* What we have said is that we know that number of truck trips. We can calculate the number of trips that are required to service the terminal, but the actual number of additional trucks remains to be seen. We don't have a number for that.
- Q: *Judy Kirk:* Are you studying that?
- A: *Rhona Hunter:* We will be studying that on an ongoing basis. I really depends on trucking practices.

### ***Road and Rail Traffic Considerations***

*Rhona Hunter outlined existing Port-led trucking initiatives, including Smart Fleet, GPS implementation and the TLS, and also detailed the infrastructure, operational and technological improvements that the Port was seeking feedback on (pages 24 - 27 of the Discussion Guide).*

- Q: *Bernita Iversen:* How many ins and outs?
- A: *Rhona Hunter:* There will be an additional 1,800 trips in and 1,800 trips out at full capacity per day.
- Q: *Bernita Iversen:* That's quite a lot, even with extended gate hours. Is that number in the discussion guide?
- A: *Rhona Hunter:* Yes, on page 24. And there will be an additional 8-10 trains: 4-5 in and 4-5 out.
- C: *Allan Baydala:* I'm speaking as a Delta resident right now. I care how many trucks are out there that I have to fight with on the road, so the truck trip figure is a much more important statistic than the number of trucks that the Port has licensed, as long as we manage where those trucks are so that they aren't on Delta streets.
- C: *Judy Kirk:* I think the reason that the 2,000 trucks figure is important is because those are the trucks that the Port has the most control over.
- C: *Allan Baydala:* The trucks have to be licensed to service the terminals. There are two things that are important. One is the reduction of empty truck trips. Right now you get a truck carrying a container to a terminal, and leaving without anything, and then another truck arriving empty to pick up a container. So you get 4 truck trips for 2 containers. That's something we're working to address, and it requires working with the industry, because it's the shippers who decide what goes where. We don't have that control. There's real opportunity to maximize efficiencies. The other one is extending the hours of terminal operations. And there's a lot of talk about that. There's a trade-off there, since there would be less trucks during the day when people are

driving and more trucks at night and during the weekend. It spreads it out, but it's a discussion that we need to have.

- C: *Michael Owen:* I share that view with Allan. You need somewhere to put these trucks 24 hours a day. One accident is all it takes to back it all up, and you've got 300 trucks at 65' a piece. That means you've got 1,800 linear feet of trucks just sitting there for one incident. I can appreciate that "X" shipper doesn't want to use "Y" trucker. I don't want to use Lloyd Sims trucks, it might not even get to my place, and he might not want my guys to stuff his container. I understand the logistic problems you face, but it's not Delta's problem. It's your problem.
- C: *Allan Baydala:* And we're spending millions of dollars trying to solve it.
- C: *Michael Owen:* What we see is those trucks. If you stand at Highway 17 and Highway 99, there are 10 per light. That's container trucks, not dump trucks. Don't tar the Port with the problems from construction on the First Nation lands. That's the reality. The logistics of moving that many cans by road or by rail are yours to bear. Solve it now, or live with it for the next 20 years.
- C: *Judy Kirk:* To that point, one of the important questions in the discussion guide is getting your feedback on that question. I would encourage you to put that into your feedback form.
- C: *Rhona Hunter:* These are initiatives that are moving ahead now, and that are independent of the Roberts Bank Terminal 2 Project, so we will see these implemented in some form before we bring this capacity online. So we do want to get your feedback and suggestions so that we can move ahead with this work and see the results.
- Q: *Leslie Abramson:* I know how many people we had in Delta. How was the participation in other communities? Have you received a lot of feedback?
- C: *Judy Kirk:* We have been receiving feedback, but the participation has been higher in Delta than anywhere else.
- Q: *Lloyd Sim:* Are you receiving any pushback?
- A: *Judy Kirk:* Not a lot, to be honest. But I'm not going to report out before the consultation is through. There hasn't been overwhelming opposition to this project. There have been questions and concerns.
- Q: *Lloyd Sim:* What is the efficiency of these trucks? I seem to remember it being around 1.4?
- A: *Rhona Hunter:* I don't have that information, but I can get it for you.
- C: *Lloyd Sim:* I'm prepared to take a deep breath on that one, because until the South Fraser Perimeter Road comes online, it's hard to know what the impacts will be without speculation.

### **Habitat Banking**

*Rhona Hunter discussed the proposed role of the Habitat Banking Program as a mitigation option to rehabilitate, enhance or develop marine habitat for the project. She then explained the role of regulation by the Department of Fisheries and Oceans and the environmental assessment (pages 22 and 23 of the Discussion Guide).*

- C: *Leslie Abramson:* if these pictures were in the paper, everyone would have shut right up, because they could see what it's going to look like when it's done. You should have done that. Everyone was saying how awful it was, but if they could have seen this, all that would have been gone.

