

**Deltaport Third Berth Project  
2010 Issue Tracking and Response Table  
Post-Certification and Construction Phase  
January 1, 2010 – June 18, 2010**

#	Source	Issue	Port Metro Vancouver Response
<b>PROJECT RATIONALE</b>			
1	Mark Gunn E-mail January 20, 2010	Support for DP3 as an integral part of the economic development and recovery of the Province.	Comment noted.
2	Richard Swanston E-mail April 29, 2010	Utilize the Prince Rupert Port instead of Deltaport.	Prince Rupert's serves a different market. Prince Rupert is virtually all rail, destined for eastern US markets. Deltaport's truck traffic is destined to Lower Mainland destinations and its rail traffic is destined to eastern Canadian markets. Only 5% of PMV's container traffic goes to the US.
3	Ian Robertson E-mail May 13, 2010	Note that the Panama Canal upgrades will be completed in 2014, thereby making much of Deltaport unnecessary for markets on the east coast.	It is expected that this expansion will continue to attract containers that could transit southern US west coast ports (Panama currently takes 50% of such cargo and has additional capacity available today). It is not anticipated that the containers transiting Vancouver would relocate to east coast US or Canadian ports via the Panama Canal.
<b>HABITAT COMPENSATION PLAN</b>			
4	Bryan Lewis January 19, 2010 E-mail	Are there any plans for allowing public access to the water from the Deltaport Causeway once the work on the rock berm is complete?	As part of the environmental requirement for the Deltaport Third Berth Project, Port Metro Vancouver is required to create a certain amount of habitat compensation. The rock berm referred to is a large project that will create sensitive habitat to support the Roberts Bank ecosystem. Unfortunately, public access will not be available from the causeway once the project is complete. Please review this link to the information ad that was placed in local papers last summer: <a href="http://www.portmetrovancover.com/Libraries/PROJECTS_Deltaport_Third_Berth_Project/2009-05-26_DP3_East_Causeway_Habitat_Notification.sflb.ashx">http://www.portmetrovancover.com/Libraries/PROJECTS_Deltaport_Third_Berth_Project/2009-05-26_DP3_East_Causeway_Habitat_Notification.sflb.ashx</a>
<b>ENVIRONMENTAL GENERAL</b>			
5	Richard Swanston E-mail February 18, 2010	Concern that construction on the west side of the Deltaport Causeway has significant environmental impacts and that it proceeded without environmental review.	The work seen on the northwest side of the causeway is related to rail siding work being undertaken by British Columbia Rail as part of the Deltaport Third Berth Project. The subject works were reviewed under the harmonized British Columbia Environmental Assessment Act (BCEAA) and Canadian Environmental Assessment Act (CEAA) and received approval. In addition, the rail works on the

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			causeway were also submitted to the Fraser Estuary Management Program Environmental Review Committee for review.
<b>ADAPTIVE MANAGEMENT STRATEGY</b>			
6	Roger Emsley E-mail April 22, 2010	When will the 2009 report by the SAC be available?	The draft 2009 annual report has been received by SAC, and they are scheduled to review the report. It usually takes at least two months to finalize the report, which should be finalized by the end of July. Once received, it will immediately be posted to the website and shared with DCLC.
7	Roger Emsley E-mail April 22, 2010	What is the last AMS report that the SAC reviewed and what was there critique of it?	SAC reviews all of the quarterly reports (last reviewed was the Q4-2009 report on March 17) and the annual reports. They provide a written letter to EC and VFPA once a year on the annual reports, but not on the quarterly reports, which are purely factual data reports. It is the annual reports that analyze the data trends and assess the potential for impacts from the DP3 project.
<b>AIR QUALITY</b>			
8	Roger Emsley E-mail April 22, 2010	What is the status of the Tsawwassen air quality monitoring station, and where can readings be seen?	The station has been collecting most of the air quality and meteorological information for roughly the past two weeks, although a few things are still being set up by Metro Vancouver, including the particulate matter monitor. The next step is for the BC Government to set the framework up on their end. Data will be available through their website at <a href="http://www.bcairquality.ca/readings">www.bcairquality.ca/readings</a> .
<b>NOISE/LIGHTING</b>			
9	May 27, 2010 DCLC Meeting	Concern regarding strobe lights being left on at night and gantry lights being left on when the arm is up.	This should not be occurring and will be looked into. In the meantime, community members are encouraged to report any such occurrence to Deltaport's 24-hour Operations Staff line (604) 215-5773, so that the problem can be addressed in short order.
10	May 27, 2010 DCLC Meeting	Concern regarding light spillage.	This is a complicated issue. The light design for DP3 has been reviewed several times, and the current configuration has been finally selected as best compromise between minimizing spill and number of light posts. Light angles to the north, east and NE have already been decreased to 55 degrees, from the original design angle of 62.5 degrees, to decrease light spill. There is a standing work order to adjust angles of light fixtures on DP1 and DP2, to be

