

**Deltaport Third Berth Project
2008 Issue Tracking and Response Table
Post-Certification and Construction Phase
April 16 - June 17, 2008 Open House**

#	Source	Issue	Port Response
ENVIRONMENTAL ISSUES			
1	Julie Hobart Open House May 29, 2008	Interest in DP3's environmental management activities.	<p>The Adaptive Management Strategy (AMS) ensures that any potential negative environmental trends that are attributable to the project are identified early and prevented or mitigated. The AMS is a science-based approach to monitoring and managing the Roberts Bank ecosystem that will assess ecosystem trends attributable to the third berth's construction and operation.</p> <p>The Habitat Compensation Plan will provide approximately 20 hectares of on-site compensation projects and 7.5 hectares of off-site compensation. Habitat compensation projects include:</p> <p>East causeway enhancements include the excavation of the east causeway shoreline to create aquatic habitat for fish and coastal seabirds.</p> <p>Log removal and salt marsh restoration to increase productive capacity for fish and fish habitat.</p> <p>Caisson habitat openings within the dock structure will provide increased surface area and refuge for marine organisms.</p> <p>Subtidal rock reef for increased fish and coastal seabird habitat productivity.</p> <p>Sandbar stabilization to re-establish eel grass beds within areas that have been modified by dendritic channels.</p> <p>7.5 hectares of off-site compensation is being</p>

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			created in partnership with Ducks Unlimited and the Pacific Salmon Foundation.
2	Julie Hobart Open House May 29, 2008	Concern for fish habitat.	See response above.
3	Susan Jones Open House May 29, 2008	Concern that DP3 construction will keep killer whales away from traditional feeding grounds.	<p>As part of the DP3 Project, the Port has implemented a mammal-monitoring program to monitor marine mammal presence within the project area during construction. Jacques Whitford and JASCO Research Ltd. have been retained to conduct this program. Marine mammal monitors can shutdown construction activities if whales are within one kilometer of the project set.</p> <p>Over the long term, Port is monitoring marine mammal presence in the Roberts Bank port area and developing programs to raise awareness about marine mammals and reduce any potential effects from marine transportation.</p>
4	Susan Jones Open House May 29, 2008	Interest in data regarding killer whale habitat lost as a result of caisson placement.	Fisheries and Oceans Canada, which has regulatory responsibility for marine mammals, approved the temporary placement of the caissons at Roberts Bank. This placement has no impact on killer whale habitat.
5	Susan Jones Open House May 29, 2008	Concern for sandpipers and other shore birds.	<p>Impacts to waterfowl and coastal seabirds are primarily those associated with the loss of resting/roosting and/or foraging habitat under the Project footprint.</p> <p>The Habitat Compensation Plan will provide approximately 20 hectares of on-site compensation projects and 7.5 hectares of off-site compensation.</p>

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			Port has also completed the relocation of an Osprey nest that was necessary because the pilings on which the nest sat were to be removed as part of construction activities. The nest was relocated to a position within the intercauseway area, providing a 200-meter buffer free of human disturbance.
6	L. Lewko Open House May 29, 2008	Desire for a study on the effects of the Project on the sandpiper population.	Sandpipers are being monitored as part of the long-term Adaptive Monitoring Program for DP3. Results of the monitoring are reviewed by the Scientific Advisory Committee (an independent scientific panel) on a quarterly basis. An annual report will be available to the public in July.
7	Julie Hobart Open House May 29, 2008	Concern for potential project impacts to seals.	This project was reviewed by Fisheries and Oceans Canada, which has regulatory responsibility for marine mammals. The project has had no adverse effects on seals.
8	Susan Jones Open House May 29, 2008	Desire for replacement habitat to have been in place prior to construction.	The Port would like to have habitat compensation project completed by the time the third-berth is completed. Difficulty securing project equipment has caused delays to some of the habitat compensation projects this year.
9	Jimmy Tan Open House May 29, 2008	Desire for an independent scientific review of the Adaptive Management Strategy (in addition to the Scientific Advisory Committee).	<p>The role of the Scientific Advisory Committee (SAC) is to provide an independent scientific review of the Adaptive Management Program.</p> <p>The core activity of the Scientific Advisory Committee is to review the data collected under the Adaptive Management Strategy. The committee reviews scientific data to monitor positive and negative ecosystem trends that emerge as a result of the third berth project, and will advise the port if additional mitigation measures or monitoring is required.</p>

