

IN-RIVER GROUND IMPROVEMENT AND SUPPLEMENTAL TEST DREDGE

Marine Construction Staging Plan and Marine Communication Plan

F RTP-CFP-PWD-00-ENV-PLN-00004

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DISCLAIMER

¹ Updated from original report prepared by Typlan (Russ Tyson) for TI Corp, F RTP-TYPLAN-MRN- PLN-00001

Rev A

The document uses the term marine and maritime to also include the riverine estuarine conditions of the Fraser River.

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			F RTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	

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	Marine Construction Staging Plan and Marine Communication Plan			Document Number		
				F RTP-CFP-PWD-00-ENV-PLN-00004		
				Revision:	E	2025-10-28
				In River Ground Improvement and Supplemental Test Dredge		

Contents

1.	Summary	1
2.	Marine Navigation and Detours	2
3.	Scope of Work	4
3.1	Scope of Work	4
3.2	Sequencing and Duration of Works	5
4.	Draft Marine Construction Staging Plan and Marine Communication Plan	11
4.1	Draft Marine Construction Staging Plan	11
4.1.1	Construction Staging Areas and Marine Construction Staging Equipment	11
4.1.2	Duration of Activities	20
4.1.3	Hours of Operation	20
4.1.4	Methods of Preferred Communication with Marine Users	20
4.2	Draft Marine Communication Plan	20
4.2.1	In-river Test Program Contact List	20
4.2.2	Marine Communication Groups Participation Key Stakeholders	21
4.2.3	Monthly Meetings	22
4.2.4	Issuance of Navigational Warnings	22
4.2.5	Fraser River Pilots Communication Protocols	23
4.2.6	Need for Tug Assist	23
4.2.7	Lighting	24
4.2.8	Automatic Identification System	24
4.2.9	Recreational Marine Users	24
4.2.10	Indigenous Groups	24
4.2.11	Radio Communications	24
4.2.12	Aids to Navigation	25
5.	Next Steps	25
5.1	Finalizing Marine Construction Staging Plan and Marine Communication Plan	25
5.2	Summary of Communication Schedule	25

	Marine Construction Staging Plan and Marine Communication Plan			Document Number		
				F RTP-CFP-PWD-00-ENV-PLN-00004		
				Revision:	E	2025-10-28
				In River Ground Improvement and Supplemental Test Dredge		

List of Exhibits

Exhibit 1: Marine Navigation Detours	4
Exhibit 2: In-river Test Program	5
Exhibit 3: In-river Test Ground Improvement Program and Supplemental Dredge Sequencing, Phase 1 Test Dredge Construction	7
Exhibit 4: In- river Test Ground Improvement Program and Supplemental Dredge Sequencing.....	8
Exhibit 5: In- river Test Program and Supplemental Dredge Sequencing: Test Dredge Infill.....	9
Exhibit 6: In-river Test and Ground Improvement Program and Supplemental Dredge Schedule	10
Exhibit 7: In-river Test Program and Supplemental Test Dredge Excavation: Modified South Navigation Channel Detour	12
Exhibit 8: In-river Test Program Supplemental Test Dredge Excavation, South Navigation Channel Detour Implementation.....	13
Exhibit 9: In-river Test Program Section A, Main Navigation Channel	14
Exhibit 10: In-river Test Program Section B, Main Navigation Channel	15
Exhibit 11: In-river Test Program: Section C, Main Navigation Channel	16
Exhibit 12: In-river Test Program Section D, Main Navigation Channel	17
Exhibit 13: In-river Test Program Supplemental Test Dredge Infill Modified South Navigation Channel Detour ..	18
Exhibit 14: In-river Test Program Supplemental Dredge Infill, South Navigation Channel Detour.....	19
Exhibit 15: Communication Groups for the In-river Test Program	21

List of Tables

Table 1: Detailed (draft) In-river Test Program Contacts List	20
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Appendix

Appendix A

	Marine Construction Staging Plan and Marine Communication Plan			Document Number		
				F RTP-CFP-PWD-00-ENV-PLN-00004		
				Revision:	E	2025-10-28
				In River Ground Improvement and Supplemental Test Dredge		

1. Summary

The Cross Fraser Partnership (CFP) are proposing a In River Ground Improvement and Supplemental Test Dredge (collectively the In River Ground Improvement) to support the construction of the Fraser River Tunnel Project (F RTP, the Project).

The ground improvement component of the In River Ground Improvement is a critical element for the progressive design-build delivery schedule. The ground improvement component is intended to check the constructability and effectiveness of certain ground improvement methods for the densification of the loose sand materials below the mudline. The in-river ground improvement includes two components to evaluate the performance of densification methods in the Fraser River:

- Ground improvement trials.
- Combi-wall prototype installation

The findings and experiences from the In-river Test Program will be incorporated into the design of and construction methods for the F RTP. The program will significantly help reduce risks to the project schedule and cost.

The supplemental test dredge aims to monitor hydrotechnical parameters, assess siltation in the dredge pocket, and evaluate riverbed stability to determine the requirements for scour protection upstream and downstream. The data will help understand dredging's impact on river dynamics and the salt wedge, as well as calibrate models predicting siltation and river hydraulics. This will guide the engineering design, construction, and immersion methods for the immersed tube tunnel and alignment trench.

The In River Ground Improvement is planned within designated fish windows permitted by the Water Sustainability Act (WSA) and Fisheries and Oceans Canada (DFO).

This Marine Construction Staging Plan (MCSP) and Marine Communication Plan (MCP) (MCSPMCP) has been prepared to facilitate the permitting process associated with the Navigation Protection Program (NPP) of Transport Canada (TC) who approve proposed works in a navigable waterway.

Potential navigation interferences associated with the proposed In River Ground Improvement are spatially identified and mitigation strategies (via the implementation of navigation detours to prevent interferences to navigation) are outlined. The In River Ground Improvement is planned to start during the summer of 2025 into the winter of 2026, respecting the fisheries windows.

Throughout In River Ground Improvement timelines the south navigation channel detour and the modified south navigation detour will be implemented as well as the main navigation channel to maintain safe and efficient marine trade eliminate potential interferences to navigation.

	Marine Construction Staging Plan and Marine Communication Plan		Document Number			
			FRT-P-CFP-PWD-00-ENV-PLN-00004			
				Revision:	E	2025-10-28
				In River Ground Improvement and Supplemental Test Dredge		

The south navigation channel detour was successfully implemented during the planning of the F RTP, during the initial 2022 Test Dredge Program and Preliminary Geotechnical Investigations. The recent Geotechnical Investigations in 2024 also implemented the modified south navigation detour to further limit interferences to navigation. That program was also successful.

The navigation detours were developed in compliance with the Permanent International Association of Waterborne Transport Infrastructure Approach Channel Guidelines 2014. The detours were supported by the Navigation Protection Program, with technical support from Vancouver Fraser Port Authority (VFPA).

Section 2 of this plan identifies the various navigation channel detour available to CFP, Section 3 provides a brief Scope of Work, Section 4 outlines the Marine Construction Staging Plan and Section 5 the Marine Communication Protocols.

CFP is proposing additional geotechnical investigations in context to the In river Ground Improvement program which also constitute part of this project. Such investigations will be discussed as part of ongoing marine communication group meetings.

As part of the F RTP, delivery of a separate geotechnical investigation program is being undertaken in Ladner Reach, a side channel of the Fraser River. Those proposed “works” form part of the approved by the Navigation Protection Program (NPP) of Transport Canada (TC) under file number 2025-514701 registry number 12725 and the program has been presented to the marine community for comments.

A separate MCSPMCP has been prepared for those geotechnical investigations. Appendix A of this report provides the MCSPMCP for the Ladner Reach Geotechnical Investigations.

2. Marine Navigation and Detours

Cross Fraser Partnership continues to engage with marine stakeholders, regulators, and Indigenous Groups regarding implementation of the various detours utilized to facilitate the ultimate construction of the F RTP. The channel detours for reference are as follows:

- Continued use of the existing main navigation channel
- Implementation of north navigation detour
- Implementation of the south navigation detour
- Implementation of the modified north navigation detour
- Implementation of the modified south navigation detour

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			FRTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	

For the purposes of the In River Ground Improvement only **the main navigation channel, the south navigation detour and the modified south navigation detour** will be implemented as part of the In River Ground Improvement.

The navigation detours are outlined on the following exhibit.



Exhibit 1: Marine Navigation Detours

3. Scope of Work

3.1 Scope of Work

The extents of the In River Ground Improvement are illustrated on Exhibit 2 below. They are immediately north of the existing George Massey Tunnel alignment on the north side of the Fraser River (e.g., Richmond) shoreline.

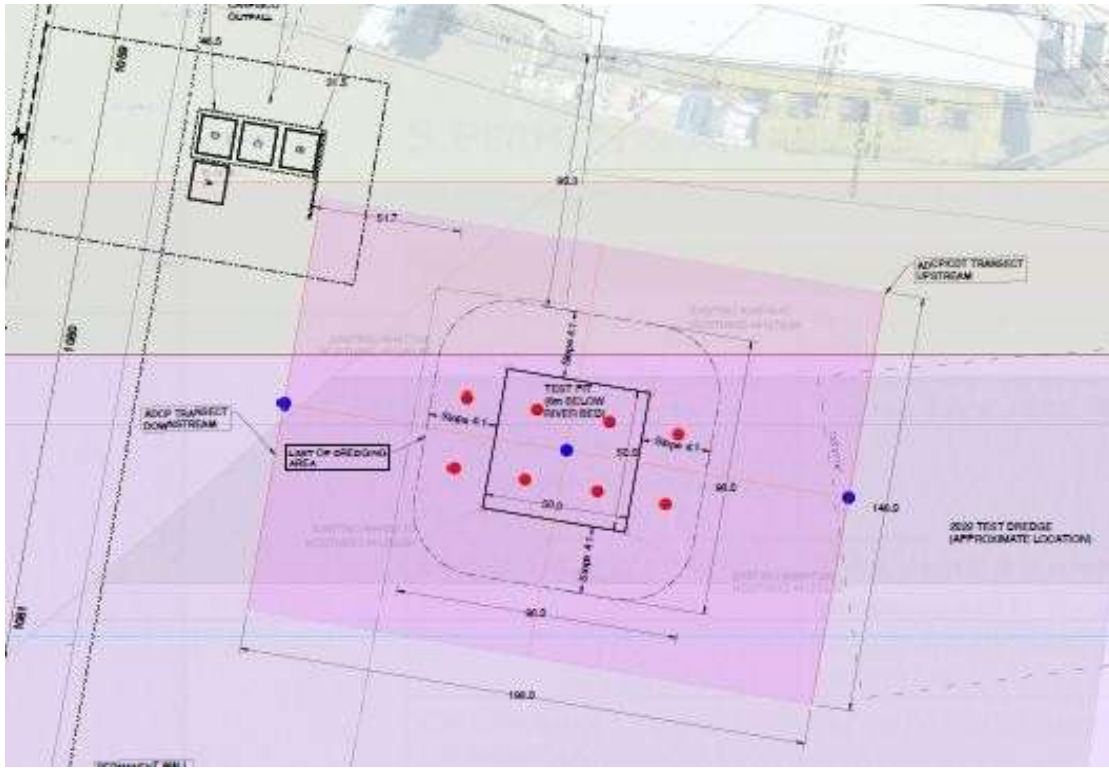


Exhibit 2: In-river Ground Improvement and Supplemental Dredge

Source: Cross Fraser Partnership, F RTP-CFP-PWD-01-GSI-DRG-02020

The In River Ground Improvement and Supplemental Dredge has the following components:

- Ground improvement trials. These include vibro-flotation stone column and vibro-compaction methods to densify the sand materials below the mudline.
- Combi-wall prototype installation with placed scour protection
- The supplemental test dredge is illustrated and shaded in pink.

