

MEETING MINUTES



Beyond, Every Day.

Environmental Advisory Committee

Meeting Date:	May 30, 2019	Meeting Time:	1:00 PM – 4:00 PM
Location:	Link Boardroom 1	Prepared by:	Florencia Comesana
In Attendance:	Marion Town Wendy Avis Kevin Eng Hayley Hoikka Shirin Kalyan Annie Yang (for Elaine Xu) Richard Holt Cristofor Ursache Harp Gill (for Courtney Albert) Judy Williams June Ryder	YVR, Environment – Chair YVR, Environment City of Richmond City of Vancouver Citizen Representative, Vancouver World Duty Free Environment and Climate Change Canada MTU Maintenance Ltd. Canadian Wildlife Services Fraser River Coalition Nature Vancouver	
Guests/Presenters:	Simon Robinson Pari Ghazi David McPhie	YVR, Environment YVR, Engineering YVR, Environment	
Regrets:	Jacquelyn Kankam Morgan Guerin Theresa Fresco Laurie Bates-Frymel	Air Canada Musqueam Indian Band Fraser Basin Council Metro Vancouver	
Secretary:	Florencia Comesana	YVR, Environment	

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Discussion:

1. **Welcome and Introductions**

Marion Town welcomed the committee and informed them of the emergency evacuation plan for Link Boardroom 1.

2. **Review Minutes from January 29, 2019**

Marion asked the committee if there were any comments or questions on the draft meeting minutes from the January 29, 2019 meeting. There being none, the minutes were adopted as final and will be posted on the YVR website (www.yvr.ca).

3. **Environmental Management Plan – 2018 Results**

Wendy Avis presented on the results of the 2015-2019 Environmental Management Plan (EMP), specifically on the 2018 results. Wendy reminded the committee that the Annual and Sustainability Report is now available on yvr.ca/2018.

Reduce Greenhouse Gas Emissions

The committee asked what influenced the 2018 results for Sea Island as a noticeable reduction occurred between 2012 and 2018. Wendy explained that weather and passenger growth can impact these numbers but that the airport has been taking steps to reduce fuel use including initiatives to increase green travel, electrify ground support equipment and, build infrastructure to help support APU shutdown. Wendy mentioned that since 2012 there has been a large increase in vehicle traffic to Sea Island. The City of Richmond representative noted that they are looking at compact development/densification to reduce emissions and agreed to share their Environmental Sustainability Group report once it is complete.

Reduce Potable Water Use

Marion informed the committee that this is the first year the Airport Authority has been able to separate terminal water-use from Sea Island water-use. Wendy discussed the success of implementing low flow pre-rinse spray valves and low flow washroom fixture upgrades.

Reduce Waste

Wendy updated the committee regarding the 50% waste diversion target which has been achieved 3 years in a row, 51% in 2018. Wendy talked about how leaving water in confiscated water bottles at security can significantly increase the weight of waste, so in response the Airport Authority has installed containers to allow the collection of liquids before containers are recycled. The committee expressed that the focus should not only be on recycling plastics but reducing the use of plastic in the airport. Wendy mentioned that the next EMP will likely reference YVR's plan to reduce plastic use.

Improve Ecosystem Health

Wendy reminded the committee that the Airport Authority has been Salmon-safe certified since 2016. A survey of European Fire Ants on Airport Authority land has been completed. The committee mentioned that Van Dusen Gardens had done some reconnaissance and mitigation with their European Fire Ant issue and suggested the Airport Authority reach out to them. It was noted that ants do not like lavender plants. Wendy informed the committee that the Airport Authority has adopted two bee hives. The Airport Authority has been working with the Musqueam to remove invasive plants; 10,000kg of invasive plants have been removed by hand so-far and native species planted in their place – invasive plant removal will continue this summer.

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Compliance

Wendy Avis advised the committee that the Airport Authority is working on providing the Government with feedback regarding the proposed Impact Assessment Act (Bill C69). Wendy also referred back to the presentations provided to EAC at the January 2019 meeting which outlined the airport's environmental auditing and environmental assessment processes. As the meeting agenda no longer permitted a presentation on Bill C69 and its potential impact on Canadian airports, YVR agreed to distribute material with the minutes but noted that the legislation would likely change before expected passage into law in late June.

