



**Deltaport Third Berth Project Community Liaison Committee (DCLC)**

**Meeting Notes**

Date	September 17, 2009
Times	6:00 – 9:00pm
Location	Tsawwassen Golf and Country Club

**Meeting facilitated by:** Charles Holmes, notes by Tom-Pierre Frappé-Sénéclauze

**Members present:** Leslie Abramson, Allan Baydala, Farida Bishay, Robert Butler, Simon Daniels, Roger Emsley, Linda McKay, Clint Morgan, Vic Rivers, Steve Bayley, Bernita Iversen, Bob Sample, Doug Laloge, Lloyd Sim, Andrea Jacobs

**Regrets:** Carl Nygren, Teresa Cooper, Mike Owen

**Staff:** Naomi Horsford (PMV), Mike Schneider (Webmaster)

**Guests:** Robin Silvester (PMV), Darrell Desjardin (PMV), Yoss Leclerc (PMV), Curtis Cloutier (PMV)

**Desired Meeting Results:**

By the end of this meeting we will have:

1. met and discussed topics of interest to the DCLC with Robin Silvester, PMV's CEO.
2. heard an update on last meeting's DP3 lighting presentation.
3. heard about the Truck Traffic Management Plan from the traffic committee and agreed upon any further action
4. discussed committee process, reflected on recent exchanges concerning the Causeway letter, and confirmed a procedure for out-of-meeting decisions.

**Action Summary**

Action	Responsible	Due Date
TSI to circulate the Truck Traffic Management Plan to DCLC via Naomi as soon as it is available.	Naomi	
Roger to provide letter(s) to PMV, TSI, Corporation of Delta, Delta Police and MOT.	Roger Emsley	Done
Tom-Pierre to revise and send letters on behalf of DCLC.	Tom-Pierre	Done
TSI to submit an update on lighting system at next meeting.	Simon Daniels	November 19, 2009
Call the offices of John Cummins and Sukh Dhaliwal to see if they would be available to meet and discuss shore power in January as a first option, and to find out if there are other options.	Leslie	



Naomi to get in touch with communication subcommittee and bring back ideas for public events and meeting dates for next year.	Naomi	
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### Welcome

- There are 15 DCLC members present (out of 18) at the start of the meeting and quorum is confirmed.

### Review Actions from Last Meeting

Action	Responsible	Status
Circulate the Truck Traffic Management Plan to DCLC via email	Naomi Horsford	Plan not finished yet; currently in its 3 <sup>rd</sup> draft. To be circulated shortly.
Report back to DCLC at the September meeting	Traffic Sub-Committee	Today
Send the Deltaport technical lighting report to Simon	Darrell Desjardin	Done
Circulate the recent TSI lighting report to all DCLC members	Naomi Horsford	Done
Submit update on the number of light affected and impact on lighting system	Simon Daniels	Today
Invite John Cummins and Sukh Dhaliwal to come to the November meeting to discuss shorepower	Amanda & Leslie	Postponed
Respond to the community member who wrote regarding train noise in East Ladner	Mike Owen & Mike Schneider	Done – waiting for details from Mike O.
Send PMV response to the community member who wrote regarding the effects of mooring buoys	Naomi Horsford	Done
Arrange for the new members to attend a tour of DP3	Naomi Horsford	Done
Assemble a list of questions from DCLC members to give Robin Silvester	Tom-Pierre	Done



## **Informal Q/A with Robin Silvester, CEO, PMV**

### Highlights of Robin's introduction (15min)

- Thanks to all members of the DCLC – committee's work is appreciated; views and positions of the committee are regularly brought up at executive meetings by Allan and other execs involved.
- DCLC is a pilot group, role model for PMV when looking at defining a new model of community engagement for PMV.
- Would like to address main questions brought up by email, regarding the port's situation given the economy, and various sustainability issues (truck traffic, Causeway rehabilitation project, and environmental issues in general).

