

*Update from Vancouver Fraser Port Authority - Lori Lindahl and Darrell Desjardin
Deltaport Third Berth Project Community Liaison Group*

Topic: Various Issues

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Meeting Date: January 17, 2007

Construction Update - LORI

Construction Schedule:

- Completion is still anticipated for fall/09.
- So far, there are no significant changes to the schedule. Some fill sequencing changes have been approved to keep the project on schedule.

Barge Incident/Wind Storm:

- The barge was removed from the foreshore with no damage to either the foreshore or the barge, other than minor dents.
- The damaged sheet piles have been removed and replaced with new ones.
- The two damaged caissons will be repaired in Esquimalt dry-dock in May/08 (this timeframe is the first available opening).
- The contractor (DCL) is still finalizing the details of its plan to refloat and reposition the other six caissons on site.

Additional questions regarding why Transport Canada was not informed of the barge incident sooner:

- I believe this was addressed at the last meeting, but to clarify:
 - There was a delay in advising Transport Canada because from Deltaport Constructors' perspective it was not seen as an emergency as someone was onsite and the barge was not damaging anything on the shore. Because of this VPA was not notified until 5:00 p.m.

Pile Driving/Placement and Densification Testing:

- The sheet pile placement seems to be proceeding satisfactorily, following the placement of the wooden piles.
- The seven steel pipe piles reinforcing temporary construction at the end of Caisson 16 have been driven.
- The mattress rock densification has taken more trials than anticipated to come up with the required results. As a result, there has been more "pile driving" densification testing than anticipated. The latest trial area will require an estimated 16 tests. Per our mid-December public advisory, production and remediation testing will require an estimated 78 tests. An additional allowance of 15 production and remediation tests (to allow for rejected tests) is also expected. So approximately 109 tests are still anticipated.

Columbia Dredge:

- The Columbia Dredge is scheduled to be back on site this week to transfer material to the site from the underwater stockpile.
- It is tentatively scheduled for 8 to 10 days of terminal fill activity but could be on the actual site for up to one month depending on weather.

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- This dredge has been outfitted with additional mufflers and we do not anticipate significant noise impacts on the community.
- VFPA environmental monitors will increase monitoring of noise during this time period.

HWY 17 Commercial Lane Implementation:

- As you have probably already seen, the signs are now in place.
- The Ministry of Transportation is in the process of notifying trucking stakeholders that enforcement will begin shortly. There is a meeting next week with MoT and we will find out exactly what this date will be.
- VFPA is working with MoT to arrange distribution of the enforcement notification through our Truck Licensing System database and through direct distribution at Deltaport truck gates.

Other Items - Lori

Port Operations Traffic Monitoring Program:

- Prior to Christmas, we sent out the *Port Operations Traffic Monitoring Program Implementation Plan* to the committee. We have received input from one member regarding the plan, which was positive and did not recommend any changes. We are still working with Delta Police to get statistics that will allow us to finalize the benchmarks for the program.
- Due to the recent port amalgamation, the budget approval process has not been completed but we are anticipating that we will get budget approval at the end of January. Once we get this approval, we can move forward with hiring and implementation of this program.

Truck Licensing System - New Opacity and Truck Age Requirements:

- VFPA extended the deadline dates for environmental requirements of the mandatory Truck License System (TLS), regarding opacity and truck age. License holders now have until March 31, 2008 to submit opacity test results.
- The VFPA extended this deadline to allow trucking companies to better manage fleet operations and to minimize business disruption in order to meet the environmental requirements. We also considered stakeholder feedback from license holders and testing facilities in determining the new deadlines.

Fuel Sled - **LORI**

There was an additional request by a committee member who felt that questions regarding the onsite fueling tanks for the fill equipment had not been addressed. On Monday, November 21st, VPA responded to an inquiry by one member who asked if the fuel sled location had been approved by regulatory agencies. At that time, VPA responded by email with a copy to the committee:

"The fuel tank that you refer to in this photo is one of three tanks required as part of the Terminal Fill operations for DP3, and were reviewed by VPA in accordance with the DP3 Fisheries Act Authorization. These tanks are used to fuel the equipment required during the Terminal Fill operation phases of the project, not general project equipment. The tanks are removed from the site when the Terminal Fill operation phases of the project are complete.

