

Fraser River Tunnel Project
Preparatory Works

Marine Construction Staging Plan and Marine Communication Plan – Temporary Jetties

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1. Summary

The Ministry of Transportation and Transit is replacing the existing George Massey Tunnel with a new, toll-free, eight-lane immersed tube tunnel. The Fraser River Tunnel Project (F RTP) includes replacing the Deas Slough Bridge and decommissioning the existing tunnel once the new tunnel is in operation. Decommissioning involves keeping the existing tunnel in place and filling it with material.

The new immersed tube tunnel will have three vehicle lanes and a dedicated transit lane in each direction, with a separated multi-use path (MUP) for cyclists and pedestrians that connects to active transportation routes on both sides of the Fraser River. An overview map of the project location is shown in Figure 1.



Figure 1 Fraser River Tunnel Project Overview

The Project is being delivered with a collaborative Progressive Design-Build with Target Price model that includes early collaboration with the contractor on project development and design through a Design Early Works Agreement (DEWA) and risk allocation and final target price in the final Design-Build Agreement (DBA). Cross Fraser Partnership (CFP) was awarded the DEWA and Preparatory Works Phases of the Project by the Province of British Columbia.

This Marine Construction Staging Plan and Marine Communication Plan is associated with the Preparatory Works for the Fraser River Tunnel Project (F RTP or project). The Preparatory Works were authorized by an Order in Council from the BC Government (Government of BC, Executive Council 2025).

The proposed Preparatory Works include:

1. Temporary Jetties
2. Transition Walls
3. Demolition of Canfisco site and Dewatering
4. Deas Slough Trestle Construction

All Preparatory Works have the potential to “interfere with the Common Law right to navigation”, as protected under Canadian Common Law.¹ The Canadian Navigable Waters Act (CNWA) mandate is to limit the potential interferences caused by works² under the Canadian Navigable Waters Act (CNWA); and applies to all waterways identified under the List of Scheduled Waterways, Schedule A. The Fraser River is designated on the list of scheduled waterways and therefore potential interferences in navigation must be assessed as part of this review.

This Management Plan provides a Marine Construction Staging Plan and Marine Communication Plan (MCSPMCP or Plan) associated with the proposed Temporary Jetties noted above and the potential interferences therein created.

The objective of the Plan is to assess the proposed works (e.g., construction of the Temporary Jetties) in relation to potential interferences to navigation created from the works and mitigate them or order to facilitate the continued safe and efficient navigation throughout the duration of said works.

The navigation mitigation implemented herewith is based on a 130 m north and south navigation channel, designed in accordance with Permanent Association Waterborne Transportation Infrastructure (PIANC) Approach Channel Guidelines (PIANC 2014). The Vancouver Fraser Port Authority (VFPA) applies these design guidelines to navigation channel development in compliance with the Canada Marine Act (CMA) Letters Patent.

In addition to the north and south navigation channel detours, the Cross Fraser Partnership (CFP) has implemented modified north and south detours, each 130 m wide, measured from the outer extent of the main 200 m navigation channel detour.

The scope of this Management Plan includes:

Section 1 Summary: Outlines the Project background and the purpose of the management plan in relation to satisfying navigation regulations. Outlines the navigation mitigation being implemented to limit interferences to navigation.

Section 2 Scope of Work: Outlines the proposed works assessed in this review in relation to navigation mitigation and the navigation detours that will be implemented.

Section 3 Marine Construction Staging Plans and Marine Communication Plan: Provides sequencing plans illustrating construction staging activities potentially interfering with navigation and marine communication protocols that will be in place to facilitate communication with marine users throughout the works.

Section 4: Next Steps

Cross Fraser Partnership (CFP) continues to engage with marine stakeholders, regulators, including Indigenous Groups, regarding implementation of the various detours utilized to facilitate construction of the Preparatory Works.

¹ The common law protects the right of navigation by treating things placed in water that interfere with navigation as obstructions that can be removed or abated if they cause damage or become a public nuisance. The right of the public to transit all navigable waters is **paramount** and therefore protected under Canadian law.

² Under the Canadian Navigable Waters Act (CNWA) a “work” is defined as any human-made, temporary, or permanent structure, device, or thing—such as bridges, dams, docks, or wharves—located in, on, over, under, through, or across any navigable water in Canada. It also covers dredging, excavating, or dumping fill into these waters

The navigation channel detours, for reference, are outlined 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

For the purposes of the Temporary Jetties only the main navigation channel will be utilized. The navigation detours are outlined in the following exhibits.

It has been noted that both Seaspan Ferries (including Seaspan Energy) and tug and tow operators supporting coastal commerce and trade (as represented by the Council of Marine Carriers) frequently traverse the corners of the main navigation channel and operate within the administrative safety zones (Exhibit 1). These transit zones are also illustrated in the following exhibits for context.

2. Scope of Work

2.1 Scope of Work

The Temporary Jetties consist of three jetty work zones on the shores of the Fraser River, adjacent to the F RTP construction area. Temporary Jetties (i.e., logistics and pedestrian) are required on the north and south shores of the Fraser River. Jetties are required for barge operations, worker access, to reduce Project-related highway truck traffic, and to facilitate in-water construction necessary for the Project.

The extents of the Temporary Jetties are illustrated in Exhibit 2 below.

There are three logistical Temporary Jetties: one on the northeast side of the river (e.g., Northeast jetty) and two on the south side of the river (Southeast and Southwest logistical jetties). There are also pedestrian access jetties on the northwest side and the southwest banks of the river.