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<b>TRUCKS AND TRAFFIC</b>			
11	Mark Gunn E-mail January 20, 2010	Concern with PMV's projection of additional truck traffic and the impact on quality of life of local residents.	<p>completed hopefully by the end of the summer.</p> <p>Currently, Deltaport moves the majority of containers through the terminal by rail, but those that are destined for local markets are moved by truck, which results in approximately 1300 trucks per 24-hour period. At this point, PMV is not seeing an increase in truck traffic due to the current economic situation but there is potential for this to grow as the economy improves and demand for consumer goods increases. Once the South Fraser Perimeter Road is complete, commercial vehicles such as container trucks will be required to utilize the new alignment.</p> <p>In the meantime, PMV understands that truck traffic is a key concern to residents in Delta and there are several things that PMV is working on to address these concerns:</p> <ol style="list-style-type: none"> <li>1. Implementing stricter environmental standards of the Truck Licensing System (TLS). All trucks accessing port property must have a TLS license and PMV is using this tool to phase in stricter environmental requirements to ensure cleaner container trucks on the road. PMV is also working with local law enforcement agencies and BC Ministry of Transportation to establish information sharing that allows PMV to suspend the licenses of unsafe container truck or drivers with poor driving behaviours. PMV only has jurisdiction on Port property so this license only allows PMV to regulate trucks and drivers accessing Port property to do business. PMV will continue to focus on the Truck Licensing Strategy as a tool to increase the safety and environmental standards of container trucks that wish to access port property to conduct business.</li> <li>2. Delta Container Truck Traffic Working Group (DCTT). In January, PMV and TSI Terminal Systems Inc. (the terminal operator of Deltaport) established a</li> </ol>

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			<p>container truck working group to address community concerns regarding trucks. The working group includes members of the Deltaport Third Berth Project Community Liaison Committee (DCLC), the Corporation of Delta, BC Ministry of Transportation and Delta Police. Through this group, PMV hopes to address community issues that involve various regulatory jurisdictions.</p> <p>3. Smart Corridors Pilot Program. PMV is working with Transport Canada and the BC Ministry of Transportation to develop a long-term plan that identifies high priority corridors in the regional road and highway network and looks at ways to apply 'Intelligent Transportation Systems' to improve goods movement across modes and agencies. Roberts Bank has been identified as a priority and a pilot study has been initiated in this area.</p> <p>Addressing truck issues in the Highway 17 community is a key priority for PMV and PMV is working with representatives from the community, traffic authorities and local agencies to address trucking concerns.</p>
12	Ian Robertson E-mail May 13, 2010	Although PMV contributed \$3 million to improve Highway 17, the traffic situation has not really improved.	Comment noted.
13	Nav Brar Phone Call March 25, 2010	Concern regarding two large pot holes related to construction and located on the northbound lane about 1 km from the overpass.	Arrangements were made to immediately do a permanent fix on the pothole using a hot mix, as a gravel or cold patch would not last.
14	May 27, 2010 DCLC Meeting	Related to the closure of 57B, concern with access for local residents. Once 57B is closed, residents will have to cross Arthur Drive at 34B Avenue, a dangerous intersection. Can PMV commit to resolving the sightline issues at Arthur Drive and 34B Avenue before the closure of 57B Street?	PMV can commit to continue working with Delta to address sightline issues at Arthur Drive and 34B Street. PMV can commit to keeping 57B open until the 28th Ave overpass is complete. The Port cannot commit to tying the timing of the improvements to 34B to the closure of 57B. Too many projects are dependent on this: rail sidings are already being worked on, and other projects by the province are also