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			<p>The Scientific Advisory Committee consists of one scientist appointed by the Port, one scientist appointed by Environment Canada, and one scientist selected jointly by the Port and Environment Canada.</p> <p>The committee may consult with other independent scientists, engineers and/or technical experts as needed and when such additional expertise is required.</p> <p>The Chair of SAC – Dr. Ron Ydenberg - provided a presentation to the Deltaport Third Berth Project Community Liaison Committee in November 2007 available at http://www.portvancouver.com/the_port/docs/sacpresentation.pdf</p>
10	<p>DCLC Meeting Notes April 8, 2008</p> <p>E-mail Richard Swanston April 16, 2008</p>	What is the impact of the caissons?	A biophysical assessment identified that the area affected is predominated by a benthic delta sedimentary habitat, supporting relatively few species of infauna. No long-term impacts are anticipated as these habitats should re-colonize and assume their former productivity following caisson removal.
11	DCLC Meeting Notes April 8, 2008	What damage is being done while the caissons are grounded?	Benthic fishes and macro-invertebrates will temporarily be excluded for a short period of time. Benthic fishes might re-locate to similar benthic habitats. Benthic infauna will be forced to evacuate compressed sediments.
12	DCLC Meeting Notes April 8, 2008	What damage could be done when the concrete caissons are brought up?	The Port is working with the contractor and environmental monitors and the recovery is now underway. Care is being taken to ensure there is no excess turbidity, or interference with pelagic biota

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	E-mail Richard Swanston April 16, 2008		caused by the excavation required for refloating the caissons. It is anticipated that a portion of the excavated material placed immediately next to the caisson locations will migrate back into the depressions in the seabed presently occupied by the caissons. If this does not take place to a satisfactory degree, the holes will have to be backfilled by DCL (project contractor) using a clamshell dredge.
13	E-mail Richard Swanston April 16, 2008	Will the semi-buoyant, but anchored caissons bounce on the ocean floor, causing further damage?	The caissons are only buoyant when they are being moved. They were sunk into place on the ocean floor where they are being stored until they are required for completion of the berth face. The placement of the caissons on the ocean floor also provides some weather protection for the project. As a result of the severe winter storm in November, the caissons sank further into the ocean floor.
14	E-mail Richard Swanston April 16, 2008	Was the placing of the caissons on the sea floor all winter long a permitted activity under the environmental review process?	The proposal to store the caissons in this manner at the site was reviewed by the Port's Environmental Programs Department and was also submitted to Fisheries and Oceans Canada for review and approval before the storage was initiated.
15	E-mail Richard Swanston April 16, 2008	Does the sinking of the caissons and the associated environmental damage deserve some sort of investigation? Who will review the damage cause in recovering them?	The effects of the severe storm on the caissons including follow-up investigations were reported to and reviewed by Fisheries and Oceans Canada. Recovery efforts are being undertaken in consultation with, and approval by Fisheries and Oceans Canada.
16	E-mail Richard Swanston May 5, 2008	Concern that recovery of the caissons has disrupted migratory birds during their spring migration period.	Ongoing environmental monitoring has shown no evidence of disruption of migrations or other disturbance of bird populations as a result of the recovery efforts.
17	E-mail Richard	Note that recovery of the caissons has disrupted marine habitat.	The likely effects of caisson recovery have been reviewed in consultation with Fisheries and Oceans