Respectively, Exhibit 3 and Exhibit 4 provide a plan and section profile of the Northeast Jetty, Exhibit 5 and Exhibit 6 the Southeast Logistics Jetty and Exhibit 7 and Exhibit 8 the Southwest Temporary Jetties.

The Temporary Jetties are critical to Project construction (estimated to start in the late summer of 2027) for the transportation goods services and materials to and from the site and to aid in the disposal of acceptable material to the proposed disposal at sea site, under the regulatory authority of Environment and Climate Change Canada.

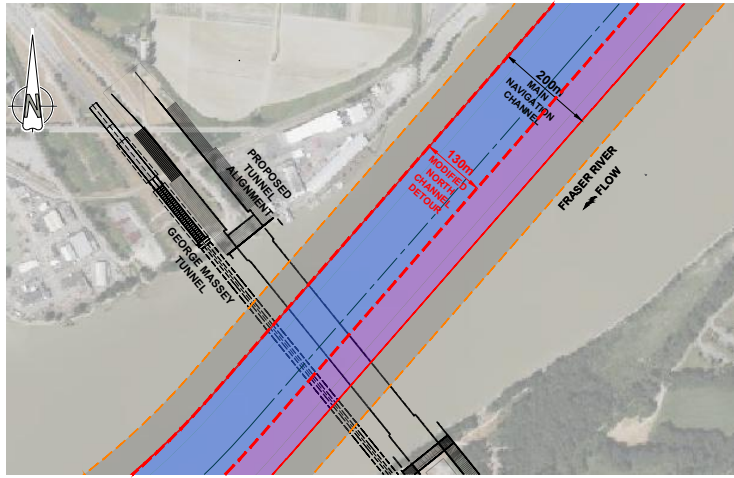
2.2 Scheduling and Duration of Works

The scheduling and construction of the Temporary Jetties will be ongoing, and the in-water construction activities if needed will all be undertaken in the least impact to fish window. As noted above, much of the construction of the Temporary Jetties will take place mostly from the upland, though there will be some in-water staging work. Work will have limited effects on marine navigation.

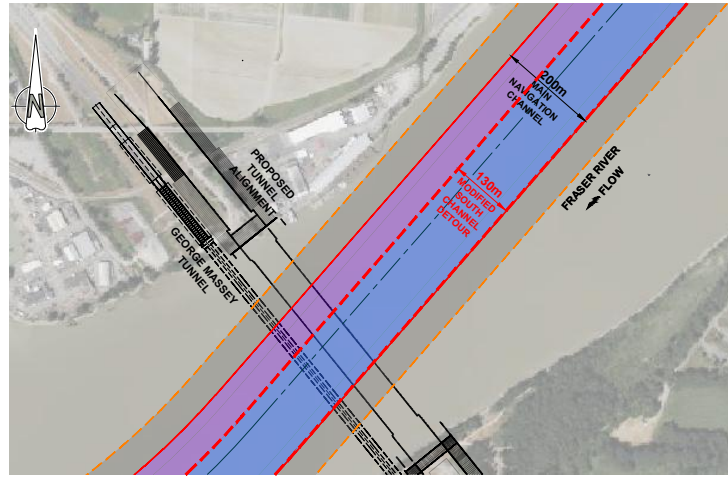
The location of each logistic jetty work area, relative to the navigation channels it may affect, is illustrated in the exhibits that follow.

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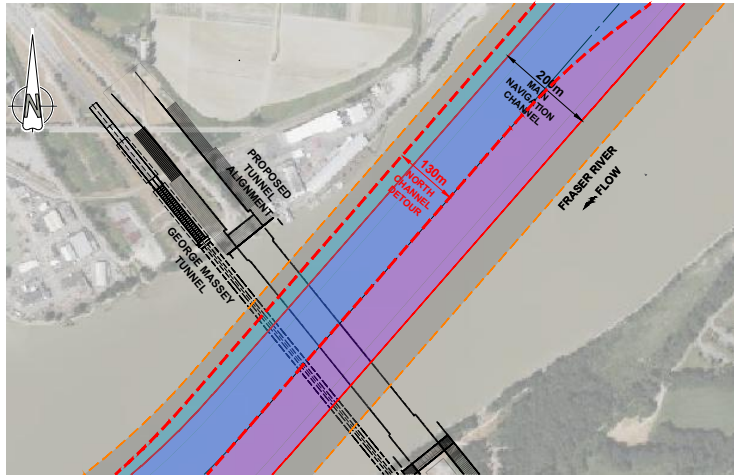
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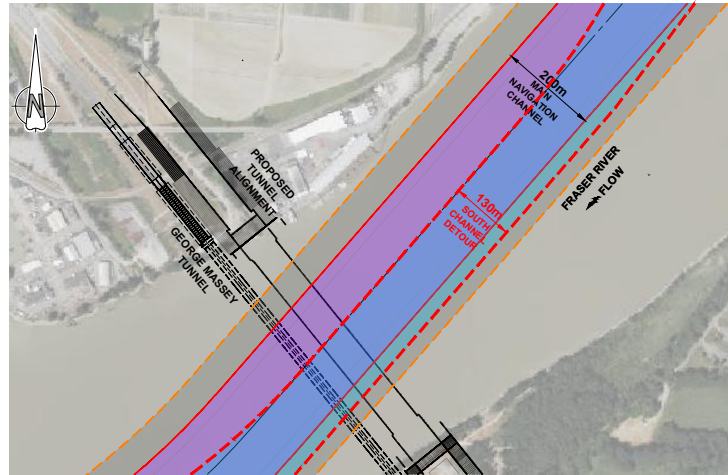
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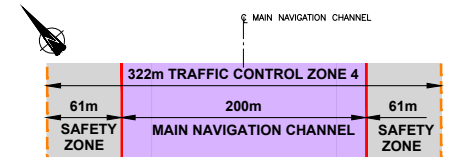
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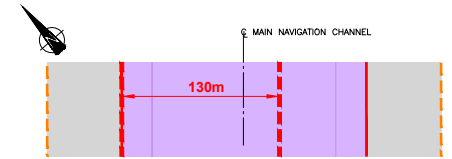
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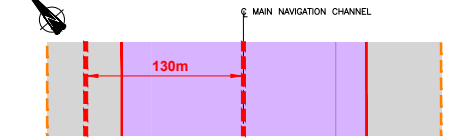
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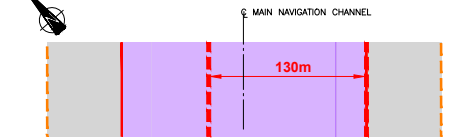
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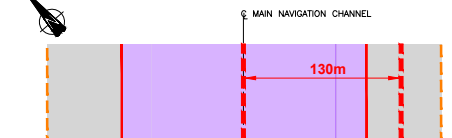
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NORTH CHANNEL DETOUR



