

<b>PER No.:</b>	<b>22-069</b>
<b>Tenant:</b>	<b>Ledcor Resources and Transportation Limited Partnership</b>
<b>Project:</b>	<b>Ledcor – Pile Installation and Reconfiguration</b>
<b>Project Location:</b>	<b>Water lot fronting 1700 Cliveden Avenue, Delta</b>
<b>Land Use Designation:</b>	<b>Log Storage and Barge Moorage</b>
<b>Applicant/Permit Holder:</b>	<b>Fraser River Pile &amp; Dredge (GP) Inc. working on behalf of Ledcor Resources and Transportation Limited Partnership</b>
<b>Category of Review:</b>	<b>B</b>
<b>Date of Approval:</b>	<b>October 14, 2022</b>
<b>Date of Expiry:</b>	<b>October 31, 2024</b>

## 1 INTRODUCTION

The Vancouver Fraser Port Authority (the “Port Authority”), a federal Port Authority, manages lands under the purview of the *Canada Marine Act*, which imparts responsibilities for environmental protection. The Port Authority accordingly conducts project and environmental reviews of works and activities undertaken on these lands to ensure that the works and activities will not likely cause significant adverse environmental effects. This report and project permit (the “Permit”) documents the Port Authority’s project and environmental review of PER No. 22-069: Ledcor – Pile Installation and Reconfiguration (the “Project”) proposed by Fraser River Pile & Dredge (GP) Inc. working on behalf of Ledcor Resources and Transportation Limited Partnership (the “Applicant”).

This project and environmental review was carried out to address the Port Authority’s responsibilities under the *Canada Marine Act*, and to meet the requirements of the *Impact Assessment Act*, as applicable. The proposed Project is not considered a “designated project” under the *Impact Assessment Act* and an impact assessment as described in the *Impact Assessment Act* is not required. However, Port Authority authorization is required for the proposed Project to proceed and in such circumstances, where applicable, Section 82 of the *Impact Assessment Act* requires federal authorities to assure themselves that projects will not likely cause significant adverse environmental effects. This review provides that assurance. In addition, the Port Authority considers other interests, impacts and mitigations through the project and environmental review.

The project and environmental review considered the application along with supporting studies, assessments and consultations carried out or commissioned by the Applicant, as well as other information provided by the Applicant. In addition, this project and environmental review considered other information available to the Port Authority and other consultation carried out by the Port Authority. A full list of information sources germane to the review is provided in the following pages of this report.

This Permit is the authorizing document allowing the Applicant to proceed with the Project subject to the listed project and environmental conditions.

## 2 PROJECT OVERVIEW

### 2.1 Project Description

In this project permit, the Project means the physical activities authorized by the Port Authority to be carried out pursuant to **PER No. 22-069**, as described below.

The Applicant proposes to increase moorage areas at their Sapperton tie-up sites by installing five (5) and replacing two (2) 914-millimetre diameter single steel pile dolphins at the Sapperton tie-up site (Figure 1).



**Figure 1.** Pile configuration at the Sapperton tie-up site.

The proposed pile installation and relocation activities would be carried out using a marine spud derrick equipped with a vibratory hammer and a materials barge.

The Project is expected to be completed within four days in October, during Fisheries and Oceans Canada (DFO) least-risk window fish (Fraser River: June 16 to February 28).

In addition to the works at the Sapperton tie-up site, the Applicant had originally anticipated to installed one (1) 914-millimetre and one (1) 1,067-millimetre diameter single steel pile dolphins at the Annacis tie-up site. However, this scope will no longer be perused by the Applicant.

### 3 INDIGENOUS CONSULTATION

The Port Authority has reviewed the proposed works and determined that adverse impacts to Aboriginal or Treaty rights are not expected. In light of the requirements in the relationship agreement with Tsawwassen First Nation, the Port Authority notified Tsawwassen First Nation of the proposed works and no comments were received.

### 4 EXISTING POLICIES OR GUIDELINES

The Sapperton tie-up location is designated as “Industrial” in the Port Authority Land Use Plan. The Project does not represent a change in use of the site; it supports the primary use under this designation, and is, therefore, compliant with the Land Use Plan.

### 5 NOTIFICATIONS

#### 5.1 Municipal Notification

The proposed Project was assessed by the Port Authority to have potential impacts to municipal interests. A notification letter was sent to the City of New Westminster and City of Coquitlam on June 21, 2022, notifying them of the proposed Project. The City of Coquitlam had no comments.

