

**Deltaport Third Berth Project
2009 Issue Tracking and Response Table
Post-Certification and Construction Phase
January 1, 2009 – December 31, 2009**

#	Source	Issue	Port Metro Vancouver Response
PROJECT RATIONALE			
1	March 14, 2009 Public Information Session	Opposed to expansion. Goods should instead be sent to Prince Rupert.	<p>Prince Rupert will play a significant role to increase B.C.'s container capacity in order to handle these projected volumes; however, it will not replace the need for container expansion at the Port, including the Deltaport Third Berth Project.</p> <p>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.</p>
HABITAT COMPENSATION PLAN			
2	Gord McKenna June 7, 2009 E-mail	Concern with loss of access to east causeway due to creation of sensitive compensation habitat.	<p>The project referenced is part of the habitat compensation requirements for the Deltaport Third Berth Project (DP3) and was part of the formal consultation under the Deltaport Third Berth Project Environmental Assessment process. Port Metro Vancouver (PMV) is aware that this is a popular place for recreational use by some, although it is not public property or a designated recreational area. Once the project is complete, PMV may consider working with the community to look at special access events, but unfortunately, due to public safety and habitat sensitivity, this area as a public access point will not be available.</p> <p>As part of DP3, PMV has contributed \$2 million to the Corporation of Delta so they could purchase the Seven Seas Property in Ladner for the purposes of expanded public area and access to the water.</p>
3	Roger Emsley March 18, 2009 Email	There appears to be no progress with the Roberts Bank Environment Stewardship Program.	<p>The Burrard Inlet Environmental Action Program and Fraser River Estuary Management Program (BIEAP/FREMP) is leading the Roberts and Sturgeon Banks Reach Overview (Integration Action Program). The objective for the program is to "develop and implement a features and functions approach to management and decision making in the estuary." A project steering committee has been established to guide this project. Environment Canada and PMV are involved in this</p>

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4	Vic Rivers October 7, 2009 E-mail	If it is important to conduct the East Causeway Compensation Project during low tide, why did PMV not carry out this work during summer when tides are at their lowest?	<p>initiative.</p> <p>The work could not be done during the summer months because:</p> <ul style="list-style-type: none"> • The earliest possible completion date for the barge berth – June 2009 – required import of construction materials and export of waste materials for the terminal site works and the East Causeway works and the barge berth was completed and in service at that time. • The terminal site works and related paving had to be completed before the start of inclement fall weather. • The terminal site works contractor needed exclusive use of the barge berth for several months to import construction materials for the terminal site works, in order to avoid trucking very large quantities of construction materials through Delta. • If the East Causeway work had been scheduled during the summer, then either the terminal site works contractor or the East Causeway works contractor would have had to truck large quantities of material through Delta and VFPA has been making strenuous efforts to minimize project-related trucking through Delta.
CONSTRUCTION			
5	Richard Swanston January 6, 2009	Interest in why preload material is not being removed by barge.	Removal of the preload is necessary to ensure the project is not delayed and as a result, road removal options were explored. Deltaport Constructors Ltd. presented an option to deliver the preload material to meet local demand, thus minimizing the number of longer-haul truck-trips from other areas of the Lower Mainland. A permit has been issued by the Corporation of Delta that allows for delivery of the material to sites in Delta using local roads. Under the circumstances, PMV determined that it was reasonable to waive the contractual requirement that the contractor remove the preload material via water. Preload removal activities

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6	Kathleen Johnnie January 9, 2009 E-mail	Interest in how EA Certificate stipulates that all surplus preload material be removed from the DP3 construction site by water to avoid project-related truck traffic on local roads.	<p>were completed January 22, 2009.</p> <p>The EA certificate requires that PMV make <i>reasonable efforts</i> to use water borne transportation to minimize disruption to provincial and municipal roadways during Deltaport construction. Transportation via water has been PMV's preferred method to deliver and remove material from the DP3 site as it minimizes traffic and air quality impacts. An ocean disposal permit was granted by Environment Canada in 2007 and 2008 in support of this requirement. To date, a considerable amount of fill has been delivered to and removed from the DP3 site via water.</p> <p>In October 2008, Port Metro Vancouver (PMV) suspended ocean disposal operations at Roberts Bank upon learning that the contractor, Deltaport Constructors Ltd. had exceeded ocean disposal amounts applied for under the 2008 ocean disposal permit. PMV immediately advised Environment Canada but as a result Environment Canada will not issue an ocean disposal permit to PMV to dispose of the excess fill until their investigation is complete.</p> <p>Removal of the preload is necessary to ensure the project is not delayed and as a result, road removal options were explored. Deltaport Constructors Ltd. presented an option to deliver the preload material to meet local demand, thus minimizing the number of longer-haul truck-trips from other areas of the Lower Mainland. A permit has been issued by the Corporation of Delta that allows for delivery of the material to sites in Delta using local roads. Under the circumstances, PMV determined that it was reasonable to waive the contractual requirement that the contractor remove the preload material via water.</p> <p>PMV has placed very strict requirements upon the DP3 contractors to use every means possible to avoid moving construction materials by truck on local roads. The decision</p>

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			<p>to truck preload material off the site was only made because not do so would have caused a significant delay to the project.</p> <p>Despite the decision to move some materials by truck, efforts are still being made to reduce impacts on the community by restricting truck trips to non-peak traffic hours. PMV continues to ensure the majority of construction material is moved by barge.</p>
7	Richard Swanston April 1, 2009 E-mail	Noted that a silt curtain was observed aground mid-way between the ferry causeway and the container port causeway on March 31, 2009.	The silt curtain was retrieved immediately following notice from the Department of Fisheries and Oceans and Port Metro Vancouver. The Project had been experiencing a period of rough weather that week which likely resulted in the silt curtain coming free.
8	Richard Swanston April 1, 2009 E-mail	Concern with potential impacts resulting from the loose silt curtain.	The curtain was retrieved without incident.
9	Roger Emsley June 18, 2009 DCLC Meeting (from an earlier question by Richard Swanston)	Interest in potential damage to the seabed from mooring buoys (photos provided).	<p>The buoys in question are DCL's and have been deployed at the project site as visual aids and not as mooring buoys. They are used by the contractor as an important visual safety aid and were set with the intention of preventing the inadvertent grounding of any marine watercraft during construction on the mudflats.</p> <p>The buoys are anchored along the 3m contour outside of the eel grass bed and do not appear to be grounded based on the photo or any previous site inspections. Nonetheless, it is the contractor's intention to remove all marine and can buoys at the completion of the marine construction. It is worth noting that the week of May 27 was the extreme spring tide cycle (LLW of less than one foot and 0.7 foot at 1425 on May 27th) hence the exposure of so much intertidal mudflat when the photos were taken.</p>
10	September 17, 2009	Interest in actions PMV is undertaking to rehabilitate wildlife injured during DP3 construction.	It is PMV's understanding that no animals have been injured during the construction process. PMV's focus is on new