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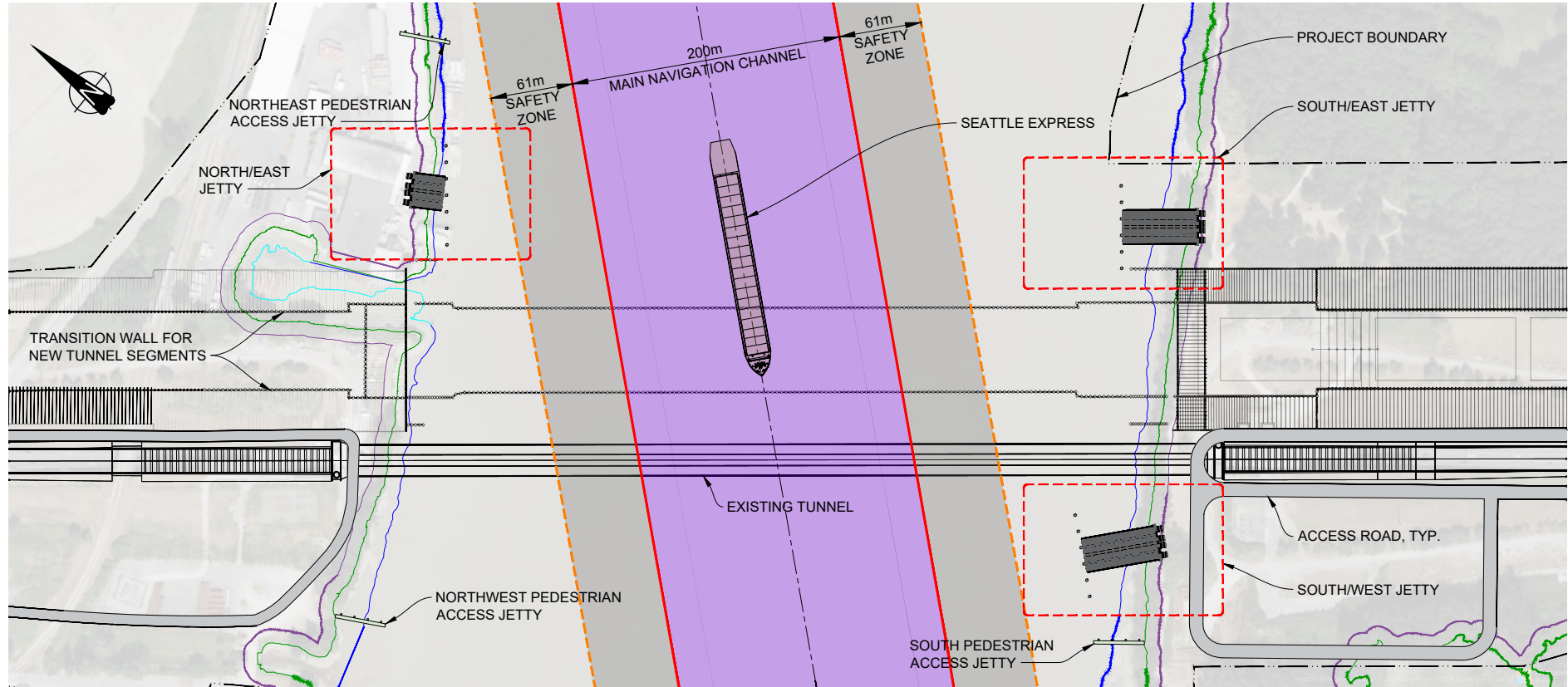


SOUTH CHANNEL DETOUR

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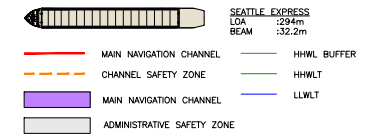
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LOGISTICS JETTIES LOCATION PLAN
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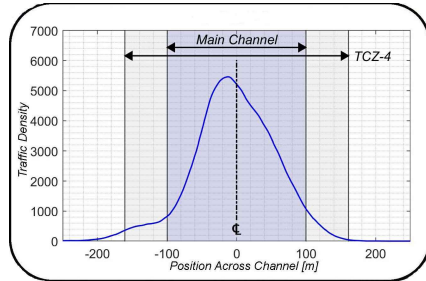
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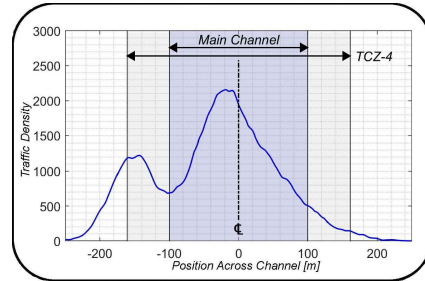
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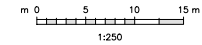


