



**Meeting Date: November 26, 2009**

### **Construction Update**

#### **Marine Update**

The marine works are substantially completed with some minor clean-up dredging of mattress rock still to be done at the north end of Berth 2. Adverse weather and shipping activity have prevented this from being completed. The dredge spoil is being disposed on PMV's Fraser Richmond property. Some additional clean-up dredging at Berth 2 and in the turning basin is expected to take place in 2010, assuming the necessary ocean disposal permit is received.

#### **Terminal Update**

The installation of TSI's onsite operations is ongoing; the electrical substation upgrade is complete and high-mast lighting continues to be commissioned. Lights are remaining on to test the new fixtures. Paving of the terminal area is nearing completion.

**East Causeway Construction** – The East Causeway Habitat Compensation Project construction commenced in early September 2009. To date, the contractor has completed approximately 485m of slope stabilization works including excavation, and placement of riprap and filter stone. Filter stone and rip rap are being imported weekly by barge from quarries in the Fraser Valley. Excavated materials for disposal are being hauled to TFN lands for re-use on TFN construction projects.

### **Environmental Update**

#### **On-site Habitat Compensation**

*Sandbar Stabilization* – The Sandbar Stabilization project was a component of the Habitat Compensation Plan. To date, PMV has not proceeded with project as it has been under review by DFO. The purpose of the sandbar stabilization project was to stabilize the sand bar located between the Roberts Bank and ferry causeways to expand eel grass habitat. The works would have involved excavating a new primary channel and armouring the channel and select tributary channels to manage tidal flows. The sandbar stabilization project was intended to create 5 hectares of eel grass habitat. PMV conducted an assessment of the existing intercauseway habitat and there has actually been an increase in eel grass habitat since 2003, as has been demonstrated by the Adaptive Management Strategy for the DP3 Project.

On October 20, 2009, DFO advised PMV that after a detailed review of engineering design and existing habitat features they would not authorize the sandbar stabilization project and requested PMV to provide alternative habitat creation on site or provide funding for off-site habitat compensation (similar to the Rose-Kirkland Island off-site habitat compensation). PMV informed DFO that PMV will provide funding for an off-site habitat compensation option. Similar to the Rose-Kirkland Island project, funding will be provided by PMV to the Pacific Salmon Foundation and Ducks Unlimited will construct a minimum of five hectares of off-site fish and waterfowl habitat.

*East Causeway – see construction update.*

*Reefs – This project is complete*

*Salt Marsh – This project is complete.*

*Caisson Refugia –This project is complete.*

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

### **2008 AMS Annual Report**

The 2008 AMS Annual Report has been released. An advisory was sent to DCLC and the DP3 Project database. The report is available on the PMV project website. DCLC will receive a presentation on this report at the November 26<sup>th</sup> meeting.

### **Other**

#### **Compliance Report**

A compliance report for the Deltaport Third Berth Project was submitted to the regulatory agencies on November 13, 2009. This report details the status of *Appendix E Owners Table of Commitments and Assurances and other authorizations, permits and statutory approvals*. The DP3 Compliance Report will be reviewed by the regulatory working group on December 1, 2009. Once the working group has reviewed and accepted the final report, it will be distributed to DCLC.

#### **Traffic Management Plan**

TSI submitted a draft Traffic Management Plan for Deltaport to PMV. A copy was distributed to the committee on November 20<sup>th</sup>.

#### **Delta Trucking Strategy**

PMV has formed an internal working group to address trucking issues in Delta. The working group is looking at ways to address trucking concerns in Delta including utilization of Truck Licensing System and information sharing with regulatory agencies. This group has reviewed and responded to the DCLC Truck Traffic Subcommittee recommendations on trucking.

### **Public Activities**

#### **Public Information Sessions**

Public information sessions have been scheduled for the following dates:

- Tsawwassen Town Centre – Friday, November 27, 3pm to 7pm
- Save-on Foods in Ladner – Sunday, November 29, 11am to 3pm

Advertisements began in local papers (Delta Optimist, South Delta Leader and the Surrey/North Delta Leader) beginning on the 18<sup>th</sup> of November.

#### **DP3 Update Newsletter**

The Deltaport Update newsletter has been distributed to all households and businesses in Delta via Canada Post mail drop. In addition, an electronic version has been posted online and distributed to the DP3 project database.

## **Questions raised by members since last meeting**

***Would like clarification on east causeway construction; volume of material to be moved and length of time it will take?***

Response: The volume of excavated material to be removed from the East Causeway Habitat Compensation site is approximately 120,000m<sup>3</sup>. The contractor anticipates they will excavate and haul approximately 900m<sup>3</sup> of material per day. Total length of time to haul material to TFN lands will be approximately 134 days over a period of six months from October 2009 to April 2010.

***Member submitted lighting report from International Dark Sky Association and was wondering to what extent the DP3 Lighting meets revised US lighting requirements***

Response from TSI: DP3 Lighting designed under the requirements of Canadian HRSDC lighting Requirements (30 lux average) as it on federal land. Best Management Practises related to Dark Sky and Corp of Delta's Lighting Report were addressed as part of the light commissioning. Results from a preliminary light survey of the new terminal lighting will be reviewed and discussed at the next DCLC Meeting.