

AGENDA

ENVIRONMENT AND ENERGY COMMITTEE REGULAR MEETING

**Tuesday, November 10, 2009
9:00 a.m.
2nd Floor Boardroom
4330 Kingsway, Burnaby, BC**

Committee Members:

Chair, Director Joe Trasolini, Port Moody
Vice Chair, Director Linda Hepner, Surrey
Councillor Linda Barnes, Richmond
Director Sav Dhaliwal, Burnaby
Director Heather Deal, Vancouver
Director Ralph Drew, Belcarra
Director Peter Frinton, Bowen Island
Director Gayle Martin, Langley City
Director Richard Walton, North Vancouver District
Director Hal Weinberg, Anmore
Councillor Lorrie Williams, New Westminster

Please advise Georgeta Stanese at (604) 432-6269 if you are unable to attend.



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**NOTICE TO THE GVRD
ENVIRONMENT AND ENERGY COMMITTEE**

**9:00 a.m.
Tuesday, November 10, 2009
2nd Floor Boardroom, 4330 Kingsway, Burnaby, British Columbia.**

A G E N D A

1. ADOPTION OF THE AGENDA

1.1 November 10, 2009 Regular Meeting Agenda

Staff Recommendation:

That the Environment and Energy Committee adopt the agenda for its regular meeting scheduled for November 10, 2009 as circulated.

2. ADOPTION OF THE MINUTES

2.1 October 6, 2009 Regular Meeting Minutes

Staff Recommendation:

That the Environment and Energy Committee adopt the minutes of its regular meeting held October 6, 2009 as circulated.

3. DELEGATIONS

No items presented.

4. INVITED PRESENTATIONS

Presentations on Actions to Reduce Emissions from Marine Vessels and Port Operations

4.1 Andrew Green, Senior Air Program Engineer, Environment Canada

4.2 Darrell Desjardin, Director, Environmental Programs, Port Metro Vancouver

4.3 Stephen Brown, President, Chamber of Shipping of British Columbia
John Hansen, President, North West CruiseShip Association

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Update on Emission Reduction Activities for the Railway Sector in Metro Vancouver

Designated Speakers:

Marian Kim, Senior Engineer, Policy and Planning Department

Shelina Sidi, Senior Project Engineer, Policy and Planning Department

Recommendation:

That the Environment and Energy Committee receive for information the report dated October 30, 2009, titled "Update on Emission Reduction Activities for the Railway Sector in Metro Vancouver".

5.2 Metro Vancouver Green Procurement Policy

Designated Speakers:

Tracey Husoy, Purchasing and Risk Division Manager

Roger Quan, Division Manager, Policy and Planning Department

Recommendation:

That the Environment and Energy Committee receive for information the report dated October 18, 2009, titled "Metro Vancouver Green Procurement Policy".

5.3 Metro Vancouver CARIP Funds for Climate Change Action

Designated Speakers:

Eve Hou, Air Quality Planner, Policy and Planning Department

Jeff Carmichael, Senior Economist, Policy and Planning Department

Recommendation:

That the Environment and Energy Committee receive for information the report dated October 27, 2009, titled "Metro Vancouver CARIP Funds for Climate Change Action".

5.4 Boundary Bay Regional Ambient Water Monitoring Program

Designated Speaker: Andjela Knezevic-Stevanovic, Senior Engineer

Policy and Planning Department

Recommendation:

That the Environment and Energy Committee receive for information the report, dated October 21, 2009, titled "Boundary Bay Regional Ambient Water Monitoring Program".

5.5 Burrard Inlet Ambient Water Quality Report

Designated Speaker: Jim Armstrong, Senior Biologist

Policy and Planning Department

Recommendation:

That the Environment and Energy Committee receive for information the report dated October 15, 2009, titled "Burrard Inlet Ambient Water Quality Report".

5.6 Manager's Report

Designated Speaker: Roger Quan, Division Manager

Policy and Planning Department

Recommendation:

That the Environment and Energy Committee receive for information the report dated October 30, 2009, titled "Manager's Report".

6. INFORMATION ITEMS

- 6.1 City will miss its ambitious recycling goal** – Newspaper article published on Tuesday, October 20, 2009 in Toronto Star.

7. OTHER BUSINESS

No items presented.

8. RESOLUTION TO CLOSE MEETING

No items presented.

9. ADJOURNMENT

Staff Recommendation:

That the Environment and Energy Committee conclude its regular meeting of November 10, 2009.

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MINUTES

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**GREATER VANCOUVER REGIONAL DISTRICT
ENVIRONMENT AND ENERGY COMMITTEE**

Minutes of the Regular Meeting of the Greater Vancouver Regional District (GVRD) Environment and Energy Committee held at 9:06 a.m. on Tuesday, October 6, 2009 in the 2nd Floor Boardroom, 4330 Kingsway, Burnaby, British Columbia.

PRESENT:

Chair, Director Joe Trasolini, Port Moody
 Councillor Linda Barnes, Richmond (departed at 11:06 a.m.)
 Director Heather Deal, Vancouver (arrived at 9:15 a.m., departed at 11:46 a.m.)
 Director Sav Dhaliwal, Burnaby
 Director Ralph Drew, Belcarra
 Director Peter Frinton, Bowen Island (departed at 11:47 a.m.)
 Director Gayle Martin, Langley City
 Director Richard Walton, North Vancouver District (departed at 11:16 a.m.)
 Director Hal Weinberg, Anmore
 Councillor Lorrie Williams, New Westminster

ABSENT:

Vice Chair, Director Linda Hepner, Surrey

STAFF:

Delia Laglagaron, Deputy Commissioner/Deputy Chief Administrative Officer
 Roger Quan, Air Quality Planning Division Manager, Policy and Planning Department
 Klara Kutakova, Assistant to Regional Committees, Corporate Secretary's Department

1. ADOPTION OF THE AGENDA**1.1 October 6, 2009 Regular Meeting Agenda****It was MOVED and SECONDED**

That the Environment and Energy Committee:

- a) amend the agenda for its regular meeting scheduled for October 6, 2009 by withdrawing item 4.2 Jodi Dong, Ministry of Community and Rural Development; and
- b) adopt the agenda as amended.

CARRIED**2. ADOPTION OF THE MINUTES****2.1 September 8, 2009 Regular Meeting Minutes****It was MOVED and SECONDED**

That the Environment and Energy Committee adopt the minutes of its regular meeting held September 8, 2009 as circulated.

CARRIED

3. DELEGATIONS

No items presented.

4. INVITED PRESENTATIONS

Agenda Varied

The order of the agenda was varied to consider item 4.3 at this point.

4.3 Robyn Wark, Sustainable Communities, BC Hydro

Robyn Wark, Senior Account Manager, Sustainable Communities, BC Hydro, was present to seek Committee's feedback on the BC Hydro Sustainable Communities Program. The program, which was launched at the 2009 UBCM Annual Convention, is open to local governments within the BC Hydro service territory. The program is more suited to communities over 20,000; however, specific situations may warrant exception. The funds are available for the following:

- Community Energy Plans
- Community Energy Managers
- Energy Design Charrettes

Additional funding that will be available in the near future includes funding for Energy Task Force/Committee funding and the District Energy Program.

9:15 a.m.

Director Deal arrived at the meeting.

Request of Staff

Staff was requested to provide the Committee with a copy of the presentation.

It was suggested to the Committee that the presentation be referred to the Regional Engineers Advisory Committee for their consideration.

It was MOVED and SECONDED

That the Environment and Energy Committee:

- a) refer the presentation delivered by Robyn Wark, Senior Account Manager, Sustainable Communities, BC Hydro, titled "BC Hydro Power Smart New Sustainable Communities Program", to the Regional Engineers Advisory Committee for their consideration; and
- b) direct staff to report on communities accomplishments as related to sustainable energy and on success achieved through the new BC Hydro Power Smart New Sustainable Communities Program.

