



Meeting Date: June 25, 2014

HABITAT ENHANCEMENT

Proposed McDonald and Point Grey Tidal Marsh Projects

- Public engagement period for the proposed projects took place from May 26 to June 8, 2014.
- All input received during this period will be compiled in an Engagement Summary Report, as well as a Consideration Memo, demonstrating how feedback will be considered for these proposed projects. This information will be posted on PortTalk.ca/HabitatEnhancement.

Proposed Westham Island Canoe Pass Tidal Marsh Project

- An Input Consideration Memo has been prepared, demonstrating how input received during the public engagement period (March 3-14) will be considered.
- All input received was also compiled in the Engagement Summary Report, also available on PortTalk.ca/HabitatEnhancement.

Glenrose Tidal Marsh Project:

- Habitat enhancement work resumed in mid-June at the three project locations: Glenrose Downstream, Glenrose Cannery and Gunderson Slough. Schedule will be dependent on tides and night work is not anticipated.
- Work at the Glenrose Downstream site will include sand infill to create marsh area.
- Work at the Glenrose Cannery site will include minor rip-rap placement at the west end of site and capping with sand infill.
- Work at the Gunderson site will include building the marsh to grade using locally dredged material from Gunderson Slough.
- Planting is expected to take place in early August

LOCAL CHANNEL DREDGING

Background: Port Metro Vancouver launched the Local Channel Dredging Contribution Program in November 2009, as part of the implementation of the 2008 Dredging Policy, the Port's long-term dredging strategy for the Fraser River. Port Metro Vancouver is the first port authority in Canada to provide funding contributions for local communities with waterways falling outside of the main domestic and international shipping channels.

The Local Channel Program provides up to \$7 million over 10 years for long-term, community-based dredging plans. River User Associations within eligible

communities may apply for funding contributions up to a maximum of \$500,000 per Local Channel over a 10-year period.

Recent Projects

1. Local channel dredging in Gunderson Slough is being done as part of the Port's Habitat Enhancement Program, which is re-using dredging material to the benefit of the Glenrose Tidal Marsh Project. This Project will utilize approximately 6,000 cubic metres of dredgeate from the Gunderson Slough channel.
2. During the first three months of 2014, a number of activities were completed or partially completed, including dredging of Cannery Channel in Steveston Harbour, Cannery Channel, Deas Slough and Ladner Harbour. Tens of thousands of cubic metres were removed.

NIGHT GATES

As a component of the of the Joint Action Plan, container terminals at Port Metro Vancouver began to use night gates a few times a week, where required and possible. On May 27, terminal operators, (TSI and DP World) provided a joint press release regarding night gates at Centerm and Vanterm moving to five days a week, Monday to Friday commencing in July.

(Copies of press release provided.)

DAMCO

[Damco](#) is a leading provider of freight forwarding and supply chain management services. In the past, Damco had approached Delta council to operate long combination vehicles (LCV's) between their facility on River Road and TSI Deltaport. They then decided to delay the start of the project permit until the completion of the SFPR.

A LCV is one tractor pulling two trailers with containers *(image provided)*.

Delta approved their request with several conditions, including providing evidence of the below:

- Certification of LCV drivers by BC Ministry of Transportation and Infrastructure (MoTI)
- Certification of driver and training route in conjunction with Commercial Vehicle Safety Enforcement
- Alignment of operating hours with BC MoTI LCV regulations and ability for night time operations

Damco will be looking to operate during day time hours in alignment with BC MoTI set LCV hours (9am-3pm).

Damco has been working with TSI and their safety committee to these their LCV unit within the terminal. Tests have been successful, to date. Damco continues to work with TSI to finalize the process and seek their approval.

ROBERTS BANK TERMINAL 2

Port Metro Vancouver is continuing field studies in June 2014 as part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project. Some field studies may require access to public and private land and Port Metro Vancouver will obtain permission before accessing any private property.

For an overview of field studies that will be taking place next month, please read the [**June 2014 Field Studies Information Sheet**](#).

DELTA OFFICE

The opening of the Delta office has been delayed until August, due to design changes. Port Metro Vancouver is currently in the process of hiring staff.