The City of New Westminster responded in a letter on July 19, 2022. Below is a table summarizing the City’s comments and how they were considered as part of the project and environmental review.

Issue	Mitigation Measures and Permit Conditions	Rationale
The City of New Westminster advised that the related pipe outfall east of 430 Canfor along the New West-Coquitlam boarder is a Metro Vancouver sewer overflow-outfall. They suggested that Metro Vancouver be contacted to obtain record information on the sewer outfall prior to commencing construction.	Not applicable.	A meeting between Metro Vancouver, the Applicant and the Port Authority was conducted and their comments are addressed in Section 5.2, below.
The City requested to take all possible measures to mitigate the negative effects of prolonged construction noise. Limiting the hours of construction between 7:00 a.m. to 8:00 p.m. on weekdays and 9:00 a.m. to 6:00 p.m. (not including Sundays or other holidays), would be consistent with the City's Construction Noise Bylaw.	Condition 17 requires the Permit Holder to conduct all general construction and physical activities related to the Project from Monday to Saturday between the hours of 7:00 a.m. and 8:00 p.m. No construction and physical activities shall take place on Sundays or holidays.	Not applicable.
The City recommends that the Applicant notify all businesses and residents in close proximity to the work area, including notification of the Sapperton Resident Association ( <a href="https://sappertonra.org/">https://sappertonra.org/</a> ).	Not applicable.	The area is primarily an industrial area with residents being over 500 metres away. The proposed Project was assessed by the Port Authority to have minimal or no potential impacts to community interests in the surrounding area either during construction or once the Project is completed. Therefore, no construction notification is required.

## 5.2 Marine User Notification

The proposed Project was assessed by the Port Authority to have potential impacts to marine operations. Consultation letters were sent out on September 9, 2022, and on September 22, 2022 with updated information, to the Fraser River Pilots, Canadian Coast Guard, and the Council of Marine Carriers.

The Fraser River Pilots responded on September 9 and September 22, 2022. Below is a table summarizing the Fraser River Pilots comments and how they were considered as part of the project and environmental review.

Issue	Mitigation Measures and Permit Conditions	Rationale
Concerns of the proximity of moored barges to the Purfleet range light, and the potential for barges to obscure the all round green navigation light to vessels transiting downriver	Not applicable.	The comment provided relates to the Annacis tie-up site. The Applicant made the decision to pursue the works at the Sapperton tie-up only.

Issue	Mitigation Measures and Permit Conditions	Rationale
Requested that barges not be permitted to be doubled up in this location	Not applicable.	The comment provided relates to the Annacis tie-up site. The Applicant made the decision to pursue the works at the Sapperton tie-up only.

### 5.3 Federal, Provincial, Regional Agency Consultation

The proposed Project was assessed by the Port Authority to be of potential interest to other regulatory agencies. A referral letter was sent to Metro Vancouver on June 22, 2022 notifying them of the proposed Project, in relation to a Metro Vancouver owned sanitary outfall (Braid Street Outfall).

Metro Vancouver responded by sending their comments on July 11, 2022. Following this date, Metro Vancouver, the Applicant, and the Port Authority met to discuss their comments. Below is a table summarizing their comments and how they were considered as part of the project and environmental review.

Issue	Mitigation Measures and Permit Conditions	Rationale
VFPA must comply with Section 11.1 of the Outfall Licence Agreement. No. COQ332-00100F-002		Not applicable.
The proposed Project is in proximity to Metro Vancouver infrastructure, including the Braid St Outfall.	The project design has been revised so that the closest pile installation will be approximately 46 metres (m) away from the Braid Street outfall. In addition, the two existing dolphins delineating the outfall will remain in place and untouched.	Not applicable.
<p>Metro Vancouver requested the following information from the Applicant:</p> <ul style="list-style-type: none"> <li>Map (plan and profile) showing the location and depth of the proposed piling installation, relative to the existing Braid St Overflow, including horizontal clearances</li> <li>Proposed anchoring and spudding locations of any equipment (e.g., barges, derrick)</li> <li>Detailed work processes and methodology for pile installation (vibro hammer), removal, and relocation</li> <li>Any proposed mitigation strategies, such as a "no spud, no anchor" zone, lock out/fasten spud poles, anchor winches and cutter ladder while transiting the zone, accurate survey vessels to determine the depth of riverbed, accurate location of GVS&amp;DD infrastructure (x, y, z), etc.</li> </ul>	The Applicant submitted documentation showing the proposed location, depth of the proposed piles, methodology, and mitigation measures. The Port Authority shared this documentation with Metro Vancouver. They also advised that if the Project is approved there would be no spudding near the existing outfalls.	Not applicable.