SEASPAN FERRY TRAFFIC DISTRIBUTION CURVE
AT GEORGE MASSEY TUNNEL



LOCAL TUG AND TOW TRAFFIC DISTRIBUTION CURVE
AT GEORGE MASSEY TUNNEL

PLAN — NORTH/EAST LOGISTICS JETTY
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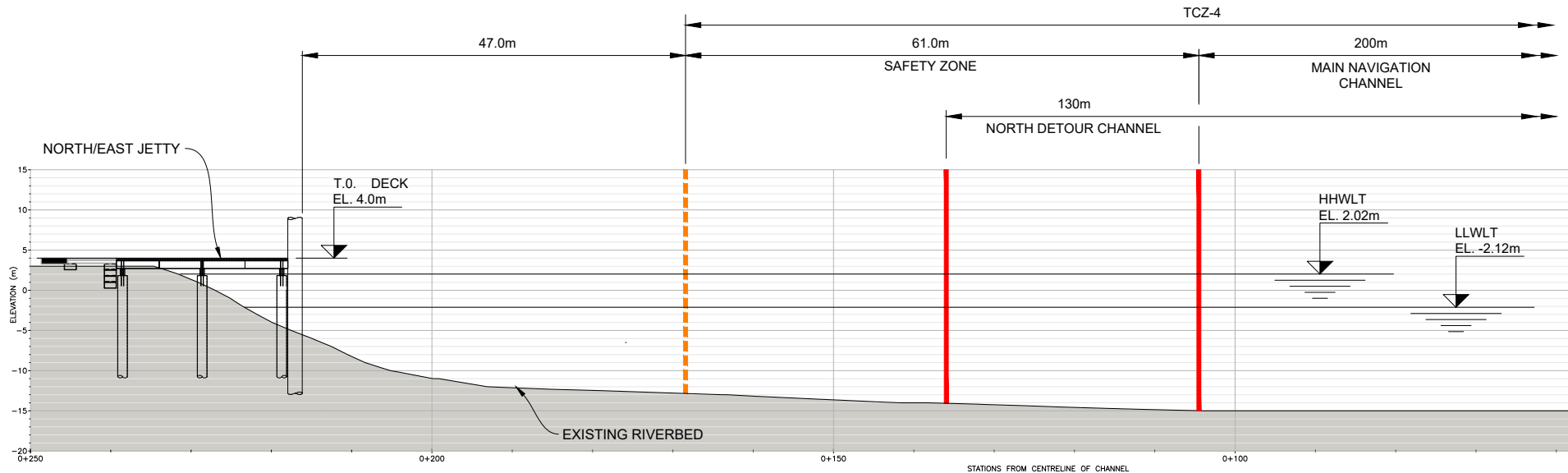
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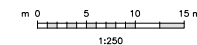
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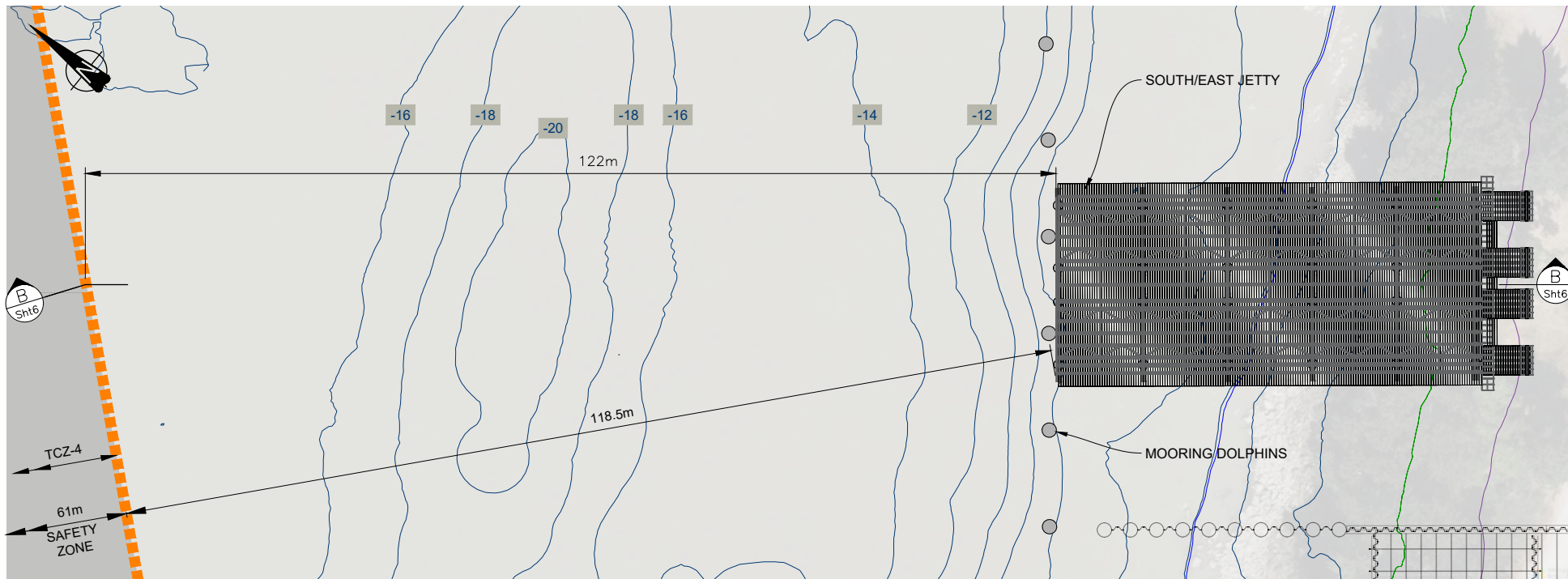
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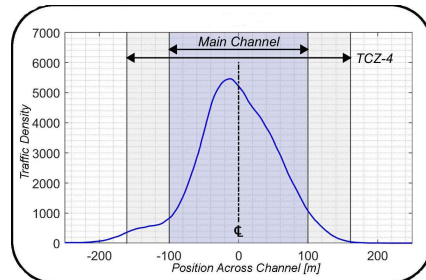


