

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

Meeting Date: August 28, 2008

Construction Update

General Update

- The Marine Works portion of the project is progressing well with regard to schedule - the contractor (DCL) is slightly ahead of the schedule it originally submitted in December, 2006.
- Six of the ten caissons, including four of the six re-floated caissons, have been placed in their final locations and filling of them is proceeding well.
- On-site repairs of the two damaged caissons (already re-floated) are progressing well. DCL is leaving the remaining two caissons on the seabed until the rock mattress in their final caisson trench locations has been fully prepared for their placement.
- This rock mattress preparation is in progress. Preloading of a large area in the west of the expansion footprint has been completed and preloading of the southeastern area is in progress.
- Seaspan has been relocated to the new tug basin. The Westshore safety boat has been relocated to a new facility at Westshore Terminals. Interim relocation of the Roberts Bank Lifeboat Society has been arranged, as has a final on-site location acceptable to Seaspan and the Port.
- TSI has issued its first tender call for the terminal works. Although several months behind the schedule TSI originally anticipated, TSI still hopes to complete its terminal works shortly after the completion of the Port's Marine Works.

Barge Berth

- Discussions with DFO regarding the proposed temporary barge berth are still in progress. DFO is reviewing environmental impacts and assessing what compensation may be required. No approval has yet been given.

Highway 17

- The Hwy 17 northbound off ramp leading onto Hwy 99 southbound is nearly complete. The Hwy 17/Ladner Trunk Road intersection work is behind schedule due to BC Hydro and Delta Cable delays in the relocation of their services. The project is expected to be completed by mid September.

Environmental Update

AMS 2007 Annual Report

- The first annual report for the Adaptive Management Strategy is now available. It has been posted on the DP3 Project Website (still being hosted at www.portvancouver.com for the time being). A summary information sheet is also available on the site.

Habitat Compensation

Sandbar Stabilization:

- Baseline data gathering has been completed and analysis under way. DFO wishes to review the findings before making a decision on whether we should proceed with the pilot project. Since that review cannot be completed until later in the fall, this project's physical works will not proceed until next year, dependent on DFO approval.

East Causeway:

- There has still been no DFO decision on the temporary barge berth so this project is still on hold. The Port has been making strenuous efforts to comply with the requirements of the EAO's Table of Commitments and Assurance, by finding a way to import the necessary materials by water via the proposed barge berth, instead of trucking them through Delta (approximately 15,000 one-way truck trips would be needed for this habitat compensation project).

Reefs:

- Some base rock has been installed – work is expected to continue in the next few weeks as equipment becomes available.

Salt Marsh:

- Tenders have been called for the last phase of the salt marsh enhancement works (culvert installation and drainage channel extension). That work is expected to be completed this fall.

Caisson Refugia

- The caisson refugia have been cast into the caissons. Habitat becomes available as each caisson with refugia is placed.

Off-site Compensation (Rose-Kirkland Island):

- Work on the off-site compensation is in progress. It is not expected to be complete this year.

Response to questions since June meeting

Questions from DCLC regarding proposed barge berth (submitted by R. Emsley)

1. Was this in the original assessment documentation?

The proposed temporary barge berth was not included in the original environmental assessment for the project. The proposal has been submitted to DFO for consideration. If the project is not approved, the Port and TSI will have to ship material for the Habitat Compensation work and terminal construction work through Delta by truck. The Port would prefer the temporary barge berth option to moving materials through Delta.

2. Who is assessing the environmental impact of this placement?

DFO is assessing the proposal for the temporary barge berth.

3. Who is the approving authority – is it DFO and have they given the go ahead?

DFO. They have not given approval for the temporary barge berth.

4. How much of the material required to construct the barge berth will remain once it is no longer needed. What will be done with any temporary material?

The material for the temporary barge berth will be removed when it is no longer needed. All the material is temporary and will be disposed of in an environmentally acceptable manner, yet to be determined.

5. From the diagram it looks as though the northerly dredge slope protrudes into the inner causeway. Is this temporary?

The dredge slopes of the tug basin will be restored to the approved design grades and locations when the temporary materials are removed.

6. When is this construction going to take place?

Construction timing depends on DFO approval. If DFO approval is received, the Port and TSI would like to start the construction as soon after approval as possible.

Questions from DCLC regarding Orca's sighted at Roberts Bank on August 5, 2008 (submitted by R. Emsley)

The Port appreciates public reports of marine mammal activity. This sighting will be included as a civilian sighting.

1. Was the sighting observed by the port environmental monitor?

This particular sighting was not observed by the Port's environmental monitor. The activity on-site at the time of the sighting was limited in nature. Construction

practices were observed and recorded by the environmental monitor earlier that day until approximately 4:00pm.

