

Meeting Date: June 18, 2009

Construction Update

General Update

The Marine Works contract will be substantially completed by the end of June. The installation of TSI's underground services is still in progress and proceeding well. TSI's substation upgrade is also still proceeding and includes a new switchgear and installation of a 12kV transformer to power the three new 85 LT Quad Cranes, due for arrival at Deltaport at the end of August.

The temporary barge berth, to be used for importing materials for TSI's site works and for the East Causeway Habitat Compensation works, has been constructed and is in use.

A contract for the East Causeway Habitat Compensation works has been awarded. The contractor is expected to start work in the summer. A detailed schedule is to be determined. Public access will be changing as a result of this project. An update is available on PMV's [website](#).

Terminal Surfacing work is scheduled to be complete October 30, 2009. Commissioning of the cranes and official opening of berth 3 is slated for the first quarter of 2010.

Night-time Asphalt Paving

Night-time paving activities began on June 7th in order to complete paving of the third berth dock area. The paving will last three to four weeks and will require truck transfers through the community in order to bring asphalt material to the site. This work is being done at night in order to ensure that the asphalt arrives to the site in a timely manner and does not adversely impact daily commuter traffic. Additional lighting will be required to conduct this work and efforts will be made to aim work lights towards the third berth to reduce impacts on local residents. Notification was sent to DCLC and the public regarding these activities on May 28, 2009.

It is expected that TSI's surfacing works will also require night-time paving to maximize productivity during the dry summer weather. TSI will continue to provide updates on night-time paving activities as the construction schedule develops.

Final Preload Removal

Two additional days were required to remove the final excess preload material from the Deltaport Third Berth Project site. Removal of the final 2200 m³ commenced June 11th. The material will be moved to Burns Road for use by the Ministry of Transportation.

Environmental Update

On-site Habitat Compensation

Sandbar Stabilization – nothing new to report since last update.

East Causeway – Work on the east causeway will begin shortly and it is estimated that the project will be complete by early 2011. The project will utilize the existing shoreline and transform it into a diverse range of habitat that will support both marine and wildlife. Some of the habitat will include barrier islands, rip rap slopes, salt marsh, upland vegetation areas, gravel and cobble beaches. The project will change public access and notification was sent out on May 28, 2009.

Reefs – Construction of the sub-tidal reefs are now complete.

Salt Marsh – This project is complete.

Caisson Refugia – This project is complete.

Off-site Habitat Compensation (*Rose-Kirkland Island*) - This project is complete.

Barn Owl Program

PMV is working to establish a Barn Owl Program as part of DP3. PMV has begun construction on several barn owl boxes that will be placed in select location or as requests come in. PMV is currently looking at other Barn Owl initiatives through direct correspondence with interested groups and work being done on the SFPR project. Presently there are no federal or provincial management initiatives. PMV welcomes interest from Delta farmers and landowners.

Other

Truck Congestion along Deltaport Way

PMV is monitoring the situation closely and working with TSI to address the recent trucking congestion issues at Deltaport. TSI has experienced an increase in traffic as a result of a new shipping service at Deltaport.

TSI has implemented some **immediate actions** to resolve the issues in the short-term. These include:

- Tuesday, Wednesday and Thursday night gates
- Additional Monday night gate and Saturday gate when volumes warrant.
- Reservations shifted from day to night shift
- Addition of security guards to move traffic
- More staffing and ongoing monitoring
- Speed gates
- Additional truck gate
- Working through lunch hour
- Extra checker on a busy days
- Additional processing computer station

Meeting with Delta regarding Truck Safety on Deltaport Way

PMV and TSI met with Delta, Delta Police, MoT and RCMP on June 5th to discuss this issue. PMV and TSI committed to developing a Traffic Management Plan for July 1, 2009. The plan will be circulated to Delta Police, Corporation of Delta, RCMP, BC MoT for review and input. The plan will include actions to address current issues and accountability.

Port Operations Traffic Monitoring Program

PMV security patrols are monitoring Deltaport Way on a daily basis. This will continue until the Traffic Management Plan is successfully implemented.

Public Activities

Information Booth at Tsawwassen Town Centre - Saturday, May 30

Clint, Linda, Robert, Teresa, Naomi and Julie (PMV engineering) were on-hand to speak with the public. Questionnaires were distributed and verbal feedback was collected. The team spoke with 50 individuals. A more detailed report will be provided and posted on PMV's website. The next event is scheduled for June 27 at the Tsawwassen Town Centre Mall.

DP3 Project Update Newsletter

The most recent edition of the [DP3 Project Update](#) newsletter was sent out on May 28. It will also be distributed via Canada Post to individuals and businesses in Delta.

Action Items

1. "PMV to include an update on the investigation to the noise incident from April 13/14th in the next meeting."

Update: Follow up information provided from the ship indicated that due to the number of reefer containers on board both generators were required to service the power demand and switching the generator to the inboard location was delayed until unloading of containers had advanced far enough into the ship's hold.

2. "Naomi to communicate to the committee any updates on the Truck Monitoring Program via email when they become available."

Update: a presentation will be provided to committee at June 18, 2009 meeting to update on status of trucking and initiatives underway.

3. "PMV to report determine the cause of the truck line ups with TSI and report back to the committee."

Update: a presentation will be provided to committee at June 18, 2009 meeting to update on status of trucking and initiatives underway.

4. "Provide update on date for completion of construction of DP3."

Update: Terminal Surfacing Works is scheduled to be complete October 30, 2009 commissioning of the cranes and official opening of berth 3 is slated for the first quarter of 2010.

5. "Update on gantry cranes as per Environmental Assessment."

Update: Operational measures have and will be employed on all STS Gantry Cranes to turn the high-intensity boom lights off during raising and lowering of the boom – lights will restart when the boom is in the down position.

6. "Lighting study report back to DCLC on status."

Update: Omni Engineering Light Report was updated and re-submitted in June 2009.

Questions since last meeting

Email from R. Emsley regarding question from Richard Swanston questioning whether DCLC has discussed "the damage – or potential for damage – to the seabed from the mooring buoys." Picture attached:



Response: The buoys in question are DCL's and have been deployed at the project site as visual aids and not as mooring buoys. They are used by the contractor as an important visual safety aid and were set with the intention to prevent the inadvertent grounding of any marine watercraft during construction on the mudflats.

The buoys are anchored along the -3m contour outside of the eel grass bed and do not appear to be grounded based on the photo or on any previous site inspections. Nonetheless, it is the contractor's intention to remove all marine buoys and can buoys at the completion of the marine construction. It is worth noting that the week of May 27 was the extreme spring tide cycle (LLW of less than one foot and 0.7 foot at 1425 on May 27th) hence the exposure of so much intertidal mudflat when the photos were taken.