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	DCLC Meeting		habitat and supporting organizations that help and protect wildlife (e.g. Ducks Unlimited). Examples of protecting animals include PMV rescuing animals from the oil spills that occasionally happen in the inner harbour and collaborating with the Oil Bird Working Group (PMV was a founding member and funder). PMV also provides land to the Vancouver Aquarium for their mammal rescue facility. PMV's goal is to prevent injury to animals, but should something occur, there are systems and organizations in place to address the rehabilitation.
11	Ed November 18, 2009 Phone Call	Suggestion to paint buildings at DP3 green or white as these colours have a less industrial feel and are more pleasing to the eye than the current orange and blue colour scheme.	The Deltaport Third Berth Project does not include new buildings. Current buildings are gray and blue.
ENVIRONMENTAL GENERAL			
12	Public Information Session March 14, 2009	General concern for environment.	PMV is deeply committed to environmental sustainability and to designing and building the Deltaport Third Berth Project in a way that respects and protects the local environment. The project's EA Application was prepared in compliance with both the <i>Canadian Environmental Assessment Act</i> and the <i>BC Environmental Assessment Act</i> , and with the involvement of key PMV staff and over 30 specialist consultants. The EA Application examined a wide variety of factors relating to potential environmental, socio-economic and cultural effects. The findings of several environmental studies by PMV resulted in a reduction of the project footprint to minimize impacts on the environment and community. PMV will also spend approximately \$25 million on the implementation of over 150 key commitments to protect the environment, including programs such as the Habitat Compensation Plan, the Adaptive Management Strategy, the Marine Mammal Monitoring Program and the Construction Environmental Management Plan.
13	Richard Swanston January 4, 2009	Concern regarding silt curtain seen on-shore.	A silt curtain that was tied-up (not in use) came free on January 1st. Part of it was recovered on the 5 th and the other part was recovered on the 7 th . The silt curtain had to be

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	E-mail		recovered in a manner that was both environmentally sensitive and safe for crews. Crews could only retrieve the curtain at high tide by boat, since any attempt to access from the shore at low tides would have been likely to cause damage to the foreshore environment, and would have potentially been unsafe for anyone on foot. Weather conditions were quite difficult during the time in question.
14	Richard Swanston January 4, 2009 E-mail	Concern raised about migratory bird mortality and suggestion that power lines along causeway should be buried.	This was assessed as part of the EA application and is available at http://www.portmetrovancover.com/libraries/projects_deltaport_third_berth_project/ea_app_chapter_11.sflb.ashx
15	Richard Swanston January 15, 2009 E-mail	Concern regarding refuelling practices at construction site and potential impact on birds.	Storage and fuelling activities on the DP3 site are in accordance with CCME Environmental Code of Practices and in accordance with the DP3 Fisheries Act Authorization. Spill response kits are either affixed to the tank or located adjacent to the tank. Fuelling activities are monitored by Environmental Monitors.
AIR QUALITY			
16	Roger Emsley March 18, 2009 E-mail	Request for status report on air quality monitoring station development and indication when the equipment will finally be installed.	PMV has committed \$150,000 for Metro Vancouver to set-up the comprehensive permanent air quality monitoring station in Delta that will be linked to the Metro Vancouver region-wide ambient air quality monitoring program. Metro Vancouver is leading this project. PMV and Metro Vancouver are finalizing business agreements and it the goal is to have the station deployed in June.
NOISE/LIGHTING			
17	Public Information Session March 14, 2009	General concern regarding noise.	A Noise Management Plan has been implemented during construction and operations to assess and reduce noise levels where possible. PMV is working with DCLC to address noise concerns. PMV is also working on the development of Best Practices for Noise for the entire port.
18	David Johnson December 28,	Interest in plans to reduce amount of light pollution from Deltaport.	TSI Terminal Systems Inc. (TSI) – the DP3 operator – is in the process of looking at lighting for the Deltaport Third Berth

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	2009		<p>Project and has undertaken a lighting study which has been reviewed by the Corporation of Delta, and which is being reviewed by Port Metro Vancouver.</p> <p>Concern over the current terminal lighting is an issue that TSI is aware of. TSI is working with the Deltaport Third Berth Project Community Liaison Committee (DCLC) to try and address these concerns, a challenging task, because the terminal must meet minimum health and safety requirements.</p> <p>Current work underway relevant to this topic include:</p> <p>Presentation to DCLC from TSI on lighting: http://www.portmetrovancover.com/libraries/projects_deltaport_third_berth_project/2008-11-25_presentation_to_dclc_lighting_presentation_by_tsi.sflb.ashx</p> <p>DCLC meeting notes – presentation by Don McClean of DMD & Associates (hired by Corporation of Delta to review the TSI lighting report): http://www.portmetrovancover.com/libraries/projects_deltaport_third_berth_project/2009-01-22_dclc_meeting_notes.sflb.ashx</p> <p>Report to Delta Council including DMD & Associates assessment of TSI lighting study: http://www.deltaviews.com/contentengine/launch.asp?ID=19340</p>
19	DCLC Meeting Notes February 19, 2009	What is the regulatory process involved for increasing noise levels for construction at the Port?	<p>There is no regulatory approval required to increase construction noise on the DP3 project. As part of the DP3 Appendix E - Owner's Table of Commitments and Assurances, PMV has committed to (commitment 2.7):</p> <p style="text-align: center;">A Noise Management Plan will be developed to ensure identified mitigation measures are</p>

