

**Deltaport Third Berth Project
2010 Issue Tracking and Response Table
Post-Certification and Construction Phase
January 1, 2010 – December 31, 2010**

#	Source	Issue	Port Metro Vancouver Response
PROJECT RATIONALE			
1	Mark Gunn E-mail January 20, 2010	Support for DP3 as an integral part of the economic development and recovery of the Province.	Comment noted.
2	Richard Swanston E-mail April 29, 2010	Utilize the Prince Rupert Port instead of Deltaport.	Prince Rupert's serves a different market. Prince Rupert serves virtually all rail destined for eastern US markets. Deltaport's truck traffic is destined to Lower Mainland destinations and its rail traffic is destined to eastern Canadian markets. Only 5% of PMV's container traffic goes to the US.
3	Ian Robertson E-mail May 13, 2010	Note that the Panama Canal upgrades will be completed in 2014, thereby making much of Deltaport unnecessary for markets on the east coast.	It is expected that this expansion will continue to attract containers that could transit southern US west coast ports (Panama currently takes 50% of such cargo and has additional capacity available today). It is not anticipated that the containers transiting Vancouver would relocate to east coast US or Canadian ports via the Panama Canal.
HABITAT COMPENSATION PLAN			
4	Bryan Lewis January 19, 2010 E-mail	Are there any plans for allowing public access to the water from the Deltaport Causeway once the work on the rock berm is complete?	As part of the environmental requirement for the Deltaport Third Berth Project, Port Metro Vancouver is required to create a certain amount of habitat compensation. The rock berm referred to is a large project that will create sensitive habitat to support the Roberts Bank ecosystem. Unfortunately, public access will not be available from the causeway once the project is complete. Please review this link to the information ad that was placed in local papers last summer: http://www.portmetrovancover.com/Libraries/PROJECTS_Deltaport_Third_Berth_Project/2009-05-26_DP3_East_Causeway_Habitat_Notification.sflb.ashx
5	Richard Swanston August 29, 2010 E-mail	Concern that the Habitat Enhancement Project along the Fraser River Delta is inadequate as vital fish and bird habitat have been replaced with garden cloth, rip rap and topsoil.	The project is not complete and there are still a number of marsh and riparian plantings that will be undertaken this fall. At this point, it may only look like a pile of rip rap but the various types and sizes have been selected to create different intertidal habitats. Once the plantings are complete, and they begin to mature, various feature areas and how they interact to increase the biodiversity in the area will become visible.

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			<p>In addition, there will be ongoing monitoring and maintenance of the habitat over the next few years to confirm that the appropriate habitats are established.</p>
6	<p>Joseph Basso November 17, 2010 E-mail</p>	<p>Concern regarding safety of East Causeway Habitat Compensation construction barriers.</p>	<p>PMV has reviewed the guardrail installation procedure and has mobilized their contractor to move the concrete barriers to the shoulder of the road prior to completion of the guardrail installation. This should be completed soon.</p> <p>However, during the construction of the guardrails, PMV will be required to erect temporary barriers for the safety of the construction crew so sections of construction barriers will remain along the edge of the road until mid January.</p> <p>The majority of construction is now complete, but PMV still has to erect guardrails along areas of the habitat where there are significant drops from the top of the bank to the water, as these areas pose a serious safety risk. The guardrails are currently being fabricated and PMV expects to have the installation completed by mid January 2011.</p> <p>In the meantime, the contractor has added additional traffic cones to better highlight the start of, as well as the gaps in, the concrete barriers. PMV is also looking into other options to ensure a safe roadway for all.</p>
CONSTRUCTION			
7	<p>Mari DeVries June 5, 2010 Tsawwassen Mall Information Booth</p>	<p>Interest in dredging and emergency preparedness.</p>	<p>The dredging at Deltaport has all been development dredging – i.e., intended as one time only to achieve design depths. Routine maintenance dredging is rarely required. It is expected that minimal dredging, will be required because of DP3.</p> <p>In regards to the question around emergency preparedness, PMV works with each of its bordering municipalities, including Delta, through participation in a number of working groups. Further information on emergency preparedness can be found at the link below.</p> <p>Basic information on dredging:</p>

