

Meeting Date: February 28, 2008

## Construction Update

### Construction Schedule:

- Completion is still anticipated for fall 2009. Updated schedule available.
- So far, there are no significant changes to the overall schedule, although some sequencing changes have been approved to keep the project on schedule.
- The marine works contractor (DCL) continues to find it difficult to obtain Canadian dump barges for portions of the work.

### Wind Storm Aftermath:

- The contractor (DCL) is still finalizing the details of its plan to refloat, repair and reposition the six caissons on site that were adversely affected by the Nov 11-12, 2007 storm. DCL is developing a methodology for on-site repairs of the two that were damaged. This plan is subject to approval by DFO and VFPA. If that methodology is technically and environmentally acceptable, those two caissons may not have to be taken to Esquimalt drydock for repairs, as previously assumed.
- The damaged sheet piles have been removed and replaced with new ones.

### Pile Driving/Placement and Densification Testing:

- The sheet pile placement seems to be proceeding satisfactorily, following the placement of the wooden piles, although progress is slower than anticipated.
- 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 mattress rock densification is progressing. To date, significant testing milestones have been achieved through substantial completion of testing in two out of six densification production testing areas, and testing in the original six verification trial areas (total of 52 tests). Additional "pile driving" densification testing is still outstanding, including a new testing calibration set of 6 tests to define the acceptance criteria in the north end of the caisson trench (different mattress construction than in the south), and an estimated 44 production and remediation tests (including an allowance to make up rejected tests) is also expected. Approximately 50 tests are still anticipated.

### Columbia Dredge:

- The Columbia Dredge is currently not on site. She is scheduled to return in mid-July for an estimated 3-week period to place the remainder of the new terminal fill. Depending on progress with completion of the tied bulkhead, installation of a second containment dike for terminal fills and the relocation of Seaspan's tug facility, the dredging may commence as soon as mid-June.
- This dredge has been outfitted with additional mufflers and we do not anticipate significant noise impacts on the community from dredging.
- VFPA environmental monitors will increase monitoring of noise during this time period.

## Environmental Update

### Habitat Compensation:

- *Offsite compensation:* nothing new to report since last meeting.
- *Log debris removal and salt marsh creation:* The log removal phase is now complete. The culvert installation and tidal channel extension is scheduled for May 2008.
- *Caisson refugia:* A number of caissons have been stored at the construction site since last year, where the November storm event resulted in some of them being partially embedded in the sea bed. These and the remaining caissons are tentatively scheduled for installation in April or May 2008, subject to successful recovery and repair.
- *Subtidal reefs:* Equipment availability continues to be an issue. Equipment will not be available until October 2008.
- *Sandbar stabilization:* DFO agreed to a conceptual design for the dendritic channel modification component in May 2007. Final design approval requires baseline information, which will be collected in March, April and May of 2008. Final design is under way. The construction schedule is contingent on DFO approval; if this is obtained in time, the works will likely be initiated in the summer of 2008.
- *East Causeway:* Geotechnical issues have made it impossible to implement the lock block wall component of the original plan, requiring redesign with sheet piles replacing the lock blocks. Materials could not be delivered by water because a suitable barge ramp near the site is not available and delivery via the construction site would have caused significant interference with construction activities. VFPA has been unwilling to truck the materials through Delta, which is the only alternative that would have allowed timely material delivery. A possible barge berth location at the tug basin is still being evaluated, and the construction schedule will be updated based on the results. VFPA is currently waiting for regulatory approval from DFO for the barge berth.

### Adaptive Management Strategy (AMS)/ Scientific Advisory Committee (SAC)

- The draft annual AMS report is currently being worked on and it is anticipated that it will be ready to send to SAC for review sometime in April.
- SAC will need a few months to review, provide comment and approve the annual AMS report before it is available for public review. It is our hope that it will be available for public and First Nations release in June. The next meeting of SAC will be in March where they will review the 2007 - Q4 AMS Report.

### Delta Air Quality Monitoring Station

- Metro Vancouver is working on final costing and MOU agreement.

### Ocean Disposal Incident

- Nothing new to report. Environment Canada has not concluded their investigation.

### BCEAO DP3 Post-Certification Working Group Meeting

- The BC Environmental Assessment Office (BCEAO) DP3 Working group met on February 13, 2008 to review project construction status to date.
- This meeting and submission of information was not a requirement of the EAO but rather was an initiative of the VFPA to communicate and seek feedback on project construction, delivery on the BC Environmental Assessment Certificate Commitments and Assurances, statutory authorizations and approvals and consultation.