CARRIED

Agenda Order Varied

The order of the agenda was varied to consider item 5.1 at this point.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 2010 Programs and Priorities of the Environment and Energy Committee

Report dated September 28, 2009 from Roger Quan, Air Quality Planning Division Manager, Policy and Planning Department, presenting the 2010 Environment and Energy Committee programs and priorities for Committee's discussion and/or amendments.

Discussion ensued on the shared airshed in the Fraser Valley and the need to work jointly with the Fraser Valley Regional District (FVRD) on air quality issues and other issues of mutual interest. Members proposed that quarterly, joint, co-chaired meetings between Metro Vancouver's Environment and Energy Committee and the FVRD Environment Committee be held at an acceptable location central to the two regional districts to facilitate such a relationship.

Main Motion

It was MOVED and SECONDED

That the Board direct staff to contact the Fraser Valley Regional District Environment Committee to discuss quarterly joint meetings with the Metro Vancouver Environment and Energy Committee focused on airshed and other jointly relevant issues.

The Committee was requested to consider inviting a member of the Sea to Sky Air Quality Coordinating Committee to attend the joint MV Environment and Energy Committee and FVRD Environment Committee meetings.

Amendment to the Main Motion

It was MOVED and SECONDED

That the Environment and Energy Committee amend the Main Motion by adding at the end of the sentence "and also invite a member of the Sea-to-Sky Air Quality Coordinating Committee to attend the meetings."

CARRIED

Question on the Main Motion as Amended

Question was called on the Main Motion as amended and it was

CARRIED

Request of Staff

Staff was requested to inform the Fraser Valley Regional District (FVRD) of the recommendation passed by the Environment and Energy Committee concerning the joint meetings.

Members provided the following comments:

- Specify "other agencies" referred to on page 15 of the Environment and Energy Program

- Provide progress reports on different programs and alerts on emerging problems rather than only updates on established priorities
- Provide an update on measures taken to control the discharge of grease into the sewer system

Concerns were expressed about:

- The lack of communication between the Waste Management and the Environment and Energy Committee

In response to questions, the Committee was informed about the following:

- Performance measures - 2010 targets and priorities - will be developed following the Board budget workshop
- In response to Metro Vancouver's invitation in summer 2009, the FVRD confirmed that they are planning to send an observer to Metro Vancouver Environment and Energy Committee meetings
- The current AirCare program will expire in 2011; staff is participating in a study that will review and provide recommendations on the future of the program; staff expects that the program may shift its focus from light on-road vehicles to heavy duty on-road vehicles, which are a more important source of emissions with respect to diesel-related health impacts
- Marine emissions are addressed in two Environment and Energy programs: Air Quality Data and Assessment program, and the Air Quality Policy and Management program

Request of Staff

Staff was requested to:

- Provide an update on the measures taken to control the discharge of grease into the sewer system
- Inform the Committee whether interaction with the Citizens Council on Climate Change was initiated by Metro Vancouver
- Report on agencies that Metro Vancouver is interacting with (relevant to the Environment and Energy Committee mandate), what policies are discussed at those meetings and what are the outcomes/benefits of that interaction

It was MOVED and SECONDED

That the Environment and Energy Committee endorse the proposed programs and priorities, as outlined in the report dated September 28, 2009, titled "2010 Programs and Priorities of the Environment and Energy Committee", as the basis for the budget to be considered at the Board budget workshop in October 2009.

CARRIED

Agenda Order Resumed

The order of the agenda resumed with item 4.1 being before the Committee.

4.1 Bob Black, Black Shield Preparedness Solutions Inc.

Bob Black, President/CEO, Black Shield Preparedness Solutions Inc., was present to seek Committee's support for Metro Vancouver hosting a workshop on the Climate Change Adaptation Risk Management Guide for

Municipalities. The development of the guide has been sponsored by Natural Resources Canada. The guide is intended to provide a common process that can be used by local governments to identify and analyze risks that will be caused or increased due to climate change and to identify adaptation measures. The guide contains three main elements:

- A review of the projected effects of climate change on the area being studied
- A detailed explanation of the risk management process used in the Guide
- An example of a completed risk scenario evaluation specific to the area under review

The workshops, held in specific geographical areas across Canada, are intended to solicit input from municipalities to help to customize the Guide for a given area. The Committee was provided a sample of the workshop agenda. In closing, the Committee was requested to support hosting the workshop and provide the following:

- A venue to host a maximum of 30 participants
- Municipal participation of a maximum of 24 persons
- Lunch

Members spoke in support of hosting the workshop in Metro Vancouver, highlighting the benefits of the workshop in that it will be able to address specifics of the Metro Vancouver region. The following comments were provided on:

- The guide:
 - Desire that a specific example from Metro Vancouver region will be included in the provincial guide
 - It will be up to each municipality to decide whether they will use the document as a guide for their future planning
- The workshop organization:
 - Consider using Metro Vancouver Head Office Boardroom as a venue
 - Invite senior staff from each municipality and from Electoral Area A to the workshop
 - Investigate prior to the workshop what adaptation measures have already been adopted or forecast by Metro Vancouver

It was MOVED and SECONDED

That the Board:

- a) authorize Metro Vancouver to host a workshop on the Climate Change Adaptation Risk Management Guide for Municipalities as described in the attachment to the report dated October 6, 2009, titled "Climate Change Adaptation Risk Management Workshop"; and
- b) authorize the expenditure of funding associated with hosting the workshop.

CARRIED

4.2 Jodi Dong, Ministry of Community and Rural Development

Pursuant to item 1.1, this item was withdrawn.

4.3 Robyn Wark, Senior Account Manager, Sustainable Communities, BC Hydro

This item was previously considered.

5.1 2010 Programs and Priorities of the Environment and Energy Committee

This item was previously considered.

5.2 Additional Retailers' Participation in Metro Vancouver's Wood Stove Exchange Program

Report dated September 28, 2009 from Marian Kim, Senior Engineer, Policy and Planning Department, seeking Board authorization to formalize the participation of additional wood burning appliance retailers in Metro Vancouver's wood stove exchange program.

10:25 a.m.

Chair Trasolini left the meeting, Director Frinton assumed the Chair.

Discussion ensued on the effectiveness of the Wood Stove Exchange Program.

Request of Staff

Staff was requested to report on a yearly basis the number of old wood stoves being replaced through the Wood Stove Exchange Program.

10:30 a.m.

Chair Trasolini returned to the meeting and assumed the Chair.

It was MOVED and SECONDED

That the Board authorize the participation of additional wood burning appliance retailers in Metro Vancouver's wood stove exchange program by:

- a) Directing staff to publish Metro Vancouver's intention to work with additional wood burning appliance retailers listed in (b) below to carry out the program, and
- b) Authorizing the Chief Administrative Officer or the Deputy Chief Administrative Officer to enter into a partnering agreement with each of the following retailers to establish the terms and conditions of the services they would provide to Metro Vancouver as part of the program:
 - i) Big Valley Heating & Sheet Metal, Maple Ridge, BC
 - ii) Bridge Fireplace Group, Port Coquitlam, BC
 - iii) Fireplaces To Go, Coquitlam, BC
 - iv) Fireplaces Unlimited, A Division of Fastgo System Inc., Burnaby, BC
 - v) Gasland Equipment & Fireplaces Inc., Surrey, BC
 - vi) Vancouver Gas Fireplaces Ltd., Vancouver, BC
 - vii) The SHP Fireplace Warehouse, Richmond, BC
 - viii) Western Fireplace and Energy Services Inc., Abbotsford, BC.