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			<p>implemented. This plan will include the following:</p> <ul style="list-style-type: none"> • Describe procedures for construction activities to meet the intent of Delta Noise Control Bylaw No. 1906, 197210 to avoid disturbance of the local community with 24 hour - 7 day per week construction periods. • Set maximum allowable noise emissions for each type of machinery prior to construction to ensure that contractors do not utilize any excessively noisy equipment. • Outline training requirements to ensure construction workers are aware of noise issues and act to minimize noise where possible. • List an environmental helpline and management procedure to deal with noise complaints that may
20	Vic Rivers March 30, 2009 E-mail	Concern regarding night-time lighting from DP3	It appears that the lighting may relate to some after-dark work on the installation of concrete to the crane rails at the south end of berth 3. TSI has asked crews to ensure that they shield the lighting away from the bluffs, whenever it is possible to do so. TSI is also following up with Seaspan.
21	Public Information Session March 14, 2009	Suggestion that DP3 lights are killing birds.	The impact of lights on birds and wildlife were considered as part of the DP3 Environmental Assessment. It was determined that lighting would have a minimal impact on the surrounding environment, mainly due to their relatively low intensity and height. In addition, areas illuminated at night are likely to attract birds as they provide a secure roosting environment (increased lighting improves visual awareness of predator approach) and attracts insects, which birds feed on.
22	Janice Sigfusson September 15, 2009	Concern regarding light emanating from Port. Interest if downcast lighting will be installed at DP3.	Yes, the lights that are being installed will be down-lighting with shields. TSI has been working with DCLC on this issue and TSI provided a presentation to the group on some of the

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	E-mail		<p>additional work that they have done on the topic. The report is available at: http://www.portmetrovancover.com/Libraries/PROJECTS_Deptaport_Third_Berth_Project/2006-12-12_Community_Liaison_Plan_Construction_First_Year_Operation_Phase_amended_2009-04-23_FINAL.sflb.ashx</p>
23	<p>Janice Sigfusson September 29, 2009 E-mail</p>	<p>Request for detailed information on what lighting is being used and what lighting improvements are going to be installed at DP3.</p>	<p>TSI worked with specialized lighting consultants to meet the intent of the Environmental Assessment Document (EAD), which is to reduce lighting impacts on neighbouring persons and the environment. Where possible, lighting is being directed away from north and east around the perimeter of the site. As part of the work done by the lighting consultants, studies indicated that the berth 3 light design (using High Pressure Sodium (HPS) and aktra widelite style fixtures) is the most efficient way to gain the required lighting levels because they require fewer fixtures and light towers and they have less impact on the surrounding community and environment in terms of reflected light and sky glow in marine weather conditions.</p> <p>HPS is a yellow light that is standard in outdoor applications, as opposed to Metal Halide (MH), which was noted in the EAD. It was found that MH light is a bright white light that is more visible to the human eye, appearing brighter. It is less intense in terms of light output so it requires more physical lights, more powerful lighting, and more electrical power material resources. HM also increases sky glow, particularly during rain and foggy conditions, and burns out more quickly, leading to disposal and waste generation issues.</p> <p>In regards to the use of cut-off style downlighters; downlighters concentrate light at the base of the tower, requiring greater density of towers and lights to achieve HRSDC light levels, requiring more power. Downlighters can also cause greater sky glow from the concentrated light reflecting off of the containers. The Aktra widelite style fixtures are cut-off fixtures by definition, meeting minimum</p>

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			light cast requirements above a certain plane from the light, and are directional, utilizing an internal shield, allowing the designer to target lighting as required, increasing flexibility. Additionally, TSI's lighting design was reviewed by the Corporation of Delta and TSI utilized comments from the Corporation of Delta's lighting consultant to reduce glare. TSI also worked with the Deltaport Third Berth Project Community Liaison Committee (DCLC) on this issue and as a result, committed to test the set angle of the lights to 55 degrees to see if this further reduces off-site glare, despite design lighting specifications to set the lights at 62.5 degrees. This testing is subject to meeting HRSDC regulations and Site Health and Safety. TSI is also committed to ongoing maintenance of existing lighting to ensure that lights are not angled too high (i.e. 62.5 degrees).
24	Janice Sigfusson September 29, 2009 E-mail	Note that PMV should continue down the path of protecting the environment, nature, people and energy through improved lighting.	PMV is aware that terminal lighting is a concern in the community. TSI has spent a lot of time and energy trying to find a solution that balances community concerns while ensuring the safety and health of the employees and work force at the terminal. The lighting design on the terminal aims to provide site lighting requirements in the most efficient way possible while meeting federal standards required by Human Resources and Skills Development Canada (HRSDC), which requires a standard of 30 lux on site.
25	September 17, 2009 DCLC Meeting	Concern that many of the commitments from the environmental assessment report have not been kept: <ul style="list-style-type: none"> • Construction lighting was supposed to be facing away from shore. • Yard lighting was supposed to be down-lighting • Gantry cranes were supposed to have swivel lighting, and be a colour other than white to better blend in with the landscape. 	Some commitments were mandatory requirements, while others were dependent on best practices. There are no environmental regulatory requirements for lighting, but there are safety regulatory requirements, and those bind PMV to certain lighting constraints. A report on the status of commitments will be produced for regulatory agencies prior to opening. DCLC will have the opportunity to review this report. PMV and TSI have worked hard to reduce the impact of construction on the community. Some of the new lights are still being tested and PMV and TSI will continue to work with the community on these issues.
26	Vic Rivers	Concern regarding possible noise and excess light	There are currently a number of activities occurring on the

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	October 7, 2009 E-mail	emanating from East Causeway Compensation Project night work.	site at the moment. One of which is some night-time work on the East Causeway for the East Causeway Habitat Compensation Project. This work is occurring at night at the moment as it must be done during low tides. This activity includes moving rock with excavators. To date, these activities do not appear to have an impact on the local community.
27	Janice Sigfusson Nov. 6, 2009 E-mail	For the past week-and-a-half, throughout the night, there has been thunderous steel-on-steel noise coming from the coal port.	This noise is not related to DP3 construction. Community members in the area advise that it is related to construction at BC Ferries.
28	Greg Vance Nov. 6, 2009 E-mail	Increasing concern regarding noise emanating from the coal port and possibly DP3. (Loud intermittent sounds of metal banging and crashing on a relatively continuous basis; low resonance droning or hum)	See above.
29	Bill Liaskas Nov. 6, 2009 E-mail	Concern with flashing strobe lights and red flashing light associated with the new gantry cranes.	The aircraft warning lights required by Transport Canada are being commissioned and will be adjusted to match the existing cranes.
30	Mike Brotherston December 2, 2009 (phone call)	Notified PMV of noise complaint from Delta resident	This noise may be related to work on the East Causeway including excavation and placement of filter stone and riprap. PMV will continue to monitor the situation and attempt to further ascertain the source of this noise.
31	Vic Rivers December 12, 2009 Email	Concern regarding excavators removing rip rap late at night – the noise generated by the steel buckets banging against the rocks was well outside any reasonable levels for night-time work.	This work is occurring at night as it can only be done during low tides (which currently occur at night).
32	Vic Rivers December 14, 2009 Email	PMV should have completed their work in the summer when the tide is low instead of doing it at night when the tides are low and people are sleeping.	PMV was not ready to do this work in the summer and could not because: <ul style="list-style-type: none"> • The earliest possible completion for the barge berth needed to import construction materials and export waste materials for the terminal site works and the East Causeway works was June 2009. • The terminal site works and related paving had to be completed before the start of inclement fall weather.

