

DCLC Truck Traffic Sub-Committee
Report and Recommendations
for Sept. 17 DCLC Meeting

1. Background

DCLC at its meeting on June 18 2009 addressed an agenda item concerning port truck traffic. Having received presentations from both PMV and TSI - and following various questions from DCLC members - the committee agreed to establish a truck sub-committee to investigate the issue further, to get answers to the various questions raised, and to report back as soon as possible to DCLC with recommendations.

The following members agreed to serve on the sub-committee; Mike Owen, Carl Nygren, Robert Butler and Roger Emsley. Naomi Horsford agreed to coordinate and ensure PMV attendance. Prior to the first meeting the members agreed that to come to a successful result it was essential for Corporation of Delta and TSI to attend as well.

A series of questions were circulated to all parties in advance (see Appendix B) and the answers – to the extent that they were available – helped the committee in its discussions.

The problems and issues surrounding port truck traffic are probably the single largest concern in the community at the present time. The Corporation of Delta received a number of complaints and has given this a high priority in terms of getting these concerns addressed.

2. Terms of Reference

At its first meeting the sub-committee agreed the following as its terms of reference:

To develop a better understanding about the various issues concerning Deltaport truck traffic and their underlying causes, and to make recommendations to DCLC that will address the community concerns whilst meeting the need for efficient port operations.

3. Sub Committee Meetings

The sub- committee held two meetings – July 14 and August 26, 2009 (meeting notes issued for each meeting).

Representatives from PMV, Corporation of Delta and Delta Police (first meeting) attended. TSI were also asked to attend, but declined, advising Naomi Horsford that:

“Unfortunately, TSI does not have the resources to attend sub-committee meetings, particularly this time of year with Simon going to China to manage our new quad cranes and operations people on holidays, etc. That being said, we are committed to working with PMV and the community and we are happy to provide answers to any questions that may come up at any of the meetings. Also, if you require an operations presentation at a future DCLC meeting, we would certainly look at accommodating such a request.”

Unfortunately this impacted the work of the committee somewhat, especially in gaining a better understanding of the terminal gate processing. Equally the sub-committee were somewhat hampered by the fact that the Traffic Management Plan was not available either.

On July 14 the sub-committee focused on truck traffic policing and issues. This resulted in a comprehensive review and discussions of the community issues and impacts that result from port truck traffic passing through Delta. Delta Police were especially helpful in providing detailed information on these issues and their concerns. PMV and Corporation of Delta also contributed actively to the discussions.

On August 26 the sub-committee developed a series of recommendations for submission to DCLC at its next meeting – see Appendix A.

4. Conclusion

The sub- committee members would like to thank PMV staff – Naomi Horsford, Laura Strand, Yoss LeClerc, Curtis Cloutier and Dennis Bickel; Bernita Iverson from Corporation of Delta and Sergeants Ray Boldt and Kevin Jones of DPD, for their active participation. The report and recommendations are very much a joint effort from everybody that attended the meetings.

The Truck Traffic Sub-Committee therefore requests endorsement of their report, adoption of the recommendations and follow through to ensure that the issues with port truck traffic are addressed in a timely manner.

Recommendations to DCLC

A. General Recommendations

Topic	Action By
1. Investigate, adopt and implement medium term strategies to reduce the number of trucks accessing Deltaport. These strategies could include such things as: <ul style="list-style-type: none"> • Short Sea Shipping – moving import and export containers by barge rather than road • Short haul rail service to and from local distribution centres • Export container stuffing adjacent to rail or dock facilities such that the export containers can be moved to Deltaport by rail or barge rather than by truck 	PMV
2. Provide copies of the Traffic Management Plan to DCLC and ensure this document is maintained and updated on a regular basis once it is issued.	TSI/PMV
3. Implement operating strategies and practises – including contingency plans for when things go wrong - such that all truck staging areas are contained within the Deltaport Causeway area, and ideally within the terminal itself. Make this a part of the Traffic Management Plan.	TSI