CARRIED

Director Dhaliwal absent at the vote.

5.3 Update on Fisheries Projects in the Capilano, Seymour and Coquitlam Watersheds

Report dated September 28, 2009 from Albert van Roodselaar, Utility Analysis and Environment Division Manager, and Derek Bonin, Planning Forester, Policy and Planning Department, providing an update on the progress of fisheries projects within the Capilano, Seymour, and Coquitlam Watersheds, and presenting current activities to mitigate impacts to the fisheries resources resulting from management of watersheds for drinking water.

Derek Bonin, Planning Forester, Policy and Planning Department, briefed the Committee through a presentation on the current fisheries projects and activities within the Capilano, Seymour and Coquitlam Watersheds.

Request of Staff

Staff was requested to provide the Committee with updates on the Capilano Seymour water use plan.

11:06 a.m.

Councillor Barnes departed the meeting.

It was MOVED and SECONDED

That the Environment and Energy Committee receive for information the report dated September 28, 2009, titled "Update on Fisheries Projects in the Capilano, Seymour, and Coquitlam Watersheds".

CARRIED

Councillor Williams absent at the vote.

5.4 Colony Farm Regional Park – Draft Colony Farm Sustainability Plan and Sustainable Food Production Academy

Report dated September 14, 2009 from Ed Andrusiak, Manager, Regional Parks Department, seeking Committee's comment on the draft Colony Farm Sustainability Plan and Sustainable Food Production Academy.

Frieda Schade, Parks Central Area Division Manager, Regional Parks Department, provided a power point presentation titled "Colony Farm, Academy for Sustainable Food Production and Sustainability Plan (Preliminary)".

A copy of the presentation is retained with the October 6, 2009 Environment and Energy Committee agenda.

11:16 a.m.

Director Walton departed the meeting.

The Committee spoke in support of the draft plan and provided the following comments:

- It will be challenging to balance various aspects of the plan, namely fish and agriculture interests

- The academy provides an opportunity to showcase pesticides-free farming
- The academy is an opportunity to showcase good farming practices and how farming activity can be harmonized with the natural environment
- The academy could be a validation of urban farming and a place where urban farmers experience could be shared
- Securing funding will be challenging; sponsors will need to be attracted in order to execute the plan

Members also suggested the following:

- Explore possibility of including a therapeutic agricultural program for psychiatric patients
- Explore opportunities for public art
- Consider including bee keeping

Concern was expressed about dilution of the efforts, considering the activities that already exist in the region, such as UBC Farm. It was suggested that coordination and delegation of responsibilities among such agencies be explored.

It was MOVED and SECONDED

That the Environment and Energy Committee:

- a) endorse in principle the program outlined in the Draft Colony Farm Sustainability Plan and Sustainable Food Production Academy; and
- b) provide comment on the attached report titled “Colony Farm Regional Park – Draft Colony Farm Sustainability Plan and Sustainable Food Production Academy”, dated August 19, 2009 and forward to the Sustainable Academy Sub-Committee for consideration.

CARRIED

5.5 Manager’s Report

Report dated September 28, 2009 from Roger Quan, Air Quality Planning Division Manager, Policy and Planning Department, providing an update on the 2009 Environment and Energy Committee work program and informing the Committee about the next Environment and Energy Committee regular meeting.

11:46 a.m.

Director Deal departed the meeting.

11:47 a.m.

Director Frinton departed the meeting.

It was MOVED and SECONDED

That the Environment and Energy Committee receive for information the report dated September 28, 2009, titled “Manager’s Report”.

CARRIED

6. INFORMATION ITEMS

- 6.1 Canada-U.S. Emission Control Area in North American Coastal Waters**
Correspondence dated August 19, 2009 from The Honourable Jim Prentice, Minister of the Environment, to Lois Jackson, Chair, Metro Vancouver, concerning the ratification of the revised International Convention for the Prevention of Pollution from Ships (MARPOL), Annex VI.

It was MOVED and SECONDED

That the Environment and Energy Committee receive for information the correspondence dated August 19, 2009, titled "Canada-U.S. Emission Control Area in North American Coastal Waters".

CARRIED

7. OTHER BUSINESS

No items presented.

8. RESOLUTION TO CLOSE MEETING

No items presented.

9. ADJOURNMENT

It was MOVED and SECONDED

That the Environment and Energy Committee conclude its regular meeting of October 6, 2009.

CARRIED

(Time: 11:48 a.m.)

Klara Kutakova,
Assistant to Regional Committees

Joe Trasolini, Chair

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INVITED PRESENTATIONS

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Environment and Energy Committee Meeting Date: November 10, 2009

To: Environment and Energy Committee
From: Shelina Sidi, Senior Project Engineer, Policy and Planning Department
Date: October 15, 2009
Subject: **Presentations on Actions to Reduce Emissions from Marine Vessels and Port Operations**

In recent years, the Environment and Energy Committee has received staff reports and invited presentations on emissions from marine vessels and port activities, and various initiatives to reduce those emissions.

At the November 2009 meeting, the following organizations have been invited to make presentations to the Committee:

- 4.1 Environment Canada (Mr. Andrew Green) and Transport Canada will provide information on the recent international regulatory developments to reduce common air contaminants and greenhouse gas emissions from marine vessels and federal government funding opportunities for marine and port operations.
- 4.2 Port Metro Vancouver (Mr. Darrell Desjardin) will provide information on their recent progress on emission reduction activities through the Northwest Clean Ports Strategy and the Ports Air Action Program. The Committee will also hear about the implementation of shore power at port facilities.
- 4.3 The North West CruiseShip Association (Mr. John Hansen) and the Chamber of Shipping of BC (Mr. Stephen Brown) will provide information on their membership's perspectives on the recent international regulatory developments to reduce emissions from marine vessels and emission reduction initiatives being undertaken by their members, in particular the use of shore power for cruise ships.

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REPORTS

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Environment and Energy Committee Meeting Date: November 10, 2009

To: Environment and Energy Committee

From: Marian Kim, Senior Engineer, Policy and Planning Department
Shelina Sidi, Senior Project Engineer, Policy and Planning Department

Date: October 30, 2009

Subject: **Update on Emission Reduction Activities for the Railway Sector in Metro Vancouver**

Recommendation:

That the Environment and Energy Committee receive for information the report dated October 30, 2009, titled "Update on Emission Reduction Activities for the Railway Sector in Metro Vancouver".

1. PURPOSE

To provide the Committee with an update on emission reduction activities for the railway sector in Metro Vancouver.

