



October 6, 2021

To TLS participants

Re: Delta Truck Staging Facility

The Delta Truck Staging Facility (the “Facility”) was built to improve road safety, increase driver sightlines, and reduce port-destined truck congestion and idling along Deltaport Way and the Roberts Bank causeway. The Facility accommodates up to 140 trucks with full service washroom facilities. It is used daily by container drayage truck drivers as a rest stop while waiting for their terminal appointment window.

Mandatory staging at the Facility commences when incidents occur on terminals or roadways and impact operations and access to the Roberts Bank Terminals (GCT Deltaport (“Deltaport”) or Westshore). We want to thank the hundreds of drivers that follow the Highway 17 digital signage directions when drayage truck staging occurs. Those drivers are doing their part to contribute to safer and more reliable road conditions.

However, each time the staging directional signage is activated, a significant number of drivers continue to ignore the messaging directing them to enter into the Facility to stage. In addition to drivers that disregard the signage directions to stage, there are drivers who enter the Facility but fail to follow the subsequent directions given via messages on the digital messaging signs directing them to queue in the assigned lane and only leave the Facility when the event causing staging gets resolved and the Authority directs the trucks to leave and proceed to Deltaport. In both cases, these drivers bypass the queue to enter the terminal and contribute to congestion on the roadways leading to Deltaport.

This situation is unacceptable. It leads to driver frustration on the part of those who respectfully adhere to the messaging. It also creates unnecessary roadway traffic, which can impede emergency vehicles and cause congestion and safety concerns.

Such failure to follow directions is a direct breach of the trucking companies’ Access Agreements, which also bind each and every driver. Those breaches require the expenditure of additional port authority resources, both at an operational and administrative level. As such, trucking companies are required to compensate the port authority for its losses. Financial consequences have increased compliance with regards to truck staging. However, despite the fact that the Facility has been operational for over a year and industry has received repeated reminders, an unacceptable number of truck drivers continue to fail to follow directions.

Regrettably, it appears that financial consequences alone have been insufficient. Therefore, the port authority hereby issues this NOTICE to advise that, EFFECTIVE IMMEDIATELY, the port authority will employ measures aimed at compelling compliance. More specifically, while the damage payments will remain effective and in full force, future incidents of failing to follow staging directions related to the Facility will also result in any or all of the following:

1. TLS companies will be required to prepare and provide to the port authority for approval, operational safety manuals for all drivers accessing port terminals;
2. TLS companies will be required to establish and compel their drivers to attend port authority approved company training sessions, specifically designed to ensure all drivers are familiar with port authority rules and the consequences of failure to follow those rules;

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3. Increased Access Agreement Charges and/or higher Damage Deposits;
4. Suspension of driver port passes and truck access to all port authority terminals;
5. Suspension of TLS company access to all port authority terminals; and
6. Termination of Access Agreement.

The Facility is not available only for the convenience of truck drivers. It is also a necessary component of the port authority's safety and security measures. As such, companies that are repeat offenders and/or those that have multiple driver offenders joined to their Access Agreement can expect future consequences to be at the most significant end of the spectrum of consequences, including, without limitation, termination of the company's Access Agreement.

All TLS approved companies are **hereby directed to distribute this Notice to every driver accessing port roads on their behalf to ensure awareness of these enhanced enforcement measures.**

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Fred Moussette', with a stylized, cursive script.

Fred Moussette
Manager, Logistics and Operations
Vancouver Fraser Port Authority