



Environmental Advisory Committee - Minutes

Executive Boardroom
City Hall
14245 - 56 Avenue
Surrey, B.C.
WEDNESDAY, JANUARY 30, 2013
Time: 6:36 p.m.
File: 0540-20

Present:

Chair – Councillor Hayne
B. Campbell
J. Purewal
A. Schulze
B. Stewart
M. Alvarez
D. Skaey
S. VanKeulen (AFSAC Committee Representative)

Regrets:

R. Grewal
J. Stewart
G. James
G. Sahota

Staff Present:

C. Baron, Drainage Services Manager
R. Costanzo, Deputy Operations Manager
A. Mathewson, Sustainability Manager
L. Luaifoa, Legislative Services

Guests:

The Chair welcomed new members Deborah Skaey and Mary Alvarez to the Committee.

A. ELECTIONS AND APPOINTMENTS

Councillor Hayne was appointed Chair of the Environmental Advisory Committee by Mayor and Council on December 10, 2012.

The following appointments for the 2013 calendar year were made by acclamation:

1. Bob Campbell, Vice Chair
2. Bill Stewart, EAC representative to the Agricultural and Food Safety Advisory Committee

B. ADOPTION OF MINUTES

It was

Moved by B. Campbell

Seconded by J. Purewal

That the minutes of the Environmental Advisory Committee of December 12, 2012 be approved.

Carried

C. DELEGATIONS

1. Port Metro Vancouver

Jim Crandles, Director, Planning and Development and Carrie Brown, Manager of Environmental Programs provided a presentation on Port Metro Vancouver and an outline of the consultation process for the Coal Transfer Facility proposed at Fraser Surrey Docks.

- Port Metro Vancouver (PMV) is a non shareholder; financially self-sufficient corporation established by the Government of Canada and is responsible for the operation and development of the assets and jurisdictions covering more than 600 km of shoreline.
- PMV has proprietary lands in the inner harbour of the Burrard Inlet and has significant land holdings in Richmond and Surrey.
- There are two types of project reviews: Port Metro Vancouver – led projects and tenant – led projects. Tenanted properties have separate leases with properties. The Surrey Fraser Docks Direct Transfer Coal Facility is a tenant – led project and Port Metro Vancouver will lead that project review.
- PMV is responsible for management of land and water within its jurisdiction. The Project Review Process ensures that appropriate development and environmental standards are met, that the off-site impacts are minimized and that an Environmental Review is completed.
- Projects require approval for the following:
 - Change of land use
 - Any new building and structures
 - Additions or modifications
 - Demolitions
 - Land reclamation
 - Dredging projects
 - Utility corridors
 - Docks and wharves
 - Temporary structures
- Examples of how PMV assesses projects are:
 - Proposed land use
 - Site circulation and access
 - Grading and drainage
 - Servicing and utility requirements
 - Marine navigation
 - Traffic impacts
 - Environmental assessment
 - Visual impacts
 - Hazard assessments
 - Archaeological impacts
- PMV is a designated Federal Authority under CEAA 2012 and designated as a Canadian Port Authority. There are non-designated projects and designated projects. The majority of projects fall under non-designated projects.

- PMV is also responsible for conducting the environmental review. An environmental review is required for all projects or activities that affect land, air or water. The review is completed before projects or activities are able to commence. The planning review and environmental review run concurrently.
- Projects can be referred to other environmental agencies such as Transport Canada, Environmental Canada or Department of Fisheries and Oceans.
- PMV issues environmental conditions for all projects. Conditions may be: prevention of contamination, requirements for noise and nuisance, or dust. Also, habitat compensation where marine mammals are impacted.
- PMV is required to report to the Federal Minister of Environment yearly.
- Referrals and consultations are commonly made to local governments for most projects except the small and fairly routine ones. The scope to the public could be open houses and other kinds of meetings and notices. A key component to the referral process is to First Nations. PMV intersects with traditional territories and will refer the projects to First Nations to participate in that process.

Current Project: Surrey Fraser Docks Coal Facility

- The current proposal was submitted to PMV in June.
- PMV identified a review which ranged from planning, engineering, rail, marine and fire. PMV is still in the middle of the process.
- The City of Surrey was sent the referral in middle of October. Referrals were sent to New Westminster, Richmond and the Corporation of Delta. Referrals have also been sent to local residents and 6 referrals have been sent to First Nations.
- Fraser Surrey Docks (FSD) is a long established terminal and has handled a wide variety of containers, steels etc. This is a new product and is being looked at in a very thorough way.
- PMV has worked with FSD in devising a process that is appropriate for the project at hand.