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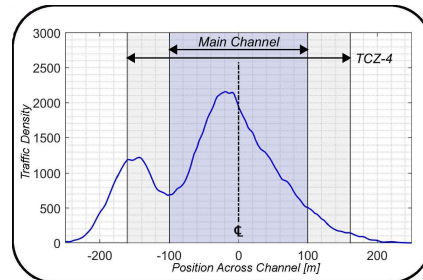
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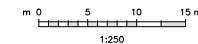
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SEASPAN FERRY TRAFFIC DISTRIBUTION CURVE
AT GEORGE MASSEY TUNNEL



LOCAL TUG AND TOW TRAFFIC DISTRIBUTION CURVE
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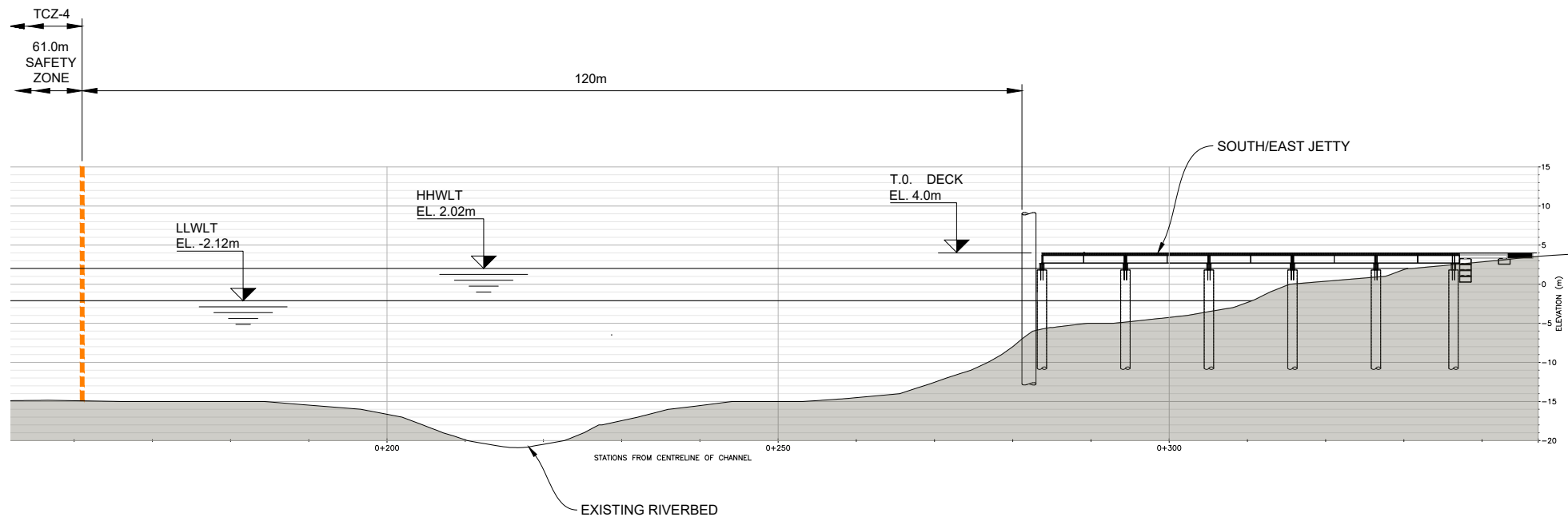
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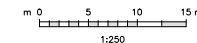
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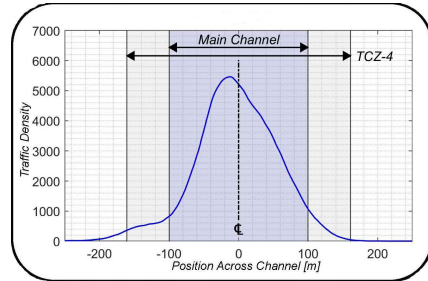
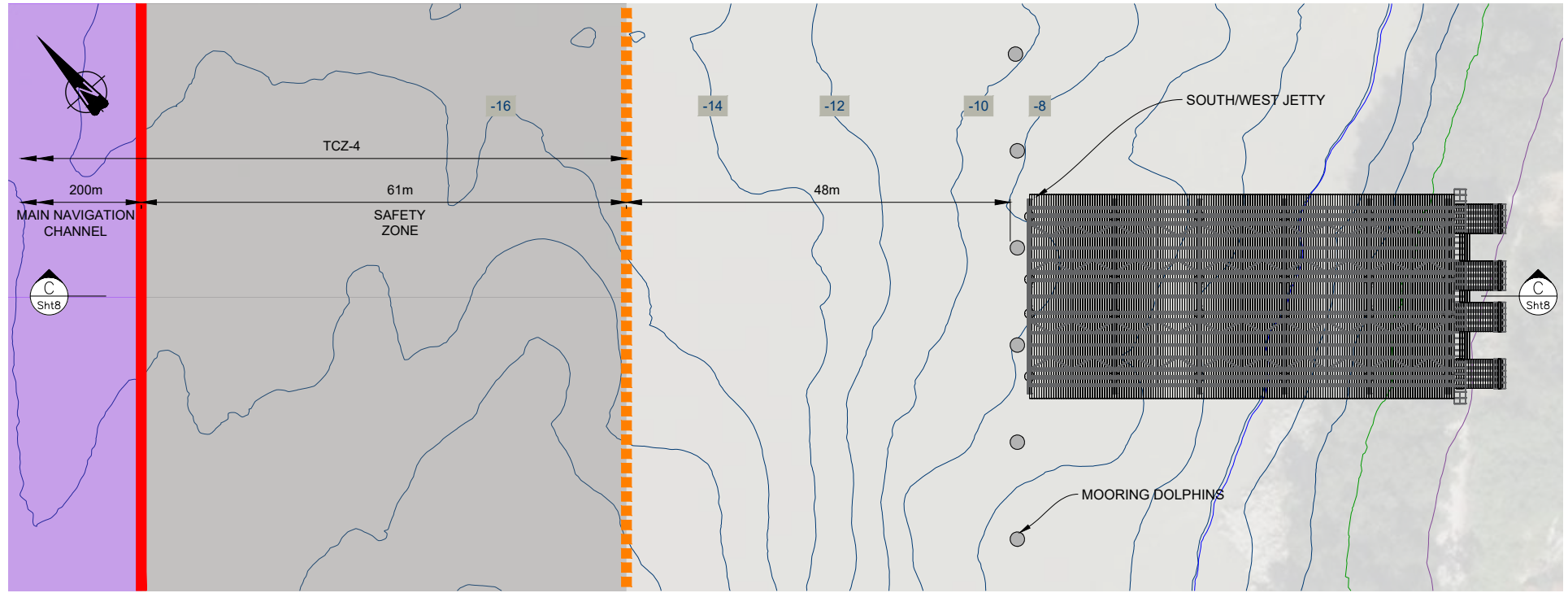