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			<ul style="list-style-type: none"> • The terminal site works contractor needed exclusive use of the barge berth for several months to import construction materials for the terminal site works, in order to avoid trucking very large quantities of construction materials through Delta. • If the East Causeway work had been scheduled during the summer, then either the terminal site works contractor or the East Causeway works contractor would have had to truck large quantities of material through Delta and VFPA has been making strenuous efforts to minimize project-related trucking through Delta.
TRUCKS AND TRAFFIC			
33	Public Information Session March 14, 2009	Concern regarding truck traffic and safety.	<p>The Port is committed to reducing the impact of port-related truck traffic and has invested \$3.2 million on Highway 17 improvements to mitigate the impacts of additional truck-traffic resulting from the Deltaport Third Berth Project. The Port worked closely with the Ministry of Transportation and the Corporation of Delta on this project. The project was completed in September 2008. The Highway 17 projects included:</p> <ul style="list-style-type: none"> • Improvements to the Highway 17 northbound off-ramp that leads onto Highway 99 southbound • Extension of the northbound HOV lane on Highway 17 south of Ladner Trunk Road • Signal modifications at Highway 17 and Ladner Trunk Road • Improvements to the left turning lanes from Ladner Trunk Road eastbound onto Highway 17 northbound <p>PMV has implemented a Truck Licensing System (TLS) to work towards optimizing the movement of container trucks through the port and port communities. PMV is utilizing this license to implement stricter safety requirements for</p>

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			container trucks.
34	Richard Swanston December 29, 2008 E-mail	Concern over impact of heavy dump trucks local roads and the environment. Concern that local residents will be required to pay for the costs of all of these impacts.	Efforts are being made to reduce the number of trucks using local roads for the purpose of transporting project materials. Currently, there are one to two truck-trips per day that use local roads to move material that cannot be moved by barge.
35	Richard Swanston December 29, 2008 E-mail	Concern that police officers are spending too much time monitoring dump trucks moving to and from Deltaport.	<p>Currently, there is one to two dump-truck trips per day that use local roads to move material that cannot be moved by barge.</p> <p>The operators at Roberts Bank pay a significant amount of taxes – they are in fact the largest taxpayers in Delta. These taxes go towards infrastructure, social services etc. including policing.</p> <p>In addition, PMV has provided over \$3 million to upgrade Highway 17 and has committed funds to infrastructure projects such as the South Fraser Perimeter Road and the Roberts Bank Rail Corridor initiative.</p>
36	Richard Swanston December 29, 2008 E-mail	Suggestion that PMV should restrict trucking operations between 9 am and 5 pm.	A truck reservation system is in place to even out the flow of truck traffic to container terminals throughout the day. Extended gate hours have also been implemented; however, most of the facilities receiving containers operate during regular business hours so it is not feasible to implement day time trucking restrictions.
37	Richard Swanston January 14, 2009 E-mail	Concern regarding particulate matter and other pollutants resulting from idling trucks at Deltaport.	<p>On April 1, 2008, Port Metro Vancouver implemented increasingly stringent environmental standards as part of the Truck Licensing System (TLS). The TLS is a licensing/permitting, audit and enforcement system that applies to container trucks and container truck operators who access the Port.</p> <p>Through the TLS, the Port is committed to developing a safer, cleaner and more sustainable container truck fleet to service the Port's container facilities.</p>
38	Roger Emsley	Between 57b and 28 th is a route used by a lot of people	In regards to concerns about traffic patterns, PMV, the

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	March 18, 2009 E-mail	traveling to/from East Ladner. The overpass at 28 th and 41b will do nothing to assist this traffic. Therefore, once 57b is closed people will be forced to use 34b to Arthur Dive. Unless the improvements at that intersection are carried out prior to closing 57b, a high-risk intersection will be created. (Reference made to Table of Commitments and Assurances 7.8)	<p>Corporation of Delta and Gateway jointly undertook an analysis of intersections in the Deltaport Way area and this analysis was used in determining traffic solutions for this area.</p> <p>PMV has been working with the Corporation of Delta in regards to local traffic issues and Delta Council endorsed the plan presented by Delta Engineering (also supported by Delta Farmers' Institute) for an overpass at 41B and 28th Avenue and the closure of 57B. As part of the January 12, 2009 Delta Council meeting, the following motion was passed by Delta Council:</p> <p><i>“THAT support for a 28th Avenue Overpass of Highway #17 be reaffirmed as a priority, that it be funded by Port Metro Vancouver, BC Rail and other senior government agencies, and that it be constructed prior to the closure of 57B Street and in conjunction with overpasses that will be constructed to support the South Fraser Perimeter Road, prior to the completion of the South Fraser Perimeter Road.”</i></p> <p>As per the Table of Commitments and Assurances 7.8; the commitment timeframe is a future commitment and the exact timing has not been determined.</p>
39	Public Information Session March 14, 2009	The Port should pay for more enforcement of truck traffic through policing.	PMV has implemented a Truck Licensing System (TLS) to work towards optimizing the movement of container trucks through the port and port communities. PMV is utilizing this license to implement stricter safety requirements for container trucks. PMV is also working with the Ministry of Transportation, ICBC and Delta Police to share information that would allow PMV to suspend or rescind a license (resulting in a loss of access to port property) if a container truck does not follow the rules and requirements outlined by all relevant regulatory agencies.
40	DCLC Meeting Notes	What are the staffing changes to the Truck Monitoring Program?	The Port is looking at innovative and effective ways to monitor container truck traffic that will utilize existing security