### The port's situation in the current economic downturn:

- Port is a barometer of the economy: it handles imports (mainly container) and exports (potash, coal, sulphur, grains)
- Overall (bulk, containers, autos) , Port activity is about 15% below last years' levels:
  - Potash and coal are both down
  - Container 15% decrease
  - Only increase: grains, 50% above last year. Last year had a good grain crop, and world demand for grains was not significantly affected by economic slowdown.
- Approximately 95% of the container import traffic in the Port is Canadian traffic – PMV serves the Canadian economy, not the US. Port traffic follows the growth of the local and Canadian economy.

### Impact of economic downturn on mid-term planning:

- Customers (terminals, shippers, etc) are feeling the pinch.
- Container trade correlate with world GDP; GDP is driven by changes in: productivity, workforce, population.
- Population growth expected in Vancouver (from 2M to 3M in the next decade); GDP growth expected in medium to long term, not as fast as in the past, but still considerable (~7-9%).
- This means Vancouver will need the Port to grow, especially in containers as they supply consumer goods.
  - Berth 3 will probably run below capacity for the next few years, but we will need more capacity in medium term.
  - This growth in container shipping will also require an increase in ground shipping capacity in the lower mainland.
  - Traffic will also increase because of the increase in population.



#### Sustainability issues:

- Port Metro Vancouver has always taken environmental issues seriously
- For example Vancouver was first Canadian port to introduce ballast water control measures in 1997; these measures later became the national policy.
- This commitment to sustainability is one of the main reasons why Mr. Silvester accepted to come work with PMV.
- On Truck Traffic:
  - There has been truck traffic problems, no doubt. Good work is being done to address them.
  - A penalty system for congestion will be put in place for queues and overfills.
  - Looking at ways to minimize number of truck trips per container activity.
  - TSI traffic plan is expected soon.
- On the East Causeway Habitat Compensation Project:
  - The extension of the 3<sup>rd</sup> berth has an impact on the environment. Proper environmental assessment process and mitigation to reduce impact on ecosystems are crucial, and strongly supported by PMV.
  - The East Causeway Habitat Compensation Project was designed as part of the impact assessment requirements. It isn't appropriate to change this project for several reasons:
    - It went through public consultation process and was supported
    - It has been endorsed by the various government agencies and stakeholders
    - Going back on this engagement would set bad precedent for the environmental assessment process as a whole.
    - It is uncertain that we would come out with a better solution were we to start the entire process all over again.
  - Creating more staging on the causeway is not the solution to solve truck line ups - these needs to be resolve w/ TSI,
    - Discussions: It was noted that the current causeway is designed for truck staging and is part of operations at Deltaport. It was also noted that DP3 will create additional truck staging within the terminal.
  - There is no possible linkage between the East Causeway Habitat Compensation Project and dredging. We could not move funds from the East Causeway Habitat Compensation Project (yields environmental benefits) to use them for dredging (yields social and economic benefits). These funds cannot be reallocated in such a way.



### Q/A Session

Q: You talked about mitigation and compensation as part of the environmental review process; what about rehabilitation of wildlife that was hurt during construction?

A: So far it is our understanding that no animals have been injured in the construction process. Our focus is more on new habitat and supporting organization that help and protect wildlife (eg Ducks Unlimited). For example, in the inner harbor, oil spills have happened – not often but sometimes – we have a plan to rescue animals that are affected by them; for example, we collaborate with the Oil Bird Working group (PMV being a founding member and funder). PMV provides land to the Vancouver Aquarium for their mammal rescue facility. Our goal is to prevent injury to animals but should something occur, there are systems and organizations in place to address rehabilitation.

Q: The Burrard thermal plant was shut down because it was deemed to have too big of a CO2 footprint. At the same time we are building a big port with ships and trains running diesel generator round the clock – why are we not using shore power? Same with diesel locomotives; why not electrify the last few miles of the railway? Last weekend, I was reading 78dB from ship engines in my bedroom; day and night. What is being done to take care of the people that are impacted? Why not force ships to use shorepower?