B. Terminal Gate Congestion that Results in Truck Line-ups

Topic	Action By
4. Shorten the reservation time window. Review the reservation time window prior to year end 2009 with the trucking and shipping industries to determine if further reduction in reservation window is possible.	PMV/Container sector stakeholders
5. Monitor by computer the truck arrivals at the end of the line rather than at the terminal gate to get a better idea of how many trucks are arriving outside their reservation time slot.	TSI
6. Install a web cam at the terminal gate that shows a view looking down the causeway	TSI
7. Ensure the truck parking space beyond the terminal gate is used when there is potential for truck back up and that there are sufficient terminal gates open to flow trucks through such that this parking can be used to its fullest extent.	TSI

C. Habitat Compensation

NOTE: The sub-committee had a letter from Allan Baydala explaining that it was not possible to delay the causeway habitat compensation project. However the sub-committee still decided to make the two below recommendations

Topic	Action By
8. It appears that the causeway habitat compensation has been looked at in isolation and its impact on transportation and operating practices have been ignored. Need to review the operating impacts - also widening the causeway road.	PMV

9. Review the causeway habitat compensation project as part of the Roberts Bank Environmental Stewardship Program and develop an overall plan – not one limited to the causeway. A more comprehensive approach to habitat compensation and management is recommended – the causeway may not be the best place for habitat compensation anyway.	PMV
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D. Individual (or groups of) trucks parking on community streets and highways prior to or after proceeding to the terminal gates

Topic	Action By
10. Improve and expand the monitoring of truck parking by TSI and PMV Security. In particular implement better monitoring for the length of Deltaport Way	PMV/TSI
11. Penalize repeated illegal truck parking violators through the Truck Licensing System – withdrawing port passes for individual operators where necessary. Resolve any legal issues that may exist with information sharing such that this can be implemented as soon as possible.	PMV/ DPD
12. Eliminate truck parking in the vicinity of 57b Street. Support recommendation being considered by MOT in cooperation with Delta Police to install barriers such that trucks cannot block the sight lines for vehicles crossing Deltaport Way at 57b Street.	DPD/MOT
13. Understand and resolve issues that lead to individual trucks inbound to Deltaport parking prior to proceeding to the terminal gate. In particular implement a better communication program with all truck dispatchers such that trucks are not dispatched early and thus end up parking in the vicinity. PMV to publish notice in “Trucking News”.	PMV

E. Truck Operating Practices and Standards

Topic	Action By
14. Implement reduced truck speeds for trucks on highways and roads to and from Deltaport. In particular look at reducing truck speed limits on Highway 17 either side of the Ladner Trunk Road interchange to lessen the incidence of trucks running red lights.	MOT/DPD
15. Extend the right hand lane truck restriction both northbound and southbound for the whole length of Highway 17.	MOT
16. Increase truck inspections and enforcement	MOT/DPD
17. Resolve any legal issues such that information on poor and/or unsafe truck driving practices by individual truckers can be shared between Delta Police, BC MOT and PMV. Use the TLS as a further enforcement mechanism	MOT/DPD and PMV
18. Install electronic speed signs on Deltaport Way to monitor truck speeds and flash the speed limit when the trucks are traveling above that limit	DPD

F. Other

Topic	Action By
19. Do not permit filming on Deltaport Way that results in road closures at any time when the port is operating. At no time should trucks use 28 th Avenue as an alternative to Deltaport Way	Delta/DPD/MOT
20. Request TSI make an Operations Presentation to DCLC to cover topics such as: <ul style="list-style-type: none"> a. Overview of truck reception process – including things that can go wrong as well as why they go wrong b. Terminal gate average and peak daily volumes c. How many trucks can be accommodated at any one time in the parking area beyond the terminal gate – now and once DP#3 is in operation d. Changes to the terminal gate operation e. How the traffic management plan will work once the third berth is in operation f. Is there a better way to forecast boat arrivals and the number of container truck trips that will result g. What is the forecast for container volumes in 2010 	DCLC/TSI
21. Improve information sharing between TSI and PMV. In particular ensure PMV is better aware – in advance - of operating plan changes and shipping line calls.	TSI/PMV