2. CONTEXT

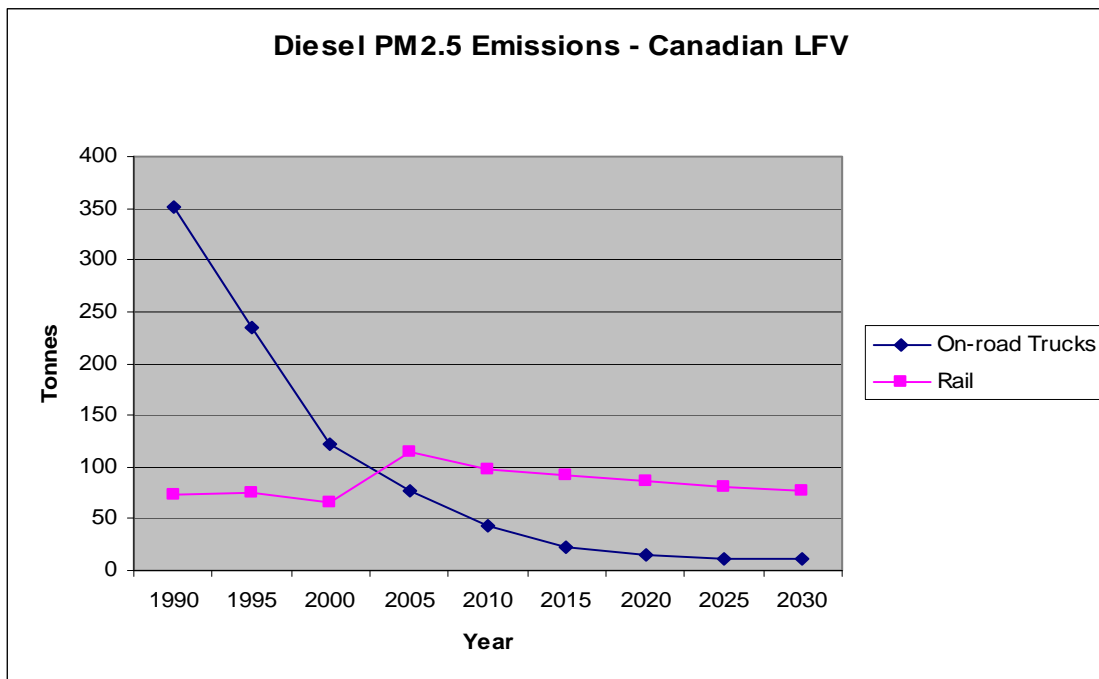
In October 2008, the Committee heard an invited presentation from Mr. Normand Pellerin of the Railway Association of Canada on initiatives to reduce air emissions from the rail sector. The Committee requested that staff provide a progress report on rail air emission reduction activities in one year's time.

In February 2009, the Board endorsed the Diesel Emission Reduction Program for Metro Vancouver as a basis for further work. The program identified work priorities for Metro Vancouver and included several action items for the locomotives sector.

This report summarizes actions taken as well as future work planned to reduce emissions from the locomotive sector.

Rail transportation is expected to become a significant source of diesel emissions in the region, particularly as emissions from other transportation sectors are reduced. Currently, locomotive emissions account for approximately 8% of the diesel particulate emissions in Metro Vancouver, but with the implementation of additional controls on other sources such as heavy duty trucks, the relative contribution of the rail sector is anticipated to increase. Figure 1 illustrates the fact that diesel particulate matter (DPM) emissions from locomotives are forecast to be higher than trucks by 2030.

Figure 1: PM_{2.5} Emissions from Locomotive and Trucks



To address the increasing impact of the rail operation, the following initiatives are underway.

National Rail Initiatives

Emissions from locomotives operated by major Canadian railway companies are currently addressed under a Memorandum of Understanding (MOU) between the Railway Association of Canada (RAC), Environment Canada and Transport Canada. The MOU, which encourages voluntary action by the railway companies to reduce emissions from their operations, is to be followed by a regulation under the *Railway Safety Act* which will align emission standards for new and remanufactured locomotives with those of the US Environmental Protection Agency starting in 2011. However, short-line railways and a large number of the industrial operations in BC are not federally regulated and thus will not be obligated to comply with the new emission standards for locomotives. Furthermore, it is not clear whether the new regulation will directly address operational practices such as locomotive idling in rail yards that have been known to impact neighbourhood air quality.

BC Locomotive and Rail Air Quality Work Group

To bridge the gap for locomotive emissions not being addressed by the MOU and the pending new Federal regulation, Metro Vancouver has worked with Environment Canada and other regulatory agencies, port authorities and the rail industry to form a BC Locomotive and Rail Air Quality Working Group in July 2008. The formation of a rail working group also meets one of short-term goals under the Northwest Ports Clean Air Strategy. The working group is intended to provide a forum for industry-government collaboration on technical studies, policy matters, best practices, guidelines, and regulations relevant to air quality improvement or emissions reduction from locomotives, as well as to identify and promote sources of funding for emissions reduction opportunities. As an example of the type of

efforts being promoted through the working group, two local railway companies successfully received funding from the federal ecoFREIGHT and the provincial Clean Air Action Plan funds for the implementation of emission reduction technologies:

- The purchase of a new ultra low-emitting 'genset' switcher locomotive for Vittera, a Port Metro Vancouver tenant, which replaces a single large diesel engine with two or three smaller and lower emitting engines to provide electrical motive and auxiliary power. Having separate and smaller engines allows shut down of one or more engines when the load requirement is low, resulting in reduced fuel consumption as well as in reduced emissions.
- The installation of landside plug-in power for the Whistler Mountaineer locomotive, which allows shutdown of its main engine when the locomotive is not in service. This has resulted in a 50% reduction in engine idling, which was required to provide power to maintain engine and fluid temperatures when the locomotive was not in service.

In addition to the funding opportunities, the group has also shared findings from the following projects, which will help the rail operators evaluate potential emission reduction options for their operations:

- Demonstration of Diesel Oxidation Catalyst for the reduction of diesel PM, as well as hydrocarbons.
- Demonstration of the use of two blends of biodiesel, B5 and B10, in an older Southern Railway locomotive.

The working group continues to meet 2 to 3 times per year.

Idling Reduction Initiative for Rail Yards

Rail emissions occur from both larger line-haul locomotives as well as smaller yard engines. Yard locomotive engines tend to be older and therefore, their emission rates can be higher than line-haul engines. Furthermore, rail yards are often located close to where people live, work and play, potentially resulting in higher exposures and increased health risk. The rail yards in Metro Vancouver support a variety of complex switch activities including moving cars (usually train segments) over short distances, assembling or breaking up trains and positioning individual cars for loading and unloading. In between these activities, switch locomotives used in rail yards remain stationary and are often left idling because of perceived operational risk of engine shutdown. Metro Vancouver and other government agencies receive a number of complaints related to various local rail yard operations. Despite advances in locomotive idle reduction technologies such as automatic engine start/stop control and auxiliary power units, one of the most prominent issues identified by communities' neighbouring these yards is the unnecessary idling of locomotives.

In order to examine current idling practices at local rail yards and to help identify idling reduction opportunities, Metro Vancouver in partnership with Environment Canada has commissioned a study on assessment and mitigation of locomotive idling in Metro Vancouver rail yards. Although there was general support for the project from the BC Locomotive and Rail Air Quality Work Group and especially from the Port Metro Vancouver rail operators, the RAC and the major railways (Canadian National, Canadian Pacific, VIA Rail, Southern Rail of BC and BNSF) operating in Metro Vancouver indicated that they could not participate in this study due to lack of resources. As a result, the study is focusing on the operation of Port Metro Vancouver's rail operators in developing specific idling reduction

training plans and will be structured in such a way that these plans can be easily tailored to suit other local rail yard operators. In addition, case studies will be conducted on selected rail yards where public complaints have been received, to examine actions taken or that could have been taken to mitigate negative impacts of rail yard operation on neighbouring residents and to outline recommendations for adoption by the rail companies.

Additional Work Planned

The rail yard locomotive idling reduction training plans and case studies are anticipated to be completed at the end of first quarter 2010. These tools will be provided to various rail yard operators in Metro Vancouver for their adoption. The BC Locomotive and Rail Air Quality Work Group will be used as a forum to disseminate these tools and to track the progress of various rail yard operators in locomotive idling reduction.

Further work being considered in partnership with Environment Canada includes a health risk assessment of diesel emissions from local rail yards in Metro Vancouver. Similar work has been conducted by the California Air Resources Board, where health risk assessments for 18 major rail yards showed that residents living near rail yards have an increased exposure to toxic air contaminants of about 15 to 30% and in some cases up to 70%, compared to regional levels. California railways are developing mitigation plans to reduce emissions and the health risk to residents. The results of the local health risk assessments would similarly be used as a basis for implementing further emission reduction measures to address air quality and health impacts from rail yards in the region.