A: Can talk knowledgeably about ships, less about train. Shore power - do we want to get there – yes we do. We built the new berth with the infrastructure to install shore power within the berth. We are only the 3<sup>rd</sup> port in world to use shore power for cruise ships, which have a much higher load than cargo ships (Canada place is equipped to provide 30MW for 2 ships). But there is still a long way to do, and many problems to be overcome:

- 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.
- Retrofitting ships to convert to shore power is very costly; need international regulation to stimulate the change.
- PMV is lobbying and pushing for this, but it is truly an international regulation issue.
- 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, but transfer of the emissions to the location of the generation. In BC, we have real reductions as the electricity comes mainly from hydropower.
- Concerning the noise of generators: for the background noise, coming from the base-load generation, there is nothing much we can do other than continue to push for shore power.
- For peak noise, coming from temporary ship activity, we are improving our capacity to address these issues. PMV is implementing a 24hr complaint line for noise, which allow us to transmit noise complaints to ships, and suggest ways to



reduce the peak noise (eg use the generator that is not on the shore side of the ship, etc.)

- A noise baseline study was conducted a couple years ago.
- Rail electrification: My understanding is that there is no point doing it only on a small section of the rail, and that general electrification is not feasible for CP/CN - probably not commercially feasible.
- There might be opportunities to reduce noise by shutting down engines during loading and unloading; it is being investigated.

Q: You mentioned ticketing for truck traffic problems – how much is the fine?

A: Right now ~\$30, but being investigated further. Trucking is not a high profit business – that sort of fine is enough to take profit away, and thus a good incentive to reduce congestion.

Q: I hear there is technology developed to equip vessels with gas turbines rather than diesel; could that contribute to solving the problem?

A: 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 power + solar power vessels are on the drawing board, and lots of hull shape research is also happening to make boats more efficient. Naval technology is advancing, and looking ahead we can foresee more sustainable boats. However, the current fleets will still be around for a while.

Q: Looking at the table of commitment from the environmental assessment report, I notice that many commitments have not been kept:

- Construction lighting was supposed to be facing away from shore
- Yard lighting was supposed to be down lighting
- Gantry crane were supposed to have swivel lighting, and be another color than white to blend better in the landscape.

A: I can't address every detail; a few answers:

- Some commitments were mandatory requirements, some depend on best practices.
- There are no environmental regulatory requirements for lighting, but there are safety regulatory requirement, and those bind us 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.



## **Presentations**

### Truck Traffic Subcommittee Report– Roger Emsley

Please refer to presentation *2009-06-18 Presentation to DCLC\_Trucking along Deltaport Way.ppt*, and to the Report presented in Appendix 1 (page 9; note that the report itself contains two appendices, A and B).

Discussion/comments:

- The report rightly noted that truck often run red lights at the intersection of road 10 and 17, but there are many other intersections where this is common practice.
- TSI reported that additional monitoring via webcam pointed down the Causeway is on its way.
- TSI regrets not having been able to participate with subcommittee, but offers to participate in a presentation format, providing a comprehensive response to the DCLC.
- Observation: impact of trucking from BC Ferries is not mentioned in this report. Their trucks and PMV trucks cannot be distinguished once on the road.
- Suggested recommendations of limiting truck traffic to 1 lane and reducing speed limit for truck all along 17 would cover both PMV and BC ferry truck traffic.

Agreements:

- Report accepted and the committee agrees to move forward with recommendations and actions put forward in the report by the sub-committee. Letters to be sent to PMV, TSI, Corporation of Delta, Delta Police and MOT requesting comments on the report and indication of how each recommendation will be progressed.

Action:

- TSI to circulate the Truck Traffic Management Plan to DCLC via Naomi as soon as it is available.
- Roger to write letter(s) to PMV, TSI, Corporation of Delta, Delta Police and MOT.
- Tom-Pierre to revise and send letters on behalf of DCLC.

### Lighting Update – TSI (Simon Daniels)

Summary:

- Two thirds of the new terminal lighting is up, last third will be installed up next month.
- Lights will be kept on when doing light surveys.
- Lights at East and North sides were set at reduced angle, as agreed at last meeting.
- TSI was short staffed over the summer and did not replace lights or checkangles of luminaries as announced last meeting. TSI still committed to doing this.