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	Swanston May 5, 2008		Canada. The review conclusions are that the effects to marine habitat will be localized and temporary.
18	E-mail Richard Swanston May 5, 2008	Was the sinking of the eight caissons accounted for under the environmental review process, or was it unexpected?	Fisheries and Oceans Canada approved caisson storage on the seabed. The effects of the storm, which was severe were not expected, and were not seen during similar caisson storage during the original Deltaport construction in the early 1990's. Recovery is being undertaken in consultation and with approval from Fisheries and Oceans Canada.
19	E-mail Richard Swanston May 5, 2008	Why is it taking so much time to raise the caissons?	There are a number of factors contributing to caisson recovery scheduling, including: <ul style="list-style-type: none"> • The need to proceed carefully in order to minimize adverse environmental effects; • The need to proceed carefully in order to avoid damage to the caissons; and • The need to ensure that the individual caissons are available when they are needed rather than too soon, in order to minimize caisson handling and further disturbance of fish habitat.
20	DCLC Meeting Notes April 8, 2008	Did the Vancouver Fraser Port Authority consider the use of less environmentally sensitive land further inland for the storage of containers as well as the unpacking and reshipment of the containers and, if so, what are the options considered and why did it not adopt such options for the port?	The Deltaport Third Berth Project does not require the development of inland container storage facilities. As part of the port's overall strategy, we are looking at various initiatives to reduce the impact of the container sector on local communities. These initiatives include short-sea shipping, inland container storage and transshipment facilities that could be located along the Fraser River up to and including Maple Ridge and Langley.
21	DCLC Meeting Notes April 8, 2008	What part of the farmland adjacent to Roberts Bank is available for the wintering of migrating waterfowl of the Pacific flyway and how many	This question should be referred to the Canadian Wildlife Service who track this information.

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		birds did the farmland adjacent to Roberts Bank support in the winters of 2005, 2006 and 2007?	
22	DCLC Meeting Notes April 8, 2008	Has the Canadian Wildlife Service and Environment noted snow geese and trumpeter swan crowding in the over wintering areas adjacent to Roberts Bank?	This question should be referred to Canadian Wildlife Service.
23	DCLC Meeting Notes April 8, 2008	Was culling of the snow geese and trumpeter swan population considered as an option and, if so, how many birds would have to be culled due to the loss of farmland and wildlife habit to the Roberts Bank port development?	The Port is not involved in any culling programs. This question is best addressed by Canadian Wildlife Service, as it refers to controlling bird populations for species that are covered under the <i>Migratory Bird Act</i> . The Deltaport Third Berth Project does not require farmland as part of the expansion.
24	DCLC Meeting Notes April 8, 2008	Did the Vancouver Fraser Port Authority agree to support efforts to remove the Wildlife Management Area designation or to refrain from so designating water lots at Roberts Bank and, if so, did the Port request the Province to refrain from making the Wildlife Management Area designation and, if not, has the Port requested the Province to designate the remainder of the Roberts Bank area a Wildlife Management Area and, if not, why?	The proposed Roberts Bank Wildlife Management Area is a provincial initiative that has involved consultation with a number of stakeholders including the Port. The PORT has not been opposed to the Roberts Bank WMA. Please refer to the Ministry of Environment for the current status of the Roberts Bank WMA.
25	DCLC Meeting Notes April 8, 2008	Has the Vancouver Fraser Port Authority received from B.C. the water lots identified in the Memorandum of Agreement and, if so, which water lots were received?	The Province has transferred ownership of Water Lot A to the Federal Government. The Water Lot is owned by the federal government and managed by Port on their behalf.
26	E-mail Richard Swanston May 5, 2008	Concern that the Third Berth Project is built on the windward side of the Port, which could cause more grounded barges, oil spills and dumping of dredge spoils in an unregulated fashion.	Deltaport prevailing winds are southerly to south-easterly in winter and westerly to north-westerly in summer; winds can in fact come from any direction of the compass at any time of the year. Port construction and operation planning has taken this into account.