- The next required submission of project compliance information to the BCEAO is four weeks prior to start of operation (fall 2009)
- Working group participants in attendance included BC Environmental Assessment Office, Environment Canada, Canadian Environmental Assessment Agency, Fraser Health Authority, Corporation of Delta, BC Ministry of Environment, BC Ministry of Transport, Integrated Land Management Bureau and Tsawwassen First Nation.

## Transportation Update

### Highway 17

- *Commercial lane restriction:* VFPA posted the notification on our web portal and handed out copies of notification to drivers at Deltaport. In addition, all Truck Licensing System (TLS) license holders were notified.
- *Corridor improvements:* 90% design drawings are under review by MoT and Delta Engineering. The project is still on schedule for mid 2008 completion.

### General Items

#### Truck Licensing System - New Opacity and Truck Age Requirements

- As noted in the previous update, VFPA extended the deadline dates for environmental requirements of the mandatory TLS, regarding opacity and truck age. License holders now have until March 31, 2008 to submit opacity test results. VFPA considered stakeholder feedback from license holders and testing facilities in determining the new deadlines. The extension was required to allow testing facilities to accommodate the trucking fleet.
- Truck owners will be handed a notice everyday for the month of March (a FINAL NOTICE) reminding them of the deadline. Any truck that does not meet the requirements set out by VFPA will be suspended from having access to port terminals effective midnight April 1. Trucks older than 1989 will not be allowed access to port property for good if they do not have a certified emission reduction retrofit measure approved by March 31.

#### Port Operations Traffic Monitoring Program

- The VFPA Land Operations and Security Department has received approval to fund a part-time position and vehicle for the Port Operations Traffic Monitoring Program (POTMP). The process for hiring for this position is underway and program implementation should begin in spring.
- Delta Police are able to provide us with statistics for street specific search criteria.
- HWY 17 and Deltaport Way are considered priority areas and VFPA will be requesting information on these locations.
- This information would be used to focus the POTMP truck education campaign. It is also a goal to have this information to feed into the VFPA's TLS system.
- If committee members have other locations that are of concern to community members, please feel free to let us know.

#### North West Ports Clean Air Strategy

- VFPA is preparing for consultation in spring with regards to the North West Ports Clean Air Strategy. The ports of Tacoma and Seattle have conducted their consultation. Now that VFPA is an entity covering a larger geographic area, VFPA can move forward with consultation on the Strategy in Spring 2008.

## *Response to Recommendations from DCLC*

*Recommendation in DCLC Notes (January 17, 2008): It is recommended that VFPA assess the feasibility of purchasing and establishing localized monitoring at the Port.*

- *Letter sent to Allan Baydala from DCLC, dated January 25, 2008*

### *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.

*Recommendation in DCLC Notes (January 17, 2008): To have SAC compare current data to the original environmental assessment from 2003/2004.*

- *Letter sent to Darrell Desjardin, VFPA and Paul Kluckner, EC, dated January 18, 2008*

### *Response:*

The Adaptive Management Strategy (AMS) was developed based on the environment site assessment data collected in 2003 to 2004 as part of the DP3 environmental assessment. This data was thoroughly reviewed and signed-off by regulators as part of the harmonized provincial - federal comprehensive review of the DP3 Project.

Under the AMS Agreement with Environment Canada, the VFPA presents quarterly monitoring data from five key areas of study to the Scientific Advisory Committee (SAC) following each sampling period. The SAC reviews the quarterly data for trends and makes recommendations for any applicable actions. In addition, the AMS also includes an annual program review whereby each year's monitoring results are tabulated, reviewed, and compared against the thresholds identified in the AMS. The Annual AMS Report, which will include recommendations for any actions or changes to the Detailed AMS Workplan, will be submitted to the SAC for their review and comment.

The primary focus of the SAC is to review the monitoring data and evaluate whether negative eco-system trends are occurring and whether they are attributable to the Deltaport Third Berth Project. If the Scientific Advisory Committee (SAC) determines that the existing data is

insufficient to make such an evaluation, they may make recommendations for changes to the existing AMS program, which could include additional evaluation of historical data.

Note that once accepted by the SAC, the completed Annual Report will be made available to the public and First Nations. The proposed timeframe for this report to be released is June 2008.

The DCLC request for additional data review will be addressed in the following ways:

- Considering that extensive baseline knowledge exists for the Roberts Bank inter-causeway area, the contextual summary of the pre-project conditions will be presented in the Annual AMS Report to be reviewed by SAC; and
- The SAC is aware of DCLC's request for additional data review, and will consider the request during their review of the Annual AMS Report.

We are confident that DCLC's questions can be addressed through the above courses of action.