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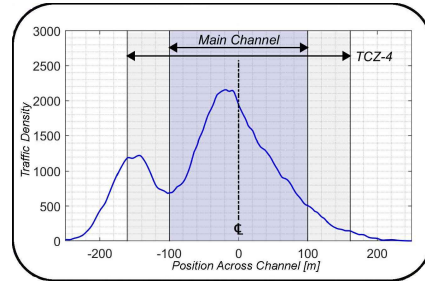
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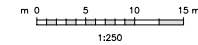


SEASPAN FERRY TRAFFIC DISTRIBUTION CURVE
AT GEORGE MASSEY TUNNEL



LOCAL TUG AND TOW TRAFFIC DISTRIBUTION CURVE
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PLAN - SOUTH/WEST LOGISTICS JETTY
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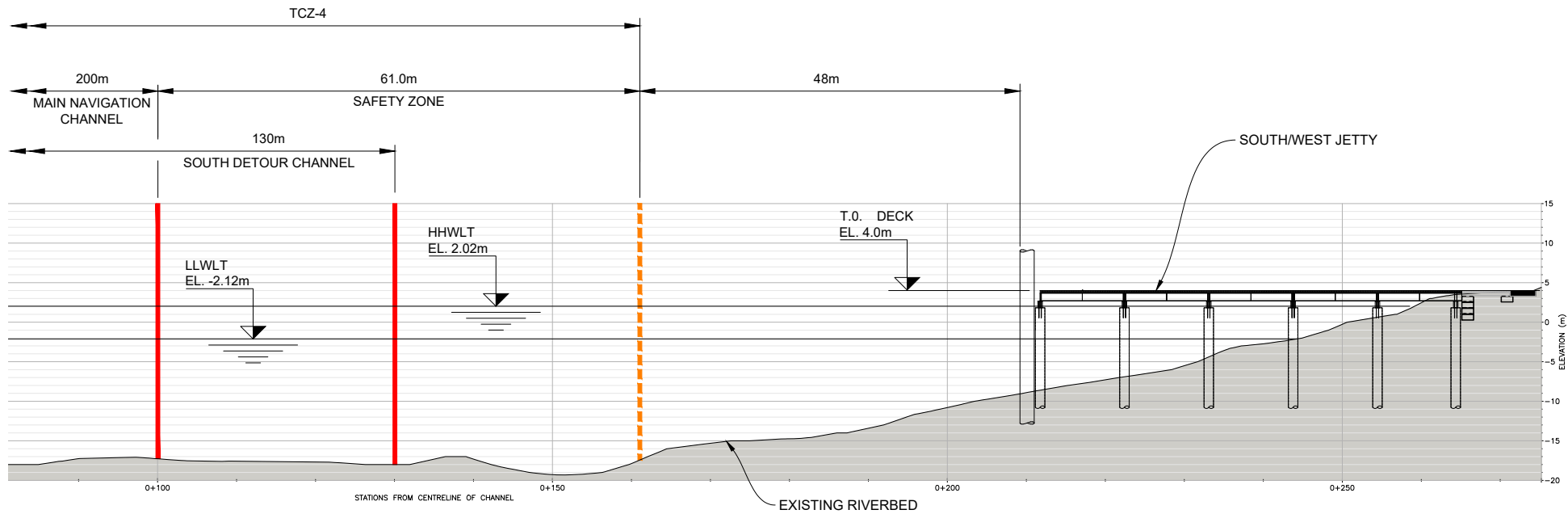
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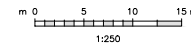
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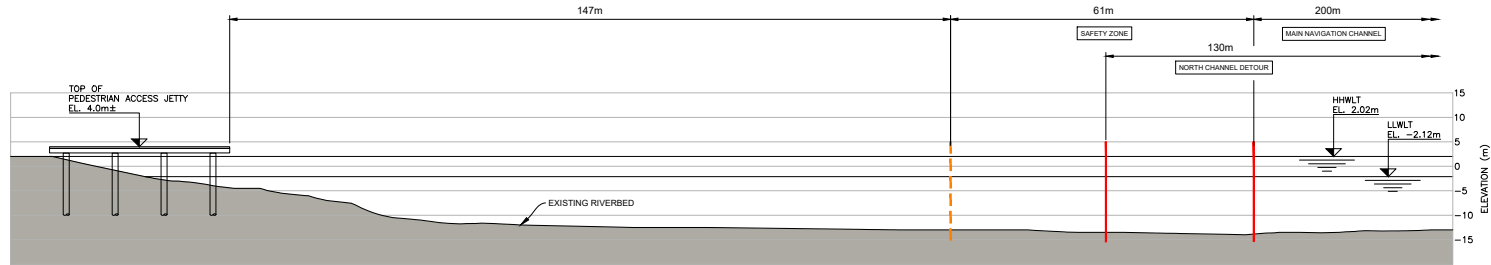