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27	E-mail Richard Swanston May 5, 2008	What are the plans to compensate the thousands of waterfowl that have been disrupted from their critical feeding areas?	The Deltaport Third Berth Project environmental assessment evaluated the effects on wildlife and their habitat. The project design includes compensation for wildlife habitat.
28	E-mail Richard Swanston May 5, 2008	Concern that the third berth construction activity has forced brant geese to the areas near the ferry terminal. This means they are subjected to road traffic disturbances as well as other human interference.	Monitoring does not show that this is happening. There is no evidence that brant geese have been adversely affected.
	E-mail Richard Swanston May 5, 2008	Why was the disturbance caused by the construction and removal of the power line to Vancouver Island not factored into the construction schedule?	There is no plan to remove the existing power line to Vancouver Island. Construction activities from other projects were considered in the cumulative effects assessment for DP3.
30	E-mail Richard Swanston May 5, 2008	Concern that very large barges and construction equipment monopolized the area on the East side of the Ferry terminal compounding bird habitat alienation.	This equipment is not associated with the Deltaport Third Berth Project.
31	E-mail Richard Swanston May 5, 2008	Why was waterfowl hunting in the area shut down so available habitat could be increased?	The Canadian Wildlife Service and the British Columbia Ministry of Environment regulate hunting of migratory birds. Municipal bylaws will also affect areas where firearms can be discharged. There was no cessation of hunting in the project area.
32	E-mail Richard Swanston May 5, 2008	The environmental assessment stated that there were other areas for wildlife to go. Where are these areas?	Please refer to Chapter 11 of the DP3 Environmental Assessment as the areas affected by the Project for each species are identified and range from 1 to 6 % of total habitat affected either temporary or permanent.
33	E-mail Richard Swanston May 5, 2008	Why was there not more coordination between major projects to lesson the impact on migratory birds and the environment?	The Environmental Assessment for the DP3 Project included all known projects at the time it was conducted. Each project is required to provide a detailed construction schedule to the regulatory agencies and multiple projects are addressed with the

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34	E-mail Roger Emsley June 12, 2008	On June 11, 2008, did the monitors pick up the pod of Orcas that was sighted southbound in the area of Deltaport or the porpoise that was seen about two-tenths of a mile off of the coal port outer berth and directly off of the entrance of the channel to the container berths? If so, what steps were taken in terms of construction activities and what other prevention measures were undertaken?	<p>cumulative effects assessment.</p> <p>The area of disturbance to killer whales from dredging operations is well within the intercauseway area (i.e. less than 1km). Our marine mammal consultant had recommended visual monitoring over an area of 2km to 1km of the dredge. In the unlikely event that a killer whale is detected within a 1km radius of the dredge, operations will be reduced until the animal has moved out of the area.</p> <p>In reference to the harbour porpoise sighting, pinnipeds are known to have less acute hearing and often are curious regarding anthropogenic activities. A reduction in project activity is not considered necessary if one is detected within 1km of the operations, unless that animal exhibits a strong behavioural disturbance.</p> <p>The Port has environmental monitors on site conducting regular observations, both with binoculars and spotting scope. The EM's frequently utilize a boat to supplement their observations from marine based equipment that may be operating on caisson recovery work. In addition, the Port has been notifying the contractor of all sightings, while also discussing these sightings within the weekly contractor/subcontractor meetings. Additional monitoring can be performed with access to the Deltaport camera set up for the project.</p> <p>Our marine mammal consultant has been notifying us of sightings that they are either encountering themselves or hearing second-hand. The Port frequently informs this consultant of all documented sightings. Further, all</p>

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			sightings are documented within the daily and weekly construction environmental monitoring reports, made available to the contractor.
AIR QUALITY			
35	Julie Hobart Open House May 29, 2008	Concern for impacts to air quality in Delta.	<p>The contribution of emissions from construction and operation of the project and the impact on ambient air quality in the local area are considered negligible. All maximum predicted concentrations for air emissions due to project construction and operation were below applicable ambient air quality objectives and standards.</p> <p>Although no significant impacts to air quality are predicted from the project, the Port and TSI, are committed to continuous improvement in reducing air emissions and are pursuing a number of emission reduction strategies in cooperation with Metro Vancouver and Environment Canada.</p>
36	L. Lewko Open House May 29, 2008	Preference for rail transportation over trucking, because of reduced air quality impacts.	Over 70% of containers imported through Deltaport leave the terminal by Rail. Through the Truck Licensing System (TLS) , the Port is committed to developing safer, cleaner, more sustainable container truck fleets to service the Port's container trucking facilities. As of April 1, 2008, all trucks older than 1994 must be opacity tested and passed. In addition to opacity testing, all trucks older than 1989 must also have an approved Port age emission reduction measure on their truck. The port also introduced a mandatory environmental awareness component to TLS and idling limits similar to the City of Vancouver's by-law. Further improvements for 2010 and beyond are