3.2 Sequencing and Duration of Works

The sequencing of the In-river Ground Improvement and Supplemental Dredge is based on a three (3) phased approach:

1. Supplemental Test Dredge excavation followed by supplemental test dredge monitoring
2. In-river Ground Improvements, which may involve removal of existing scour protection, placement of temporary scour protection, and placement of permanent scour protection

	Marine Construction Staging Plan and Marine Communication Plan			Document Number		
				F RTP-CFP-PWD-00-ENV-PLN-00004		
				Revision:	E	2025-10-28
				In River Ground Improvement and Supplemental Test Dredge		

3. Test dredge pocket infill and replacement of scour protection if required

Each phase is illustrated on the exhibits below. The exhibits illustrate the location of the works noting which navigation detour is to be implemented, and the estimated duration of works. A schedule follows the exhibits.

Phase 1: Supplemental Test Dredge Excavation

During the test dredge excavation, for most of the time the modified 130m south navigation detour will be implemented to support navigation. The detour facilities continued deep-sea vessel transits with no restrictions to facilitate those transits.

However, the south navigation detour may require implementation during a limited period to complete the construction of the test dredge. During those periods, the contractor will be required to closely observe the marine communication protocols outlined in section 5 with specific reference to contacting Fraser River Pilots (FRP) duty officer, daily and to utilize the FRP vessel bulletin board to ascertain deep-sea vessel transit times, available tidal windows and avoid vessel transit conflicts. The contractor as noted will also determine through the FRP via the RP tidal windows, if vessels have adequate depth to transit.

Phase 2: In River Ground Improvements and Supplemental Test Dredge (Monitoring)

The in-river ground improvement works will occur within the Administrative Safety Zone (ASZ) of Traffic Control Zone-4 (TCZ-4) as outlined in the Port Information Guide, during which time the main navigation channel will be utilized to support all navigation.

As part of the marine communication requirements TI Corp and CFP will share information and notices to marine users and regulators to avoid conflicts between the proposed activities and marine users. The activities include bathymetry surveys, sedimentation and salinity measurements, and flow velocities measurements.

There are no concerns regarding deep-sea transits however, it noted that if the works require divers being in the water, all divers must be out of the water prior to a deep-sea vessel transit of the site to avoid wake and wave surge effects.

Exhibit 3: In-river Test Ground Improvement Program and Supplemental Dredge Sequencing, Phase 1 Test Dredge Construction

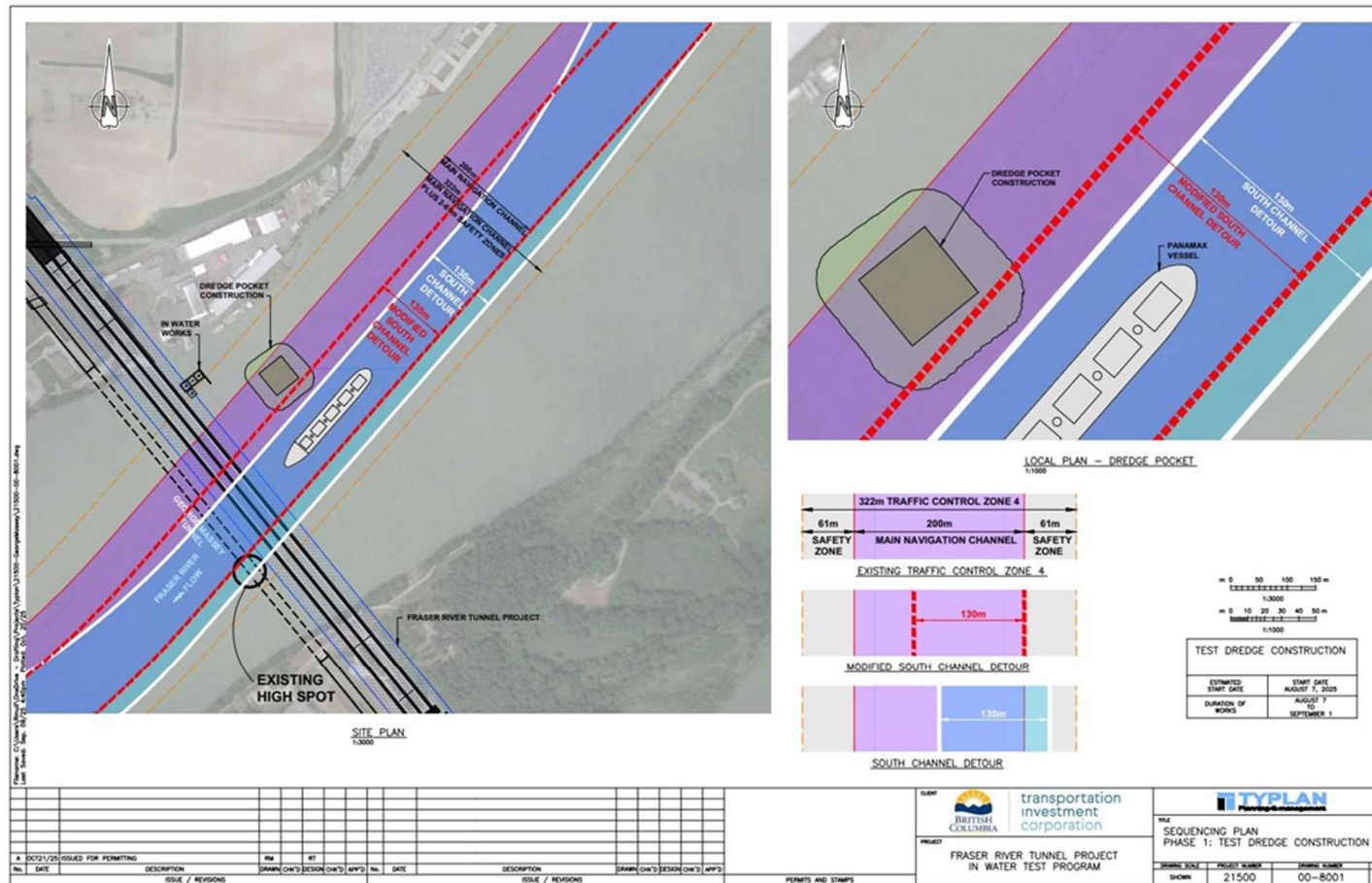


Exhibit 4: In- river Test Ground Improvement Program and Supplemental Dredge Sequencing

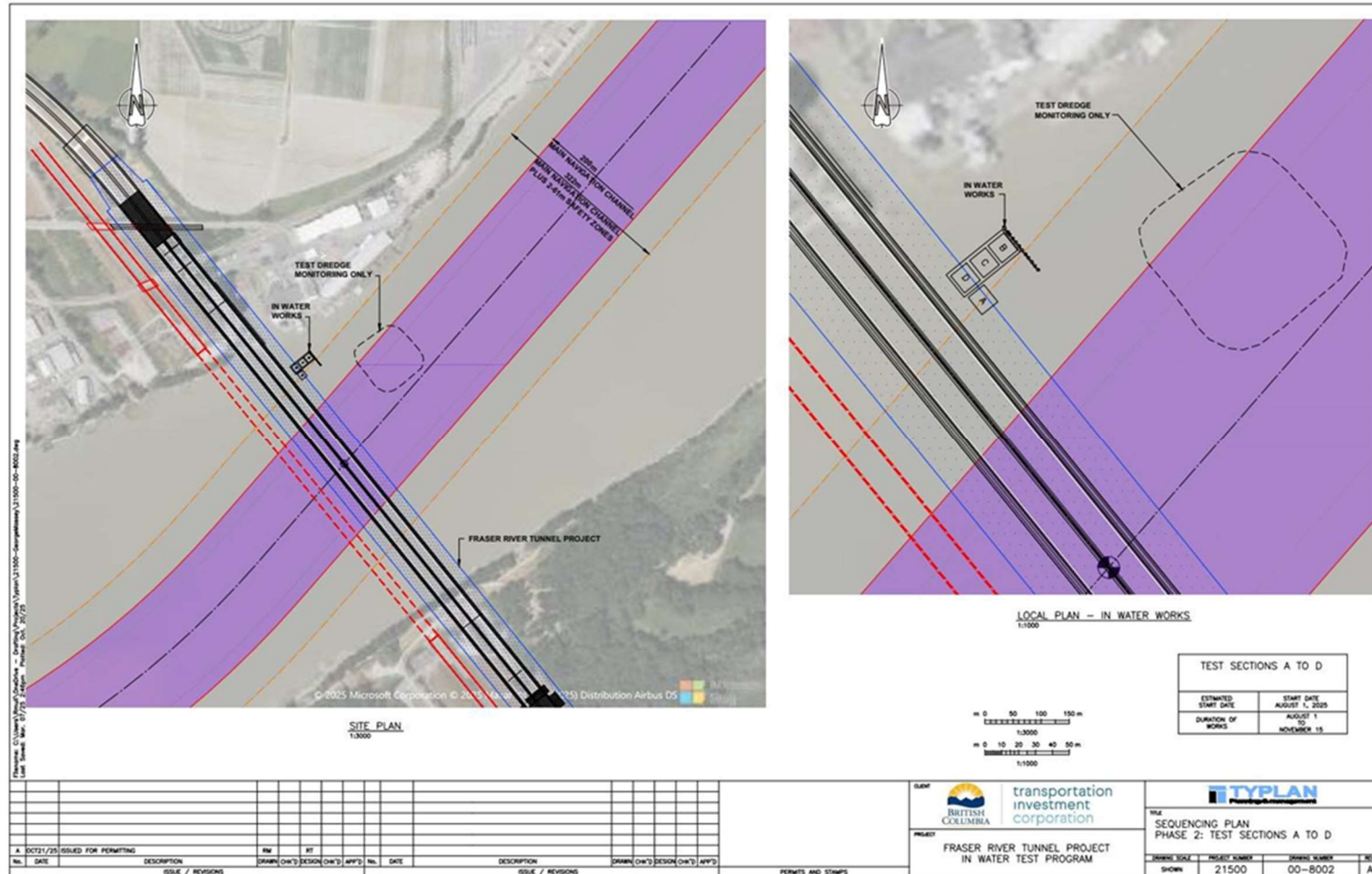


Exhibit 5: In- river Test Program and Supplemental Dredge Sequencing: Test Dredge Infill