The Committee made the following comments:

- It was questioned who reviews PMV and how CEAA has changed. PMV responded that PMV is self-regulating. When referrals to Transport Canada or Fisheries and Oceans are made, PMV requests advice as it falls within their jurisdictions. PMV is also required to comply with the *Fisheries Act* and the *Canadian Environmental Assessment Act*. Any decisions PMV makes has to be backed up with a full comprehensive review and reported to the proponent, as well as the Federal Minister of Environment at year end. The change in CEAA did not impact the FSD project. The FSD project is within an existing marine terminal.
- There has been a lot of press lately about this application. With the coal application in Cherry Point, it was an open transparent process that dramatically changed the quality of life of residents. The residents of East Panorama Ridge have made countless presentations to PMV many times and received zero assistance to resolve some of the resident's issues. The

consultation is great but there is no action. PMV noted that they do not have direct knowledge of that situation.

- It was questioned during the consultation process if the public's feedback will influence PMV's decision and will PMV allow enough time for the process to be finished. PMV responded that all project comments are taken seriously and PMV works around the scope of the project. The review is focussed on making sure the kind of projects PMV has, meets the high standards of the review.
- It was questioned if any applications in the past have been turned down, or, passed and dealt with mitigation? PMV responded that what differentiates PMV from the City of Surrey is that Surrey deals with a vast number of homeowners. The port has commercial relationships through leases and PMV has "landlord responsibilities". There are many projects that have made it to project review; however, there are lots of projects that do not even receive an application. All projects have conditions that require the proponent to follow up on or conditions on approval.
- It was questioned what the timeframe for decision is? PMV responded that FSD submitted the application in July and reviews and referrals were made in the middle of October as well as notifications were sent out. PMV does not set arbitrary timelines on the review. Currently, PMV is waiting for comments from the City of Surrey.
- PMV has a responsibility to the port lands on and around it to send notifications out with a project like this, however; the impact to various communities goes far beyond your jurisdiction, for example, White Rock and the end way along the line where that product is being brought to you is out of your control. PMV responded that PMV does not have jurisdiction over rail. PMV does require information but cannot make FSD do anything. The jurisdiction falls with Ministry of Transportation and Infrastructure and TransLink. There is legislation around how railways are going to react.
- PMV also noted that the Fraser River needs to be protected for long term trade and PMV is committed to make sure FSD can thrive and survive through its growth and allowing other commodities to come into the port.

2. Fraser Surrey Dock Ltd. Partnership

Jeff Scott, President & CEO of Fraser Surrey Docks and Jurgen Franke, Director, Maintenance and Engineering provided details regarding the proposed Coal Transfer Facility to be situated at Fraser Surrey Docks.

- The Fraser Surrey Docks (FSD) is located on the northwest corner in Surrey along the Fraser River. The majority of FSD employees live in the City of Surrey area. FSD has been in business for 50 years and safety and environment continue to be FSD's number one focus. FSD's goal is to create an emission free facility and FSD's focus remains on dust suppression and spill prevention and response.
- FSD does handle a variety of cargo including steel, bulk, forest, hog fuel, salt and other materials. FSD is permitted to handle coal under its current lease and applied for a permit to build a new handling facility on site for coal.

- The new facility will receive full unit trains of coal, unload coal from bottom dump rail cars into fully enclosed shallow pits and directly transfer coal from the shallow pits via covered conveyor belts to waiting barges, with no coal storage during normal operations.
- The coal is then barged from FSD to Texada Island where it is stored and then eventually loaded onto deep sea vessels.
- Annual throughput of 2 million metric tonnes in year 1 and 4 million metric tonnes in years 2-5 which equals an extra train (35 cars) a day.
- Community concerns raised in the four areas include:
 - Transportation delays or congestion caused by increased rail movements
 - Dust control and mitigation
 - Potential increase in noise levels
 - Spilling, contamination and emergency response
- FSD has consultants to assist with the design and regulatory review components for the project.
- FSD is proposing an increase of approximately 10% overall City of Surrey coal train traffic.
- Coals trains intending to unload at FSD would consist of:
 - 125 to 135 unit train car lengths
 - 53' aluminum bottom dump cars
 - Four 4,500 hp locomotives; two in the front and two in the rear
 - Maximum overall length of 7,555' or 2,303 m
- FSD is proposing to add a single train movement per day to the current total train movements of 46 which is a 2% increase. Prior to 2009, FSD handled 4 trains a day at the facility. FSD currently handles one train every couple days on average and will be increasing to 1-2 trains. This proposal constitutes a growth model.