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			also under development.
NOISE/LIGHTING			
37	Julie Hobart Open House May 29, 2008	Concern with noise impacts resulting from construction.	Noise impacts on residents in the local area are expected to be minimal. There have been some concerns regarding dredging noise and the construction contractor is currently retrofitting dredge equipment with noise silencers to minimize noise from dredging operations that will commence shortly. A Noise Management Plan has been implemented during construction and operations to assess and reduce noise levels where possible.
38	Susan Jones Open House May 29, 2008	Concern with lighting impacts resulting from operations.	Construction, dredging and terminal construction activities will require lighting and Deltaport's lighting system will need to be expanded to illuminate the new facility. A number of measures have been proposed to reduce potential construction and operations lighting impacts, including: <ul style="list-style-type: none"> • The use of downlight style cut-off luminaries for the wharf and container yard areas • The use of lighting control systems to reduce the amount of lighting in selected areas during periods of low activity • The use of downlighting rather than floodlighting on the gantry crane superstructure. TSI, the terminal operator of Deltaport is currently undertaking a lighting assessment study to determine which lighting system will have the least impact on the community, while meeting health and safety regulations for the terminal.

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39	Steven Kinsey E-mail May 12, 2008 Vic Rivers E-mail May 12, 2008	Concerned with the high level of noise.	<p>A Noise Management Plan has been implemented during construction and operations to assess and reduce noise levels where possible.</p> <p>The Port recognizes the importance of minimizing noise impacts on residential areas and will continue to work with local residents to address noise associated with rail and terminal activities.</p>
40	Alison Kinsey E-mail May 26, 2008	Concerned with the high level of noise and interest in noise monitoring.	The Port has met with the DCLC noise subcommittee to discuss a noise monitoring study and there are plans to undertake this study in late summer. The DCLC noise subcommittee will be involved in the design of the study.
TRUCKS AND TRAFFIC			
41	Julie Hobart Open House May 29, 2008	Concern with traffic impacts to Delta residents.	<p>The Port is committed to reducing construction related traffic where possible and is investing \$3.2 million on Highway 17 improvements to mitigate the impacts of additional truck-traffic resulting from the Deltaport Third Berth Project. The Port has been working closely with the Ministry of Transportation and the Corporation of Delta on this project. Work will commence in the next few weeks. Completion is expected by the end of summer 2008. The Highway 17 projects include:</p> <ul style="list-style-type: none"> • Improvements to the Highway 17 northbound off-ramp that leads onto Highway 99 southbound • Extension of the northbound HOV lane on Highway 17 south of Ladner Trunk Road • Signal modifications at Highway 17 and Ladner Trunk Road

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			<ul style="list-style-type: none"> Improvements to the left turning lanes from Ladner Trunk Road eastbound onto Highway 17 northbound
42	Adrian Whitman Open House May 29, 2008	Concern with the traffic congestion around the Highway 17/99 intersection.	See above
43	Brian Self Open House May 29, 2008	Interest in a pedestrian overpass at the container train yard at the base of the causeway.	At this time, the Port does not have plans for a pedestrian overpass.
44	Michelle Chang E-mail May 26, 2008	Interest in building a bridge across Highway 17 on Ladner Trunk Road to link East Ladner and West Ladner.	The Port is not aware of plans for an overpass at this time. A project of this nature would be under the jurisdiction of MoT and the Corporation of Delta.
45	Rob Miller Open House May 29, 2008	Interest in an overpass of Highway 17 at 72 nd Street.	The Port is not aware of plans for an overpass at this intersection.
46	L. Lewko Open House May 29, 2008	Suggestion for a highway to follow the rail right-of-way to Highway 10 to ease congestion.	Please refer to Ministry of Transportation's Gateway Program, South Fraser Perimeter Road Project.
47	Linda McKay Open House May 29, 2008	Interest in a phone line to report trucks not using commercial lane on designated stretches of Highway 17.	Comment noted. MOT has installed regulatory signage restricting commercial trucks to the curb lanes of Hwy 17 at the approaches to Ladner Trunk Road. At this time, local traffic authorities are responsible for enforcement of new lane restrictions.
48	Michelle Chang E-mail My 26, 2008	Appreciative of the new highway improvement initiatives.	Comment noted.
RAIL			
49	Open House May 29, 2008	Interest in the rail track expansion at the existing yard along the causeway.	As part of the Deltaport Third Berth Project, two additional sidings will be required within BC Rail Company's existing right-of-way.
SOCIO-ECONOMIC			