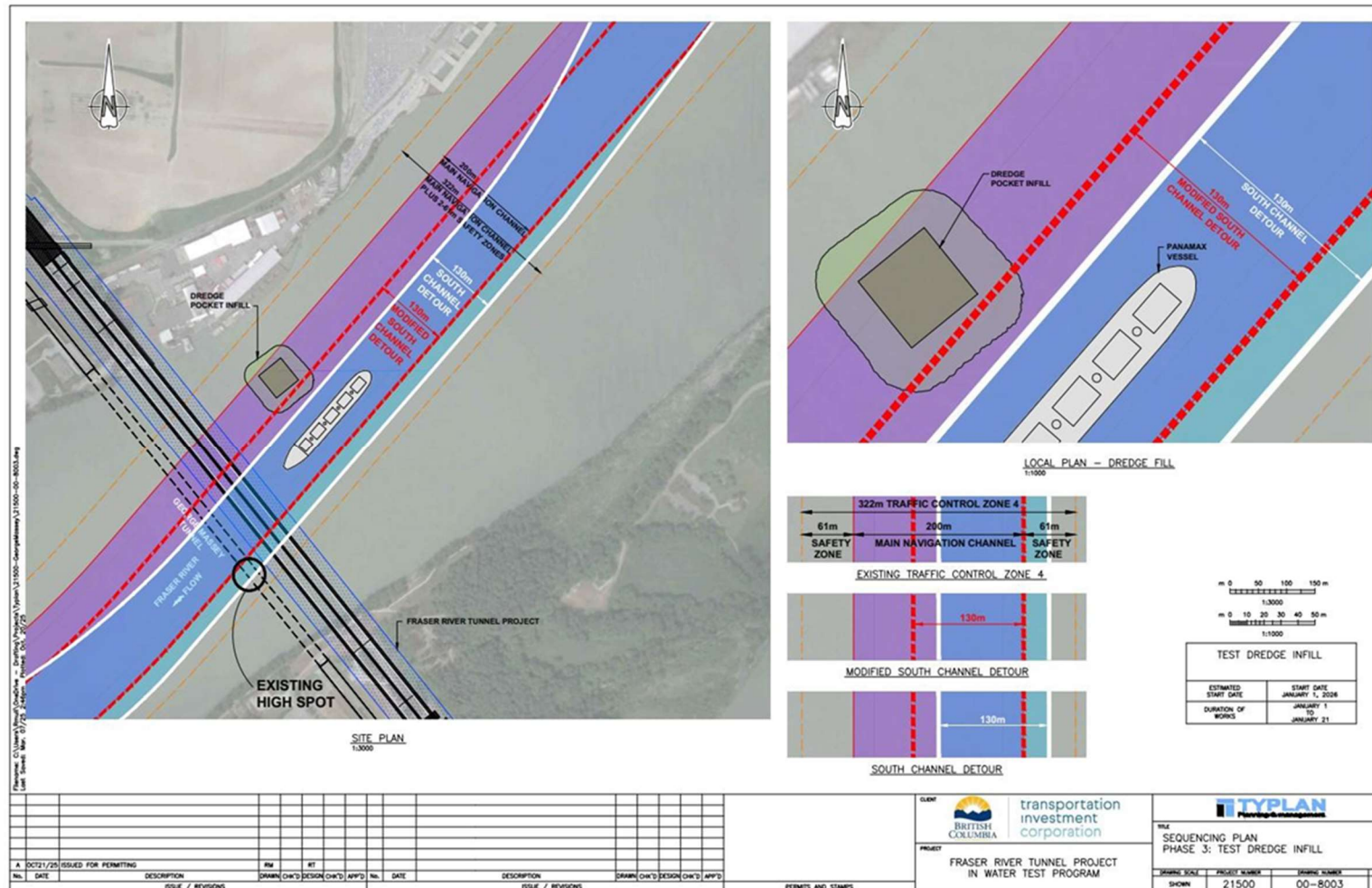
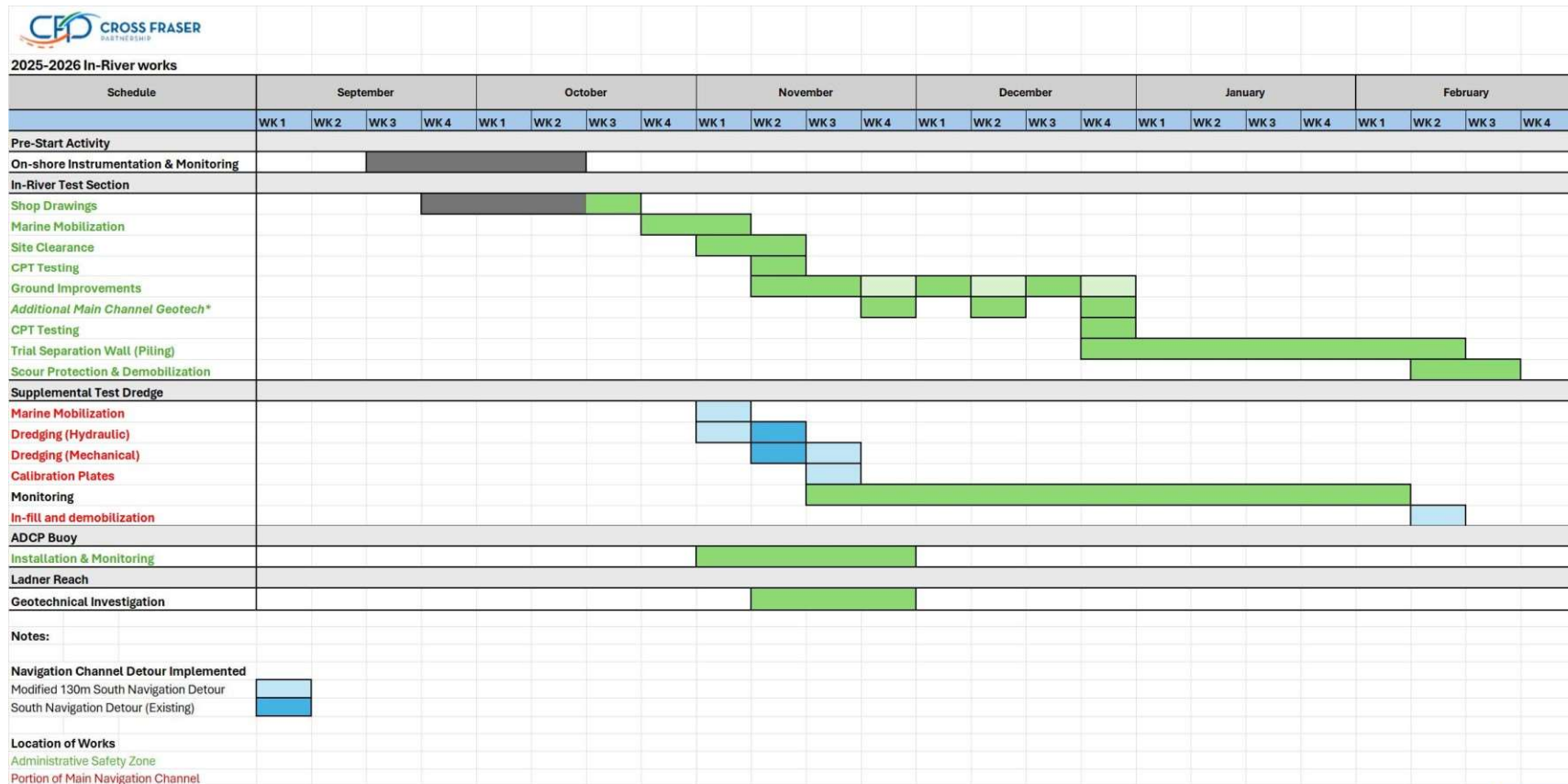


Exhibit 6: In-river Test and Ground Improvement Program and Supplemental Dredge Schedule



	Marine Construction Staging Plan and Marine Communication Plan		Document Number			
			F RTP-CFP-PWD-00-ENV-PLN-00004			
				Revision:	E	2025-10-28
				In River Ground Improvement and Supplemental Test Dredge		

Phase 3: Supplemental Test Dredge Infill

During infill, the modified south channel detour will be implemented for most of the time. However, to complete the infill there will be limited period in which the south navigation detour is to be implemented to facilitate infill. During those periods contact with the FRP to review vessel transit schedules and available tidal windows will be necessary to facilitate deep sea transits.

All other traffic such as Seaspan Ferries and members of the Council of Marine Carriers (CMC) must also adhere to the navigation channel being implemented and communicated via issuance or navigational warnings (NAVWARNs).

4. Marine Construction Staging Plan and Marine Communication Plan

4.1 Marine Construction Staging Plan

The MCSP outlines proposed In-river marine construction activities, includes the identification of works, the related marine construction staging equipment envisioned to undertake said works, a construction staging area (CSA), in which all marine construction equipment can be sited, and identification of which navigation channel detour will be implemented to facilitate navigation.

4.1.1 Construction Staging Areas and Marine Construction Staging Equipment

Construction staging for the In-river Test Program is graphically illustrated in the following exhibits. Staging for the In-river Test Program requires that navigation be maintained.

Exhibits below illustrate the proposed CSAs relative to navigation channel detours. Construction Staging Areas are areas where the In-river Test Program can occur², while navigation is maintained using the navigation channel and detours.

² Construction Staging Areas are identified in the Fraser River as those outside of the navigation channel detours being utilized to support continued marine navigation during works (e.g., main navigation channel, south channel detour and the modified south channel detour).

Exhibit 7: In-river Test Program's Supplemental Test Dredge: Modified South Navigation Channel Detour