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	February 19, 2009		and port staff who work in the area. A detailed program plan is still in development but the concept is that staff will be trained to collect data and will be directed to report traffic violations to police of jurisdiction. The Port Land Operations Department will track and compile information received.
41	Richard Swanston May 6, 2009 E-mail	Concern with additional truck traffic on Deltaport Way resulting from a third berth, creating longer line-ups than already experienced at the terminal gates.	<p>Current volumes are increasing with additional services being provided at Deltaport. Between December 1, 2008 and April 13, 2009, truck transactions rarely exceeded 1,200 per day. However, since April 14, Deltaport's truck transactions have averaged 1,310 transactions per day, peaking at 1497 transactions on May 8.</p> <p>TSI has implemented some immediate actions to resolve the issues in the short-term. These include:</p> <ul style="list-style-type: none"> • Reinstating evening truck gates on Tuesdays, Wednesdays and Thursdays to address increased volumes • Saturday gates if volumes warrant • Reallocating daytime reservations to extended gates • Extending day shift by one hour (opening at 7am versus 8am) • Have increased staffing at gate to process trucks • Adding an additional security guard to help move the truck queue more efficiently • Working towards adding an additional truck gate, to increase the processing rate by June 21, 2009. <p>Further information: PMV and TSI met with Delta, Delta Police, RCMP and MoT on June 5th and it was agreed that a Traffic Management Plan would be developed by July 1, with input from various parties involved.</p>
42	Richard Gardner June 30, 2009	Interest in the impact DP3 will have on truck traffic.	Truck traffic is expected to increase by 600 truck trips per day.

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	E-mail		
43	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	Once the third berth opens, how many new additional terminal gates will there be?	Same amount of processing gates.
44	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	How many trucks per hour will the port gates be able to process once the third berth is open?	220 through the regular gate.
45	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	How many additional truck parking spaces will be added in the secure area for the third berth?	The same amount as before.
46	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	Can the East Causeway Habitat Project be delayed/stopped so that the causeway part of the road and parking can be re-configured for more truck parking?	This project is a requirement of the Deltaport Third Berth Project and the tender for the project has been awarded.
47	Richard Swanston September 11, 2009 E-mail	Concern that PMV will not meet traffic management obligations for DP3 given it has not met the previous related obligations of its current berths.	PMV is working with TSI to ensure that these obligations are met.
48	Richard Swanston	Note that truck traffic management has just begun after four years of operation for two Deltaport berths; will it	PMV is working with TSI to ensure traffic management obligations are met regarding DP3 when it is operational.

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RAIL TRAFFIC			
49	Richard Gardner June 30, 2009 E-mail	Interest in the impact DP3 will have on the frequency/length of trains, in particular the ones that will pass by the Panorama Ridge area of Surrey.	Trains are expected to increase by 3 per day.
50	Trevor Elliott November 23, 2009 E-mail	Inquiry into the number of trains moving from both directions through east Ladner, serving Deltaport, and the expected increase in these numbers after DP3 commences operations.	Currently there are approximately 18 trains per day (in and out), including both coal and container trains. This is expected to increase by 3 trains per day new capacity at Deltaport is utilized (will not happen immediately when new berth opens).
CONSULTATION AND COMMUNICATIONS			
51	Roger Emsley January 31, 2009 E-mail	A number of emails sent to DCLC and PMV by Richard Swanston were not listed in agenda material for the next DCLC meeting.	An issue with the electronic mailbox resulting from PMV's recent domain name change from 'portvancouver.com' to 'portmetrovancover.com' caused mail not to be received. Senders did not receive an 'undeliverable' notice because PMV had turned off that option on their end as part of their spam filter. Emails sent to liaison.committee@portmetrovancover.com prior to February 1 were not received. Mr. Swanston has been advised. The technical issues have been resolved.
52	Roger Emsley March 18, 2009 E-mail	Request for Schedule 1, which is referenced in the Table of Commitments and Assurances.	Link to document on Environmental Assessment Office web site provided. http://a100.gov.bc.ca/appsdata/epic/documents/p212/d22382/1159545988189_c1624f1dd3bc47649a2cae567ee2f891.pdf
53	DCLC Meeting Notes February 19, 2009	A notice was sent out regarding the start of nighttime construction on the same day that construction started. DCLC members would like to see a longer lead time for information such as this being communicated to the community.	PMV strives to provide more timely information. In this case, the decision to move forward with the work was presented by the contractor and we advised as soon as we were aware of the work that was required.
54	Public Information	Suggestion for communications materials in French.	Comment noted.

#	Source	Issue	Port Metro Vancouver Response
	Session March 14, 2009		
55	Public Information Session March 14, 2009	Support for DCLC.	Comment noted.
56	Public Information Session March 14, 2009	Support for First Nations interests.	In 2004, Port Metro Vancouver entered into a Memorandum of Agreement with the Tsawwassen First Nations. The Memorandum of Agreement deals with compensation for past infringements on the TFN's claimed aboriginal interests at Roberts Bank, as well as compensation and mitigation for future infringements related to PMV's proposed container terminal expansion projects. TFN are involved in DP3-related construction opportunities.
57	Ed November 18, 2009 Phone Call	Support for PMV working to keep the community updated on project developments through newsletters and other project updates.	Comment noted.
OTHER SOCIO-ECONOMIC			
58	Richard Swanston December 29, 2008 E-mail	Concern that surplus preload will be used to cover and degrade the farmland base of the community.	The surplus preload material removal was completed on January 22, 2009. It was taken to one or more short-haul locations within Delta for reuse as either fill or preload. By reusing the material within Delta, it resulted in fewer vehicle emissions and less truck traffic on Delta roads than if related fill/preload areas were supplied from any other source. Any project using this material would require appropriate municipal, provincial and/or federal approvals.
59	March 14, 2009 Public Information Session	If Project is built here, a hockey rink or boat launch should be built as well.	Comment noted.
OTHER (Beyond Scope of DP3)			