- C: *Rhona Hunter*: We had a really interesting small group meeting in Vancouver, and two individuals were not in support of the projects, and one was probably more aligned with Roger Emsley and the opposition to the project. The other person was just an enthusiastic birder, and wanted to talk about bird issues. It was raised that no Snowy Owls had been seen since the log removal, and the other gentleman piped up, and said that snowy owls are grassland creatures, and that they do not normally sit on logs. Instead, they usually sit in the grass, which is their natural habitat. So it was an interesting observation by two people not generally in support of the Port.
- C: *Lloyd Sim*: The Ladner Sediment Group had a presentation on the habitat banking, and we supported it, with the proviso that if you're going to require 17 million cubic metres of materials to build the terminal, and you're going to need it to build the habitat. We want some relationship between annual dredging and maintenance, not just of the main navigation channels, but of the local channels too. We want you to think about bigger projects, other than the smaller ones that are identified here.
- C: *Rhona Hunter*: I have seen some of that correspondence, and the project team is very much interested in capitalizing on the synergies between available material and location of projects, including larger projects.
- C: *Lloyd Sim*: If the Port is going to be tasked with managing the river and this port, there is about 30 million cubic metres of material coming down the river ever year. It's an ongoing problem, just like traffic. You're going to have to manage that sediment, just like truck traffic and people's perceptions.

#### ***Environmental Assessment Process***

*Rhona Hunter and Judy Kirk provided an overview of the environmental assessment process and explained the role of the regulator in determining the scope of the project and the scope of assessment. They explained that there are multiple steps in the process and various studies that will be required (page 28 of the Discussion Guide).*

#### ***Community Legacy Benefits***

*Rhona Hunter provided an overview of results from last year's consultation and explained how those results were used to shape the consultation feedback topics on environment, community well-being and transportation (page 29 of the Discussion Guide).*

- C: *Leslie Abramson*: I love my Delta. I really was upset when you gave the last big chunk of money to Delta for the park. No one knows that the Port had anything to do with that park.
- C: *Bernita Iversen*: Which park is that?
- C: *Leslie Abramson*: I'm talking about Association Park in Ladner. I think that if the Port is going to put money in, they deserve to take some credit.
- C: *Judy Kirk*: So just before we close up, if you look on page 30 you can see the consultation rounds described. We are in Pre-Design Consultation, and there is plenty of time to get feedback in before November 12. You can see there are two other rounds, as well as the public comment rounds that I described as part of the environmental assessment. There are still a lot of opportunities for public input. In addition, the Port is conducting consultation with First Nations.

- Q: *Cecelia Lawson*: What role do you see this committee taking as the Roberts Bank Terminal 2 Project evolves?
- A: *Judy Kirk*: I think that it is really important that we keep you solidly engaged in the environmental assessment process and in the Port-led consultation. You are highly informed, and you take your commitment to Delta seriously. I would certainly encourage you to be involved in the environmental assessment. There will be issues that are grounded in science and engineering and financial analysis. I think it will be a very important discussion for you to be involved in.
- C: *Allan Baydala*: Leslie was at the open house on Thursday night, and relayed to us a missed opportunity. In the DCLC days, committee members actually stood beside the Port at open houses, and that provided an opportunity for people to hear from a familiar face in the community. It wasn't just a Port message. The trade-off is that the consultation is a very formal process where we record questions so that we can respond in a formal document, and this being a very informal thing, but it provides the opportunity for the community to see what we're doing, so that we can show that the committee is providing value.
- C: *Judy Kirk*: I think that's a great idea. I would like to consider that in the design of the next phase.
- C: *Leslie Abramson*: There was one person there who had concerns about coal dust, which doesn't have anything to do with this project, since it's coming up from the States, and I said "technology is changing and the Port is getting better. Didn't you read the paper?", and it turns out that he was from Panorama Ridge, and so I asked my new friend to get a copy of the paper. The Delta Optimist had coverage about the coal dust and what the port is doing. He was quite satisfied, and it helped him understand a little better.
- C: *Judy Kirk*: I think that's a great idea. It allows people to hear from you, and you to hear from them. I don't see any downside, and would like to look at how that could be incorporated into the next round of consultation. The one thing that I would need to put out to you is that you would need to, at a minimum, assign one person to every Delta meeting, and perhaps consider a person to all of the other meetings.
- Q: *Michael Owen*: We just had a brainstorming session about what we want to do next year, and there is only so much that 8 or 9 volunteers can do well. I would need to hear a little more about what would be expected of us.
- A: *Judy Kirk*: Absolutely. I would need to take this away to think about some scenarios, and also recognizing that we need to be respectful of your time, but make it meaningful.
- C: *Leslie Abramson*: You were at a couple when we were on the DCLC. We were there to just say "Hi, did you get all your answers?". We're not there to give all the answers. We were there to make sure that they were satisfied, or to take them over to the right person.
- C: *Naomi Horsford*: One thing that you did do was track the concerns.
- C: *Judy Kirk*: And we could manage the record for something like that. I don't see that as a barrier.
- C: *Michael Owen*: Dr. Collier called me one day and asked me to sit on a BC Transit committee. Four years later we're still dealing with it. At least they gave you a small per diem. It was less than \$100 per day. But you actually made a commitment to go to those sub-committees, as opposed to not showing up.

*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 3:42pm.*