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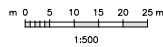
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DESIGN STAGE: DESIGN STAGE 1				EGBC PERMIT TO PRACTICE		FRASER RIVER TUNNEL PROJECT MARINE CONSTRUCTION STAGING ELEVATION SOUTH/WEST LOGISTICS JETTY	
SCALE				ENGINEER OF RECORD DATE:		HORIZONTAL DATUM NAD83(CRS) 4.0.0.BC.1.MVRD DESIGNED: R. TYSON CHECKED: _____ DATE: _____	
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A.01 2026/04/16 ISSUED FOR APPLICATION		R. MILLER		PROJECT NUMBER 08602		DRAWING NUMBER FRTP-TYP-CNT-50-MTM-DPK-00001	
				SUITABILITY S1		REV A.01	



PLAN — NORTHWEST PEDESTRIAN ACCESS JETTY
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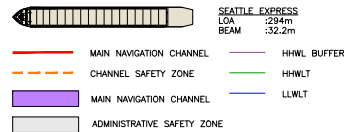


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PRELIMINARY
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DESIGN STAGE: DESIGN STAGE 1				EGBC PERMIT TO PRACTICE		FRASER RIVER TUNNEL PROJECT MARINE CONSTRUCTION STAGING LOCATION PLAN PEDESTRIAN ACCESS JETTIES	
SCALE		REVISION IN PROGRESS		ENGINEER OF RECORD DATE:		DESIGNED: R. TYSON CHECKED: _____ REVIEWED: _____ APPROVED: _____ DATE: _____	
REV.	DATE	REVISION DESCRIPTION		SIGNATURE		DATE	
A.01	2026/04/16	ISSUED FOR APPLICATION		R. MULLER		A.01	
PROJECT NUMBER 08602		DRAWING NUMBER FRTP-TYP-CNT-50-MTM-DPK-00001		SUITABILITY S1		REV A.01	

3. Marine Construction Staging Plan and Marine Communication Plan

3.1 Marine Construction Staging Plan

The Marine Construction Staging Plan (MCSP) outlines proposed construction of the Temporary Jetties and illustrates the extent of land-based construction that limits potential interference to navigation.

For those activities that require marine construction staging equipment, much of the work and marine equipment will be situated outside of the main navigation channel and the administrative safety zone. It is noted that a Construction Staging Area is identified to ensure separation from any in water constriction works and continued marine navigation from marine construction staging equipment.

Construction staging for the Temporary Jetties graphically illustrated in the following exhibits.

Exhibits below illustrate the proposed Construction Staging Area relative to navigation channel detours. Construction Staging Areas are locations where Preparatory Works can be carried out³, while navigation is maintained using the navigation channel detours.

3.1.1 Duration of Activities

The estimated duration of the 2026-2027 Preparatory Works Temporary Jetties is from September 2026 to February 2027 (Table 1). An earlier start would be advantageous for the schedule constraints but it likely not possible due to permitting and procurement.

3.1.2 Hours of Operation

24/7 operations will be required for the proposed Preparatory Works.

3.1.3 Methods of Preferred Communication with Marine Users

[See Section 3.2 – Marine Communication Plan.](#)

3.2 Draft Marine Communication Plan

3.2.1 Temporary Jetties Preparatory Works Contact List

Effective and ongoing communications between Cross Fraser Partnership, marine users, and regulators will be the key means to avoid conflicts between the proposed works and to ensure safe and efficient marine navigation. Table 2 below presents an initial list of the key contacts associated with the proposed Temporary Jetties starting in July 2026. The contacts are the internal team, regulators, owners, representative's environmental contracts and marine stakeholders and terminal operator contracts.

It is noted that all Preparatory Works will be undertaken by a variety of land-based and marine-based contractors. As the Temporary Jetties contractor has not been selected those contacts are unconfirmed. If water activities are required will the contractor inform Cross Fraser Partnership is such activities.

³ 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).