3. ALTERNATIVES

The Environment and Energy Committee may:

a) receive this report for information;

or

b) refer the report back to staff with direction to consider additional or different courses of action to reduce emissions from the rail sector in Metro Vancouver.

4. CONCLUSION

Locomotives and rail yard operations represent a significant local source of diesel and other emissions in the region. Metro Vancouver's Air Quality Management Plan and Regional Diesel Strategy recognize the adverse air quality and health impacts of diesel emission in the region and have identified a set of priority actions to reduce emissions from these sources. A number of initiatives are underway in reducing diesel emissions from the rail sector that will also result in reduction of greenhouse gases and other air contaminants such as nitrogen oxides.



Environment and Energy Committee Meeting Date: November 10, 2009

To: Environment and Energy Committee

From: Tracey Husoy, Purchasing and Risk Division Manager
Roger Quan, Division Manager, Policy and Planning Department

Date: October 18, 2009

Subject: **Metro Vancouver Green Procurement Policy**

Recommendation:

That the Environment and Energy Committee receive for information the report dated October 18, 2009, titled "Metro Vancouver Green Procurement Policy".

1. PURPOSE

To provide information on the development and adoption of a Green Procurement Policy for Metro Vancouver.

2. CONTEXT

In October 2009, Metro Vancouver launched its "Green Procurement Policy". Also referred to as "Buying Green" or "Environmentally Preferred Purchasing," Green Procurement is defined as the buying of goods or services that are less harmful to the environment and to our health, than other available goods and services that serve the same purpose. Green procurement aims to reduce the consumption of resources and minimize waste generation, costs, and adverse health effects.

Green procurement is not a new practice in the Metro Vancouver organization. Many departments and work sites have already made a practice of choosing environmentally responsible products wherever possible.

In addition, a Sustainable Procurement Policy was established in 2007, to help ensure that Metro Vancouver's sustainability goals are reflected in its purchasing decisions, and to embed the commitment to sustainability in the practices of its contractors and suppliers. Under the Sustainable Procurement Policy, bidders are required to submit a declaration that they abide by applicable legislation pertaining to the environment and workplace safety, employment and human rights, and to provide a list of any previous convictions. Additionally, bidders are encouraged to identify any extraordinary economic, environmental and social impacts (benefits) due to their sustainable contributions and procurement practices. This information is factored into the selection process. Ten percent of every procurement decision, resulting from a Request for Proposal, takes into account the bidder's extraordinary impacts: environmental (5%) and social (5%).

The new Green Procurement Policy is intended to work in concert with the existing Sustainable Procurement Policy, bringing standardized specifications and/or requirements to ensure Metro Vancouver is consistent in how it practices green procurement. The Green Procurement Policy was developed by a task force led by Metro Vancouver's Purchasing Division, with representatives from several departments including Engineering and Construction, Operations and Maintenance, Policy and Planning, Housing and Corporate Services. At this time, green procurement requirements have been developed in the following areas, which must be followed when purchasing the applicable goods and services:

- Cleaning Products and Services – requiring that all cleaning products and chemicals purchased for use, or used by a service provider, meet specified “green” certification requirements, and with additional considerations related to packaging, refillable containers, and reduced use of disposable materials.
- Office Supplies – convenient on-line access for ordering environmentally preferred products.
- Printing Services – including both corporate in-house printing services, which use Energy Star certified equipment and non-toxic emulsion aggregation toner, and considerations for out-sourced printing, related to use of 100% recycled paper stock, vegetable-based inks, right-sizing of documents, digital rather than offset and web lithographic printing processes, document finishes, and binding methods.
- Clean Diesel Equipment – related to Metro Vancouver's Sustainability Framework target to “reduce diesel particulates by 75% from Metro Vancouver corporate sources by 2012”, staff has developed a corporate diesel emission reduction program, aimed at reducing emissions from diesel engines operated by Metro Vancouver, as well as its contractors and sub-contractors. This includes emissions criteria for new engine purchases, retrofit or replacement of existing engines, clean fuel choices, and operating practices, which have been incorporated in three separate procurement requirements pertaining to:
 - Contractor's Equipment
 - Hired Diesel Powered Vehicles and Equipment
 - Specification for New Diesel Powered Vehicles and Equipment
- Life Cycle Analysis for the Purchase of Vehicles and Equipment – a tool has been developed to guide the purchase of new vehicles and equipment.
- High Volume Fly Ash Concrete – to maximize the content of fly ash used in concrete and minimize cement content, in order to reduce the emissions of greenhouse gases related to cement production.

The internal task force that produced these requirements continues to identify opportunities to expand this list. As new green specifications and requirements are developed, they will be added to the Green Procurement Policy.

3. ALTERNATIVES

None presented.

4. CONCLUSION

In late 2008, staff initiated the development of green / environmentally friendly purchasing guidelines. A Metro Vancouver "Green Procurement Policy" was launched in October 2009, building on the existing Sustainable Procurement Policy and bringing corporate consistency to a number of practices already in use by staff. An initial series of requirements have been developed in areas such as cleaning products and services, office supplies, printing, diesel engines and equipment, vehicle and equipment purchases, and concrete. Additional green procurement guidelines will be developed as the need arises.

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Environment and Energy Committee Meeting Date: November 10, 2009

To: Environment and Energy Committee

From: Eve Hou, Air Quality Planner, Policy and Planning Department
 Jeff Carmichael, Senior Economist, Policy and Planning Department

Date: October 27, 2009

Subject: **Metro Vancouver CARIP Funds for Climate Change Action**

Recommendation:

That the Environment and Energy Committee receive for information the report dated October 27, 2009, titled "Metro Vancouver CARIP Funds for Climate Change Action".

1. PURPOSE

This report provides information on the Climate Action Revenue Incentive Program (CARIP) fund and the intended designation of these funds for climate change work undertaken by Metro Vancouver.

2. CONTEXT

On July 1st, 2008, the Provincial government began levying a carbon tax on the purchase and use of fossil fuels in British Columbia, such as gasoline, diesel, natural gas, heating fuel, propane and coal. Carbon taxes place a 'price' on greenhouse gas (GHG) emissions such that, over time, the price signal will elicit a market response across the economy, resulting in reduced overall emissions. As such, it does not favour one means or technology for reducing emissions over another, but rather seeks to use market price signals to encourage approaches that reduce overall fossil fuel combustion.

As designed, Provincial carbon taxation levels will increase annually (each July 1st) from 2008 through to 2012, according to the following schedule:

July 1st, 2008	July 1st, 2009	July 1st, 2010	July 1st, 2011	July 1st, 2012
\$10 per tonne of CO ₂ e emissions	\$15 per tonne of CO ₂ e emissions	\$20 per tonne of CO ₂ e emissions	\$25 per tonne of CO ₂ e emissions	\$30 per tonne of CO ₂ e emissions

Because the carbon tax is assessed in dollars per tonne of GHG emissions (expressed as carbon dioxide equivalents, or CO₂e), the taxation level varies according to the carbon intensity of the individual fossil fuel. Translated to dollars per volume of fuel consumed, the 2008 carbon tax rate works out to 2.3 cents per litre of gasoline, 2.7 cents per litre of diesel, and 50 cents per gigajoule of natural gas.

By July 1st, 2012 these values will increase three-fold (from \$10/t to \$30/t) resulting in new carbon taxation levels at 7.0 cents, 8.1 cents, and \$1.50 respectively for gasoline, diesel and natural gas.

