

Meeting Date: January 22, 2008

Deltaport Third Berth Community Information Session

Port Metro Vancouver hosted an information session in Delta at the Tsawwassen Golf and Country Club on December 2, 2008 to provide the community with an update on the Deltaport Third Berth Project (DP3). Port staff and members of the Deltaport Third Berth Project Community Liaison Committee (DCLC) were in attendance to answer questions.

- A total of 49 individuals attended the event including 9 members of the DCLC, 2 elected officials and 38 members of the public.
- Information boards were on display and printed materials and CDs were also available. Comments forms were provided, as well as issue tracking forms for Port staff and DCLC members to note items that were raised during open house discussions.
- No comment forms were completed at this open house. However, attendees discussed various issues and concerns with Port staff and DCLC members, which were recorded for follow-up.

Issues Raised

Environmental Issues:

- Shellfish health, possible sources of contamination, shellfish harvesting by the Tsawwassen First Nation;
- Concern over the health of habitat in the intercauseway area; and
- Interest in whether breaching of the causeway should be done to restore “natural” water circulation through the intercauseway area.

Lighting:

- Interest in information on new lighting study;
- Desire to see trespass light dealt with;
- Comment that lighting has improved in regards to the gantry cranes, the lights now go off when the booms goes up; and
- Concerns regarding lighting seen on the horizon, and as far away as the Gulf Islands.

Adaptive Management Strategy (AMS):

- Question regarding whether the AMS is available online;
- Question regarding the study areas in the AMS and who completes the studies; and
- Question regarding any mitigation measures that have been implemented in response to trends so far.

Rail:

- Concern that proposed new sidings on BC rail trains are impeding view from nearby residences.

Communications:

- Question regarding the cost of the Delta artists’ calendar, and the Port advertisements in Delta.
- Question regarding what will happen to the art included in the calendars.

Construction Update

General Update

The installation of TSI's underground services is proceeding well, as are PMV's marine works. The last remaining sheet pile wall sections at the north end of the expansion area have been driven and tieback anchors for that wall are being constructed. Fill and densification of the area behind the caissons is in progress, as is the cast-in-place concrete work above the caissons. Erosion protection is being placed in front of the caissons.

Barge Berth

DFO has authorized the construction of the temporary barge berth for importing materials for TSI's site works and for the East Causeway habitat compensation works and bids will be requested very soon for the construction of the barge berth.

Removal of Excess Preload Material

The marine works component of the Deltaport Third Berth Project is nearing completion and the terminal construction phase will now begin. Surplus preload material used at the site must be removed by February 6, 2009 in order to proceed with terminal construction.

Port Metro Vancouver has waived the Marine Works Contract requirement for preload material to be removed by waterborne transport and another environmentally appropriate option has been identified by the contractor. All surplus preload material will be removed from the site by truck to the Ministry of Transportation's SFPR site at 72nd and Burns Drive.

PMV remains committed to reducing emissions and minimizing the number of project-related truck trips through Delta. By reusing the material within Delta, fewer vehicle emissions and less truck traffic on Delta roads will be created than if the related fill/preload areas were supplied from any other source.

The construction contractor estimates the quantity of surplus preload is between 50,000 - 60,000 m³. Removal of surplus preload began on January 2, 2009 and is expected to be completed by February 6, 2009.

Silt Curtain

A silt curtain that was tied-up (not in use) came free on January 1st. Part of it was recovered on the 5th and the other part was recovered on the 7th. The silt curtain had to be recovered in a manner that was both environmentally sensitive and safe for crews. Crews could only retrieve the curtain at high tide by boat, since any attempt to access from the shore at low tides would have been likely to cause damage to the foreshore environment, and would have potentially been unsafe for anyone on foot. Weather conditions were quite difficult during the time in question.

Environmental Update

Ocean Disposal Permit A new ocean disposal permit will be applied for following the completion of a marine sediment sampling and analysis program at the end of January. The ocean disposal permit will utilize the existing disposal site at Roberts Bank. The remaining dredging and disposal will take place in Spring/Summer 2009 subject to appropriate environmental windows.

On-site Habitat Compensation

Sandbar Stabilization – The baseline monitoring data compilation is complete and has been forwarded to DFO. A meeting to review the results and to discuss next steps in this project with DFO will be scheduled for January or February, 2009.

East Causeway – DFO has provided an authorization for the proposed temporary barge berth, and the terminal operator (TSI) is now preparing to tender the barge berth construction project. Physical work on the east causeway habitats is now expected to begin this spring, with completion expected early next year (2010).