#	Source	Issue	Port Metro Vancouver Response
60	Claire Hurley February 09, 2009 E-mail Richard Swanston January 4, 2009 Email	Concern that Port is spending tax payer's dollars on public affairs (e.g. advertisements)	<p>The Port does not operate on tax payers dollars. PMV operates on the income generated from fees paid by visiting ships and rents paid by tenants. The art and the ads are not being paid for by tax dollars.</p> <p>It is often assumed that PMV receives tax dollars and this may be because US Ports are actually taxing authorities. PMV operates as per the Canada Marine Act with an independent board of directors.</p> <p>The Port would like to communicate some of the positive activities that it has undertaken. Ports have been the hub of trade and economic activity throughout the world and throughout history. Many of the products that the public use on a daily basis (cars, food, clothing, furniture, computers etc.) all come through the Port.</p> <p>Port Metro Vancouver is committed to sharing its success with the communities it serves. Through our Community Investment Program, we strive to support the economic, social and environmental aspirations of our operating communities with a view to building sustainable futures together.</p>
61	Claire Hurley February 09, 2009 E-mail	Interested in rationale for Deltaport expansion in the midst of the current global recession.	In terms of port development, it is expected that the current economic situation will result in a decrease in container throughput at PMV in 2009 with an anticipated recovery in 2010. It will not significantly impact long-term container forecasts for PMV and therefore, it will not impact long-term development plans.
62	Claire Hurley February 09, 2009 E-mail	Alleges the Port employs known criminals.	Regarding employment at Deltaport, people have a right to work without prejudice. If they are convicted of crimes, it is the responsibility of the police to take appropriate actions. The Port works with numerous agencies to ensure the overall safety and security of port operations.
63	Vic Rivers March 22, 2009	General concern regarding vessel emissions.	The Port and TSI are committed to continuous improvement in reducing air emissions and are pursuing a number of

#	Source	Issue	Port Metro Vancouver Response
	E-mail		<p>emission reduction strategies. The issues surrounding vessel emissions are very complex and involve many organizations.</p> <p>PMV has been working hard to reduce emissions at the Port through the Air Action Program and initiatives such as the Harbour Dues Program and the Northwest Ports Clean Air Strategy.</p>
64	Public Information Session March 14, 2009	Port should focus efforts on shore power.	Shore power is an initiative that PMV is looking at and the infrastructure for shore power has been built into the third berth so that when international standards are reached, and when container vessels are able to use shore power, installation of the actual power will be possible with minimal disruption.
65	Public Information Session March 14, 2009	Concern regarding coal dust and impact on outdoor furniture.	Comment noted.
66	Bernita Iversen April 21, 2009 E-mail	Noted reports are being received regarding long truck line-ups on Deltaport Way. General safety concern regarding number of trucks on Deltaport Way. Update requested including mitigation measures being taken.	See above.
67	Richard Swanston May 6, 2009 E-mail	Concern with truck line-ups awaiting entry to Deltaport and potential related safety and pollution issues. Suggestion for use of non-peak hours for access to terminal.	See above.
68	Roger Emsley May 15, 2009 E-mail	Concern with ability to cross Deltaport Way at 57b due to truck line-ups.	See above.
69	Vic Rivers May 24, 2009 E-mail	Concern with two ships viewed May 17 and May 24, 2009 releasing excessive smoke at Deltaport. Ships believed to be the "Evergreen" and "Seattle". 24-hourline was contacted and information relayed.	<p>PMV and TSI are committed to continuous improvement in reducing air emissions and are pursuing a number of emission reduction strategies. The issues surrounding vessel emissions are very complex and involve many organizations.</p> <p>PMV has been working hard to reduce emissions at the Port through the Air Action Program and initiatives such as the</p>

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			<p>Harbour Dues Program and the Northwest Ports Clean Air Strategy.</p> <p>PMV and TSI have been working with the various shipping lines to address excessive smoke and noise issues at Deltaport.</p>
70	June 18, 2009 DCLC Meeting	What is happening with legal enforcement for trucks that are breaking the law?	The RCMP has jurisdiction on Hwy 17 and Delta Police on Deltaport Way. The RCMP and Delta Police have enforcement ability. PMV is looking at information sharing with Delta Police to address repeat offenders. The Truck Licensing System could also be used to exclude truckers that do not respect the conditions of use.
71	June 18, 2009 DCLC Meeting	The situation at 57B continues to persist and does not seem to be affected by the operational improvements that have been implemented in the last two months. Why?	The recovery time has improved with the recent operational changes in June. When the computer system goes down for 30 minutes, it can cause roughly 50 trucks to back up. TSI is better equipped to respond to this backlog, and can now process backed up trucks within an hour.
72	June 18, 2009 DCLC Meeting	Is there an alternative being looked at for parking in these situations?	There is a truck traffic management plan that is being developed by TSI. Additionally, TSI has implemented a number of initiatives that have resolved the back log issues, including night-gates, speed gates, additional checkers etc.
73	June 18, 2009 DCLC Meeting	Are there too many trucks in the system? Has PMV looked at reducing the number of licensed trucks?	This issue is being looked at with the Province. They are considering issues like the number of trucks, their routes and efficiency.
74	June 18, 2009 DCLC Meeting	When there is a glitch, will Deltaport Way continue to be used as queue parking?	At this point, a computer glitch limiting the circulation of trucks can lead to the creation of a backup on Deltaport Way. TSI cannot commit it will never happen again, but under normal circumstances, backed up trucks are processed within an hour.
75	Richard Swanston August 26, 2009 E-mail	Concern regarding extensive truck traffic line-ups at Deltaport on August 26, 2009.	Deltaport terminal operator TSI has advised that the hand-held truck reservation units used by their security personnel to process trucks malfunctioned. That malfunction resulted in delays in the queue and subsequent backup on Deltaport Way. TSI has since revised its staging procedure and advised its security personnel to "wave" the trucks forward toward the terminal in the event that the hand-held

#	Source	Issue	Port Metro Vancouver Response
			<p>reservation units malfunction in future.</p> <p>PMV will continue to work with TSI to improve operational efficiencies and ensure events like this do not occur in the future. This work includes the development of a Traffic Management Plan, which is currently being drafted and which will be completed with input from the Deltaport Third Berth Community Liaison Committee CDCLC), the Corporation of Delta, Delta Police and the BC Ministry of Transportation.</p>
76	Farida Bishay September 3, 2009 E-mail	Concern that back-up alarms have been going off all night beginning Friday August 28 and have continued every night since.	<p>Telephone number for noise complaints at TSI provided. TSI response: Noted that the alarms at Deltaport are in place as safety precautions. All of the alarms have been calibrated to operate at or below the 85 dB range that is outlined in the applicable safety regulations that we adhere to.</p> <p>It appears that the noise concerns noted coincided with arrival of the new cranes, which are in the process of going through certification and testing, which is probably the source. Are commencing process to monitor noise from this source.</p>
77	Richard Swanston September 11, 2009 E-mail	Note that the problems of truck traffic congestion have not been resolved as of June 2009.	TSI has been able to reduce the congestion along Deltaport Way; we are not seeing backs up that were experienced in May and June of this year. There have been a few incidents that have been resolved within a few hours, but these have been minimal. It is important to note that the goal is to keep truck staging off Deltaport Way, however, the causeway portion leading to the terminal is designed for truck staging activities and is considered acceptable by PMV for truck staging.
78	Richard Swanston September 11, 2009 E-mail	Concern with truck line-ups contributing to air quality warnings in the Fraser Valley this summer.	PMV is working with TSI to ensure efficiencies in terminal operations. In addition, PMV has implemented and will continue to implement stricter air quality standards for trucks that access port property to do business through the TLS program.
79	Richard	Note that the Environmental Impact Statement for the	TSI is currently working and a Traffic Management Plan for