Noise Management

Wendy Avis presented statistics on aircraft noise complaints; compared to previous years there were less and in comparison, to other airports there are considerably less concerns coming from communities around YVR. The committee asked for an explanation for the difference between Vancouver and Toronto airports. Marion Town replied that in the past there had been air space changes around Toronto Pearson Airport with inadequate consultation, which resulted in a breach of trust between the airport and the community; Toronto is trying to rebuild that relationship. Wendy Avis informed the committee that the Airport Authority has a committee that focuses on Noise Management, to ensure fulsome consultation on decisions regarding noise and the community.

4. Project Green YVR

David McPhie presented on the launch of Project Green YVR, a program to bring together businesses on Sea Island who are committed to reducing their environmental impact. A Green Partner seal will now be given to those who participate in Project Green YVR, as well as, a YVR Green Pledge will be signed between the Airport Authority and participant. Some of the next steps include recruitment of new businesses and a survey to members to understand what they would like from the program.

It was brought to the committee's attention that UBC has a similar sustainability program and a collaboration may be beneficial. Wendy mentioned that a group of UBC Students had completed a project on Glycol Management that was exceptional.

5. Environmental Management Plan – 2020 to 2024 Update

Wendy Avis informed the committee that the 2020-2024 EMP is currently under development; the Airport Authority is working on selecting priorities and targets for the following 5 years (please see PowerPoint slides for further information).

Wendy informed the committee that the 2020-2024 EMP will be presented to the Board by the end of 2019. Wendy Avis and Jennifer Aldcroft facilitated a short brain-storming session to enable input from the committee regarding possible objectives and targets for the EMP.

Ecosystem Health

The committee would like to see more removal and management of invasive species while maintaining the idea that habitats should be replaced not removed. Members were reminded that that Canadian Wildlife Services' mandate is migratory birds and wanted the Plan to ensure activities are compliant with the Migratory Bird Act. The committee mentioned the importance of knowing what types of animals and habitats are in the area prior to work being done. It was suggested that the Airport Authority stay away from planting dense plants as they attract rats and birds.

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Carbon/GHG

It was noted that some areas like LAX have a head start on bio-jet fuel because of a refinery in the State. The committee would like to see investments that encourages or incentivizes the use of bio-jet fuel. It was suggested that flat roofs on the premise take advantage of solar panels or other green initiatives. Some members would like to see aggressive electrification of fleet vehicles and a substantial increase regarding transit/transportation options to the airport. Carpooling was another suggestion brought to the table; the committee suggested creating a map or mobile app for sea island employees which tracks where everyone is coming from and grouping them based on where they live, and their work schedule. The City of Richmond's fleet cars are permitted to be used for carpooling outside of work hours, they use an internal app for this process.

Waste

Some committee members would like to see YVR reduce the use of single-use items. An idea was put forward to reduce waste through a Bring-Your-Own-Mug (or Tupperware) program while receiving loyalty points or savings in some way to create an incentive. The importance of energy efficient building procedures (step code equivalency) when it comes to new project developments was also flagged as an opportunity. Another suggestion was for YVR to consider using organics waste as biofuel.

Water

A committee member suggested more rain water harvesting especially for use in the toilets, both in retrofitting existing buildings as well as in new ones.

YVR was asked about the new utility building and GeoExchange energy system and if there were any updates. Marion Town said that it will be operational in 2022 and made note that once operational, it should support the Airport Authority to its 33% reduction target. Marion discussed that in the future, geothermal and electricity will be the Airport Authority's primary source for heating and cooling buildings.

Wendy Avis presented on the next steps for finalizing the EMP; the committee will be updated at the next EAC meeting in October.

Marion asked the committee if they have any ideas about how to inspire and motivate our passengers coming through YVR. The committee would like to entice passengers with more communication of locations and stories behind the First Nations art at the airport.

6. Update on Development Projects at YVR

Simon Robinson presented on completed, new, active and future construction projects. He was asked that a physical copy of the map of projects be available at future meetings.

New Projects

Simon informed the committee that a private daycare facility located near the Air Canada hanger is being moved to Miller Road and Templeton Street. The new facility is currently under construction. Simon was asked about how the daycare development relates to another development south of the new location and he indicated that the daycare relocation was included in the community consultation.