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			<p>http://www.portmetrovancover.com/users/marineoperations/dredging.aspx</p> <p>Information on PMV's Local Channel Dredging Contribution Program: http://portmetrovancover.com/projects/ongoing_projects/LocalChannelDredgingContributionProgram.aspx</p>
ENVIRONMENTAL GENERAL			
8	Richard Swanston E-mail February 18, 2010	Concern that construction on the west side of the Deltaport Causeway has significant environmental impacts and that it proceeded without environmental review.	The work seen on the northwest side of the causeway is related to rail siding work being undertaken by British Columbia Rail as part of the Deltaport Third Berth Project. The subject works were reviewed under the harmonized British Columbia Environmental Assessment Act (BCEAA) and Canadian Environmental Assessment Act (CEAA) and received approval. In addition, the rail works on the causeway were also submitted to the Fraser Estuary Management Program Environmental Review Committee for review.
9	Anne Murray June 22, 2010 E-mail	A PMV press release states that \$25 million will be spent on environmental projects; how and where will this money be allocated?	The \$25 million includes the costs of the environmental work associated with the DP3 Project. This includes Habitat Compensation and the Adaptive Management Strategy. On-site habitat is being constructed at Roberts Bank and off-site compensation is constructed at Rose/Kirkland Island.
10	DP3 Info Booth May 30, 2010 DP3 Open House June 26, 2010 DP3 Info Booth June 13, 2010	Support for protecting the marine and land environment.	<p>Comment noted.</p> <p>Port Metro Vancouver remains committed to developing a sustainable project and is investing approximately \$25 million to implement more than 150 commitments to protect the environment, including a construction Environmental Management Plan, a comprehensive Fish and Wildlife Habitat Compensation Plan, a Marine Mammal Monitoring Program and an Adaptive Management Strategy for the intercauseway area. Port Metro Vancouver provides reports on the status of compliance with the Owner's Commitments and Assurances Table available on the project website.</p>
11	DP3 Info Booth	Concern regarding the impact of dredging on the	Dredging was reviewed under the harmonized British

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	June 13, 2010	environment.	Columbia Environmental Assessment Act (BCEAA) and Canadian Environmental Assessment Act (CEAA) and received approval.
ADAPTIVE MANAGEMENT STRATEGY			
12	Roger Emsley E-mail April 22, 2010	When will the 2009 report by the SAC be available?	The draft 2009 annual report has been received by SAC, and they are scheduled to review the report. It usually takes at least two months to finalize the report, which should be finalized by the end of July. Once received, it will immediately be posted to the website and shared with DCLC.
13	Roger Emsley E-mail April 22, 2010	What is the last AMS report that the SAC reviewed and what was there critique of it?	SAC reviews all of the quarterly reports (last reviewed was the Q4-2009 report on March 17) and the annual reports. They provide a written letter to EC and VFPA once a year on the annual reports, but not on the quarterly reports, which are purely factual data reports. It is the annual reports that analyze the data trends and assess the potential for impacts from the DP3 project.
AIR QUALITY			
14	Roger Emsley E-mail April 22, 2010	What is the status of the Tsawwassen air quality monitoring station, and where can readings be seen?	The station has been collecting most of the air quality and meteorological information for roughly the past two weeks, although a few things are still being set up by Metro Vancouver, including the particulate matter monitor. The next step is for the BC Government to set the framework up on their end. Data will be available through their website at www.bcairquality.ca/readings .
NOISE/LIGHTING			
15	May 27, 2010 DCLC Meeting	Concern regarding strobe lights being left on at night and gantry lights being left on when the arm is up.	This should not be occurring and will be looked into. In the meantime, community members are encouraged to report any such occurrence to Deltaport's 24-hour Operations Staff line (604) 215-5773, so that the problem can be addressed in short order.
16	May 27, 2010 DCLC Meeting	Concern regarding light spillage.	This is a complicated issue. The light design for DP3 has been reviewed several times, and the current configuration has been finally selected as best compromise between minimizing spill and number of light posts. Light angles to the north, east and NE have already been decreased to 55 degrees, from the original design angle of 62.5 degrees, to decrease light spill. There is a standing work order to adjust angles of light fixtures on DP1 and DP2, to be

