

**Deltaport Third Berth Project  
Issue Tracking and Response Table  
Post-Certification and Construction Phase  
April 1, 2009 – June 8, 2009**

#	Source	Issue	Port Metro Vancouver Response
<b>HABITAT COMPENSATION PLAN</b>			
1	Gord McKenna June 7, 2009 E-mail	Concern with loss of access to east causeway due to creation of sensitive compensation habitat.	<p>The project referenced is part of the habitat compensation requirements for the Deltaport Third Berth Project (DP3) and was part of the formal consultation under the Deltaport Third Berth Project Environmental Assessment process. Port Metro Vancouver (PMV) is aware that this is a popular place for recreational use by some, although it is not public property or a designated recreational area. Once the project is complete, PMV may consider working with the community to look at special access events, but unfortunately, due to public safety and habitat sensitivity, this area as a public access point will not be available.</p> <p>As part of DP3, PMV has contributed \$2 million to the Corporation of Delta so they could purchase the Seven Seas Property in Ladner for the purposes of expanded public area and access to the water.</p>
<b>CONSTRUCTION</b>			
2	Richard Swanston April 1, 2009 E-mail	Noted that a silt curtain was observed aground mid-way between the ferry causeway and the container port causeway on March 31, 2009.	The silt curtain was retrieved immediately following notice from the Department of Fisheries and Oceans and Port Metro Vancouver. The Project had been experiencing a period of rough weather that week which likely resulted in the silt curtain coming free.
3	Richard Swanston April 1, 2009 E-mail	Concern with potential impacts resulting from the loose silt curtain.	The curtain was retrieved without incident.
4	Roger Emsley June 2, 2009	Raised concern forwarded from community member regarding potential for damage to the seabed from mooring buoys in area.	<p>The buoys in question are DCL's and have been deployed at the project site as visual aids and not as mooring buoys. They are used by the contractor as an important visual safety aid and were set with the intention to prevent the inadvertent grounding of any marine watercraft during construction on the mudflats.</p> <p>The buoys are anchored along the -3m contour outside of the eel grass bed and do not appear to be grounded based</p>

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			<p>on the photo or on any previous site inspections. Nonetheless, it is the contractor's intention to remove all marine buoys and can buoys at the completion of the marine construction. It is worth noting that the week of May 27 was the extreme spring tide cycle (LLW of less than one foot and 0.7 foot at 1425 on May 27th) hence the exposure of so much intertidal mudflat when the photos were taken.</p>
<b>TRUCKS AND TRAFFIC</b>			
5	Richard Swanston May 6, 2009 E-mail	Concern with additional truck traffic on Deltaport Way resulting from a third berth, creating longer line-ups than already experienced at the terminal gates.	<p>Current volumes are increasing with additional services being provided at Deltaport. Between December 1, 2008 and April 13, 2009, truck transactions rarely exceeded 1,200 per day. However, since April 14, Deltaport's truck transactions have averaged 1,310 transactions per day, peaking at 1497 transactions on May 8.</p> <p>TSI has implemented some immediate actions to resolve the issues in the short-term. These include:</p> <ul style="list-style-type: none"> <li>• Reinstating evening truck gates on Tuesdays, Wednesdays and Thursdays to address increased volumes</li> <li>• Saturday gates if volumes warrant</li> <li>• Reallocating daytime reservations to extended gates</li> <li>• Extending day shift by one hour (opening at 7am versus 8am)</li> <li>• Have increased staffing at gate to process trucks</li> <li>• Adding an additional security guard to help move the truck queue more efficiently</li> <li>• Working towards adding an additional truck gate, to increase the processing rate by June 21, 2009.</li> </ul> <p>Further information: PMV and TSI met with Delta, Delta Police, RCMP and MoT on June 5<sup>th</sup> and it was agreed that a Traffic Management Plan would be developed by July 1, with</p>

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<b>OTHER (Beyond Scope of DP3)</b>			
6	Bernita Iversen April 21, 2009 E-mail	Noted reports are being received regarding long truck line-ups on Deltaport Way. General safety concern regarding number of trucks on Deltaport Way. Update requested including mitigation measures being taken.	See above.
7	Richard Swanston May 6, 2009 E-mail	Concern with truck line-ups awaiting entry to Deltaport and potential related safety and pollution issues. Suggestion for use of non-peak hours for access to terminal.	See above.
8	Roger Emsley May 15, 2009 E-mail	Concern with ability to cross Deltaport Way at 57b due to truck line-ups.	See above.
9	Vic Rivers May 24, 2009 E-mail	Concern with two ships viewed May 17 and May 24, 2009 releasing excessive smoke at Deltaport. Ships believed to be the "Evergreen" and "Seattle". 24-hourline was contacted and information relayed.	<p>PMV and TSI are committed to continuous improvement in reducing air emissions and are pursuing a number of emission reduction strategies. The issues surrounding vessel emissions are very complex and involve many organizations.</p> <p>PMV has been working hard to reduce emissions at the Port through the <a href="#">Air Action Program</a> and initiatives such as the <a href="#">Harbour Dues Program</a> and the <a href="#">Northwest Ports Clean Air Strategy</a>.</p> <p>PMV and TSI have been working with the various shipping lines to address excessive smoke and noise issues at Deltaport.</p>