Issue	Mitigation Measures and Permit Conditions	Rationale
<p>Metro Vancouver requested the Applicant provide a geotechnical assessment of the potential impacts to the Metro Vancouver infrastructure, which may have required the following engineering deliverables:</p> <ul style="list-style-type: none"> <li>• Assessment of predicted soil displacement and expected vibration resulting from proposed piling activity.</li> <li>• Methods for mitigating and monitoring impacts, such as vibration and/or displacements, to Metro Vancouver infrastructure</li> <li>• Assurance that there will be no direct or indirect negative impacts to Metro Vancouver infrastructure as a result of the Project including but not limited to, exposed piping, piling equipment striking GVS&amp;DD infrastructure, loss of pipe cover, pipe damage, pipe displacement, etc.</li> </ul>	None.	With the revision to the Project's design, the Port Authority did not require a geotechnical assessment provided the nature of the Project and distance to Metro Vancouver infrastructure.
<p>Metro Vancouver requested assurance that all barge mooring at the proposed pile dolphins will not encroach on their land tenure within the Fraser River and will not impede Metro Vancouver's access to this infrastructure for activities such as inspections, repairs, and/or replacement, which may require equipment access via barging in this area.</p>	None.	The Applicant confirmed at the meeting between Ledcor and Metro Vancouver and the Port Authority on July 6, 2022, that Ledcor will not impede Metro Vancouver's access to this infrastructure for activities such as inspections, repairs, and/or replacement.
<p>Metro Vancouver requested no pipe pile-mooring dolphins to be within 30 metres of Metro Vancouver infrastructure. The Applicant's operations within this area should not allow the transiting of barges or other vessels over Metro Vancouver license area outside navigable channels, especially in close proximity to Metro Vancouver structures such as pile dolphins and outfall risers.</p>	The Project design has been revised so that the closest pile installation will be approximately 46 metres from the Braid Street outfall. In addition, the two existing dolphins delineating the outfall will remain in place and untouched.	None.
<p>The GIS map indicates two existing pile dolphins along the alignment of the Braid St Outfall, which are assumed to be the pile dolphins proposed to be removed. As discussed, one of these pile dolphins was constructed to protect a Braid St Outfall riser and the other is assumed to have been constructed to delineate and protect the outfall. Please exclude the removal of these pile dolphins from your proposed work.</p>	The two existing dolphins delineating the outfall will remain in place and untouched.	None.

## 5.4 Public Engagement

The Port Authority posted a description of the Project and notice of public participation to the Canadian Impact Assessment Registry to meet requirements of section 86 of the *Impact Assessment Act*. The public was provided 30-calendar days from June 8 to July 7, 2022 to comment on the Project and provide community knowledge.

At the close of the 30-calendar day public comment period, no comments were received.

The proposed Project was assessed by the Port Authority to have minimal or no potential impacts to community interests in the surrounding area either during construction or once the Project is completed. Therefore, no construction notification will be required.

## 6 INFORMATION SOURCES

The Port Authority has relied upon the following sources of information in its review of the Project.

- Application form and materials submitted by the Applicant since May 19, 2022
- Project correspondence from May 19, 2022 to October 13, 2022

## 7 PROJECT AND ENVIRONMENTAL REVIEW DECISION

In completing the project and environmental review, the Port Authority has reviewed and taken into account relevant information available on the proposed project and has considered any adverse impact that the Project may have on the rights of Indigenous peoples, Indigenous knowledge, community knowledge, comments received from the public, and measures that would mitigate any significant adverse environmental effects of the Project. We conclude that with the implementation of proposed mitigation measures and conditions described in the project and environmental conditions section below, the Project is not likely to cause significant adverse environmental effects.

In completing the project and environmental review, the Port Authority concludes that with the implementation of proposed mitigation measures and conditions described in the project and environmental conditions section below, the Project has appropriately addressed all identified concerns. Project Permit PER No. 22-069 is approved by:

ORIGINAL COPY SIGNED

**CHRIS BISHOP**  
MANAGER, PROJECT AND ENVIRONMENTAL  
REVIEW

October 14, 2022

**DATE OF APPROVAL**

## 8 PROJECT AND ENVIRONMENTAL CONDITIONS

The Port Authority has undertaken and completed a review of the Project in accordance with the *Canada Marine Act* and Section 5 of the Port Authorities Operations Regulations and, as applicable, Section 82 of the *Impact Assessment Act*.