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50	Tim Nickel Open House May 29, 2008	Preference for the expansion of Prince Rupert port facilities.	<p>Prince Rupert will play a significant role to increase B.C.'s container capacity in order to handle these projected volumes, however, it will not replace the need for container expansion at the Port, including the Deltaport Third Berth Project.</p> <p>Prince Rupert will not serve Lower Mainland consumer markets. Over 30% of cargo through the Port of Vancouver is destined for consumer markets in the Lower Mainland and the rest of British Columbia.</p> <p>Cargo through Prince Rupert will primarily serve east coasts markets in Canada and the US.</p> <p>The entire B.C. port system must work together in order for Canada to effectively meet the demands of container trade and facilitate the growth of Asia-Pacific trade.</p>
51	L. Lewko Open House May 29, 2008	Opposition to project rationale to support the growth of trade with Asia.	Container traffic through the Port is expected to triple by 2025 in response to consumer and business demands for goods from Asia.
52	L. Lewko Open House May 29, 2008	Opposition to project justification given the rise in oil prices.	The rise in oil prices will likely have an impact on the import of less fuel-efficient vehicles but as consumers look to minimize their expenses it may result in an increase in containerized imports from countries where less costly items can be produced.
53	Tim Nickel Open House May 29, 2008	Concern with the loss of farmland.	The Deltaport Third Berth Project does not require farmland as part of the expansion.
54	DCLC Meeting Notes	How many acres (or hectares) of farmland will be used for Roberts Bank port and rail related	The Deltaport Third Berth Project does not require farmland as part of the expansion. Two additional rail

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	April 8, 2008	developments now underway or under study?	tracks are required for the project but will be constructed within the British Columbia Rail Company's (BCRC) existing property on the Roberts Bank causeway and within their existing right-of-way adjacent to Deltaport Way.
55	DCLC Meeting Notes April 8, 2008	Has the Vancouver Fraser Port Authority considered the secondary destruction of farmland and wildlife habitat from the expanded rail yards and the construction of the container storage area on the environmentally sensitive lands adjacent to Roberts Bank and, if so, what measures has it put in place to protect farmland and the ability of wildlife now making use of the area to continue to be able to rely on these farmlands?	The Deltaport Third Berth Project does not require farmland as part of the expansion. TFN development on their own land will be independent from the DP3 Project and subject to their permitting requirements and community plan.
56	DCLC Meeting Notes April 8, 2008	Did the Vancouver Fraser Port Authority undertake to work jointly with the Tsawwassen Band to ensure the removal of the Agricultural Land Reserve designation from the farmland and, if so, why and what alternate measures?	The Port was not involved in TFN's treaty negotiations, nor have we been involved in the band's negotiations surrounding ALR land as part of their treaty.
57	DCLC Meeting Notes April 8, 2008	Did the Port try to protect farmland adjacent to the Roberts Bank port, rail and highway expansion?	The Port considered the existing farmland both in the wildlife assessment and the socio-community assessment. The Deltaport Third Berth Project does not impact farmland as part of the expansion.
58	DCLC Meeting Notes April 8, 2008	Did the Vancouver Fraser Port Authority agree to jointly develop with the Tsawwassen Band a container handling facility on the farmland protected by the B.C. Agricultural Land Reserve designation and, if so, why did the Vancouver Fraser Port Authority enter into such an agreement rather than develop container handling facilities further inland in a less environmentally sensitive area?	In 2004, the Vancouver Fraser Port Authority entered into a Memorandum of Agreement with the Tsawwassen First Nations. The Memorandum of Agreement deals with compensation for past infringements on the TFN's claimed aboriginal interests at Roberts Bank, as well as compensation and mitigation for future infringements related to the PORT's proposed container terminal expansion projects. Under the Memorandum of Agreement, the TFN will