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17	September 23, 2010 DCLC Meeting	TSI has stated that they would make adjustments to their lighting operations to reduce light spillage into the community - when will these changes be completed and is TSI just stating this to buy time until DCLC is disbanded?	<p>completed hopefully by the end of the summer.</p> <p>On May 28, a standing order was issued to staff and VPs highlighting the need to review lighting on the existing terminal. Between May 28 and Aug 23rd, work on eleven light standards on pod 3 and 4 was completed (see table of commitments for details). However, summer was a challenge because of reduced labour: TSI was moving record volume on DP3 while several employees were on vacation. When TSI did have people available they were required to focus on the intermodal yard, where lights needed to be changed.</p> <p>TSI plans to continue working on the rest of the yard, with more work to be done by mid October. TSI also plans to take a photograph from the bluff to see if there were any changes compared to a year ago, and to compare pod 5 and pod 4. TSI will bring this information to the next DCLC meeting.</p>
18	September 23, 2010 DCLC Meeting	What does the new initiative to tackle Port-generated noise entail, and what has PMV done to date through this initiative to mitigate the noise that the Port creates?	<p>A Noise and Nuisance Management Plan was shown to PMV tenants in June, which was based on best practices from ports around the world. None of the European ports measure noise, they just use models; however, PMV is taking a much more detailed approach to noise management as PMV, including the installation of a series of noise meters. These meters will be used in combination with the data of the meteorological station in Delta to establish source of noise.</p> <p>A Community Response Line that can handle noise issues 24 hours per day will be operational in March 2011 (the current line is only monitored during work hours). This will provide citizens from any community where the port has operations to call and connect to a live individual who has access to databases and can give feedback and report on the issue.</p> <p>Additionally, PMV is looking into emulating the YVR website's application, which details flights that are passing by and measures the noise of them.</p>
TRUCKS AND TRAFFIC			

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

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			<p>includes members of the Deltaport Third Berth Project Community Liaison Committee (DCLC), the Corporation of Delta, BC Ministry of Transportation and Delta Police. Through this group, PMV hopes to address community issues that involve various regulatory jurisdictions.</p> <p>3. Smart Corridors Pilot Program. PMV is working with Transport Canada and the BC Ministry of Transportation to develop a long-term plan that identifies high priority corridors in the regional road and highway network and looks at ways to apply 'Intelligent Transportation Systems' to improve goods movement across modes and agencies. Roberts Bank has been identified as a priority and a pilot study has been initiated in this area.</p> <p>Addressing truck issues in the Highway 17 community is a key priority for PMV and PMV is working with representatives from the community, traffic authorities and local agencies to address trucking concerns.</p>
20	Ian Robertson E-mail May 13, 2010	Although PMV contributed \$3 million to improve Highway 17, the traffic situation has not really improved.	Comment noted.
21	Nav Brar Phone Call March 25, 2010	Concern regarding two large pot holes related to construction and located on the northbound lane about 1 km from the overpass.	Arrangements were made to immediately do a permanent fix on the pothole using a hot mix, as a gravel or cold patch would not last.
22	May 27, 2010 DCLC Meeting	Related to the closure of 57B, concern with access for local residents. Once 57B is closed, residents will have to cross Arthur Drive at 34B Avenue, a dangerous intersection. Can PMV commit to resolving the sightline issues at Arthur Drive and 34B Avenue before the closure of 57B Street?	PMV can commit to continue working with Delta to address sightline issues at Arthur Drive and 34B Street. PMV can commit to keeping 57B open until the 28th Ave overpass is complete. The Port cannot commit to tying the timing of the improvements to 34B to the closure of 57B. Too many projects are dependent on this: rail sidings are already being worked on, and other projects by the province are also involved.
23	DP3 Info Booth	Concern regarding traffic on Highway 10 and 17.	The Port is committed to reducing the impact of port-related