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	Swanston September 11, 2009 E-mail	Second Berth included an obligation for traffic control measures designed to lesson air quality impacts, yet after four years of operation of the Second Berth a traffic management plan is still in the works.	the terminal.
80	Richard Swanston September 11, 2009 E-mail	The addition of concrete barriers along the length of the causeway is constricting movement of traffic and has removed a safety lane used to avoid trucks crossing the centre line onto oncoming traffic.	The barriers are required for protection of the contractor working on the East Causeway Habitat Compensation project. The project includes construction of an additional lane for the length of the causeway, which will be available after the construction, currently scheduled to be completed in June/July 2010
81	DCLC Truck Traffic Sub- Committee Report for DCLC Meeting September 17, 2009	The following truck line ups were recorded at the peak of congestion on several days in May (source: observations by Richard Swanston – email of May 15) <ul style="list-style-type: none"> • May 15,2009 160 Semi Trailers Lined up Idling on Delta Ports approaches + 28 to 34 at each of the two gates • May 13,2009 104 Semi Trailers Lined up Idling on Delta Ports approaches + 28 to 34 at each of the two gates • May 11,2009 117 Semi Trailers Lined up Idling on Delta Ports approaches + 28 to 34 at each of the two gates • May 8,2009 159 Semi Trailers Lined up Idling on Delta Ports approaches + 28 to 34 at each of the two gates What caused this congestion?	This was the peak of our day shift volume; PMV added processing at two night gates per week. PMV averaged 1402 transactions during this time. This was the adjustment period. PMV have not had these types of volume issues since.
82	DCLC Truck Traffic Sub- Committee Report for DCLC Meeting September 17, 2009	Truck congestion and resultant line-ups have been occurring since at least January 2009. Other than isolated incidents this used not to happen – what changed and why?	There were some line-up issues between January and May 2009. The change that occurred during that time was the reduction of the gate manning and hours of work because of the declining volume due to the current economic situation. The movement of a service from the inner harbour to Deltaport in May caused the jump in volume for which PMV had to make adjustments.
83	DCLC Truck Traffic Sub-	What was the average daily volume of trucks arriving at the port gate in May 2008, versus May 2009?	In 2008 there was an average of 1020 and in 2009 there was an average of 1282.

#	Source	Issue	Port Metro Vancouver Response
	Committee Report for DCLC Meeting September 17, 2009		
84	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	What was the peak daily volume of trucks arriving at the port gate in May 2008, versus May 2009?	In 2008 the peak daily volume was 1121 and in 2009 the peak daily volume was 1425.
85	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	How many trucks per hour can the terminal gates process today?	220 through the regular gate.
86	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	How many trucks per hour can be processed once the trucks are through the terminal gates?	Unlimited based on equipment order.
87	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	How many truck parking spaces are there in the secure area once the trucks have passed through the terminal gates?	The secure area can hold upwards of 100 trucks and still be operationally functional.
88	DCLC Truck Traffic Sub-Committee	Given the dangerous situation that is caused once trucks line up on Deltaport Way, what is going to be done to eliminate these line-ups, and when?	The actions that TSI has implemented as a result of recent back-ups have significantly resolved the trucking issues that were experienced in April/May. There are still some trucks

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	Report for DCLC Meeting September 17, 2009		coming early and staging on Deltaport Way but this is not related to how the terminal is operating, and long back-up delays are not occurring. The Traffic Management Plan from TSI is meant to address long-term issues and to ensure that events of May/April do not occur.
89	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	What is the current time window for a truck with a reservation to arrive at the port - i.e. how far ahead of its reservation time can a truck arrive at the port gate?	As of April 2009, the reservations times were shortened to one half hour before and one hour after. Prior to these it was one hour on each side of the reservation. This change was made as a result of collaboration between the terminal operators and the trucking industry, through the Container Terminal Committee.
90	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	How can this window be adjusted to lessen the need for trucks to arrive early?	The recent changes that were implement in April 2009, involved an extensive process that involved the trucking industry and terminal operators through the Container Terminal Committee and it is unlikely that there would be interest in shortening the windows further, as truckers do need time to have a reservation that will reasonably accommodate for unpredictable traffic congestion in the city.
91	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	Who will be policing these line-ups and how frequently will they be doing so?	A combination of PMV/TSI security. Delta Police would be called when urgent situations arise.
92	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	The June 18 presentation indicated that Deltaport Way would not be used for parking on a regular basis. Does this mean there may still be situations when parking will be allowed?	As part of the Meeting with Delta, Delta Police, PMV, TSI, RCMP, MoT on June 5 th , TSI committed that the back-ups that were experienced in April/May will not happen on a regular operational basis. The trucks that we are seeing now are related to trucks arriving early for reservations and PMV will be using the TLS to help address this. If PMV sees trucks parking, we will invoke progressive discipline by restricting access to port property.
93	DCLC Truck Traffic Sub-	Which police forces (RCMP and Delta) have jurisdiction and on what are the particular streets they have	The RCMP has jurisdiction on Hwy 17 and Delta Police on Deltaport Way. The RCMP and Delta Police have