- Some night time work was noticed, and more can be expected as the end of construction period nears and the contractor is trying to meet schedule, working late hours.
- TSI is insuring the contractor is using noise abatement techniques.

Action:

- Simon will provide an update on lighting system at next meeting.

Communication Committee

Nothing to report. See discussion about inviting John Cummins and Sukh Dhaliwal in the "Next meeting " section.

PMV Update

Refer to Appendix 2 of the meeting notes (page 20).

Feedback from fall public events:

- Formal "come to us" meeting wasn't as effective as DCLC going to where people were (mall and market).
- Have to do another formal open house to meet EAO requirement; is there a way to use this approach for an open house?
- Will there be a grand opening/ribbon cutting for the start of the new berth? Open date has not be confirmed but target is end of year. TSI and PMV are discussing a small opening event for key stakeholders in January– weather will be a challenge. TSI and PMV are also discussing a public event when the weather gets better but nothing has been confirmed at this point.

Action:

Naomi to get in touch with communication subcommittee and bring back ideas for public events and meeting dates for next year.

**Committee Process**

- A suggestion at the end of last meeting to revisit rehabilitation project was followed up by a call for action after the meeting. Sense of urgency prompted a time consuming effort to make decision on this over email.
- A decision was previously made to not make decision between meetings, over email or otherwise.

Agreement:

Committee reinstated its support for the previously agreed policy: no important decisions to be made outside of meetings.



### **Next Meeting –November 19, 2009**

After discussing the possibility of moving the next meeting to October in order to meet with John Cummins and Sukh Dhaliwal, it was decided instead to ask them to meet in January, and set the first meeting of 2010 according to their availability. October being a few weeks away, moving the next meeting to that time would not leave enough time for ongoing business to unfold before our last meeting of 2009.

Items for next meeting:

- Update on AQ monitoring stations – Darrell Desjardin
- Naomi to propose meeting dates and public event dates for next year
- Follow up on the responses we will get to the letters DCLC has agreed to send regarding truck traffic might take a significant part of the next meeting.

Action:

- Leslie to call the offices of John Cummins and Sukh Dhaliwal to see if they would be available to meet and discuss shore power in January as a first option, and to find out if there are other options.



## Appendix 1:

### 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.

## Appendix A

### 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"> <li>• Short Sea Shipping – moving import and export containers by barge rather than road</li> <li>• Short haul rail service to and from local distribution centres</li> <li>• 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</li> </ul>	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	PMV



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have been ignored. Need to review the operating impacts - also widening the causeway road.	
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

**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



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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 <sup>th</sup> 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"> <li>a. Overview of truck reception process – including things that can go wrong as well as why they go wrong</li> <li>b. Terminal gate average and peak daily volumes</li> <li>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</li> <li>d. Changes to the terminal gate operation</li> <li>e. How the traffic management plan will work once the third berth is in operation</li> <li>f. Is there a better way to forecast boat arrivals and the number of container truck trips that will result</li> <li>g. What is the forecast for container volumes in 2010</li> </ul>	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



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**Appendix B**

**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"> <li>• May 15,2009 160 Semi Trailers Lined up Idling on Delta Ports approaches + 28 to 34 at each of the two gates</li> <li>• May 13,2009 104 Semi Trailers Lined up Idling on Delta Ports approaches + 28 to 34 at each of the two gates</li> <li>• May 11,2009 117 Semi Trailers Lined up Idling on Delta Ports approaches + 28 to 34 at each of the two gates</li> <li>• May 8,2009 159 Semi Trailers Lined up Idling on Delta Ports approaches + 28 to 34 at each of the two gates</li> </ul> <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>



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3.	What was the average daily volume of trucks arriving at the port gate in May 2008, versus May 2009?	TSI	2008 – 1020 trans 2009 – 1282 trans
4.	What was the peak daily volume of trucks arriving at the port gate in May 2008, versus May 2009?	TSI	2008 – 1121 trans 2009 – 1425 trans
5.	What is the most recent forecast for 2010 for average daily number of trucks arriving at the port gate?	TSI	No answer provided
6.	What is the most recent forecast for 2010 for the anticipated peak daily number of trucks arriving at the port gate?	TSI	No answer provided
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



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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



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			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 <sup>th</sup> , 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



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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.