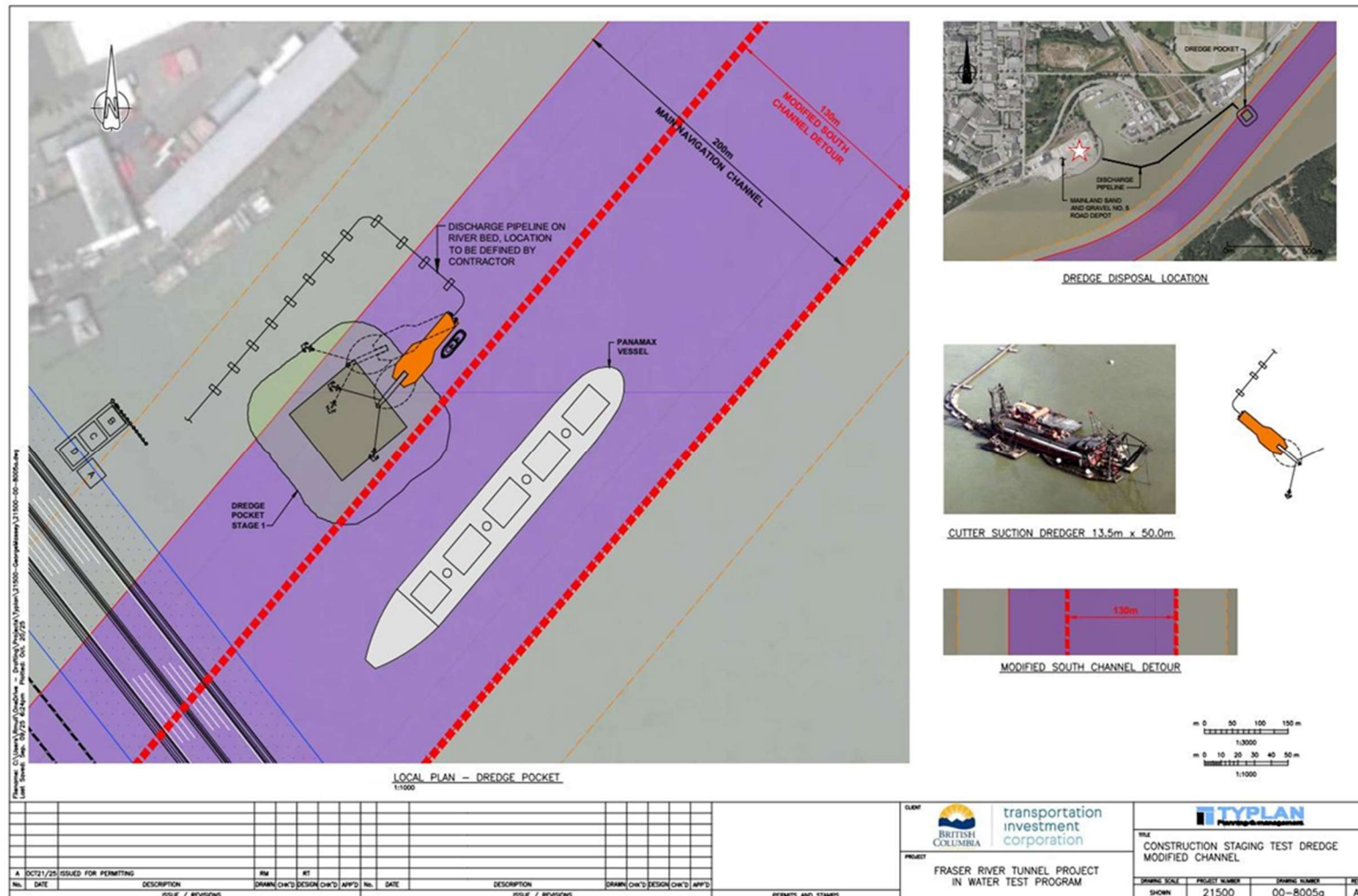


Exhibit 8: In-river Test Program's Supplemental Test Dredge, South Navigation Channel Detour Implementation