Reefs – Work on the reefs is still in progress and is expected to continue on a weather dependent and equipment availability basis for the next few months. Completion is expected by the end of April, 2009.

Salt Marsh – All physical works are now complete. Monitoring of marsh habitat functions will commence this spring.

Caisson Refugia – All of the caissons are now in place. This project is complete. Monitoring of habitat functions will commence in concert with monitoring of the reefs, when those are complete later this year.

Off-site Habitat Compensation (Rose-Kirkland Island)

The Rose-Kirkland off-site compensation project is complete except for the installation of a flap gate in the dyke. This will be done in the spring of 2009. At this point, the project appears to be very successful and has created approximately seven hectares of productive wetland habitat.

Recommendations from last meeting (November 27, 2008)

TSI has provided responses to the following DCLC recommendations:

1. It is recommended that TSI include an addendum to the study that explains the role and impact of machinery lighting as it complements site lighting.

TSI response: Omni Engineering are working on the addendum and will submit to TSI in early February.

2. It is recommended that TSI provide more information on metal halide and high pressure sodium lighting, including the process for disposal.

TSI response: TSI/ Omni Engineering will endeavour to provide more information by early February.

3. It is recommended that TSI start with the new lights angled at 50 degrees and increase the angle as needed for safety rather than the other way around.

TSI response: Lighting will be set at angles noted in the Lighting Report and reviewed accordingly.

4. It is requested that some DCLC members participate in a evening tour of the Port to see the lighting.

TSI response: It is suggested a tour be arranged by Naomi Horsford at a date to be decided at the next DCLC.

Project-related questions

1. How many cubic meters have been disposed of, if this has been determined?

Port Response: April, 2008 – April, 2009 permit was for 20,000 m³, estimated volume disposed of April – Sept, 2008 was 160,663. So the 2008 permit was exceeded by approximately 140,663 m³.

2. How was this quantity determined?

Port Response: The quantity was determined primarily through underwater surveys, with a small volume (500 m³) estimated based on the contractor's experience.

3. Was this quantity all sand or sand and water combination?

Port Response: The volumes are sand only – they do not include the volumes of water used to transport the sand by pump and underwater pipeline.

4. Where the material originated from? Both on site and off site a small sketch or map would suffice.

Port Response: The material originally came from the Fraser River and was dredged from there as part of the annual, ongoing maintenance dredging of the River's navigational channels.

5. If the material came from a "transfer pit", why was it not returned to where it came from?

Port Response: The material could not be returned to the Fraser River for obvious reasons. It could not be returned to the "transfer pit" because it would have interfered with safe navigation of ships to and from Berth 3 and because the "transfer pit" was only permitted by the regulatory agencies as a temporary construction method, with the area to be returned to its former dredged profile when no longer required for project purposes. The term "transfer pit" is misleading and it should more properly be called the "temporary underwater stockpile". It was located in the area dredged as part of the Deltaport Berth 3 project for safe navigational access by ships and used by the Marine Works contractor to deposit fill material from River maintenance dredging operations until it could be used on the site.

6. Why was it not used at Roberts Bank?

Port Response: It was not used at Roberts Bank because it was not needed for fill or preload on the site.

7. Could it have been "saved till T2 or other infrastructure improvements were identified?

Port Response: No, it could not have been "saved till T2 or other infrastructure improvements were identified". Per the reply to #5 above, it would have interfered with safe navigation of ships and the use of the location for this purpose was only permitted by regulatory agencies for the purposes of the DP3 project. Even if neither of the foregoing reasons was applicable, it would have been considered ocean disposal to leave it in place.

8. Could it have been pumped ashore, "now" & "saved" instead of disposed at sea?
Then drained and trucked off?

Port Response: By the time it was disposed of, it was too late to pump the material ashore without causing significant interference with the Berth 3 project construction, as well as significant related costs and delays. Furthermore, trucking it off site would have been counter to PMV's ongoing efforts to minimize project-related trucking on local roads and highways and there were no identified locations for such a large volume of material at that time.

9. Approximately how many truck loads would be involved in this?

Port Response: Approximately 10,000 tandem truck loads would have been required.

10. Where would the trucks have taken it?

Port Response: The material would have had to be trucked to either:

- a. Wherever the Marine Works contractor could have sold it – possibly through the Tunnel; or*
- b. The closest public dumpsite that could have accepted that volume.*