

**Update from Port Metro Vancouver  
Deltaport Third Berth Project Community Liaison Group**

**Meeting Date: June 26, 2008**

## **Construction Update**

### **Construction Schedule**

- The Marine Works contract is progressing well with regard to schedule. Despite difficulties with unexpected soft soil conditions and damage from the storm of November 11-12, 2007, caisson placement is only 2-3 weeks behind the schedule that was originally submitted by the Contractor (DCL) in December 2006.
- Four caissons have been placed into position and filling has commenced.
- The second containment dike has been completed, as has preloading of the Stage 1 area in the southwest of the expansion footprint.
- Seaspan has been relocated to the new tug basin.

### **Caisson Recovery**

- Caisson recovery is ongoing.
- Four of six caissons that were affected by the November storm have been recovered.
- Repair plans for the damaged caissons have been reviewed and approved by DFO.
- At the moment, there are no concerns for habitat in respect to the recovery work.

### **Dredging**

- The last planned usage of the "Columbia" cutter suction dredge is now in progress and scheduled to continue into early August. It is being transferring the remaining material from the underwater stockpile into the area between the two containment dikes, then trimming the bottom and sides of the stockpile area to the required design grades.

### **HWY 17**

- Contractors began project mobilization on June 9<sup>th</sup> and construction is now underway. Completion is expected in August.

### **Relocation of Roberts Bank Lifeboat Society to Tug Basin**

- Seaspan and Roberts Bank Lifeboat Society have developed a plan that will include a location for the Society's rescue vessel within the tug basin.

## **Environmental Update**

### **Habitat Compensation**

- **East causeway enhancements:** The Port is awaiting approval from DFO for a temporary barge berth. A temporary barge berth would mean that the Port could avoid trucking materials through the community of Delta. Work on the causeway enhancements are expected to begin in the late summer or early fall pending approval of the temporary barge berth.
- **Log removal and salt marsh restoration:** Log removal has been completed. Assessment of the proposal for the installation of a pair of culverts and the extension of some of the drainage channels by more than 500 m (both to improve fish access and marsh function) is complete. The project tender will be released shortly, with construction expected to be carried out in dry weather later this summer. Baseline monitoring work is under way.
- **Caisson refugia:** Caisson habitat is being incorporated into three of the caisson structures as they are constructed. Caisson installation has been initiated.
- **Subtidal rock reef:** Work is expected to commence in a couple of weeks. It is expected that work will be complete this summer.
- **Sandbar stabilization:** No change since last update. After consultation with Fisheries and Oceans Canada and Canadian Wildlife Services, a pilot project has been designed that may lead to a larger project if warranted by the success of the pilot. Detailed engineering is currently under way with a view to completing the pilot stage of the work this summer. Baseline monitoring is under way.
- **Off-site compensation:** Engineering and environmental assessments of the Rose-Kirkland Island enhancement project have been completed. The work is expected to be started in July and be completed this summer.

### **Adaptive Management Strategy – Annual Report**

- The draft annual report was prepared and sent to the Scientific Advisory Committee (SAC) for review. SAC conducted a comprehensive review of the report the second week of June. Comments from SAC are currently being incorporated into the report, which is expected to be released in July.

### **Marine Mammal Sightings**

- Over the past three weeks, there have been several marine mammal sightings, both of Orca's and porpoise (species unknown) observed outside of the one-kilometer radius referred to as the construction zone of influence.
- Construction will be halted if marine mammals are spotted *within* the one-kilometer zone of influence. Our construction crews and marine mammal

monitors have observed these sightings. As well, second-hand reports have been received from our MMMP\* consultant as well as one-second hand report of a sighting from a resident through a DCLC member.

- To date, we have not needed to halt construction activities, as marine mammals have not been observed within the one-kilometer zone of influence.
- The VFPA's environmental monitors have kept up regular communication with DCL following each reported sighting.

\*MMMP: marine mammal monitoring program

## **Other Items**

### **DP3 Open House**

- Total of 43 people attended event
- Open house summary report available on project website.

### **Truck Licensing System – New Opacity and Truck Age Requirements**

- On April 1st, 2008, the VFPA's new opacity and truck age requirements became effective. On that day, the VFPA suspended 250 licenses for container trucks that did not comply with the Port's new opacity and truck age requirements. The opacity requirement is that all trucks pre-1994 must pass the emission test and submit results to the Port. The truck age requirement is that all pre-1989 container trucks are banned unless they receive an exemption, which includes approved emission reduction measures to improve truck exhaust emissions.

### **Port Operations Traffic Monitoring Program**

- The Port has hired personnel and provided a hybrid vehicle to conduct the traffic monitoring program starting this week. The Port personnel will monitor traffic congestion, environmental, and safety issues. Problems identified that require immediate enforcement action will be reported to the Port management for action through the Port's Truck Licensing System or through local vehicle and traffic enforcement authorities.

### **Outstanding Question to Transport Canada from April Meeting**

"A question brought forward for Transport Canada regarding why 88th and 112th street is not being considered for train whistle cessation."

The representative from Transport Canada was not familiar with this and agreed to follow-up with a colleague. Chris Hoff of Transport Canada provided the following explanation:

"I gather that the grade crossings at 88th and 112th streets in Delta cross the Southern Railway of BC (SRY) line - this is entirely within the Province of BC, and is provincially regulated. If Delta is interested in pursuing whistle cessation at these locations they may wish to consult with the BC Safety Authority and SRY regarding process."