If at any time the Fraser River Pile & Dredge (GP) Inc., working on behalf of Ledcor Resources and Transportation Limited Partnership (the "Permit Holder"), fails to comply with any of the project and environmental conditions set out in the project permit (the "Permit") below, or if the Port Authority determines that the Permit Holder has provided any incomplete, incorrect or misleading information in relation to the Project, the Port Authority may, in its sole and absolute discretion, cancel its authorization for the Project or change the project and environmental conditions to which such authorization is subject.

Pursuant to Section 29 of the *Port Authorities Operations Regulations*, the Port Authority may also cancel its authorization for the Project, or change the project and environmental conditions to which such authorization is subject, if new information is made available to the Port Authority at any time in relation to the potential adverse environmental and other effects of the Project.

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**The following are the minimum conditions that must be followed by the Permit Holder to mitigate potential or foreseeable adverse environmental and other effects.**

Port Authority Guidelines and Record Drawing Standards referenced in this document can be located at:

<https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/>.

No.	GENERAL CONDITIONS
1.	The Permit Holder must have a valid lease, licence, or access agreement for the Project site prior to accessing the Project site or commencing construction or any other physical activities on the Project site. This Permit shall in no way limit any of the Permit Holder's obligations, or the Port Authority's rights, under such lease, licence, or access agreement.
2.	The Permit Holder shall at all times and in all respects, comply with and abide by all applicable statutes, laws, regulations and orders from time to time in force and effect, including all applicable environmental, labour and safety laws and regulations.
3.	This Permit in no way endorses or warrants the design, engineering, or construction of the Project and no person may rely upon this Permit for any purpose other than the fact that the Port Authority has permitted the construction of the Project, in accordance with the terms and conditions of this Permit.
4.	The Permit Holder shall indemnify and save harmless the Port Authority in respect of all claims, losses, costs, fines, penalties or other liabilities, including legal fees, arising out of: (a) any bodily injury or death, property damage or any loss or damage arising out of or in any way connected with the Project; and (b) any breach by the Permit Holder of its obligations under this Permit.
5.	The Permit Holder is responsible for locating all existing site services and utilities, including any located underground. The Permit Holder is responsible for repair or replacement of any damage to existing site services and utilities, to the satisfaction of the Port Authority, that result from construction and operation of the Project.
6.	The Permit Holder shall undertake and deliver the Project to total completion in a professional, timely and diligent manner in accordance with applicable standards and specifications set out in the sections above entitled Project Description and Information Sources. The Permit Holder shall not carry out any other physical activities unless expressly authorized by the Port Authority.
7.	The Permit Holder shall cooperate fully with the Port Authority in respect of any review by the Port Authority of the Permit Holder's compliance with this Permit, including providing information and documentation in a timely manner, as required by the Port Authority. The Permit Holder is solely responsible for demonstrating the Permit Holder's compliance with this Permit.
8.	The Permit Holder shall review the Permit with all employees, agents, contractors, licensees and invitees working on the Project site, prior to such parties participating in any construction or other physical activities on the Project site. The Permit Holder shall be solely responsible for ensuring that all such employees, agents, contractors, licensees and invitees comply with this Permit.
9.	The Permit Holder shall make available upon request by any regulatory authority (such as a Fishery Officer) a copy of this Permit.
10.	Unless otherwise specified, the Permit Holder shall provide plans, documents, and notices required under this Permit to the compliance monitoring portal at <a href="https://eper.portvancouver.com">https://eper.portvancouver.com</a> .
11.	Unless otherwise specified, all plans, schedules, and other Project-related documentation that the Permit Holder is required to provide under this Permit, and any subsequent updates, must be to the Port Authority's satisfaction.
12.	The Port Authority shall have unfettered access to environmental compliance documentation and the Project site at all times during construction without notice.