By law, Provincial revenues associated with the carbon tax must be made 'revenue-neutral' to the Province's overall position – meaning that the money collected through the carbon tax must be 'recycled' into the economy in the form of tax cuts. While the average individual will have their carbon tax burden offset by reductions in personal income tax, and the average business will have its carbon tax burden offset by reductions in business and corporate tax rates, local governments do not have any mechanism for achieving 'tax burden neutrality' with respect to the new carbon tax system (i.e., they have increased expenses associated with the carbon tax, but no concurrent tax reduction). As such, to a local government budget, the new taxation regime could not achieve cost-neutrality (i.e. simply a tax shift), but rather represents a new, incremental cost to the operations. It is for this reason that the Province introduced the Climate Action Revenue Incentive Program (CARIP) for local governments.

The CARIP provides local governments who have voluntarily signed the BC Climate Action Charter (the "Charter") with grants to offset 100 per cent of the carbon tax they have directly paid for fossil fuel purchases. Among other commitments, the Charter commits signatories to (a) becoming carbon neutral in respect of their operations by 2012, (b) measuring and reporting on the community's GHG emission profile, and (c) creating complete, compact, and more energy efficient communities.

Metro Vancouver became a signatory of the Charter in November 2007, and the Board has endorsed climate change goals at both corporate and regional levels, aimed to not only reduce greenhouse gas emissions but also to adapt to the impacts of climate change. Targets that have been adopted in support of these goals include:

- Carbon neutral by 2012 [corporate]
- 33% reduction in GHGs by 2020 [regional]
- 80% reduction in GHGs by 2050 [regional].

Plans, programs and actions are underway to achieve these targets. Current work is funded by a variety of sources; however, it is expected that as we approach our target dates, the climate change program will require additional resources to implement the variety of actions currently under consideration. One source of potential funding that has been identified is the CARIP funds.

In 2009, Metro Vancouver received \$28,146.96 from the CARIP program. However, keeping in mind that this carbon tax rebate was only for the last half of 2008, and the increasing rate for the carbon tax through 2012, CARIP funds are expected to grow to approximately \$225,000 in 2012, assuming no unanticipated changes in consumption patterns.

Beginning with the 2008 CARIP funds, all CARIP funds received by Metro Vancouver will be earmarked for climate change related work on an ongoing basis.

3. ALTERNATIVES

The Environment and Energy Committee could:

- a) receive this report for information and take no further actions at this time;

or

- b) direct staff to consider an alternate course of action with respect to CARIP funds.

4. CONCLUSION

The Province has implemented a carbon tax on fossil fuels beginning in July 2008. To ensure revenue neutrality, the Province is providing a rebate to local governments who have signed the BC Climate Action Charter, effectively returning 100 per cent of the carbon taxes paid. As a signatory to the Charter, Metro Vancouver is eligible for the Climate Action Revenue Incentive Program (CARIP) funds. Staff recommends that CARIP funds received by Metro Vancouver be dedicated to work on climate change actions, towards goals and targets established at both the corporate and regional levels.

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Environment and Energy Committee Meeting Date: November 10, 2009

To: Environment and Energy Committee

From: Andjela Knezevic-Stevanovic, Senior Engineer
Policy and Planning Department

Date: October 21, 2009

Subject: **Boundary Bay Regional Ambient Water Monitoring Program**

Recommendation:

That the Environment and Energy Committee receive for information the report, dated October 21, 2009, titled "Boundary Bay Regional Ambient Water Monitoring Program".

1. PURPOSE

This report has been prepared to present an update on the regional ambient monitoring program for Boundary Bay, which reflects the Liquid Waste Management Plan (2002) commitment for the "monitoring of relevant water bodies" within the Region and the direction by the Board to pursue a partnership approach.

2. CONTEXT

The ecological importance of the Boundary Bay watershed has been internationally recognized. Between 2003 and 2008, there were 54 events of sanitary sewer overflows at 11 locations in the Boundary Bay area, and, therefore, the Liquid Waste Management Plan requires a monitoring program. This monitoring initiative is also consistent with the direction provided in the new CCME Municipal Wastewater Effluent Strategy.

On October 14, 2008, the Environment and Energy Committee made a recommendation to the Board to add the Boundary Bay Ambient Monitoring Program to the list of 2009 priorities. The Board adopted this recommendation on October 22, 2008, and in accordance with Metro Vancouver's Sustainability Framework, provided a direction to pursue a partnership approach.

Historically, various senior government agencies, Metro Vancouver, and member municipalities have conducted individual monitoring programs in isolation. As a result of the Board directive, Metro Vancouver formed an inter-agency partnership (the Partnership) with the City of Surrey, the Corporation of Delta, the City of White Rock, Environment Canada, Port Metro Vancouver, BC Hydro, BC Ministry of Environment, BC Ministry of Agriculture and Lands, First Nations, and non-government organizations. Metro Vancouver then integrated its ambient monitoring program into the partnership collaboration, the Boundary Bay Assessment and Monitoring Program (the Program). The transboundary aspect of the Program includes cooperation with the Puget Sound Partnership, which coordinates the United States local, state, and federal agencies.

The coordinated environmental monitoring conducted under Metro Vancouver's leadership provides for a comprehensive, synergistic, and cost-effective approach due to knowledge and resource sharing between the partners. It is based on significant municipal contributions and financial participation by the Semiahmoo First Nation. Participation by the senior government agencies in this collaborative initiative provides for their buy-in and a better appreciation of Metro Vancouver's efforts in the responsible management of its discharges.

Metro Vancouver's contribution to the overall Program to-date has been about 0.15 person years, which is about 8% of the total Program effort.

Partnership Update

A Partnership workshop was held on June 23, 2009, with approximately 25 partner representatives in attendance, including the Puget Sound Partnership, BC government agencies, the Government of Canada, First Nations, and community organizations. The purpose of this workshop was to verify the design of the monitoring program.

A data management system that allows all partners' coordination of monitoring input and access to the relevant monitoring data, comparative review of applicable parameters, and implementation of the consistent quality assurance program has been developed.

The Partnership (speakers representing member Municipalities) presented the status of the integrated monitoring program and an overview of partnership benefits to Metro Vancouver's Environmental Monitoring Committee on September 17, 2009.

Monitoring Update

Water monitoring during the dry weather season was completed in August 2009 and the sediment monitoring commenced in September 2009. During the initial 5-week monitoring period, the partners collected approximately 200 samples at 63 locations (7 of which are Metro Vancouver's) within the fresh water and marine waters as representative indicators of the watershed water quality. The wet weather monitoring program is scheduled to begin in November 2009.

Preliminary results indicate that all parameters monitored in the marine environment during the dry weather season were measured either below detection limits or predominantly met the applicable objectives/guidelines. In several instances, concentrations of some metals (aluminium, copper, iron, arsenic and cadmium) and fecal coliforms in freshwater environment were elevated above the applicable objectives/guidelines.

As the Program has been established, Metro Vancouver's future involvement will be limited to its maintenance, and staff will report on the status of the Boundary Bay Ambient Monitoring Program when there are any significant changes to report.

3. ALTERNATIVES

None presented.

4. CONCLUSION

The ambient monitoring of Boundary Bay is one of the Liquid Waste Management Plan commitments. In accordance with the Board directive to pursue a partnership approach, Metro Vancouver has formed an inter-agency partnership and developed the program that has resulted in synergies and become a model for financially responsible environmental monitoring. The program implementation will continue under Metro Vancouver's leadership and coordination, with the majority of actual monitoring carried out by municipalities with First Nation involvement. Staff will provide updates on the Boundary Bay Ambient Monitoring Program when there are any significant changes to report.