Port Truck issues - Questions

	Question	For	Reply
1.	<p>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)</p> <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 <p>What caused this congestion?</p>	TSI	<p>This was the peak of our day shift volume; we added back our two night gates per week. We averaged 1402 transactions during this time. This was the adjustment period. We have not had these types of volume issues since.</p>
2.	<p>Truck congestion and resultant line-ups have been occurring since at least January of 2009. Other than isolated incidents this used not to happen – what changed and why?</p>	TSI	<p>There were some line-up issues between January/09 and May/09. 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 to which we had to make adjustments.</p>
3.	<p>What was the average daily volume of trucks arriving at the port gate in May 2008, versus May 2009?</p>	TSI	<p>2008 – 1020 trans 2009 – 1282 trans</p>
4.	<p>What was the peak daily volume of trucks arriving at the port gate in May 2008, versus May 2009?</p>	TSI	<p>2008 – 1121 trans 2009 – 1425 trans</p>
5.	<p>What is the most recent forecast for 2010 for average daily number of trucks arriving at the port gate?</p>	TSI	<p>No answer provided</p>
6.	<p>What is the most recent forecast for 2010 for the anticipated peak daily number of trucks arriving at the port gate?</p>	TSI	<p>No answer provided</p>

7.	How many trucks per hour can the port gates process today?	TSI	Through regular gate 220 trans. Note of clarification from PMV. Questions #7 through 11 refer to "port gates" and we want to point out that they are in fact "terminal gates." Port gates refer to port property access points that are located at various locations around the Lower Mainland.
8.	How many trucks per hour can be processed once the trucks are through the port gates?	TSI	Unlimited based on equipment order
9.	How many truck parking spaces are there in the secure area once the trucks have passed through the port gates?	TSI	Hold upwards of 100 trucks and still be operationally functional
10.	Once the third berth opens, how many new additional port gates will there be once it comes into operation?	TSI	Same amount of processing gates
11.	How many trucks per hour will the port gates be able to process once the third berth is open?	TSI	Same amount
12.	How many additional truck parking spaces will be added in the secure area for the third berth?	TSI	Same amount
13.	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?	PMV	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. We acknowledge that some trucks are still 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.
14.	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?	PMV	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.
15.	How can this window be adjusted to lessen the need for trucks to arrive early?	PMV	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 interested to shorten the windows further, as truckers do need time to have a reservation that will reasonably accommodate for unpredictable traffic congestion in the city.

16.	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?	PMV	This project is a requirement of the Deltaport Third Berth Project and the tender for the project has been awarded.
17.	Who will be policing these line-ups and how frequently will they be doing so	Delta/ PMV	A combination of PMV/TSI security. Delta Police would be called when urgent situations arise.
18.	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?	PMV	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.
19.	Which police forces (RCMP and Delta) have jurisdiction and on what streets	RCMP/ Delta	The RCMP has jurisdiction on Hwy 17 and Delta Police on Deltaport Way. The RCMP and Delta Police have enforcement ability
20.	What is it costing Delta Police – and therefore Delta Taxpayers – to police the truck situation?	Delta	No answer provided
20.	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	Delta Police investigating in cooperation with MOT placement of barriers
21.	Given that there are no stopping signs all along Deltaport Way why are port trucks permitted to stop there?	Delta	They are not.
22.	If there is a glitch at the port gate, for whatever reason, what is the route for trucks to leave the area?	TSI	Currently we have not had a glitch where we had to turn everyone around but we have a turnaround lane just before the pregate where they can turn around safely.

	Questions Asked by DCLC June 18 2009	For	Response
23	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.
24	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.
25	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 and which will be submitted to Delta and Delta Police by July 1
26	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.
27	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. We cannot commit it will never happen again, but under normal circumstances, backed up trucks are processed within an hour.