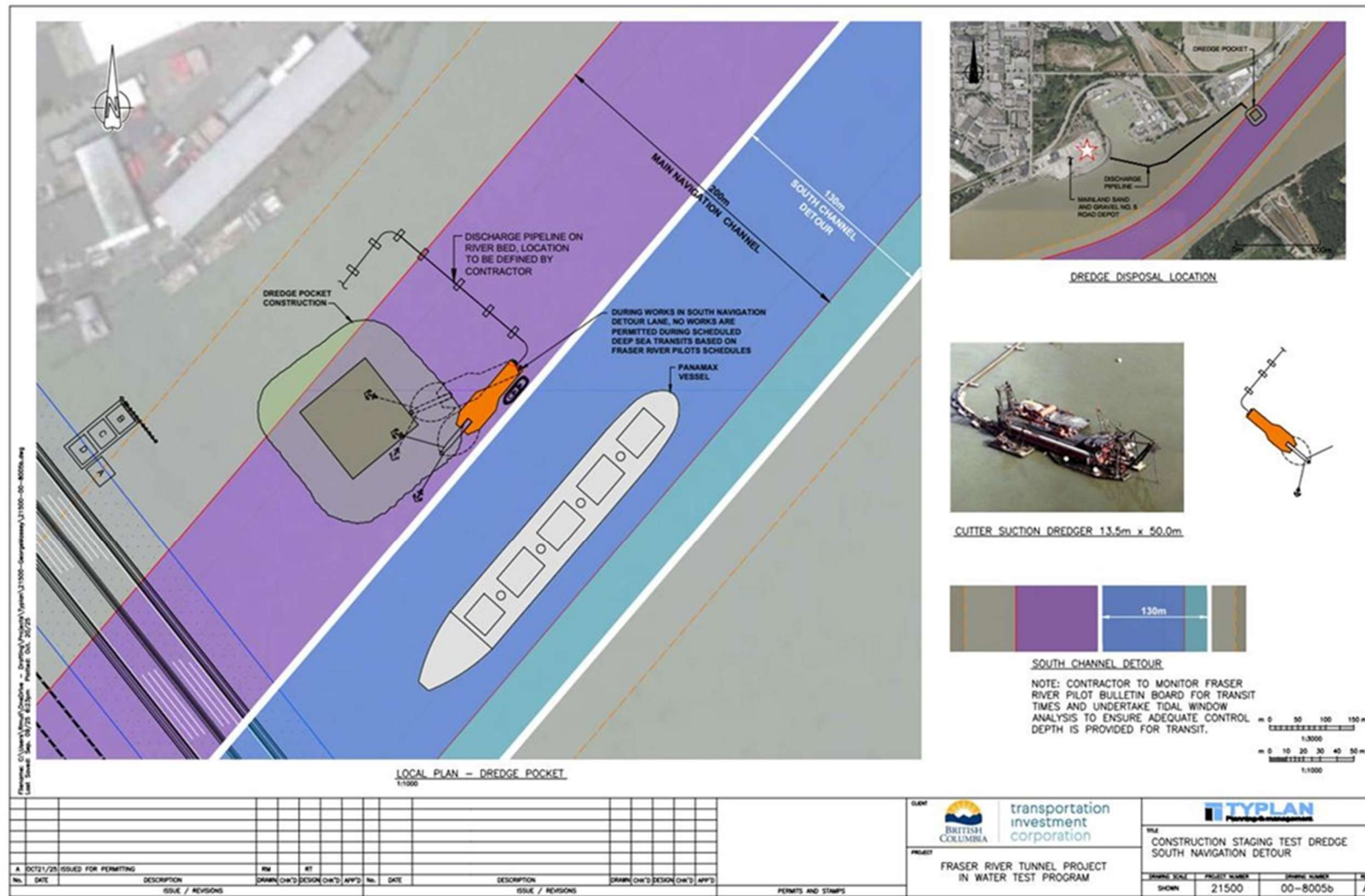


Exhibit 9: In-River Test Program Section A, Main Navigation Channel

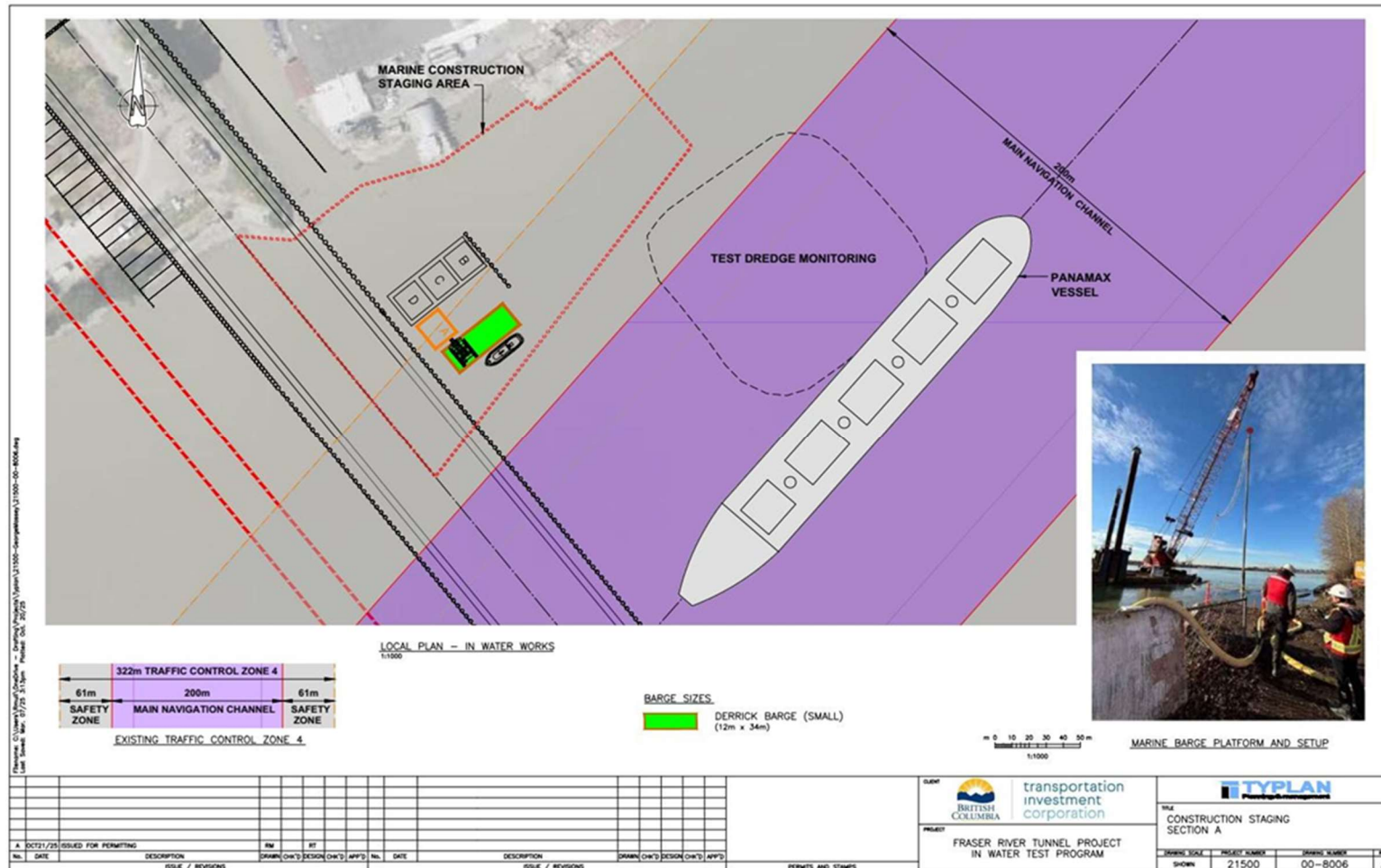


Exhibit 10: In-river Test Program Section B, Main Navigation Channel

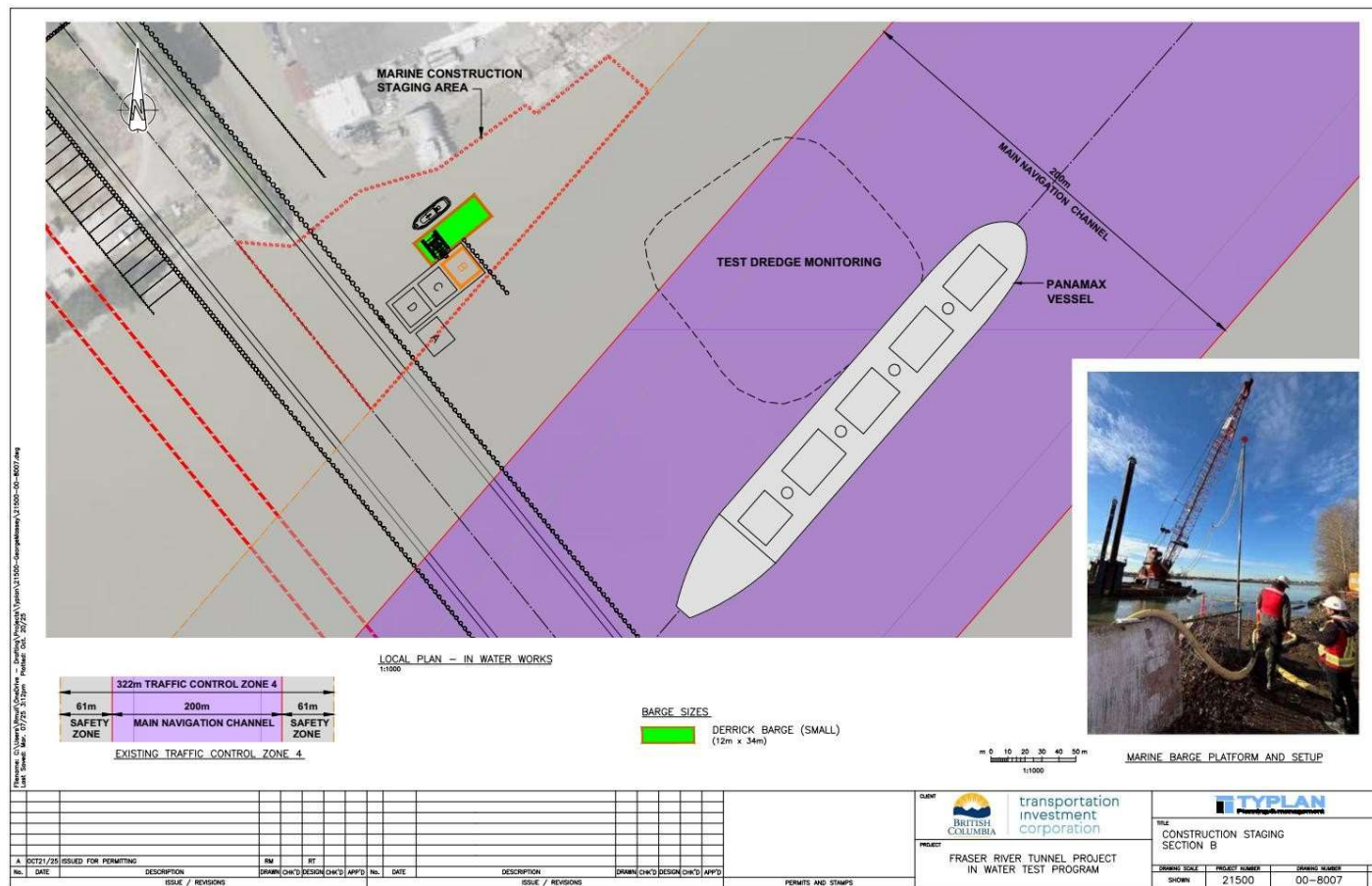


Exhibit 12: In-river Test Program Section D, Main Navigation Channel

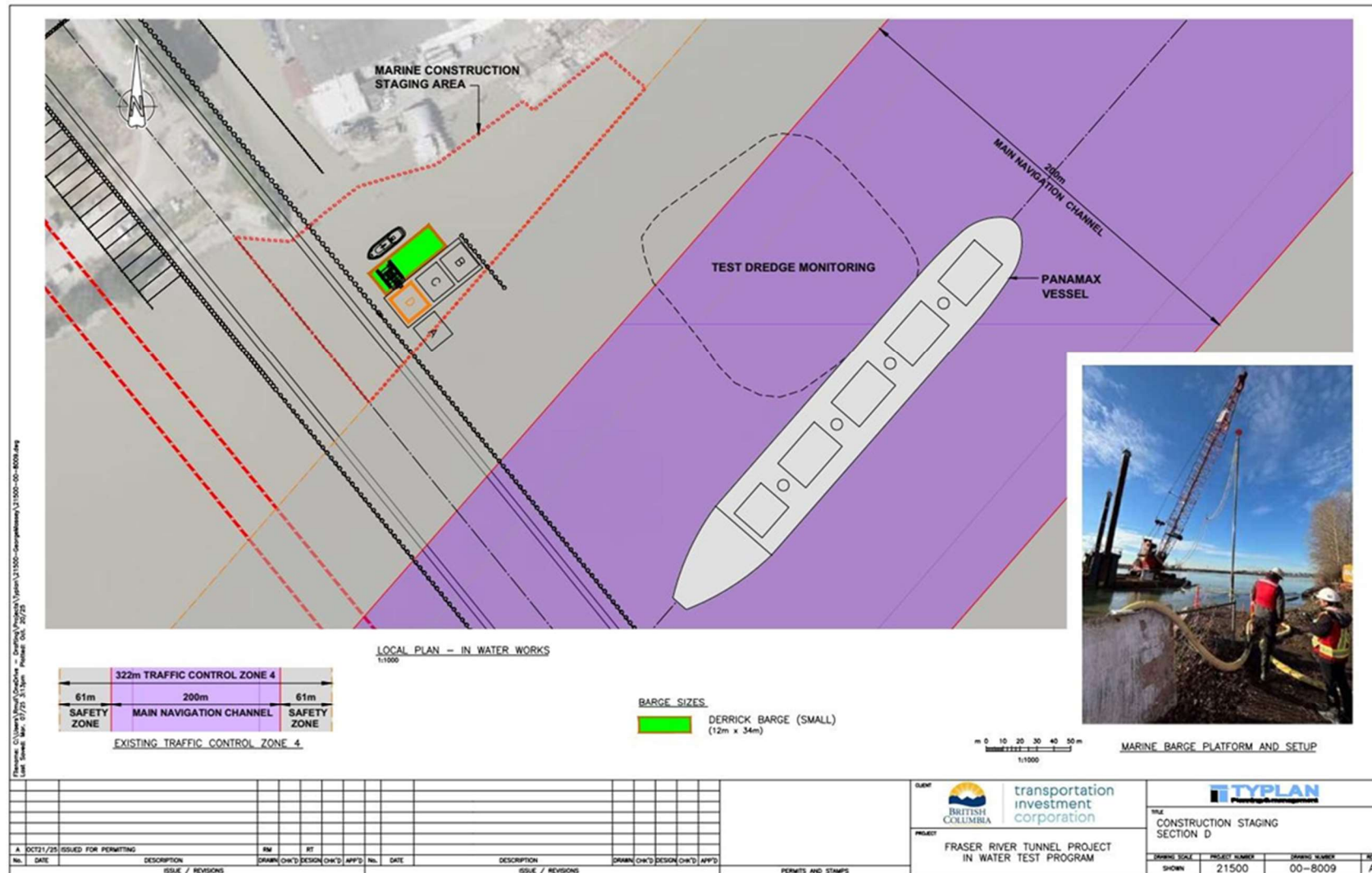
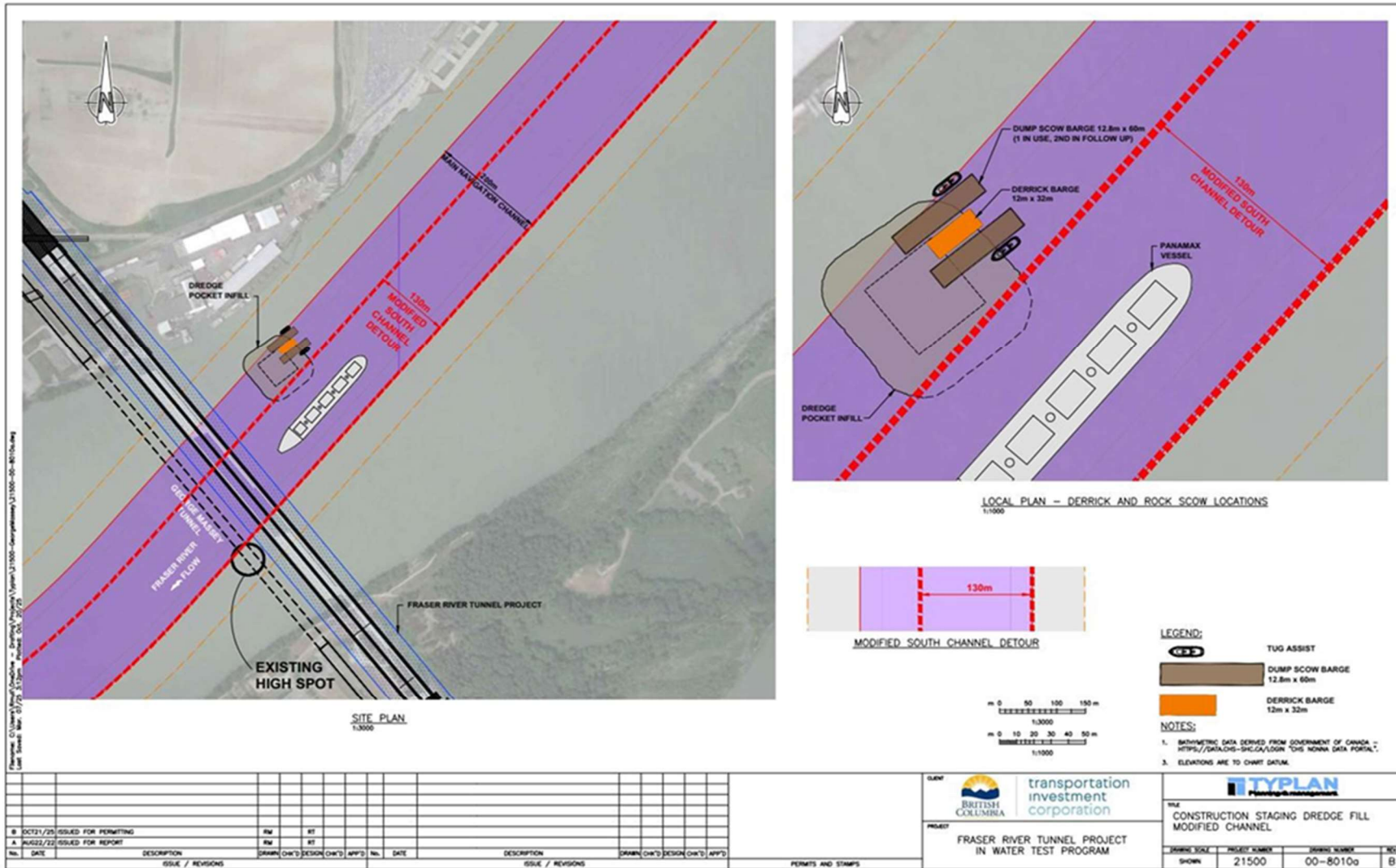


Exhibit 13: In-river Test Program's Supplemental Test Dredge Infill Modified South Navigation Channel Detour



	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			F RTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	

4.1.2 Duration of Activities

The estimated duration of the In River Ground Improvement and Supplemental Test Dredge is from October 2025 to February 28, 2026

4.1.3 Hours of Operation

24/7 operations will be required for the proposed additional In-river Test Program work.

4.1.4 Methods of Preferred Communication with Marine Users

See Section 4.2 – Marine Communication Plan.

4.2 Draft Marine Communication Plan

4.2.1 In-river Test Program Contact List

Effective and ongoing communications between TI Corp, CFP, marine users, and regulators will be the key means to avoid conflicts between the proposed works and ensure safe and efficient marine navigation. Table 1 below presents an initial list of the key contacts associated with the proposed In-River Test Program starting in August 2025.