2. At what time was the first sighting of this pod?

Please see response to question #1. The contractor was not operating equipment within the vicinity of the pod. Most of the work underway was being conducted within the caisson alignment.

3. Is it possible to obtain a copy of the port environmental monitor's log?

The daily logs are for the purpose of the environmental monitor to present daily records of activity to the contractor and the Port. The daily logs are used to create the weekly environmental monitor reports and are not provided outside of this scope. These reports would present a significant challenge for interpretation of the engineering aspects, scientific related aspects, and intent of the Authorization.

4. What work on DP3 was being done at that time?

On August 5th, the Shark Bite tug the Island Brave was only on day shift. From 06:45 to 17:00, all tugs were working on Caisson recovery. Assisting the No. 8, Bev Sue in the remaining parked caisson area. The tug was not active at 19:30.

The Raider and the Pacific Hawk, both Gisbourne tugs, were only needed on night shift for two moves. The first at 19:30 to take a partial loaded dump scow from the 1402 clam shell, and dump the load, on the west side of caisson 22, building Rock Berm.

After this dump, they put the empty barge on the small buoys adjacent to the work site.

From 19:45 to 20:30 the tugs then picked up the loaded Ka'Ala flat barge off one of the outside, large buoys and brought this barge to the west side of C19 adjacent to the 1402 clam shell.

The only construction activity after this was the 1402 clam shell placing the berm filter along the west side of Caisson # 19.

At midnight, the Raider conducted quick check of on all the floating barges.

5. Was the work stopped?

No. Please see #1 and #4.

6. Why was the port tug allowed to drive at full speed right through the middle of the pod?

We do not have enough information from this public report to identify and determine these details. Tug operators are aware of the marine mammal monitoring program. The Port is currently working on developing an education and awareness program for the general public and port tenants on marine mammal sightings.

Questions from DCLC regarding birds (submitted by R. Emsley)

(Please note that the Port is reviewing these questions and will respond shortly)

- 1. Did the osprey nest this year – noting that the birds are still in the area? I (Roger Emsley) have an additional question in relation to this. The MOE response indicates that VFPA could be asked to develop an alternative nesting site. Has this/will this be considered since they are still in the area?**
- 2. Is the list of birds in the fact sheet meant to be the list of all birds in the Deltaport 3 Berth area? If so it is certainly missing a lot of species – where are all the duck species other than a couple mentioned, Pacific loon, Common loon, red-necked grebe? It is the most peculiar list I have ever seen for Roberts Bank birds, including some very rare accidental ones and missing many that are regulars. Was it meant to be just red and blue-listed species? This area is part of the Fraser River Estuary Important Bird Area and I would have thought consideration of the species on the IBA list would have been part of the monitoring.**

Follow-up regarding 28th Avenue - concern that analysis be conducted

DCLC's concern was forwarded to Gateway on July 2nd. Please see response below.

In conjunction with Port Metro Vancouver and the Corporation of Delta, the Gateway Program's South Fraser Perimeter Road (SFPR), jointly funded an analysis of intersections in the Deltaport Way Area including 28th Avenue. The analysis supplements the broader Roberts Bank Rail Corridor Project that is being undertaken jointly by the federal government (Transport Canada) the Province, Port Metro Vancouver, TransLink, the Corporation of Delta and other municipalities, and railway companies including BC Rail.

The analysis was conducted to support and facilitate discussions related to the proposed closing the south portion of the 57B Street/ Deltaport Way intersection, as a safety and efficiency measure, and provision of alternate access for farm traffic and local residents, via a new 28th Avenue overpass of Highway 17.

Gateway Program arranged for traffic counts (including vehicle types) to be undertaken at 14 existing intersections in the Deltaport Way area. Gateway then undertook additional analysis to understand the potential traffic implications of the proposed new traffic routing.

The traffic analysis included consideration of a redistribution of traffic patterns in the area as a result of the new road configuration, including potential changes in traffic volumes on 28th Avenue and 34B Avenue in the vicinity of 57B Street. The results indicate that volume changes on the local roads would be minor and would not likely result in significant operational or safety issues. The results also indicate that traffic would increase along 28th Avenue if the overpass were built.

It should be noted that a new overpass at 28th Avenue would only be constructed if the southern portion of the 57B Street/Deltaport Way intersection were closed. There currently has been no decision to reconfigure this intersection or construct a new overpass. In particular, it is specifically not part of the South Fraser Perimeter Road project scope. Any decision regarding this road network change would be made by all agencies involved and would consider the results of this traffic analysis as well required road upgrades, if any, and the potential effects, to Delta's overall road network.