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	Committee Report for DCLC Meeting September 17, 2009	jurisdiction on?	enforcement ability.
94	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	What is going to be done to stop individual trucks using the Deltaport Way shoulder close to the 57B intersection as a place to park?	Delta Police, in cooperation with the Ministry of Transportation, are investigating the placement of barriers.
95	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	Given that there are no-stopping signs all along Deltaport Way why are port trucks permitted to stop there?	They are not.
96	DCLC Truck Traffic Sub-Committee Report for DCLC Meeting September 17, 2009	If there is a glitch at the port gate, for whatever reason, what is the route for trucks to leave the area?	There is a turnaround lane just before the pregate where trucks can turn around safely.
97	Richard Swanston September 11, 2009 E-mail	<p>Note that the problems of truck traffic congestion have not been resolved as of June 2009.</p> <p>The following truck line-ups were recorded:</p> <ul style="list-style-type: none"> • July 2: 90 • July 22: 81 • August 11: 64 • August 12: 54 • August 26: 73 	<p>Note that the photographs provided of truck line-ups were taken along the causeway, which is a Ministry of Transportation and Infrastructure road. This area is a staging area for trucks, and as such, trucks will be parked/staged there.</p> <p>However, the roadway that the PMV has been working to manage with the terminal operator, Terminal Systems (TSI) Inc. is Deltaport Way. During May 2009, the staging problem occurred frequently. Since July 2009, this problem has been</p>

#	Source	Issue	Port Metro Vancouver Response
		<ul style="list-style-type: none"> <li data-bbox="562 277 804 302">September 3: 71 	<p data-bbox="1192 277 1877 362">resolved expect for a few minor incidents. These incidents occurred when the terminal operator, TSI, experienced problems with their operating system.</p>
98	September 17, 2009 DCLC Meeting	Inquiry as to why ships and trains are running diesel generators around the clock instead of using shore power.	<p data-bbox="1192 399 1913 545">The new Berth has the infrastructure to use shore power within the Berth. PMV has the third port in the world to use shore power for cruise ships, which have a much higher load than cargo ships. However, there is still a long way to go and many problems to overcome:</p> <ul style="list-style-type: none"> <li data-bbox="1241 553 1906 821">• There is not a unique plug standard. At least 3 different plugs exist and are being considered as an international standard with the IMO. Even if we provided the three plugs, and only allow ships that can plug into these to enter our port, we would stop Canadian shipping because almost none of the cargo ships have the capacity to hook up to shore power. Only 1/3 of cruise ships, which are way ahead on this technology, have shore power capabilities. <li data-bbox="1241 829 1898 914">• Retrofitting ships to convert to shore power is very costly; international regulation is needed to stimulate the change. <li data-bbox="1241 922 1892 976">• PMV is lobbying and pushing for this, but it is truly an international regulation issue. <li data-bbox="1241 984 1913 1222">• Incentive to move to shore power is not as strong in areas like the US that depend heavily on coal to produce electricity. Switching from a shipboard diesel generator to land based coal-based electricity is not so much a reduction in CO2, as a transfer of the emissions to the location of the generation. In BC, we have real reductions as the electricity comes mainly from hydropower. <li data-bbox="1241 1230 1871 1341">• Rail electrification: It is PMV's understanding is that there is no point undertaking this activity on only a small section of the rail, and that general electrification is not feasible for CP/CN.

#	Source	Issue	Port Metro Vancouver Response
99	September 17, 2009 DCLC Meeting	Inquiry as to what PMV is doing to take care of people that are impacted by noise from diesel generators from ships and trains.	<p>For the background noise, coming from the base-load generation, there is little PMV can do other than continue to push for shore power.</p> <p>For peak noise, coming from temporary ship activity, PMV is improving their capacity to address these issues. PMV is implementing a 24-hour complaint line for noise, which allow them to transmit noise complaints to ships, and suggest ways to reduce the peak noise (e.g. use the generator that is not on the shore side of the ship, etc.).</p> <p>A noise baseline study was conducted in the past few years. There might be opportunities to reduce noise by shutting down engines during loading and unloading; it is being investigated.</p>
100	September 17, 2009 DCLC Meeting	Inquiry as to dollar value of fine s per truck under proposed congestion fee.	\$30 currently, but it is being investigated further. Trucking is not a high profit business – this sort of fine is enough to take profit away, and thus a good incentive to reduce congestion.
101	September 17, 2009 DCLC Meeting	Interest in equipping vessels with gas turbines rather than diesel engine to contribute to solving the problem of noise from diesel engines on ships.	Some cruise lines have gas turbines for boost, but generally gas turbines are too expensive and temperamental for general use on ships. Some hybrid gas, wind and solar vessels are on the drawing board, and a great deal of hull shape research is also being undertaken in order to make boats more efficient. Naval technology is advancing, and looking ahead PMV can foresee more sustainable boats. However, the current fleets will still be around for a while.
102	Richard Swanston October 2, 2009 E-mail	Concern regarding the use of narrow side roads in Delta by large Deltaport-bound container trucks as drivers are now blocking narrow roadways along 27B west of 41B in order to stay off Deltaport Way. Trucks parked on the access road to the causeway overpass area from 27B have not been addressed.	PMV is looking into this issue.
103	Richard Swanston October 2, 2009 E-mail	Note that concerns regarding the effects of Port traffic congestion on air quality have not been addressed.	PMV is working with TSI to ensure efficiencies in terminal operations. In addition, PMV has implemented and will continue to implement stricter air quality standards for trucks that access port property to do business through the TLS

#	Source	Issue	Port Metro Vancouver Response
104	Richard Swanston October 2, 2009 E-mail	Note that PMV has not addressed north/south traffic issues created by the George Massey Tunnel.	program. Comment noted.
105	Richard Swanston October 2, 2009 E-mail	Inquiry as to who enforces/collects the fines for trucks parked along Deltaport Way.	Delta Police have jurisdiction including enforcement ability on Deltaport Way.
106	Richard Swanston October 2, 2009 E-mail	Recommend opening the Port gates for truck traffic on additional nights and on Sundays as well.	TSI does operate night gates during the week and on Saturday, if required.
107	Jackie November 20, 2009 Phone Call	Concern nothing is being done about the congestion in the Massey Tunnel, and that PMV has done nothing regarding this during Port expansion.	<p>PMV has been working with stakeholders to address trucking related issues in the community. Noted that South Fraser Perimeter Road will take many of the trucks off of Highway 17, and this road will help connect many warehousing centres in the area.</p> <p>Further, trucking initiatives are underway to help alleviate truck congestion and positively influence truck behaviour, such as the reservation system, the Truck Licensing System and opening gates at night.</p> <p>It was suggested that the concerned party contact the Ministry of Transportation regarding long-term plans and concerns regarding Massey Tunnel</p>