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<b>CONSULTATION AND COMMUNICATIONS</b>			
15	May 27, 2010 DCLC Meeting	Will the causeway be part of the open house?	No. With construction going on, liability is too large. When it is completed, PMV will look at opportunities to bring people, but given the layout, they will have to be in small groups.
<b>SOCIO-ECONOMIC</b>			
16	Ian Robertson E-mail May 13, 2010	Request for discussion regarding mitigating impacts on lifestyle of residents.	PMV would be happy to meet and discuss these issues.
<b>OTHER (Beyond Scope of DP3)</b>			
17	Richard Swanston E-mail February 18, 2010	Suggestion for container traffic to go to Prince Rupert.	Prince Rupert will play a significant role to increase B.C.'s container capacity in order to handle projected volumes; however, it will not replace the need for container expansion at the Port, including the Deltaport Third Berth Project. The entire B.C. port system must work together in order for Canada to effectively meet the demands of container trade and facilitate the growth of Asia-Pacific trade.
18	Richard Swanston E-mail April 29, 2010	Concern that there are three container berths in Delta with only one main access route, the George Massey Tunnel.	Not all container traffic goes through the George Massey Tunnel. Container trucks travel to various destinations throughout the Lower Mainland.
19	Richard Swanston E-mail April 29, 2010	Concern that on April 29, 2010 trucks blocked off access to traffic using the south-bound lanes of the causeway, with little to no traffic control present.	<p>Based on the photos provided, and information gathered resulting from PMV's investigation, TSI followed their Traffic Management Plan correctly by:</p> <ul style="list-style-type: none"> <li>• Staging trucks on the Causeway</li> <li>• Assigning a security guard to the 41B intersection</li> <li>• Double checking reservations</li> <li>• Staging trucks safely on the Deltaport Way shoulder to keep the overpass open</li> </ul> <p>TSI's Traffic Management Plan has been reviewed by PMV, Delta Police, the Corporation of Delta, BC MoT and DCLC.</p> <p>PMV does not support use of Deltaport Way for truck staging but has been working with TSI to ensure appropriate protocols are in place should such an incident occur (e.g. computer malfunction or shut-down due to high winds etc.). Delta Police and RCMP have approved the use of</p>

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			<p>emergency staging for trucks along Deltaport Way as a safer alternative to blocking the overpass or trucks parking on community side streets.</p> <p>The Deltaport Causeway is a BC Ministry of Transportation approved staging area for TSI Deltaport and can safely accommodate 214 trucks.</p>
20	Richard Swanston E-mail April 29, 2010	Note that that only one container ship in the Berth caused significant gridlock of trucks on the Deltaport causeway on April 29, 2010.	<p>On Thursday, April 29th at 16:50, Deltaport's computer reservation system malfunctioned, resulting in a reduced truck processing rate and as a result, a back-up in container trucks along Deltaport Causeway and Deltaport Way.</p> <p>This particular incident is on the agenda for the next meeting of the Delta Container Truck Traffic Working Group (DCTT).</p>
21	Richard Swanston E-mail April 29, 2010	Concern that truck staging caused an accident April 29, 2010 in the George Massey Tunnel.	Truck staging was not related to the accident referred to on Highway 99 and the George Massey Tunnel.
22	Richard Swanston E-mail April 29, 2010	Concern regarding lack of safety vests and proper traffic control gear of employees directing traffic during truck staging on April 29, 2010.	TSI has raised this issue with their contractor.
23	Richard Swanston E-mail April 29, 2010	Concern that 40% of trucks heading to Deltaport were considered unsafe and taken off the road.	At the last Delta Container Truck Traffic Working Group (DCTT) meeting, CVSE advised that the recent traffic inspection blitz resulted in a 27% out of service rate for container vehicles (however; the inspection included other types of trucks) and that this is a significant improvement from last year. CVSE also noted that the truck blitz was not random, but rather targeted, which meant they were only pulling over trucks they suspected of infractions; therefore, the sample was not representative of the entire container fleet, i.e. 27% of the sample of trucks were considered unsafe, not 27% of the total number of trucks.
24	Ian Robertson E-mail May 13, 2010	The right-hand lane on Highway 17 is almost solidly filled with trucks, with many of them unsafe according to the Delta Police, yet PMV seems to take little action.	PMV and TSI (the terminal operator) has formed the Delta Container Truck Traffic Working Group (DCTT) to address container truck issues in Delta. Members include Delta, Delta Police, ICBC, BC Ministry of Transportation and BC Ministry of Transportation Commercial Vehicle Enforcement Branch

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			and the Deltaport Third Berth Project Community Liaison Committee (DCLC). This concern has been shared with both DCLC and DCTT.
25	Ian Robertson E-mail May 13, 2010	Use traffic lights to limit the number of trucks attempting to enter Highway 17 off of Deltaport Way, and let BC Ferries further limit trucks when a large ferry is unloading.	This suggestion includes a number of agencies. Comment has been shared with DCTT.