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			receive: the sum of \$2.5 million for settlement of the legal dispute, which will be used to mitigate impacts from the existing facilities. These funds may potentially be used towards a boat launch and moorage facility to enhance access to traditional shellfish and crab harvesting grounds; compensation of \$4.5 million for past and future infringements on claimed aboriginal rights and title caused by the development and operation of Roberts Bank port facilities; a \$1 million development fund for education and skills training; employment and contracting opportunities associated with port development and ongoing port operations; and, a \$10 million fund to facilitate joint investment in port-related businesses including a potential container handling facility if required.
59			
60	DCLC Meeting Notes April 8, 2008	How much farmland and wildlife habitat will be destroyed as a result of the rail yards and rail line expansion both on the farmland and Deltaport Causeway as part of the Roberts Bank port expansion and how much will be destroyed as a result of the related highway construction?	The Deltaport Third Berth Project does not require farmland as part of the expansion. Additional rail sidings are required for the project but will be constructed within BCRC's existing property on the Roberts Bank causeway and within their existing right-of-way adjacent to Deltaport Way.
61	Greg Edwards Open House May 29, 2008	Interest in landscaping/tree planting along the causeway and Highway 17.	Comment noted.
CONSULTATION AND COMMUNICATIONS			
62	Remo Williams Jimmy Tan Open House May 29, 2008	Interest in identifying all opportunities for public input.	All phases of the project review are open to the full participation by local communities, port stakeholders and the general public. The Port will continue to work with community members, stakeholder groups and the Deltaport Third

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			<p>Berth Project Community Liaison Committee (DCLC) to address issues pertaining to the project.</p> <p>The Port will also host two annual events in the community of Delta, where resource staff will be available to answer questions and discuss concerns.</p>
63	Julie Hobart Open House May 29, 2008	Interest in more community outreach programs which involve an opportunity for public input and feedback.	Port is reviewing this comment and will provide a response prior to the next DCLC meeting.
64	Remo Williams Open House May 29, 2008	Support for Port community outreach activities in Delta.	Comment noted.
65	Roy Mufford Open House May 29, 2008	Request for a copy of map 62007-083 showing colour-coded rail lines.	Map provided.
OTHER (Beyond Scope of DP3)			
66	Tom Sledin Tim Nikel Open House May 29, 2008	Opposition to Terminal 2.	Comment noted.
67	Claire Hurley Open House May 29, 2008	Concern with security for the 2010 Olympics.	The Port has made significant investments and operational improvements over the past three years to ensure that our terminals, port facilities and operating communities are secure. We will continue to make further improvements in the future to ensure that Roberts Bank remains safe.
68	Peter Miller Open House May 29, 2008	Interest in how much waterfront property is owned by Port.	The Port has stewardship over Crown lands and is responsible for the operation and development of these assets and jurisdiction as defined in the Canada Marine Act (CMA).

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			<p>The Port does not directly operate terminals. Generally speaking, Port land is leased out to terminal operators and other tenants who manage the movement of cargo. The Port's jurisdiction encompasses over 600 kilometres of shoreline and borders 16 lower mainland municipalities throughout Burrard Inlet, Fraser River, North Fraser River and Roberts Bank. This includes approximately 1000 hectares of land and 16,000 hectares of water.</p>
69	Jimmy Tan Open House May 29, 2008	Interest in burying BCTC power lines along the causeway.	Beyond the scope of DP3.
70	L Lewko Open House May 29, 2008	Concern with loss of heritage value in Delta communities as a result of additional roadways.	<p>As part of the Deltaport Third Berth Project, the Port is investing 3.2 million to improve Highway 17. The Highway 17 projects include:</p> <ul style="list-style-type: none"> • Improvements to the Highway 17 northbound off-ramp that leads onto Highway 99 southbound • Extension of the northbound HOV lane on Highway 17 south of Ladner Trunk Road • Signal modifications at Highway 17 and Ladner Trunk Road • Improvements to the left turning lanes from Ladner Trunk Road eastbound onto Highway 17 northbound <p>Please refer to the Ministry of Transportation's Gateway Program for information on proposed alignments for the South Fraser Perimeter Road in Delta.</p>
71	Hart Schorneck	Suggestion to place additional containers in	Comment noted.

**Deltaport Third Berth Project
2008 Issue Tracking and Response Table
Post-Certification and Construction Phase
April 16 - June 17, 2008 Open House**

#	Source	Issue	Port Response
	Open House May 29, 2008	excavated concrete or steel bins below the deck level.	