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	<b>Questions Asked by DCLC June 18 2009</b>	<b>For</b>	<b>Response</b>
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.



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**Appendix 2 – PMV Update**

**Construction Update**

**General Update**

The Marine Works contract has been substantially completed. Some minor deficiencies and some dredging clean-up work remain to be done. The installation of TSI's site services and paving is still in progress and proceeding well, with completion expected by the end of 2009. TSI's substation upgrade is complete and three new 85 LT Quad Cranes have arrived and will be tested and commissioned over the next 3-4 months. The official opening of Berth 3 is anticipated for the first quarter of 2010.

The East Causeway Habitat Compensation works started the beginning of September. The public and stakeholders have been notified about access changes as a result of this project.

**Night-time Asphalt Paving**

Paving of the Berth 3 terminal area began August 26, 2009, with the arrival of the first 3000+ tonne barge of Hot Mix Asphaltic Concrete (HMAC) pavement mix. Paving is proceeding during daytime construction with one barge of HMAC being placed per day, in concert with a barge load of surfacing gravels per day. As the work moves into the fall, the barge delivery schedule and paving works will be reviewed with respect to East Causeway work, weather events, tides, and the completion of the Surface Works Contract.

BA Blacktop is conducting rolling activities on the installed asphalt for the final phase of the Terminal Works. These activities can extend from 5:30am until 1:30am, if required. It is not anticipated that these activities will have a significant impact on the surrounding community and noise and light abatement is being conducted.

**Lighting Tests**

High Mast Lighting has now been installed in the new terminal area. Lights will be commissioned and remain on during night time hours to test the fixtures and ensure warranty coverage on defective units.

**Environmental Update**

**On-site Habitat Compensation**

*Sandbar Stabilization* – DFO has not yet provided PMV with a formal notification of its decision with respect to this component of the habitat compensation plan.

*East Causeway* – Mobilization for the work on the east causeway has begun and it is estimated that the project will be complete by early 2011.

*Reefs* – Construction of the sub-tidal reef is now complete.

*Salt Marsh* – This project is complete.

*Caisson Refugia* – This project is complete. Final

**Off-site Habitat Compensation (Rose-Kirkland Island)** - This project is complete.



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**Other**

**Truck Management Plan**

TSI is working on the second draft of the Traffic Management Plan and it is expected to be submitted to PMV shortly. This plan will be shared with DCLC, Delta and Delta Police.

**Public Activities**

**Information Sessions-**

**Tsawwassen Town Centre on June 27**

**Ladner Village Market on July 12**

PMV along with members of DCLC hosted a public information session on June 27<sup>th</sup> at the Tsawwassen Town Centre and July 12<sup>th</sup> at the Ladner Village Market. PMV staff and DCLC members were on-hand to speak with the public. Questionnaires were distributed and verbal feedback was collected. The team spoke with over 275 individuals between the two events. A more detailed report has been posted on PMV's website. No more events have been scheduled. PMV will host a formal open house event in fall.

**Action Items**

Action: Circulate the Truck Traffic Management Plan to DCLC via email

Responsible: Naomi Horsford

Status: TSI is working on the second draft of the plan and it will be submitted to DCLC as soon as it is ready.

Action: Circulate the recent TSI lighting report to all DCLC members

Responsible: Naomi Horsford

Status: Done. Sent via email on July 15, 2009.

Action: Submit update on the number of light affected and impact on lighting system

Responsible: Simon Daniels

Status: The new Berth 3 Terminal Lights are being set-up with the lighting angles per proposed terminal lighting design. A light survey will be taken at the end of the project to confirm lighting levels and adjust the direction of the lights as required.

Action: Send PMV response to the community member who wrote regarding the effects of mooring buoys

Responsible: Naomi Horsford

Status: Done. Sent via email on July 9, 2009.

Action: Arrange for the new members to attend a tour of DP3

Responsible: Naomi Horsford

Status: Done. Tour conducted April 5, 2009