Simon gave a brief overview of the fuel tank expansion at the Vancouver Airport Fuel Facility Consortium (VAFFC) Tank Farm, which will add two jet fuel tanks to the existing four in that location. The purpose of the

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expansion is to ensure an adequate supply of jet fuel, especially during busy summer months. YVR was asked if the tanks would be suitable for storing biojet fuel in the future and Marion Town clarified that as biojet fuel is pre-mixed, there is no requirement for separate infrastructure to store it. Although the committee raised no concerns, YVR was asked to consider creating a way to inform and consult with the public on the two tank additions.

Simon informed the committee about the addition of pavement at the end of the North Runway to continue YVRs program to have improved Runway End Safety Areas for all runways. He also updated the Committee on the Russ Baker riparian habitat enhancement project and was asked to report back at future meetings on the plants selected in the restoration area. Simon also reported that there will be a fenced off compound on the way to Iona that will be used for temporary equipment storage for a construction project.

Future Projects

Simon reminded the Committee of the need to make improvements to the Seair Dock and that dredging approvals were being sought to support those improvements. Simon also notified the committee that 10 new electric vehicle charging stations will be added to the employee parking lot at the Templeton skytrain station.

Project Engineer Pari Ghazi provided the committee with information on the plans to upgrade the dyke structures around Sea Island, including in the north within the Sea Island Conservation Area (SICA). The Airport Authority's goal is to raise the dykes around Sea Island to 4.7 meters over a 10-year period. Pari outlined the multi-jurisdictional ownership of the dyke system on Sea Island and noted that the City of Richmond has a master plan and will be responsible for dyke upgrades in their jurisdiction.

Pari noted that the west part of the SICA dyke has dense vegetation that will need to be cleared to assess condition of the toe of the dyke and clearing will occur this winter to not disturb nesting birds. The Committee was informed that YVR's 1992 agreement with Environment Canada included responsibility for Environment Canada to maintain the vegetation on the dyke to ensure conditional assessments can be completed. A committee member recalled planting trees being planted in the past on the dyke and Simon Robinson confirmed that the trees would be either retained, relocated or replacements replanted, depending on the condition and location of the tree. Simon Robinson noted that there is a European Fire Ant infestation in that area and explained that as a result soil material will be kept in one section as to ensure that the ants do not spread.

The committee asked about the contractors engaged to develop the dyke design on SICA lands and what consultation had taken place. Pari informed the committee that the structural design had been completed by a qualified firm with additional design review by geo and civil engineers. She also noted that consultations with stakeholders, including a prior presentation by her colleague to the EAC, as well as Musqueam Indian Band, Environment Canada, Metro Vancouver, and others had occurred and will continue. Pari clarified that the section of dyke in SICA is a setback dyke away from the river.

In a separate area to the south of the island, Pari informed the committee that to complete the planned dyke improvement a ditch relocation inside of the existing dyke will occur, requiring the existing ditch to be dewatered, isolated and moved further north to allow for the needed upgrades. She assured the committee that an aquatic assessment has been completed and the Musqueam Indian Band has been consulted regarding archaeological assessments and protective find protocols were in place.

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Impact Assessment Act Bill C69 Progress

Due to a lack of time, a more fulsome presentation will be provided at the next meeting. Marion Town provided a brief overview of the proposed Impact Assessment Act – Bill C69 which is expected to be enacted this year. Marion informed the committee that some specific items in the bill will relate to airports and the Airport Authority has been providing input to the government to create greater clarity and value. A public registry is to be created by the Federal Government for all projects under assessment from across the country, with information available on the registry for 30 days to provide opportunity for public input. More information is available <https://www.impactassessmentregulations.ca/>. At the October meeting of the EAC, Simon Robinson will provide a presentation on the public registry and the types of projects at airports will be included.

7. New/Other Business/Next Meetings

The committee agreed on the afternoon of July 11th for the EAC Summer Tour. Marion Town proposed a couple of ideas for the tour including a deeper look at the terminal art and architecture, baggage hall, Composter/Sortation/OSCAR, and Universal Design (accessibility) She noted that he terminal had received the highest level of recognition from the Rick Hanson Foundation regarding accessibility.

The committee agreed on October 23rd at 9:00am for the next EAC meeting.

Action Items:

- 1. Kevin Eng to share the City of Richmond's Environmental Sustainability report once complete*
- 2. Wendy Avis to send Invasive Species reports to Harp Gill and Courtney Albert of CWS.*
- 3. YVR to provide links to current material on Bill C-69 and present an update to EAC on the impacts to the Vancouver Airport Authority at the October meeting.*

Next Meeting Date: October 23, 2019