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	<p>May 30, 2010</p> <p>DP3 Info Booth June 13, 2010</p> <p>DP3 Open House June 26, 2010</p>		<p>truck traffic and has invested \$3.2 million on Highway 17 improvements to mitigate the impacts of additional truck-traffic resulting from the DP3 Project.</p> <p>Currently, Deltaport moves the majority of containers through the terminal by rail, but those that are destined for local markets are moved by truck, which results in approximately 1300 trucks per 24-hour period. At this point, PMV is not seeing an increase in truck traffic due to the current economic situation but there is potential for this to grow as the economy improves and demand for consumer goods increases. Once the South Fraser Perimeter Road is complete, commercial vehicles such as container trucks will be required to utilize the new alignment.</p> <p>Additionally, PMV is working with Transport Canada and the BC Ministry of Transportation to develop a long-term plan that identifies high priority corridors in the regional road and highway network and looks at ways to apply 'Intelligent Transportation Systems' to improve goods movement across modes and agencies. Roberts Bank has been identified as a priority and a pilot study has been initiated in this area.</p>
24	<p>DP3 Info Booth June 12, 2010</p> <p>DP3 Info Booth June 5, 2010</p> <p>DP3 Info Booth June 13, 2010</p> <p>DP3 Info Booth May 30, 2010</p> <p>Anthony Freeborn Voicemail December 14,</p>	<p>Concern regarding truck traffic resulting from Port expansion, exacerbated by lack of proper traffic infrastructure.</p>	<p>Currently, Deltaport moves the majority of containers through the terminal by rail, but those that are destined for local markets are moved by truck, which results in approximately 1300 trucks per 24-hour period. At this point, PMV is not seeing an increase in truck traffic due to the current economic situation but there is potential for this to grow as the economy improves and demand for consumer goods increases. Once the South Fraser Perimeter Road is complete, commercial vehicles such as container trucks will be required to utilize the new alignment.</p> <p>In the meantime, PMV understands that truck traffic is a key concern to residents in Delta and there are several things that PMV is working on to address these concerns:</p> <ol style="list-style-type: none"> 1. Implementing stricter environmental standards of the

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	2010		<p>Truck Licensing System (TLS). All trucks accessing port property must have a TLS license and PMV is using this tool to phase in stricter environmental requirements to ensure cleaner container trucks on the road. PMV is also working with local law enforcement agencies and BC Ministry of Transportation to establish information sharing that allows PMV to suspend the licenses of unsafe container truck or drivers with poor driving behaviours. PMV only has jurisdiction on Port property so this license only allows PMV to regulate trucks and drivers accessing Port property to do business. PMV will continue to focus on the Truck Licensing Strategy as a tool to increase the safety and environmental standards of container trucks that wish to access port property to conduct business.</p> <p>2. Delta Container Truck Traffic Working Group (DCTT). In January, PMV and TSI Terminal Systems Inc. (the terminal operator of Deltaport) established a container truck working group to address community concerns regarding trucks. The working group includes members of the Deltaport Third Berth Project Community Liaison Committee (DCLC), the Corporation of Delta, BC Ministry of Transportation and Delta Police. Through this group, PMV hopes to address community issues that involve various regulatory jurisdictions.</p> <p>3. Smart Corridors Pilot Program. PMV is working with Transport Canada and the BC Ministry of Transportation to develop a long-term plan that identifies high priority corridors in the regional road and highway network and looks at ways to apply 'Intelligent Transportation Systems' to improve goods movement across modes and agencies. Roberts Bank has been identified as a priority and a pilot study has been initiated in this area. Addressing</p>