The delegation described the characteristics of coal. A few examples are as follows:

- Coal is formed naturally from peat (decayed plant material) through the application of heat and pressure over millions of years.
- The pressure squeezes out the water and pushed out methane and other gases making the deposit rich in carbon over time
- First type of coal to lignite, followed by sub-bituminous, bituminous and anthracite
- Coal dust is also inert but would be considered an irritant; however, no different from any other exposure to dust.
- Dust control will be implemented at the various stages from:
 - Rail at origin
 - Rail enroute
 - Rail unloading and Transfer to barge
 - Barging
 - Empty railcar return

- BSNF spent a lot of time looking at dust and dust mitigation measures, reducing dust by 85%. BSNF has a new tariff and any new contracts have to apply the suppressant and apply the coal. En route, the product is effective throughout the entire transport of the component.
- FSD have standard operating procedures and are looking at applying water to the dust.
- FSD's goal is to create an incident and injury free facility. The proposed facility is being designed to eliminate incidents such as spills and logistical concerns. This design objective has been integrated into the GC Design Build Contract and will be managed through several channels.
- FSD have the procedures that would eliminate dust throughout the process.
- Additional elements in place are; COR compliance, training of staff, FSD employees are experienced and have handled this product before. FSD also has a Joint Member Site Safety Committee.
- FSD is very confident that we have a system that would mitigate against all the community concerns. We are confident about our employees.
- This project will sustain jobs and create an additional 50 jobs with taxes going back to the City of Surrey.

The Committee made the following comments:

- BSNF is the least cooperative entity. Noise from night-time operations would be less intrusive if the trains slowed down. When the trains slow down, the noise decreases.
- The issue of coal dust is huge. At one point there were enough complaints about the dust that another spray terminal on the line going to Roberts Bank was put up. Residents have had to wash off their lawn furniture and houses. FSD responded that we can do our part as supply chain operators. Being aware of the process, FSD can take this back to BSNF. The Committee further commented that the EAC is an advisory committee to the City of Surrey and one thing we must emphasize to the City is the issue of coal dust. The dust will be around White Rock and FSD has to come back with something from BSNF. FSD replied that it is FSD's protocol if a resident calls and reports an issue, FSD will go to the residence and do testing and prepare a report.
- It was questioned if FSD would be operating 24 hours a day. FSD replied that the terminal is 24 hours a day and is shut down 3 days out of the year. Handling of the product at the terminal will be during daylight hours and the handling would be for less than a minute. The product will come out of the railcar and immediately hit the barge.
- It was questioned where the water goes after it is used to suppress the dust and clean cars. FSD replied that it is recycled, treated and re-used.
- It was questioned what the percentage of opposition to transporting coal is in general terms. FSD replied that the first component was to meet with a lot of stakeholders including regional, provincial, municipal and individual community groups. There are concerns; however, the project is also supported and the movement of coal is supported.

FSD are in deep sea cargo and want to handle cargo effectively; however, coal is safe and we want to create an opportunity to trade that commodity. This coal is the production of steel.

The delegation was thanked for their presentation.

RECOMMENDATION

It was Moved by S. VanKeulen
Seconded by B. Stewart
That the Environmental Advisory Committee recommends that Council be made aware of the community and Environmental Advisory Committee concerns of coal dust and train noise when considering the Coal Transfer Facility proposal from the Fraser Surrey Dock Ltd. Partnership.
Carried

3. Waste Management Update

Rob Costanzo, Deputy Operations Manager provided an update on the following City initiatives:

- Residential Drop-off
- Organics Bio-Fuel Facility Project
- Waste Collection Initiatives
- Printed Paper and Product Stewardship

Residential Drop-Off

- 300,000 waste carts were purchased and delivered to 100,000 households. BFI Canada was contracted to distribute the new waste carts. The project was scheduled to end in September, 2012; however, the final carts were delivered in October, 2012. There were few transitional issues during the first 3 weeks of the new service.
- A firm was hired to develop and initiate the public consultation with the implementation of the new system. A new waste hotline was also implemented to deal with the influx of telephone inquiries at Cityhall about the new system.
- Out of 100,000 households, 150 households exchanged their carts for the correct or more suitable size.
- Electronic messages boards were put out to remind residents of recycling and garbage day and which container was to be put out for collection. This concept worked well and ran for a few weeks.
- During the first week of collection there was organic contaminants found in the recycling. An entity from North Vancouver was hired to assess the situation and fix any such contamination. After Christmas, the contamination was less than 3% with most of the contamination being plastic bags.