13.	The Permit Holder must maintain and retain any records associated with, or produced by, actions or activities undertaken to achieve compliance or that indicate non-compliance with project permit conditions. These records must be made available at the request of the Port Authority.	
<b>CONDITIONS – PRIOR TO COMMENCING CONSTRUCTION OR ANY PHYSICAL ACTIVITIES</b>		<b>SUBMISSION TIMING (business days)</b>
14.	The Permit Holder shall have in place a spill prevention, containment and clean-up plan for hydrocarbon products (including fuel, oil and hydraulic fluid) and any other deleterious substances. Appropriate spill containment and clean-up supplies shall be available on the Project site at all times and all personnel working on the Project shall be trained on the spill prevention, containment and clean-up plan. The Permit Holder shall carry out the Project in accordance with the spill prevention, containment and clean-up plan.	Before commencing construction or any physical activities
15.	The Permit Holder shall submit Issued For Construction Drawings for proposed works in accordance with the Port Authority's Record Drawing Standards. These drawings shall be signed and sealed and approved for construction by a professional engineer licensed to practice in the Province of British Columbia. In addition, <b>these drawings shall be submitted in both AutoCAD and PDF format and shall be named according to the record drawing index numbering system set out at Section 2.10 of the Port Authority's Record Drawing Standards.</b>  Update Issued for Construction Drawings to reflect proposed pile installation quantities, types, and sizes.	5 business days prior to commencing construction or any physical activities
16.	Prior to the commencement of any vessel-related activities, the Permit Holder shall contact Canadian Coast Guard (CCG) Marine Communications and Traffic Services (MCTS), (email: <a href="mailto:NAVWARN.MCTSPrinceRupert@innav.gc.ca">NAVWARN.MCTSPrinceRupert@innav.gc.ca</a> ; Phone: 250-627-3070) regarding the issuance of a Navigational Warning (NAVWARN) to advise the marine community of potential hazards associated with the Project. The Port Authority's Marine Operations department must be carbon copied into the request ( <a href="mailto:navigation.review@portvancouver.com">navigation.review@portvancouver.com</a> ).	As per Coast Guard requirements
17.	The Permit Holder shall <b>submit an updated marine construction and staging plan</b> to the Port Authority's satisfaction, which includes:  a) identification of navigation related hazards and risk mitigation measures; b) staging and construction areas; c) dates and hours of operations; d) description of activities taking place; e) participating equipment and vessels (dimensions must be included); f) method of preferred communication with marine users; g) emergency contact information; and h) special requests and/or additional information.  The Permit Holder shall carry out the Project in accordance with the marine construction and staging plan, including any subsequent updates made to the Port Authority's satisfaction.	15 business days prior to commencing construction activities

CONDITIONS – DURING CONSTRUCTION OR ANY PHYSICAL ACTIVITIES	
18.	All general construction and physical activities related to the Project shall be conducted from <b>Monday to Saturday</b> between the hours of <b>7:00 a.m. and 8:00 p.m.</b> No construction and physical activities shall take place on Sundays or holidays. These hours shall not be modified without prior approval of the Port Authority. To request permission to conduct activities outside these hours, the Permit Holder must submit a written request no less than 30 business days prior to the desired start date.
19.	The Permit Holder shall notify the Port Authority within two business days of any complaints received from the community and stakeholders during construction and indicate how the Permit Holder has responded to such complaints.
20.	Without limiting the generality of permit condition #2, the Permit Holder shall not, directly or indirectly: (a) deposit or permit the deposit of a deleterious substance of any type in water frequented by fish in a manner contrary to Section 36 of the <i>Fisheries Act</i> ; or (b) adversely affect fish or fish habitat in a manner contrary to Section 35 of the <i>Fisheries Act</i> .
21.	Piles shall be driven with a vibratory or drop hammer. Piles shall not be installed using a diesel or hydraulic hammer or other technology such as drilling without review and authorization by the Port Authority.
22.	The Permit Holder shall remove piles completely by extracting the entire length of pile from the riverbed. If physical conditions result in the breakage of piles, the Permit Holder shall remove the remaining pile stubs with the least amount of disturbance of the river as possible. Particular effort shall be made to extract or reduce the height of pile stubs which may pose a hazard to navigation. If pile stubs are left in place, the location shall be surveyed and the location coordinates provided to the Port Authority within five days of Project completion.
23.	Sediments contained within piles after driving shall be left in place. If it is determined that they must be removed for engineering reasons, the Permit Holder shall consult the Port Authority for review and authorization prior to initiating the proposed physical activities.
24.	The Permit Holder shall cap any exposed hollow pipe piles to prevent wildlife entrapment.
25.	The Permit Holder shall not permit sediment, sediment-laden waters, or other deleterious substances to enter the water during the Project. The Permit Holder shall carry out all physical activities in a manner that prevents induced sedimentation of foreshore and near shore areas and induced turbidity of local waters, and the release of sediment, sediment-laden waters, and turbid waters to the aquatic environment. The Permit Holder shall manage turbidity in compliance with the following water quality criteria: <ul style="list-style-type: none"> <li>a) When background is less than or equal to 50 nephelometric turbidity units (NTU), induced turbidity shall not exceed 5 NTU above the background values; and</li> <li>b) When background is greater than 50 NTU, induced turbidity shall not exceed the background values by more than 10% of the background value.</li> </ul> For the purposes of this condition, “background” means the level at an appropriate adjacent reference site that is affected neither by physical activities at the project site, nor sediment-laden or turbid waters resulting from physical activities at the project site.
26.	There shall be no in-water works during the fisheries sensitive period from March 1 to June 15, inclusive, unless otherwise approved in writing by the Port Authority.
27.	The Permit Holder shall contain and collect debris and waste material in the immediate working area within the Project site. The Permit Holder shall dispose of waste material at suitable upland locations and maintain records of off-site disposal.