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Environment and Energy Committee Meeting Date: November 10, 2009

To: Environment and Energy Committee
From: Jim Armstrong, Senior Biologist, Policy and Planning Department
Date: October 15, 2009
Subject: **Burrard Inlet Ambient Water Quality Report**

Recommendation:

That the Environment and Energy Committee receive for information the report dated October 15, 2009, titled "Burrard Inlet Ambient Water Quality Report".

1. PURPOSE

To respond to the Environment and Energy Committee's request for information on the status of the Burrard Inlet Ambient Monitoring Program.

2. CONTEXT

Metro Vancouver has undertaken the Burrard Inlet Ambient Monitoring Program (the Program) in accordance with commitment C4 of the Liquid Waste Management Plan (2002) which states: "Specific monitoring programs that will be undertaken include...ambient receiving environmental monitoring in areas where water quality (as indicated by water quality objective criteria) is potentially affected by wastewater and/or storm water".

The Program has three monitoring components: water quality, sediments and biota. Water quality monitoring was first undertaken in 2007 and has continued on an annual basis. Sediment monitoring commenced in 2008 and is scheduled on a bi-annual basis for the first 5-year term. Biota monitoring was undertaken in 2007 and is scheduled on a 3-year cycle.

The results of the Program are reviewed regularly with the Environmental Monitoring Committee, made up of regulatory agencies, academics and public members. As reviewed and accepted by the Environmental Monitoring Committee, results of the water quality, sediment and biota sampling programs indicate that:

- The water quality in Burrard Inlet is satisfactory and supportive of aquatic life. Water and sediment chemistry results indicate the overall water quality within the assessed areas is improving when compared to the historical studies between 1985 and 2006.
- The Lions Gate wastewater treatment plant and eight Metro Vancouver combined sewer overflow locations are only a few of the approximately 1,200 point and non-point source discharges into Burrard Inlet. The water and sediment qualities appear directly related to those many discharge sources and to physical oceanographic factors. Nonetheless, total metals levels indicate decreasing concentrations

throughout the Inlet (excluding Indian Arm) in water. The dissolved oxygen concentrations from the deep-water samples indicate lower levels, while the microbiological results consistently indicate higher levels in the Outer, Inner and Central Harbours.

- English sole has been historically used as a key species in fish biota monitoring studies. However, the fish biota results obtained in this assessment are not consistent with the monitoring results for water and sediment quality in Indian Arm, as the migratory patterns of English sole appear to cover the entire area of Burrard Inlet and are not reflective of a specific localized study area. Further investigation through the selection of a key species that are sedentary would complement the results obtained in this study.
- The overall environmental quality within Burrard Inlet has been positively changing through the initiatives that have been undertaken by the various municipalities, including sewer separation and reduction in storm water contaminants being discharged into the Inlet.

A more detailed discussion of the monitoring results is contained in the Attachment.

3. ALTERNATIVES

None presented.

4. CONCLUSION

Metro Vancouver monitors the ambient environmental quality of Burrard Inlet in accordance with commitment C4 of the Liquid Waste Management Plan (2002). The Burrard Inlet Ambient Monitoring Program regularly assesses the water quality, sediments and biota in the Inlet.

Results of the monitoring program are reviewed regularly by the Environmental Monitoring Committee (made up of regulatory agencies, academics and public members). As reviewed and accepted by the Environmental Monitoring Committee, the overall environmental quality within Burrard Inlet has been positively changing through the initiatives that have been undertaken by the various municipalities, including sewer separation and reduction in storm water contaminants being discharged into the Inlet.

ATTACHMENT

Details of Monitoring Results (eRIM doc. #004984544).

5.5 ATTACHMENT

Details of Monitoring Results

Water Quality Monitoring

Overall the 2008 water quality results met the applicable guidelines for 97% of the tested parameters.

The 2008 analytical results were comparable to the 2007 results with an exception of dissolved oxygen (DO) which did not meet the Burrard Inlet Water Quality Objectives (BIWQO) and CCME Aquatic Waters - Marine Guidelines on one or more occasions. The 30-day mean concentration for DO did not meet the BC Water Quality Guideline (BCWQG) for all near bottom samples and at one near surface location. Mean concentrations for copper and iron decreased and concentrations for chromium (Outer Harbour) increased since 2007 but were still below the applicable objective.

The results for fecal coliforms, Enterococcus and E.Coli did not meet the applicable guidelines at any of the Inner Harbour and for Enterococcus and E.Coli at any of the Outer Harbour sites and only for near bottom samples at the Central Harbour site.

Sediment Monitoring

A total of 34 parameters were compared to Burrard Inlet Sediment Quality Objectives, CCME and/or BC working guidelines. Of these, 18 parameters had measured concentrations below the applicable limits at all sites. The remaining parameters were equal to or above the applicable limits. At North Indian Arm, the applicable limits for all parameters were met.

Sediment monitoring has indicated many consistent patterns in spatial distribution of contaminants. The presence of fecal coliform bacteria and coprostanol occurred in the highest concentrations at the Inner Harbour while elevated levels of metals (cadmium, lead, mercury and zinc) occurred at Port Moody and South Indian Arm, however all recorded levels met the applicable objectives/guidelines. These results are consistent with the sediment deposition studies that have concluded that sediments from the Central Harbour are deposited and remain there.

The concentrations of organic compounds (polychlorinated biphenyls (PCBs), polycyclic aromatic hydrocarbons (PAHs), dioxins/furans and dichlorodiphenyltrichloroethane (DDT) were elevated at Central Harbour, Port Moody and South Indian Arm but within the applicable objective limits at all sites except for Central Harbour where the average PCB total congener level was slightly above the objective.

Biota Monitoring

The 2007 biota sampling involved the evaluation of English sole, a flatfish that resides on the ocean bottom. Fish of both sexes and of varying size were collected from the same seven locations used in the Burrard Inlet water and sediment monitoring programs. The key endpoints evaluated in this study included the accumulation of contaminants through the measurements of burden in the liver, whole body and muscle, and PAH metabolites in the bile. Toxicological effects were assessed using whole organism metrics, biochemical indicators of contaminant exposure and tissue histopathology. Overall the most severe lesions were found in fish sampled at South Indian Arm, followed by West Vancouver and Loch Katrine. The lowest incident of lesions was found at Spanish Banks.

The integrated fish assessment ranked all sites as having a "Moderate Potential Effects on Fish Health" based on the endpoints measured, except Spanish Banks as having a "Low Potential Effect on Fish Health".

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Environment and Energy Committee Meeting Date: November 10, 2009

To: Environment and Energy Committee
From: Roger Quan, Division Manager, Policy and Planning Department
Date: October 30, 2009
Subject: **Manager's Report**

Recommendation:

That the Environment and Energy Committee receive for information the report dated October 30, 2009, titled "Manager's Report".

2009 Environment and Energy Committee Work Program

The attachment to this report sets out the Committee's work program and schedule for 2009. This does not include all items to be brought before the Committee but the priorities previously determined by the Board and Committee. The matrix will be updated regularly to include new issues that arise, items requested by the Committee, and any changes in the schedule. The items highlighted in bold identify the work program elements that have been completed. The elements not highlighted in bold reflect the work program elements where work is still on-going.

Many of the priority items identified for 2009 are complete. The priority focus on three significant regional management plans (regional growth, liquid waste and solid waste) has impacted somewhat on other plans and consultation programs. The remaining priority items under the purview of the Committee, including consultation on non-road diesel emission reduction programs, development of corporate and regional climate action strategies, and drafting of an ecological health strategy - are all underway and anticipated to be brought forward for consideration in the first quarter of 2010.

Discharge of Grease Into the Sewer System

At its October 6, 2009 meeting, the Environment and Energy Committee requested that staff provide information on measures taken to control the discharge of grease into the sewer system.