Waste Collection Incentives

- Each cart is assigned to a house and if a household switches its waste cart, it will be red flagged in the system.
- The City will be looking at incentives for diversions for example, if a household requests additional recycling carts or organic bins, they will not be charged for the extra bins.
- All collection trucks will be equipped with GPS and cameras in the front, the cab and inside the hopper. The cameras will run on continuous video stream. Once the system is fully implemented, it will be able to ensure houses are not by-passed on collection day.
- Some initiatives for 2013 include a multi-family organic waste diversion. The challenge will be the increase of carts and space requirements. A pilot process will be in place to measure and determine if a front end bin can be allocated for half recyclables and half organic waste. Another upcoming project will be the Institutional, Commercial and Industrial (ICI) sector plan. A new recycling plan will be mandatory and require all sectors to participate.

Organics Bio-Fuel Facility Project

- In 2011, P3 approved Surrey's business case for an 80,000 metric tonnes per year facility that will process the City's curb side organic waste and organic waste from the Institutional, Commercial and Industrial (ICI) sector into bio-fuel. The funding approved was \$16.9 million. The capital costs of the facility will be \$68 million.
- Attaining a lower tipping rate is key. Other jurisdictions have failed to meet their mandate because their tipping rate is higher than their garbage tipping rate.
- The goal is to have the facility in operation by 2015.

Printed Paper and Product Stewardship

- The province approved a change to recycling regulation that will place responsibilities on Multi-Material British Columbia (MMBC) to deal with recycling.
- The City will be able to receive funding from MMBC to represent producers.
- If you look at populations, Newton and Surrey rank 4 and 7 in largest areas and they have the furthest to travel for waste disposal. Looking at Newton area for original facility.

The Committee ensued discussion and the following comments were made:

- It was noted that 60 % of compost bins are not being put out. Staff replied that yard waste drops off in December. 64% of bins are being put out which shows the community is engaged.
- One concern is contamination. If recycling/organics is not fitting in the carts, is it ending up in the garbage? Staff replied that we need to look at that closely. If there is an increase we will have to deal with it.
- Staff was congratulated on the new waste program and was commended for the 35% drop in garbage and all the information that was provided to residents during the change.

- The issue of styrofoam and the huge volumes ending up in landfills was raised. It is still not a collection item at curb side. Staff responded that entities have approached the City to establish a facility at Guildford Mall.
- It was noted that the program "LightRecycle" has over 195 locations for disposal of residential use - fluorescent lights and tubes.

D. OUTSTANDING BUSINESS

1. Terms of Reference for the Environmental Advisory Committee

The Committee finalized the proposed changes to the Terms of Reference. The changes were as follows:

- The Committee name was changed to "Environmental Sustainability Advisory Committee"
- Under 2. the words "and built" were added before "environment"
- Under 14. the words "Chairperson and" were deleted

RECOMMENDATION

It was Moved by B. Stewart
Seconded by S. Van Keulen
That the Environmental Advisory Committee recommends that Council adopts the Environmental Advisory Committee's Terms of Reference as amended. (see Appendix "A")

Carried

2. 2013 Workplan for Environmental Advisory Committee

The Committee finalized the 2013 Workplan for the Environmental Advisory Committee.

RECOMMENDATION

It was Moved by B. Campbell
Seconded by J. Purewal
That the Environmental Advisory Committee recommends that Council adopts the Environmental Advisory Committee Workplan for 2013. (see Appendix "B")

E. NEW BUSINESS

F. ITEMS REFERRED BY COUNCIL

G. CORRESPONDENCE

H. OTHER BUSINESS

1. Diamond Jubilee Medals

The Committee questioned why Surrey does not have any medals and/or if any were handed out. It was noted that Dave S. Hayer, Surrey-Tynehead MLA has handed out 7 medals. Mayor Dianne Watts is a recipient of the medal twice.

It was further noted that members of the general public are able to contact the offices of members of Parliament, senators, lieutenant governors, territorial commissioners, or provincial and territorial premiers to suggest names of candidates of the award.

I. INFORMATION ITEMS

1. Agricultural Food and Safety Advisory Committee (AFSAC) Update

- There was nothing to report from the AFSAC meeting that pertained to the EAC.

2. Development Advisory Committee (DAC) Update

- The DAC Representative was not in attendance.

J. NEXT MEETING

The next meeting of the Environmental Advisory Committee is scheduled for Wednesday, March 27 at 6:30 p.m. in the Executive Boardroom.

J. ADJOURNMENT


It was

meeting do now adjourn.

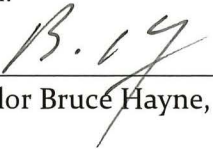
Moved by B. Campbell
Seconded by J. Purewal
That the Environmental Advisory Committee

Carried

The Environmental Committee adjourned at 9:45 p.m.



Jane Sullivan, City Clerk



Councillor Bruce Hayne, Chair