Table 1: Detailed In-river Test Program Contacts List

Stakeholder	Key Contact	Phone Number	Mobile	Email
Port Authority	Dave Hart	604 461 6664	604 219 9421	Dave.Hard@portvancouver.com
	Nathan Smith	604 665 9246	N/A	Nathan.Smith@portvancouver.com
Navigation Protection Program	Conal Kavanagh	604 775 8867	N/A	Conal.Kavanagh@tc.gc.ca
Fraser River Pile and Dredge	Sherry Kennedy, P.Eng	N/A	604 813 5679	skennedy@frpd.com
Fraser River Pile and Dredge	Jamie Steele Superintendent	N/A	604 315 0125	jsteele@frpd.com
Fraser River Pile and Dredge	Jason Ruiz Dredge Superintendent		778 791 9179	jruiz@frpd.com
Fraser River Pilots	David Marjoribanks	N/A	604 815 3338	RiverPilot36@yahoo.com
	Gordon Cooper		778 908 5445	FRP_Committee@googlegroups.com
Marine Communications and Traffic Systems	Lee Fraser	250 363 6333	TBD	DFO.CCGWestMCTSVictoria-VictoriaSCTMOuestGCC.MPO@df o- mpo.gc.ca

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			F RTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	

Stakeholder	Key Contact	Phone Number	Mobile	Email
Transportation Investment Corporation	Umar Junaid	236 455 1986	236 455 1986	Umar.Junaid@ticorp.ca
Cross Fraser Partnership	Norma Powell	N/A	604 780 2706	norma.powell@frtp.ca
Cross Fraser Partnership	Brian Phillips Superintendent	N/A	604 819 9808	Brian.phillips@frtp.ca
Cross Fraser Partnership	Lee Carson Project Manager	N/A	604 626 9073	Lee.carson@frtp.ca
Fraser River Industrial Alliance	Tanya Hayes	604 312 3212	N/A	THayes@pandh.ca
	Kevin Segal	604 521 6681	N/A	Kevin.Segal@walwil.com
	Tim Kelburn	778 838 7930	N/A	Tim.Kjellbotn@dpworld.com
	Mike Armstrong	604 928 1237		Riverpilot35@gmail.com
Council of Marine Carriers	Paul Hilder	604 687 9678	604 315 1603	PHilder@comc.cc
Marine User Groups	Various			

4.2.2 Marine Communication Groups Participation Key Stakeholders

Marine communication and technical groups have been formed and will continue to facilitate the exchange of information presentations and NAVWARNs. Exhibit 15 presents proposed communication groups.

Exhibit 15: Communication Groups for the In-river Test Program

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			F RTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	



4.2.3 Monthly Meetings

The contractor will conduct monthly meetings to provide an overview of project In-river construction activities and provide a four -week look-ahead of proposed activities.

4.2.4 Issuance of Navigational Warnings

Navigational warnings (NAVWARNs) and Notices to Mariners to be issued weekly as per normal practice.

CFP will issue NAVWARNs that contain information for boaters about changes to navigational aids and current marine activities or hazards. Marine Communications and Traffic Services (MCTS) of the Canadian Coast Guard (CCG) broadcast navigational warnings containing urgent information.

These warnings are posted on the navigational warnings website and remain in effect until cancelled or until covered by a [Notice to Mariners \(NOTMAR\)](#). MCTS centres broadcast the navigational warnings for seven days on their Continuous Marine Broadcast service.

NAVWARNs will be issued weekly and 96 hours in advance of the works to MCTS and CCG. NAVWARNs will be issued on an ongoing weekly basis to provide project updates until completion. Submissions will be made by email to NavWarn.MCTSPRinceRupert@innav.gc.ca, or by phone at (250) 627-3070. The NAVWARN will include:

1. The location of the works being conducted
2. The dates and times of works
3. The calendar date(s) during which the North or South channel will be restricted.
4. Instructions to boaters for safe passage
5. A statement that an assist tug will be available when equipment located in waterway.

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			F RTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	

6. 24-hour emergency contact information on the NAVWARN

Navigational warnings represent a critical piece within communication protocols. A NAVWARN will also be issued separately to the CMC for circulation to its membership, Seaspan Ferries, and Fraser River Pilots (FRP).

4.2.5 Fraser River Pilots Communication Protocols

The main navigation channel supports transits of deep-sea vessels of which the FRP represent the group navigating such vessels on the Fraser River. The following excerpt from FRP outlines the marine communication process.

1. CFP to provide an overview of the “daily” planned positioning of marine construction equipment via email to the FRP Committee at 8 a.m. daily. This would include an overview orthophoto and CAD file of the proposed work area for certain time periods throughout the day.
2. FRP would then relay this to all pilots for reference. If any impactful changes were to occur with this schedule, CFP must provide an update once change is known.
3. Pilots to provide a daily schedule of ship movements, but changes are always in play, and it is strongly suggested the contractor check for updates via the Pacific Pilotage Authority website periodically.
4. MTCS to provide positional update information via VHS 74 before sailings or entrance to Sand Heads Based on that information the pilot will then confirm via VHS 74 or a pre- determined working channel with the marine equipment positioning, requirement of slow bells and whether the need for clearing the southern detour when working the southern face of the site is required.
5. Phone contacts for the contractor to be provided for pilots during the In-river Test Program.
6. Pilot Committee member (TBD) will provide a contact number for the duration of project. NOTE: This could be a rotating person/s based on availability.

TI Corp and CFP, in accordance with requirements of Fraser River Tunnel Project, will provide marine communication protocols for the In-river Test Program.

4.2.6 Need for Tug Assist

A tug assists of adequate size and power is required to facilitate the safe transiting of commercial marine vessels via the marine CSA, while protecting the In-river construction works. The selected contractor will provide a 1000hp twin screw tug assist vessel.

The vessels’ purpose is to support and facilitate transition of marine vessels past the site. If not required to support a transit the tug assist can facilitate activities at the work site.

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			F RTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	

At the request of the Fraser River Pilots, a second Azimuth Stern Drive tug or similarly capable assist vessel of adequate size and power (minimum 3000hp) for the de-berthing of vessels from Fraser Wharves at any point when marine construction equipment is sited within the main channel for dredging activities related to the project, within 4.5 hours of said request.

4.2.7 Lighting

All marine construction staging equipment shall provide lighting in compliance with MCTS of the CCG.

4.2.8 Automatic Identification System

All vessels being utilized for marine construction staging associated with the proposed DGI will be equipped with Automatic Identification System (AIS).

4.2.9 Recreational Marine Users

TI Corp and CFP are aware that there will be an increase in recreational boat users during summer months. Notifications outlining the scope of work will be posted at the following locations:

- Deas Island Regional Park
- Wellington Boat Launch Ladner
- Ferry Road Boat Launch (Captain's Cove)
- River House Marina (Deas Slough)
- Captain's Cove Marina
- Steveston Harbour Authority
- Steveston Fisherman's Wharf
- Steveston Chevron Marine
- Shelter Island Marina and Boatyard
- Ladner Yacht Club
- Rivers Reach Marina
- Canoe Pass Village/Marina Wedel
- Bridges Marina

4.2.10 Indigenous Groups

TI Corp and CFP will engage with Indigenous Groups regarding the In-river Test Program.

4.2.11 Radio Communications

Port Metro Vancouver Harbour Masters uses Channel 74 VHF to provide information on marine traffic using TCZ-4. Marine users should monitor this channel when transiting the works.

	Marine Construction Staging Plan and Marine Communication Plan			Document Number		
				F RTP-CFP-PWD-00-ENV-PLN-00004		
				Revision:	E	2025-10-28
				In River Ground Improvement and Supplemental Test Dredge		

Radio communications will be listed in the MCP, which reflects the requirement of the port information guide, specifically TCZ-4, which includes Channel 16.

4.2.12 Aids to Navigation

No changes to existing Aids to Navigation are proposed for the In-river Test Program.

5. Next Steps

5.1 Finalizing Marine Construction Staging Plan and Marine Communication Plan

The draft Marine Construction Staging Plan and Marine Communication Plan in this document will be distributed to the following groups for comment and review:

- Transport Canada, Navigation Protection Program
- Vancouver Fraser Port Authority
- Canada Coast Guard Aids to Navigation
- Fraser River Pilots
- Pacific Pilotage Authority
- Council of Marine Carriers
- Seaspans Ferries
- Steveston Harbour Authority

Comments are required within one week of distribution. Based on the comments provided, the plans will be updated, finalized, and submitted to Navigation Protection Program.

5.2 Summary of Communication Schedule

For the duration of the proposed In-river Test Program, TI Corp and CFP will continue engagement with communication groups including:

- Weekly issuance of NAVWARNs
- Daily issuance of construction notices
- Monthly meetings with communication groups
- As-needed meetings with Indigenous Groups

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			F RTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	

5.3 Appendix

Appendix A - Ladner Reach Geotechnical Investigations

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			F RTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	

5.3.1 Background

Crossing Fraser Partnership (CFP) proposes to undertake geotechnical investigations in South Arm of the Fraser River in the Ladner Reach Side Channel, to support the Fraser River Tunnel Project (F RTP) delivery. Specifically, Ladner Reach is being considered as an alternative Immersed Tube Tunnel (ITT) segment storage area. The geotechnical investigations (works”) are needed to support the ultimate design if this area is pursued.

The proposed works were presented to marine stakeholders as part of the Marine User Group meeting held on September 15th, 2025. The geotechnical investigations will commence November 4th, 2025.

This memorandum provides the following:

- an update of the location of the proposed works,
- identification of the types of proposed works,
- the dates and durations of the proposed works; and,
- the marine construction staging equipment that will be utilized to undertake said works.

Communication protocols are also presented.

5.3.2 Planned Geotechnical Works

The proposed geotechnical investigations will occur in a South Arm of the Fraser River in a Side Channel known as Ladner Reach.

Exhibit 1 below illustrates the relative location of Ladner Reach in relation to the Fraser River and other South Arm Side Channels.