The fuel storage tanks comply with the latest CCME Environmental Code of Practice for above ground storage tanks containing Petroleum products. The Contractor met the conditions of the Authorization, in addition to conditions placed upon them by VPA Environmental Programs that included lighting and daily monitoring for all tanks as well as 120% containment behind a perimeter berm and concrete barriers for the stationary tank. The contractor has provided and adhered to a discrete timeline for fuel storage for Terminal Fill operations as submitted to VPA.

Each fuel tank has its own spill response kit either affixed to the tank (skid mounted tank) or located adjacent to the tank (stationary tank).

To address your geotechnical concern for mobile tank placement, the VPA had advised the contractor to maintain a safe operating distance from slopes. VPA environmental monitor(s) adhered to the monitoring requirements of the DFO Authorization and recorded details as to the condition and location of the tanks and their associated spill kits. All VPA environmental monitoring reports have been submitted to the DFO and relevant agencies/parties for their review and comments; any concerns that may have been related to these fuel storage tanks were addressed immediately by the contractor and documented by the VPA environmental monitor. No spills or incidents have been recorded by the VPA environmental monitor."

We feel that this response addressed the questions that were raised.

Environmental Update - DARRELL

Ocean Disposal Incident:

- Environment Canada Investigation is still in progress.

Ocean Disposal Permit Extension:

- We have applied for an extension to our ocean disposal permit.
- The current ocean disposal permit for DP3 will run out on April 16, 2008.
- Ocean disposal permits are only good for one year and the dredging/disposal will extend into the fall of 2008.
- This second extension is for a much smaller volume (approx. 20,000 cubic meters), to cover possible decant water (from stockpile pumping) and small dredge loads from minor excavation/removal, if needed.

Habitat Compensation:

- *Offsite compensation*: Is on schedule. Our commitment to provide funding and coordination is completed. Ducks Unlimited has conducted engineering & habitat studies for offsite features. Physical work is planned for the second quarter of 2008.
- *Log debris removal and salt marsh creation*: Is behind schedule but in progress. Log debris has been removed, area has been assessed and surveyed for marsh installation, design of culverts & tidal channel is in progress. Anticipate culvert & channel installation during the summer, when low tides allow work to take place in daylight hours.
- *Caisson refugia*: Is on schedule. Refugia have been cast into 3 caissons, caisson installation anticipated this summer.
- *Subtidal reefs*: Behind schedule due to urgent need in the summer and fall of 2007 for necessary equipment (especially clamshell derricks) to work on caisson trench sloughing repairs. Rock reef placement cannot take place in winter because of (a) crab closure and (b) normally anticipated high winds and storm conditions in this exposed location. It is likely that placement will occur this summer.
- *Sandbar stabilization*: Behind schedule. Baseline monitoring will start in February and a pilot project is planned this fall, followed by a 12 - 18 month period before further work is undertaken.
- *East Causeway*: Behind schedule. In order to minimize trucking through Delta, VFPA is looking at options to import the large amounts of materials needed for this work by water, rather than by truck. A review of the possible logistics is underway.

BC Environmental Assessment Office (EAO)/ DP3 Working Group Meeting

- VFPA will be finalizing the DP3 Table of Commitments and Assurances for 2008 and the EAO Working Group will be meeting in February to review the status of the commitments.

The Working Group consists of:

- Federal government departments
- Provincial government ministries and agencies
- Corporation of Delta
- Greater Vancouver Regional Transportation Authority
- Metro Vancouver
- First Nations

Response to Recommendations from DCLC - LORI

Recommendation: It is recommended that VPA assess the feasibility of purchasing and establishing localized monitoring at the Port.

Response:

The VFPA has committed \$150,000.00 for Metro Vancouver to set-up the comprehensive permanent air quality monitoring station in Delta that will be linked to the Metro Vancouver region-wide ambient air quality monitoring program. As you know from the last meeting, the Metro Vancouver led the technical working group to select the Tsawwassen location for this new station.

At this time, VFPA would like to defer making a decision on purchasing and establishing additional localized criteria specific air quality monitoring equipment in order to focus on the establishment of the permanent air monitoring station in Delta. The permanent air quality monitoring station will provide Metro Vancouver and the VFPA with important ambient air quality data, which will help to establish further priorities for additional air quality monitoring and/or emission reduction measures for port-related activity. The VFPA remains committed to working with Metro Vancouver on the issues of port-related air emissions throughout the Lower Mainland and in Delta, and is willing to revisit this recommendation in the future.