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			<p>truck issues in the Highway 17 community is a key priority for PMV and PMV is working with representatives from the community, traffic authorities and local agencies to address trucking concerns.</p> <p>Addressing truck issues in the Highway 17 community is a key priority for PMV and PMV is working with representatives from the community, traffic authorities and local agencies to address trucking concerns.</p>
25	DP3 Info Booth June 5, 2010	Safety concerns regarding truck driver behaviour.	PMV is working with local law enforcement agencies and BC Ministry of Transportation to establish information sharing that allows PMV to suspend the licenses of unsafe container truck or drivers with poor driving behaviours. PMV only has jurisdiction on Port property so this license only allows PMV to regulate trucks and drivers accessing Port property to do business. PMV will continue to focus on the Truck Licensing Strategy as a tool to increase the safety and environmental standards of container trucks that wish to access port property to conduct business.
26	DP3 Info Booth June 12, 2010	Concern regarding air pollution from truck traffic.	<p>Last year, Port Metro Vancouver implemented stringent environmental requirements for container trucks including a new mandatory idle reduction provision on port property, opacity requirements, phasing out of older, dirtier trucks and an awareness program.</p> <p>PMV is also working to implement stricter environmental standards of the Truck Licensing System (TLS). All trucks accessing port property must have a TLS license and PMV is using this tool to phase in stricter environmental requirements to ensure cleaner container trucks on the road. PMV is also working with local law enforcement agencies and BC Ministry of Transportation to establish information sharing that allows PMV to suspend the licenses of unsafe container truck or drivers with poor driving behaviours. PMV only has jurisdiction on Port property so this license only allows PMV to regulate trucks and drivers accessing Port property to do</p>

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			business. PMV will continue to focus on the Truck Licensing Strategy as a tool to increase the safety and environmental standards of container trucks that wish to access port property to conduct business.
27	DP3 Info Booth June 13, 2010	Suggestions that trucks should operate at night.	Terminal operator TSI uses night gates during the week and on Saturday, if required.
RAIL TRAFFIC			
28	DP3 Open House June 26, 2010	Concern regarding train traffic.	A comprehensive corridor study, Roberts Bank Rail Corridor Road/Rail Interface Study, was completed in February 2007 to prioritize the most beneficial locations for investment in road-rail grade separations. Careful consideration was also given to selected road closures, network reconfigurations, and traffic management measures designed to maximize benefits to motorists, railways and neighbouring communities. The study was a collaborative effort among Transport Canada, British Columbia Ministry of Transportation, Translink, Greater Vancouver Gateway Council, affected municipalities, railways and Port Metro Vancouver.
29	DP3 Info Booth June 5, 2010 DP3 Info Booth May 30, 2010	Support for using rail over trucks for Port activities.	<p>Currently, Deltaport moves the majority of containers through the terminal by rail, but those that are destined for local markets are moved by truck, which results in approximately 1300 trucks per 24-hour period.</p> <p>PMV is working to expand its use of rail through the Roberts Bank Rail Corridor, a an important 70-kilometre stretch of rail connecting Canada's largest container facility and a major coal terminal at Roberts Bank with the North American rail network. It carries increasing volumes of international freight through the communities of Delta, Surrey, Langley City and Langley Township.</p> <p>The Roberts Bank Rail Corridor (RBRC) Program consists of nine proposed grade separation projects, including associated works at nearby crossings such as road closures, provision of detour roads and advanced warning systems.</p> <p>A comprehensive corridor study, Roberts Bank Rail Corridor</p>

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			Road/Rail Interface Study, was completed in February 2007 to prioritize the most beneficial locations for investment in road-rail grade separations. Careful consideration was also given to selected road closures, network reconfigurations, and traffic management measures designed to maximize benefits to motorists, railways and neighbouring communities. The study was a collaborative effort among Transport Canada, British Columbia Ministry of Transportation, Translink, Greater Vancouver Gateway Council, affected municipalities, railways and Port Metro Vancouver.
30	DP3 Info Booth June 13, 2010	Support for overpasses on the rail tracks in Ladner.	Comment noted.
CONSULTATION AND COMMUNICATIONS			
31	May 27, 2010 DCLC Meeting	Will the causeway be part of the open house?	No. With construction going on, liability is too large. When it is completed, PMV will look at opportunities to bring people, but given the layout, they will have to be in small groups.
32	DP3 Open House June 26, 2010 DP3 Info Booth June 5, 2010	Support for open houses and providing information to the public to help educate them on what is happening at the Port.	Comment noted.
33	Anne Murray June 22, 2010 E-mail	Difficulty in accessing online updates on the environmental activities at Deltaport.	Links were reviewed, and they appear to be working. Nonetheless, this issue has been passed on to the IS department.
34	DP3 Info Booth June 5, 2010	Support for MV providing a shuttle or bus to open houses.	Comment noted.
SOCIO-ECONOMIC			
35	Ian Robertson E-mail May 13, 2010	Request for discussion regarding mitigating impacts on lifestyle of residents.	PMV would be happy to meet and discuss these issues.
GENERAL			
36	DP3 Info Booth June 5, 2010	Support for DP3.	Comment noted.
37	DP3 Info Booth	Opposition to DP3.	Comment noted.