28.	The Permit Holder shall maintain equipment in good mechanical condition and free of fluid leaks, invasive species, and noxious weeds.	
29.	<p>During any vessel-related activities, the Permit Holder shall:</p> <ul style="list-style-type: none"> <li>a) Position vessels and equipment associated with the Project in such a manner so as not to obstruct line of sight to navigational aids or markers;</li> <li>b) Exhibit the appropriate lights and day shapes at all times;</li> <li>c) Monitor the VHF channel used for MCTS communications in the respective area at all times and participate as necessary;</li> <li>d) Be familiar with vessel movements in areas affected by the Project;</li> <li>e) Plan and execute the Project in a manner that will not impede navigation or interfere with vessel operations; and</li> <li>f) During night hours, unless working 24 hours per day, ensure that the rig and associated equipment is moored outside the navigation channel and lit in accordance with all applicable regulations.</li> </ul>	
	<b>CONDITIONS – UPON COMPLETION</b>	<b>SUBMISSION TIMING (Business Days)</b>
30.	The Permit Holder shall confirm that the Project was constructed within the approved area by providing to the Port Authority digital photographs of the Project site both before and after construction of the Project.	Within 40 business days of completion
31.	The Permit Holder shall provide record drawings, including a Project site plan that clearly identifies the location of works, in both AutoCAD and PDF format (with an Engineers stamp where applicable) in accordance with the Port Authority's Record Drawing Standards. <b>All drawings shall be named according to the record drawing index numbering system set out at Section 2.10 of the Port Authority's Record Drawing Standards.</b>	Within 40 business days of completion
32.	The Permit Holder shall send record drawings of all newly constructed and/or demolished marine works to the Database Information Office of the Canadian Hydrographic Service (250-363-6360 or chsdatacentre@dfo-mpo.gc.ca) to arrange for the relevant Canadian Hydrographic Service charts to be updated. The Port Authority's Marine Operations department must be carbon copied into the request (navigation.review@portvancouver.com).	Within 30 business days of project completion
<b>The Port Authority reserves the right to rescind or revise these conditions at any time that new information warranting this action is made available to the Port Authority.</b>		
<b>LENGTH OF PERMIT VALIDITY</b>		
The Project must be completed no later than <b>October 31, 2024</b> (the "Expiry Date").		
<b>AMENDMENTS</b>		
<ul style="list-style-type: none"> <li>• Details of any material proposed changes to the Project, including days and hours when construction and any physical activities will be conducted, must be submitted to the Port Authority for consideration of an amendment to this Permit.</li> <li>• For an extension to the Expiry Date, the Permit Holder must apply in writing to the Port Authority no later than 40 business days prior to that date.</li> </ul> <p><b>Failure to apply for an extension as required may, at the sole discretion of the Port Authority, result in termination of this Permit.</b></p>		

## CONTACT INFORMATION

Vancouver Fraser Port Authority  
100 The Pointe, 999 Canada Place  
Vancouver BC V6C 3T4 Canada

Project and Environmental Review  
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Email: [PER@portvancouver.com](mailto:PER@portvancouver.com)  
Website: [www.portvancouver.com](http://www.portvancouver.com)

### After normal business hours:

In the event of any land or marine construction incidents or concerns related to works carried out on-site under this permit, please contact the 24/7 Port Operations Centre 604-665-9086. In the event of an emergency requiring 'First Responders', please call 911 first.

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