Exhibit 2 that follows illustrates the location of the proposed works within Ladner Reach.¹

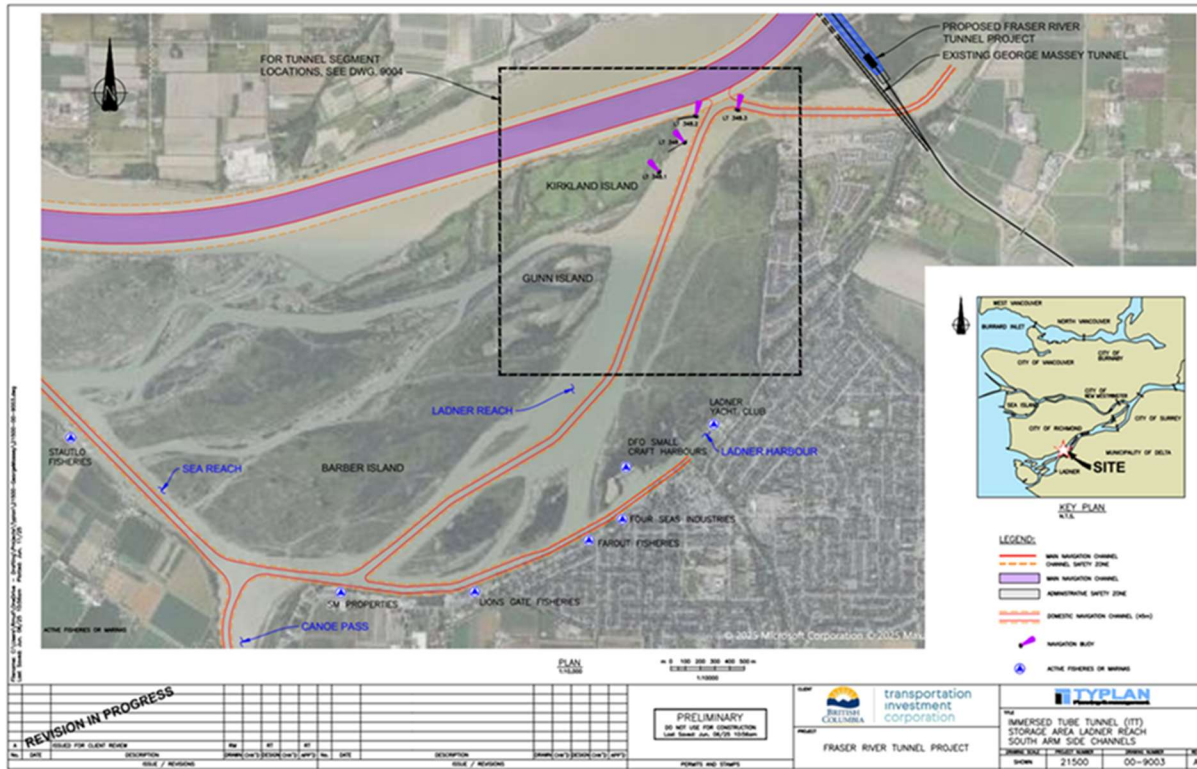


Exhibit 1: Fraser River South Arm Side Channels: Ladner Reach

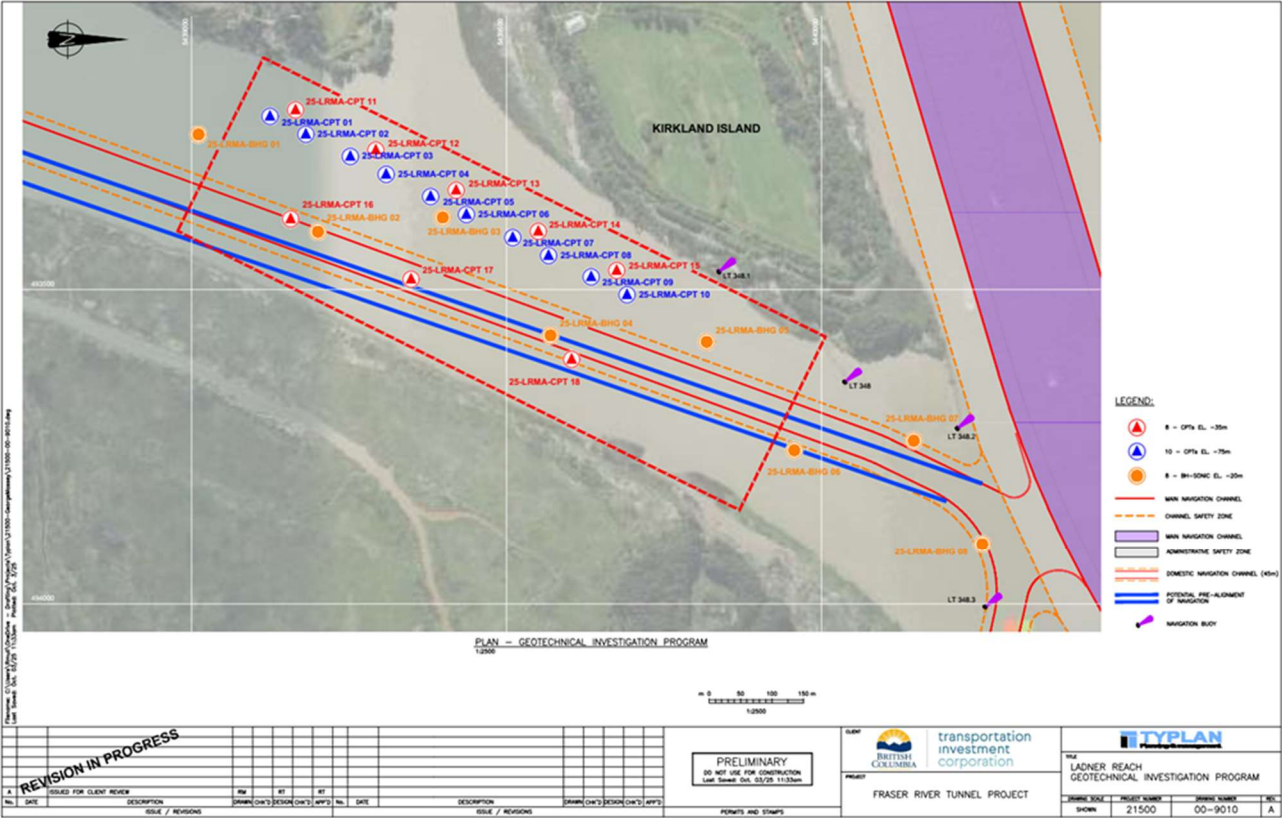


Exhibit 2: Ladner Reach Proposed Geotechnical Investigations

5.3.3 Geotechnical Investigations in Ladner Reach: Schedule and Duration

The proposed schedule and duration of the geotechnical investigations is presented in the table below. Individual test durations range from 8 hours to 20 hours per location.

CPT AND BH SCHEDULE			
CPT OR BH	DATE	DURATION	ID
25-LRMA-CPT-01	NOV 4, 2025	20 HOURS	
25-LRMA-CPT-02	NOV 5, 2025	20 HOURS	
25-LRMA-CPT-03	NOV 6, 2025	20 HOURS	
25-LRMA-CPT-04	NOV 7, 2025	20 HOURS	
25-LRMA-CPT-05	NOV 7, 2025	20 HOURS	
25-LRMA-CPT-06	NOV 8, 2025	20 HOURS	
25-LRMA-CPT-07	NOV 9, 2025	20 HOURS	
25-LRMA-CPT-08	NOV 10, 2025	20 HOURS	
25-LRMA-CPT-09	NOV 11, 2025	20 HOURS	
25-LRMA-CPT-10	NOV 12, 2025	20 HOURS	
25-LRMA-CPT-11	NOV 12, 2025	8 HOURS	
25-LRMA-CPT-12	NOV 13, 2025	8 HOURS	
25-LRMA-CPT-13	NOV 13, 2025	8 HOURS	
25-LRMA-CPT-14	NOV 13, 2025	8 HOURS	
25-LRMA-CPT-15	NOV 14, 2025	8 HOURS	
25-LRMA-BHG-01	NOV 15, 2025	9 HOURS	
25-LRMA-BHG-03	NOV 16, 2025	9 HOURS	
25-LRMA-BHG-05	NOV 17, 2025	9 HOURS	

Most geotechnical investigations will not affect navigation, and the domestic navigation channel can be maintained.

Those geotechnical investigations are illustrated on Exhibit 3. Commercial and recreation vessels are to navigate within the existing domestic channel.

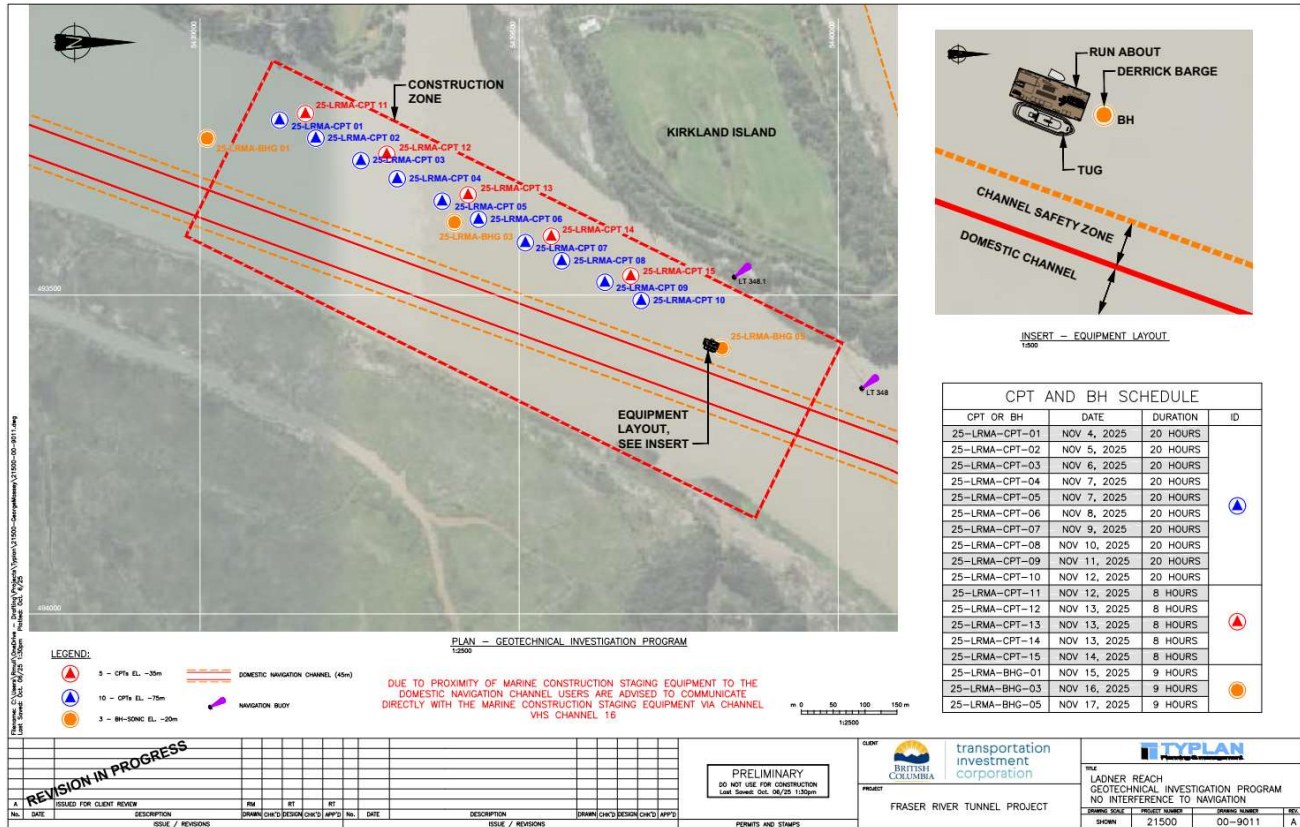


Exhibit 3: Cone Penetration Tests and Bore Holes: Non-Interference to Navigation

Table 2 and Exhibit 4 illustrate those investigations in which proximity effects of the marine works to the domestic navigation channel may require a mariner to adjust course slightly to avoid the marine staging equipment.

Such activities will occur between November 14th to November 18th, 2025, as noted below.