The discharge of fats, oils and greases to sewer from restaurants and other sources to sewers represents a substantial and unfair cost to municipal taxpayers. Metro Vancouver's Sewer Use Bylaw contains a Code of Practice (Code) which imposes conditions upon restaurants discharging to sewer. The Code is currently under review to enhance requirements. However, the level of compliance with the current code is very poor. Ticketing of non-compliant restaurants is considered the most effective means of improving compliance, as the cost of taking a restaurant to court and the small fines available for

Manager's Report

Environment and Energy Committee Meeting Date: November 10, 2009

Page 2 of 2

violations of Metro Vancouver's Sewer Use Bylaw make prosecution impractical. However, Metro Vancouver's sewerage utility, the GVS&DD, does not have ticketing powers similar to municipalities or regional districts. Various staff, legal counsel and Chairpersons for the GVS&DD, over the years dating back at least until 1994, have requested that the province amend its laws to enable ticketing and increase the level of fines available for prosecution of Sewer Use Bylaw violations.

We are advised that the province has plans to amend its legislation in 2011 to provide the GVS&DD ticketing powers and also to increase the level of fines available under the bylaw. However, there is no guarantee that this will be done. Consequently, until such time as Metro Vancouver is able to offer a credible deterrent to violators, it is likely that restaurants will continue to discharge fats, oils and grease to sewers and taxpayers will incur unnecessary and unfair costs for maintaining sewer lines and treatment of these wastes. Further the discharge of these materials to sewer results in an increased risk that Metro Vancouver will violate federal or provincial laws at its primary plants, Iona and Lions Gate, as these plants are currently operating close to permitted levels.

Workshop on Climate Change Adaptation Risk Management Guide for Municipalities

At its October 2009 meeting, the Environment and Energy Committee heard a presentation from Mr. Bob Black of Black Shield Preparedness Solutions on the development of climate change adaptation risk management guides for municipalities in Canada, and a request for Metro Vancouver to support a workshop in regards to the development of such a guide for BC.

The Board subsequently authorized Metro Vancouver to host a workshop. The workshop has now been arranged, and is scheduled to take place on Friday, November 13, 2009 at the Hilton Metrotown in Burnaby, from 8:00 to 4:30. A workshop invitation has been sent to all member municipalities, through the members of Technical Advisory Committee, Regional Engineers Advisory Committee, and the Climate Protection Subcommittee of REAC. In terms of participation, the workshop organizers are hoping for a cross section of people that could include: first responders, emergency managers, municipal and environmental planners, and engineering staff.

ATTACHMENT

Environment and Energy Committee Priorities for 2009 (eRIM doc. #004984249).

004984234

5.6 ATTACHMENT

Environment and Energy Committee Priorities for 2009

1st Quarter

Key priorities

- **2009 work program (February 2009)**
- **Identify further regulatory and non-regulatory actions to reduce diesel emissions (February and March 2009)**
- **Implementation of air quality monitoring network improvements (February 2009)**
- **Ecological Health Plan goals and strategies framework (March 2009)**
- **Residential wood smoke emissions reduction program (March 2009)**
- **Status of the Canada-wide Strategy for the Management of Municipal Wastewater Effluent (March 2009).**

2nd Quarter

Key priorities

- Consultation on reduction of non-road diesel emissions
- **Environmental aspects of draft Liquid Waste Management Plan (April 2009)**
- **Implementation of residential wood stove change-out program (April 2009)**
- **Capilano salmonid smolt trap and truck project (April 2009)**
- **Lower Fraser Valley Air Quality Report (June 2009).**

Pending Requests of Staff

- **Potential cooperation with school districts to reduce air emissions (April 2009).**

3rd Quarter

Key priorities

- Preliminary Corporate and Regional Climate Change Strategy
- **Environmental aspects of draft Solid Waste Management Plan (Board June 2009)**
- **Interim report on development of Ecological Health Strategy (May 2009)**
- **Boundary Bay Ambient Monitoring Program (November 2009)**
- **Metro Vancouver Energy Projects (May, June 2009)**
- Joint meeting with Fraser Valley Regional District Air Quality and Environment Committee.

Pending Requests of Staff

- **Progress report on rail air emission reduction initiatives (November 2009)**
- **Presentations on cement industry emission reduction initiatives (September 2009).**

4th Quarter

Key priorities

- Results of non-road diesel emission reduction consultations and proposed regulations
- First draft of Ecological Health Strategy
- **2010 Environment and Energy Committee program (October 2009)**
- **Burrard Inlet Ambient Monitoring Program (November 2009)**
- **Status of work on fish management in the watersheds (October 2009).**

INFORMATION ITEMS

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City will miss its ambitious recycling goal

Published On Tue Oct 20 2009 / RICK EGLINTON/TORONTO STAR FILE PHOTO

Delays for more programs in condos, apartments mean 70% diversion target won't be reached



Only single-family homes, about half the households in the city, will be close to the 70 per cent waste diversion goal by the end of 2010.

Delays in ramping up recycling and green bin programs in multi-unit apartment and condominium buildings will keep Toronto from reaching its goal of diverting 70 per cent of waste from the dump by the end of next year.

Seventy per cent diversion was one of Mayor David Miller's campaign promises in 2006.

But while single-family homes, which make up about half the households in the city, will be close to the goal by the end of 2010, a lower diversion rate in highrise buildings means the 70 per cent goal can't be met for the city as a whole.

"Towards the end of 2010, overall, we should be in the low 50s," Geoff Rathbone, general manager of solid waste, said following a presentation to the budget committee.

Rathbone listed several factors:

- The city had hoped that all highrise buildings would have green-bin service by the end of 2010. That estimate has now been pushed back a year. Only 30 to 40 per cent of highrise households will have it by year end.

- A big plant that will sort through garbage headed for the dump, pulling out valuable metals like steel and aluminum, is supposed to cut the waste stream by 8 per cent. But the facility will open later than expected, not before 2012.
- Plans for a new reuse centre that will divert items like furniture, tires, electronic equipment, sinks and toilets from the waste stream have been put off a year, until 2011.

Miller told reporters that setting such a goal was ambitious, but "if we hadn't done that, we wouldn't be talking about 70 per cent."

Staff had told him it was "realistically possible, but it would be a huge stretch."

Miller said the more waste diverted, the longer the Green Lane landfill in southwestern Ontario will last. And "that's like gold, because you can't find new landfills."

Councillor John Parker (Ward 26, Don Valley West) said the attempt to get to 70 per cent diversion has been a "noble effort." But he said the goal was unachievable and therefore politically questionable.

"I think it does point out the importance of being honest with ourselves when we do set these targets," said Parker, a works committee member.

"It's awfully easy for politicians to say, 'I'm greener than you are because I'm aiming for 70 per cent and you're aiming for something less than 70 per cent, so I win and you lose,'" he said.

Rathbone and his staff have asked for higher fees for curbside collection in the coming year.

The fee for a medium-size bin – used by about 40 per cent of households – will rise to \$44 from \$39 annually, if their recommendation is approved by city council.

The large bin fee (about 25 per cent of households) rises to \$140 from \$131; the extra-large bin fee (10 per cent of households) rises to \$198 from \$190.

Small bin holders (25 per cent of households) will get a refund of \$6, down from \$10.

Residents will also see their water bills rise 9 per cent next year if council approves the recommendation of Toronto Water. That's an increase of \$51 a year for a typical household using 300 cubic metres a year, bringing the bill to \$618.

Water bills have been rising 9 per cent annually since 2006, and are projected to continue rising at that rate until 2014 as the city catches up on a backlog of replacing aging sewers and water mains.