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	June 5, 2010		
OTHER (Beyond Scope of DP3)			
38	Richard Swanston E-mail February 18, 2010	Suggestion for container traffic to go to Prince Rupert.	Prince Rupert will play a significant role to increase B.C.'s container capacity in order to handle projected volumes; however, it will not replace the need for container expansion at the Port, including the Deltaport Third Berth Project. The entire B.C. port system must work together in order for Canada to effectively meet the demands of container trade and facilitate the growth of Asia-Pacific trade.
39	Richard Swanston E-mail April 29, 2010	Concern that there are three container berths in Delta with only one main access route, the George Massey Tunnel.	Not all container traffic goes through the George Massey Tunnel. Container trucks travel to various destinations throughout the Lower Mainland.
40	Richard Swanston E-mail April 29, 2010	Concern that on April 29, 2010 trucks blocked off access to traffic using the south-bound lanes of the causeway, with little to no traffic control present.	<p>Based on the photos provided, and information gathered resulting from PMV's investigation, TSI followed their Traffic Management Plan correctly by:</p> <ul style="list-style-type: none"> • Staging trucks on the Causeway • Assigning a security guard to the 41B intersection • Double checking reservations • Staging trucks safely on the Deltaport Way shoulder to keep the overpass open <p>TSI's Traffic Management Plan has been reviewed by PMV, Delta Police, the Corporation of Delta, BC MoT and DCLC.</p> <p>PMV does not support use of Deltaport Way for truck staging but has been working with TSI to ensure appropriate protocols are in place should such an incident occur (e.g. computer malfunction or shut-down due to high winds etc.). Delta Police and RCMP have approved the use of emergency staging for trucks along Deltaport Way as a safer alternative to blocking the overpass or trucks parking on community side streets.</p> <p>The Deltaport Causeway is a BC Ministry of Transportation approved staging area for TSI Deltaport and can safety</p>

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

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	E-mail May 13, 2010	attempting to enter Highway 17 off of Deltaport Way, and let BC Ferries further limit trucks when a large ferry is unloading.	has been shared with DCTT.
47	DP3 Open House June 26, 2010	Request access to Dyke trail. Request for access to beach along road leading to Deltaport and Brunswick Point.	As part of the environmental requirement for the DP3 Project, Port Metro Vancouver is required to create a certain amount of habitat compensation. Unfortunately, public access will not be available from the causeway once the project is complete. Please review this link to the information ad that was placed in local papers last summer: http://www.portmetrovancover.com/Libraries/PROJECTS_Deltaport_Third_Berth_Project/2009-05-26_DP3_East_Causeway_Habitat_Notification.sflb.ashx 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.
48	DP3 Open House June 26, 2010	Concern regarding farmland destruction caused by highway development.	The DP3 Project does not require farmland as part of the expansion. Highway development is not within the jurisdiction of PMV.
49	John L. Savage Delta Farmers' Institute June 28, 2010 Correspondence	Support for the DCLC recommendation to follow through on immediate improvements to improve the sight lines as the intersection of 34B Avenue and Arthur Drive intersection prior to the closure of 57B Street.	PMV can commit to continue working with Delta to address sightline issues at Arthur Drive and 34B Street. PMV can commit to keeping 57B open until the 28 th Ave overpass is complete. The Port cannot commit to tying the timing of the improvements to 34B to the closure of 57B. Too many projects are dependent on this: rail sidings are already being worked on, and other projects by the province are also involved.
50	John L. Savage Delta Farmers' Institute June 28, 2010 Correspondence	Support for installation of a pressure operated signal light on 34B avenue as it would ensure safe operation of any vehicle movement onto Arthur Drive at that point, given that the intersection is at or about the center of a curve, and there may be limited opportunity for sight line improvements.	Comment noted
51	DP3 Info Booth June 12, 2010 Verbal Comment	Support for investing in public transit to ease traffic.	Comment noted.