CPT AND BH SCHEDULE

CPT OR BH	DATE	DURATION	ID
25-LRMA-CPT-16	NOV 14, 2025	8 HOURS	
25-LRMA-CPT-17	NOV 14, 2025	8 HOURS	
25-LRMA-CPT-18	NOV 15, 2025	8 HOURS	
25-LRMA-BHG-02	NOV 15, 2025	9 HOURS	
25-LRMA-BHG-04	NOV 16, 2025	9 HOURS	
25-LRMA-BHG-06	NOV 17, 2025	9 HOURS	
25-LRMA-BHG-07	NOV 17, 2025	9 HOURS	
25-LRMA-BHG-08	NOV 18, 2025	9 HOURS	

Table 2: Schedule and Duration of Geotechnical Investigations Nov 14th -18th 2025

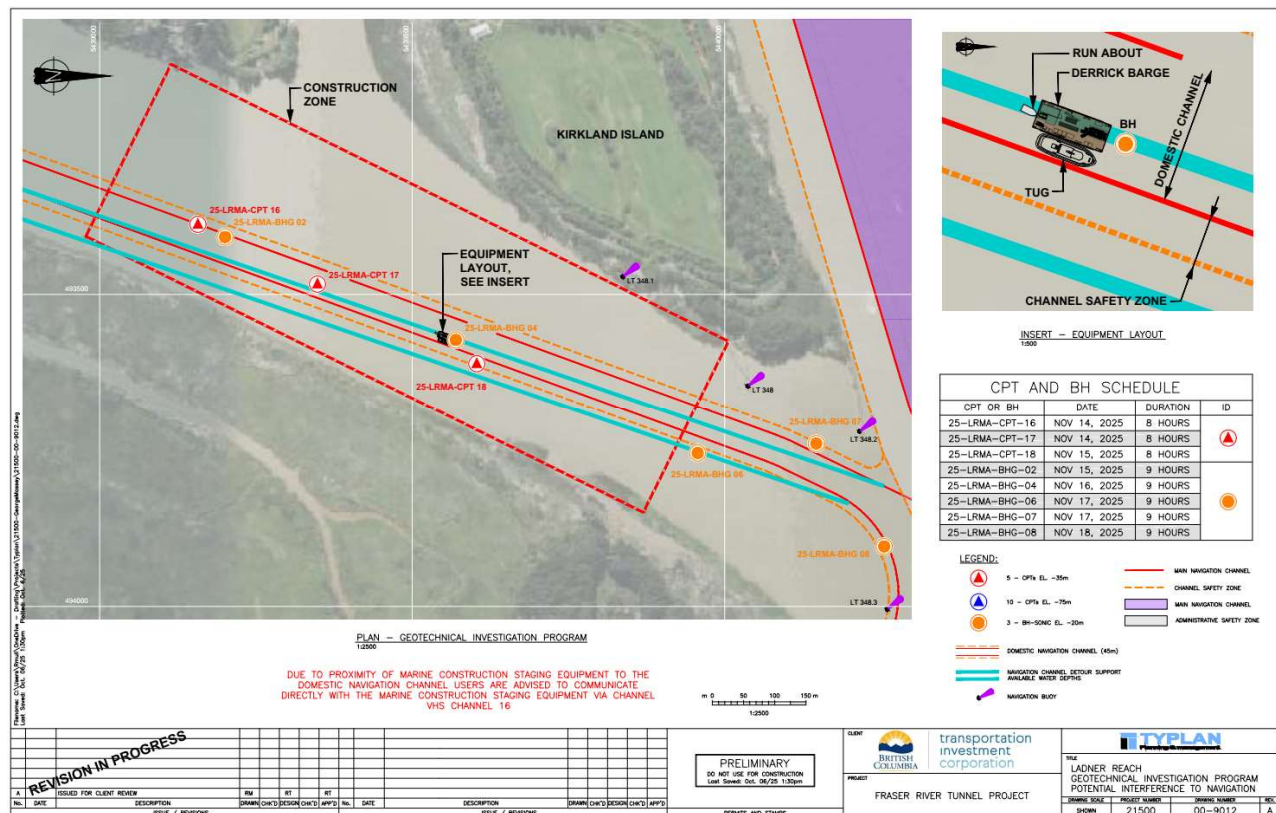


Exhibit 4: Cone Penetration Tests and Bore Hole Proximity to Navigation Channel

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			F RTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	

5.3.4 Marine Communications

Foundex Explorations (Foundex) has been retained to undertake the geotechnical investigations in Ladner Reach.

- The marine communications outlined below identifies the:
- Contacts within the firm that can be contacted regarding the works,
- a list of marinas in which information bulletins will be posted to inform recreation/commercial/indigenous users of the works
- Noted VHF channels that will be monitored,
- Issuance of weekly NAVWARNS, (to be posted with the Marine Communications and Traffic Services of the Canada Coast Guard (MCTSCGG),
- Issuance of daily construction notices between Nov 15th -18th 2025; and,
- Inclusion of mariners in the monthly Marine User Groups (MUG) being formed for the Proposed In-River Test Program and Supplemental Test Dredge program, also occurring in the main Fraser River.

5.3.5 Foundex Contacts

A list of Foundex Contacts is provided below. Upon issuance of NAVWARNS assoicated with the works, only the key and directly accessible contacts CFP and Foundex will be provided.

Marine Construction Staging Plan and Marine Communication Plan

Document Number

F RTP-CFP-PWD-00-ENV-PLN-00004

Revision:

E

2025-10-28

In River Ground Improvement and Supplemental Test Dredge

Name	Position	Contact Person	Telephone - Office	Telephone - Cell	Email
Foundex Explorations	President	Dave Ward	604-594-8333	778-908-1531	DWard@Foundex.com
	Vice President	Richard Diggle	604-594-8333	778-908-1485	RDiggle@Foundex.com
	Project Manager	Mike Hadzariga	604-594-8333	250-830-4497	Mhadzariga@Foundex.com
	Project Engineer	Gregg Yin	604-594-8333	604-404-9162	GYin@Foundex.com
	Health & Safety	Dakota Gurney	604-594-8333	236-333-2295	DGurney@Foundex.com
	Supervisor	Terry Sovdi	604-594-8333	778-549-4627	TSovdi@Foundex.com
	Supervisor	Jeff Weir	604-594-8333	778-888-4488	JWeir@Foundex.com
	Supervisor	John Wallace	604-594-8333	778-908-3715	JWallace@Foundex.com
	Driller	Derrick Watson	604-594-8333	604-414-7283	bw.coastlife13@gmail.com
	Driller	Chace Holbrook	604-594-8333	604-374-2930	kozakattila@hotmail.com
	Drillers Helper	Shane Mackinnon	604-594-8333	902-940-5570	smackinnon10@hotmail.com
	Drillers Helper	Corwin Meier	604-594-8333	306-421-9579	jadevolesky@hotmail.com
	CPT	Paul Breadon	604-594-8333	778-908-1484	PBreadon@Foundex.com
	CPT	Kevin Payne		604-947-9855	KPayne@Foundex.com
Schwartz Soil Technical Inc	CPT Operator	Bill Schwartz		604-418-1072	bschwartz@telus.net
Tsawwassen Shuttles	Water Taxi Operator		Nights - 17:00 to 5:00		
	Water Taxi Operator		Days - 5:00 to 17:00		
	Water Taxi Operator				
Premier Security		24 hour number		604-739-1893	
Mercury Transport	President	James Bates	604-921-7451	604-834-1663	james@mercurytransport.ca
	Operations Manager	Madison Trueman	604-921-7451	604-835-1991	madison@mercurytransport.ca
	Contracting/Invoicing	Charles Jeffery	604-921-7451	604-690-1900	charles@mercurytransport.ca
Active Marine Services	Captain	Tony Toxopeus	604-318-0015		tony@boatsurvey.ca
Active Safety Management	Director of Operations	Ken Klein	604-889-6625	604-557-3595	ken@actsafeman.com
	Supervisor		604-889-6625		
	OFA Saturday Day Shifts		604-889-6625		
	OFA Evening/Nights		604-889-6625		
Harbour Master	Ladner Harbour Master	Craig Hutchison	604-889-6625		chutchison@delta.ca

Table 1: Foundex Contacts

5.3.6 Recreational Postings

To support commercial, recreational, and indigenous fisheries that utilize Ladner Reach, information boards will be posted at the following locations, prior to works being initiated.

- Deas Island Regional Park
- Wellington Boat Launch Ladner
- Ferry Road Boat Launch (Captain's Cove)
- River House Marine (Deas Slough)
- Captain's Cove Marina
- Steveston Harbour Authority
- Steveston Fisherman's Wharf
- Steveston Chevron Marine
- Shelter Island Marine and Boatyard
- Ladner Yacht Club
- Rivers Reach Marina
- Canoe Pass Village/Marina Wedel
- Bridges Marina
- Ladner Harbour Authority
- Steveston Harbour Authority
- Chevron Fuel Facility

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			FTRP-CFP-PWD-00-ENV-PLN-00004	
	Revision:		E	2025-10-28
	In River Ground Improvement and Supplemental Test Dredge			

An illustration of the poster board is presented below.



NOTICE: GEOTECHNICAL ACTIVITIES IN THE FRASER RIVER

In-river geotechnical work for the Fraser River Tunnel Project will begin in late October 2025 and continue until February 2026.

- From Monday to Saturday, crews will work day-shifts from barges and other marine equipment in the areas identified on the map below (yellow).
- During certain periods of construction, night shifts will be in effect.
- Recreational boaters should use caution transiting through the work areas shown below.
- Weekly navigational warnings will be posted to Highway99Tunnel.ca/FRT-Current-Work.



LEGEND Geotechnical investigation area



Contact the Project



Project website
highway99tunnel.ca



Project email
highway99tunnelprogram@gov.bc.ca



Marine channels
VHF 16 – Canadian Coast Guard
VHF 72 – Geotechnical Marine Contractors
VHF 74 – Emergencies

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			F RTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	

5.3.7 VHF Channels

The following VHF channel will be monitored:

- Channel 16 for the Canadian Coast Guard – Emergency
- Channel 74 for marine traffic on the Fraser River

5.3.8 Issuance of NAVWARNS

NAVWARNS will be issued weekly to inform marines of works being undertaken in Ladner Reach.

In addition, CFP will issue a daily construction notice between November 15th – 18th 2025 to illustrate the specific location of the marine construction staging equipment in proximity to the domestic navigation channel.

5.3.9 Indigenous Fisheries

If an indigenous fishery occurs during the works, the contractor will be responsible for communicating with the Indigenous group the location of the marine construction equipment to promote safe passage to and from fishing grounds.

5.3.10 Marine Communication Group

Monthly information updates regarding geotechnical investigations will be communicated via the broader Marine User Group (MUG) formed for the In-River Geotechnical Investigations and Supplemental Test Dredge program via coordination with CFP staff.

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			F RTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	

END OF DOCUMENT

	Marine Construction Staging Plan and Marine Communication Plan		Document Number	
			F RTP-CFP-PWD-00-ENV-PLN-00004	
			Revision:	E 2025-10-28
			In River Ground Improvement and Supplemental Test Dredge	