



Local Channel Dredging Contribution Program

Overview

The Port's Dredging Policy addresses the maintenance dredging of deep sea and domestic shipping channels in the Fraser River that support international and domestic trade, and the management of dredge materials. Dredging work has been funded in two different ways. One, is through Port Metro Vancouver's [Local Channel Dredging Contribution Program](#), which supports eligible riverfront communities to undertake their own dredging activities beyond deep sea and domestic shipping channels. The other, was a multi-partner program collaboration with Port Metro Vancouver, the federal Department of Fisheries and Oceans, the B.C. Ministry of Transportation and Infrastructure, the Corporation of Delta, and the City of Richmond to dredge local channels in the lower Fraser River in the Ladner/Stevedon area.

Local Channel Dredging Contribution Program

- **Stevedon Harbour Authority** - In 2009, over \$100,000 was provided for dredging the entrance to Cannery Channel. The remaining amount eligible for Cannery Channel in Stevedon Harbour was assigned to the Ladner Stevedon Local Channel Dredging project in 2012
- **Ladner Sediment Group** - In 2009, over \$100,000 was provided to conduct studies into long term dredging solutions. The remaining amount eligible for the five channels in Ladner was assigned to the Ladner Stevedon Local Channel Dredging project in 2012. These channels are: Sea Reach, Ladner Harbour, Ladner Reach, Canoe Pass and Deas Slough.
- **Shelter Island Sediment Group** - From 2010 through 2014, approximately \$150,000 was provided to conduct studies into long term dredging solutions in the area. In 2015, an amount was advanced to conduct consultation with First Nations in the area.
- **North Delta Harbour Association** - In 2012, approximately \$20,000 was provided to conduct sediment sampling and analysis. In 2013, over \$100,000 was provided to conduct dredging at the entrance to Gunderson Slough.

For more information about the Program, or for assistance with Local Channel Applications, please contact Chris Hall, Project Manager, at 604-250-8435 or by [email](#).

Ladner/Steveston Local Channel Dredging Collaboration Project

- **Dredging of Ladner Harbour** – In 2014, the volume removed was 146,000 m³ of material. In 2015, the volume removed was 14,990 m³. The material was taken to Point Grey for disposal.
[July 2015 – Post-dredge drawing: Ladner Harbour - section 7](#) [PDF]
[July 2015 – Post-dredge drawing: Ladner Harbour - section 8](#) [PDF]
[July 2015 – Post-dredge drawing: Ladner Harbour - section 9](#) [PDF]
- **Dredging of Deas Slough** – In 2014, the volume removed was 78,033 m³r. The material was disposed via in-river dispersal. ENKON conducted a benthic invertebrate study in Deas Slough as a requirement of Port Metro Vancouver’s Environmental Services permit. ENKON took “before dredging” samples and “after dredging” samples.
[November 2014 – Post-dredge drawing: Deas Slough](#) [PDF]
- **Dredging of Sea Reach** – In 2014, the volume removed was 169,250 m³ and the material was disposed via in-river dispersal.
[September 2015 – Post-dredge drawing: Sea Reach](#) [PDF]
- **Dredging Cannery Channel in Steveston Harbour** – In 2014, the volume removed was 142,644 m³ and the material was disposed through in-river dispersal.
[March 2014 – Post-dredge drawing: Cannery Channel](#) [PDF]
- **Dredging between Cannery Channel and face of Imperial Landing** – In 2014, the volume removed was 10,515 m³ of material between the channel and the face of Imperial Landing. Although this was not part of the original project scope, we utilized the mobilized dredging equipment to reduce the costs to the City of Richmond.
- **Dredging of the Ferry Road Boat Ramp** – Although not in scope for this program, at the request of the Corporation of Delta’s Mayor, 18,280 m³ of material around the Ferry Road Boat Ramp were removed and disposed of. See pre/post dredging bathymetry drawings.
[March 2014 – Post dredge drawing: Ferry Road Ramp](#) [PDF]

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