

Meeting Date: March 30, 2010

Construction Update

Terminal and Marine Works all work is complete

East Causeway Construction

Work on the East Causeway Habitat Compensation is progressing steadily. Slower than anticipated progress on excavation of material from in front of the sheet pile walls has resulted in a schedule extension and adjustment. Completion of civil works is now anticipated by mid July, 2010. Salt marsh planting is planned for the summer of 2010 with planting of trees and shrubs in fall 2010.

The contractor has continued to make steady progress on construction of the slope stabilization works, barrier islands and salt water marsh areas. To date, approximately 1.5km of slope stabilization has been constructed. Installation of the sheet pile wall is continuing, with 87% of sheet piles installed to date. Concrete cap beam construction on the sheet pile walls commenced early this year with 395m (50%) of the cap beam installed to date. Filter stone and rip rap continue to be imported by barge from the Fraser Valley with approximately 3 barges arriving each week. Construction has moved from a night shift schedule to an afternoon shift schedule to allow foreshore works to be completed during low tides. It is anticipated that construction will return to a regular day shift by the end of April.

Environmental Update

On-site Habitat Compensation

East Causeway Habitat Compensation: see *East Causeway 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.

Appendix E – Owner’s Table of Commitments and Assurances

A new version of the TOCA is available [online](#).

Delta Container Traffic Working Group

The Delta Container Truck Traffic Working Group (DCTT) has met twice; January 27th and February 24th. The purpose of the group is to work collaboratively to address port-related container truck issues in the community of Delta. The scope and mandate of the group is to focus efforts on issues raised by the Deltaport Third Berth Project Community Liaison Committee Truck Traffic Sub-committee in the

DCLC Truck Traffic Sub-Committee Report and Recommendations (September 17, 2009), and other port-related container trucking issues that may arise in the community of Delta. Membership includes representatives from Delta, DCLC traffic subcommittee, BC MoT, ICBC and Delta Police. The next meeting is scheduled for March 31st.

Air Quality Monitoring Station (update from Metro Vancouver)

The occupancy permit has been received. All the instruments are now in place inside the station along with the computer. A monitor for the computer still needs to be added, and installation of the manifold to be completed along with mounting of the wind mast, and a few other things to be done. Next step after that is to turn it all on and establish connections and data polling. The expectation is that it will be up and running in the first week of April.

Public Consultation Activities

The following activities have been planned for 2010:

Public Information Sessions:

Saturday, June 5: – Tsawwassen Mall
Saturday June 12: – Tsawwassen Mall
Sunday, June 13: – Ladner Village Market

Open House:

Saturday, June 19

The terminals at Roberts Bank will open their doors to the public to provide an opportunity to see their operations first hand. As part of this event, there will be a specific DP3 component that will allow public to see the new berth, quad gantry cranes and other feature related to third berth project. An information booth will be set up for DCLC members and key staff to speak to members of the public specifically about the project.

Questions from committee members

Request for detailed description of rail work (R. Emsley)

Response: Copy of environmental work plan is available.

Related to Chapter 1 of EA Application. Have studies been updated based on new capacity numbers? Noted that original studies were for 400,000 and that number has increased to 600,000 TEUs. In particular rail volumes and the resulting community impacts. Suggested a revised look at the future and assessment of the community impact from container traffic is something that should be carried out. (R. Emsley).

Response:

The new projected capacity of Deltaport with a three berth terminal is approximately 1.8 million TEUs. The Deltaport Third Berth project assessment was completed based on a 1.3 TEU capacity. However Chapter 23 Revision, dated November 2005, provided the cumulative effects assessment for Deltaport layered on past, present and future projects including a proposed Terminal 2 handling a potential capacity on 1.7 million TEUs by 2021. The analysis of effects looked at coastal geomorphology, water quality, ecology, noise, traffic and air quality. The traffic analysis indicated that a long term regional solution such

as the South Fraser Perimeter roadway was required for the combined movement of 3.0 million TEUs from Roberts bank between Deltaport and Terminal 2. The South Fraser Perimeter roadway is now under construction and is anticipated to be completed in 2013 well in advance on Deltaport achieving the theoretical capacity of 1.8 million TEUs.