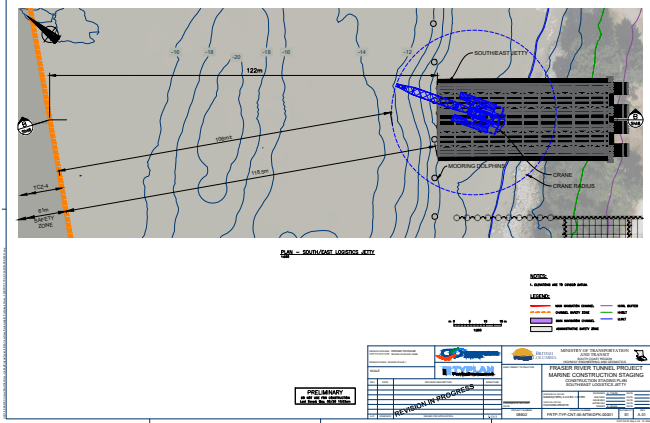


Table 2 Detailed Preparatory Construction Works Contacts List

Stakeholder	Key Contact	Office	Mobile	Email
Vancouver Fraser Port Authority	Dave Hart	604 461 6664	604 219 9421	dave.hart@portvancouver.com
	Nathan Smith	604 665 9246	N/A	nathan.smith@portvancouver.com
Navigation Protection Program	Roberta Dight	604-318-0371	N/A	roberta.dight@tc.gc.ca
Jetty Contractor TBC	TBD	TBD	TBD	TBD
Jetty Contractor TBC	TBD	TBD	TBD	TBD
Jetty Contractor TBC	TBD	TBD	TBD	TBD
Fraser River Pilots	David Marjoribanks	N/A	604 815 3338	RiverPilot36@yahoo.com
	Gordon Cooper	N/A	778 908 5445	
Marine Communications and Traffic Systems	Lee Fraser	250 363 6333	TBD	DFO.CCGWestMCTSVictoria-VictoriaSCTMOuestGCC.MPO@dfo-mpo.gc.ca
Transportation Investment Corporation	Sophie Vidal	N/A	N/A	N/A
Transportation Investment Corporation Indigenous Relations	TI Corp Indigenous Relations	N/A	N/A	FRTPrefferrals@ticorp.ca
Cross Fraser Partnership Project Contact	Antoine Audouy	N/A	514 821 7135	antoine.audouy@frtp.ca
Cross Fraser Partnership Marine Operations	Lee Carson	N/A	604 626 9073	lee.carson@frtp.ca
Cross Fraser Partnership	Norma Powell (Environmental Director)	N/A	604 780 2706	norma.powell@frtp.ca
Cross Fraser Partnership	Stuart Kinsley (Superintendent)	N/A	672 727-1127	stuart.kinsley@frtp.ca

Stakeholder	Key Contact	Office	Mobile	Email
Cross Fraser Partnership	Lee Carson (Project Manager)	N/A	604 626 9073	lee.carson@frtp.ca
Fraser River Industrial Association	Jen Davies	N/A	N/A	Jen@hellojdc.ca
Council of Marine Carriers	Paul Hilder	604 687 9678	604 315 1603	PHilder@comc.cc
Marine User Groups	Various	N/A	N/A	N/A

3.2.2 Marine Communication Groups Participation Key Stakeholders

Marine communications with marine stakeholders and terminal operators will be undertaken via The Marine User Group (MUG) and The Marine Operations Technical Group.

The MUG will serve as a forum for the Project to provide updates to marine users regarding ongoing construction activities, review 4-week lookaheads describing upcoming works, and to hear interests and concerns from the marine community. The MUG is a tool for the efficient implementation of the Marine Construction Staging Plans (MCSP) and Marine Communications Plans (MCP) to enable safe construction and navigation through the Project area. MUG meetings, held monthly, will present all marine construction staging activities to mariners in relation to whether an interference to navigation is anticipated because of said works.

The Marine Operations Technical Group is a technical group serving as a forum for the Project to engage in collaborative Project planning with marine stakeholders and consult stakeholders on marine issues to ensure feedback is integrated early in the process. The Marine Operations Technical Group will inform detour design, navigation simulations, and the overall development of the Marine Construction Staging Plans (MCSP) and Marine Communications Plans (MCP). The Marine Operations Technical Group meetings are less frequent but are intended to provide marine terminal operators and commercial users with information pertaining to helping manage and address supply chain issues. The Marine Operations Technical Group does not apply to the Preparatory Works stage.



Exhibit 12 Communication Groups for Preparatory Construction Works

3.2.3 Monthly Meetings

The selected contractor will conduct monthly (MUG) meetings to provide an overview of in-river construction activities and provide a four-week look-ahead of proposed activities.

Relevant four-week look-ahead information affecting First Nation fisheries access or cultural marine activities will also be provided to TI Corp for communication through established Project consultation channels.

3.2.4 Issuance of Navigational Warnings

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

Cross Fraser Partnership will issue Navigational Warnings (NAVWARNs) that contain information for boaters about changes to navigational Aids and current Marine activities or hazards. Marine Communications and Traffic Services of the Canadian Coast Guard and 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). Marine communications and traffic services centers 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 marine communications and traffic services, Canadian Coast Guard and Navigational Warnings will be issued on 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 Navigational Warnings (NAVWARNs) will include:

- The location of the works being conducted
- The dates and times of work
- The calendar date(s) during which the North or South channel will be restricted.
- Instructions for boaters for safe passage
- A statement that an assistant tug will be available when equipment located in waterway.
- 24-hour emergency contact information on the Navigational Warnings (NAVWARNs)
- VHF Channel for the Marine Equipment

Navigational warnings represent a critical piece within communication protocols. A Navigational Warning will also be issued separately to the Council of Marine Carriers for circulation to its membership, Seaspan Ferries, and Fraser River Pilots.

NAVWARNs and Notices to Mariners do not replace direct communication with designated First Nation contacts as outlined under Appendix A. Direct consultation with Participating Indigenous Nations will be undertaken by TI Corp. Reference to Section 4.2.9.

CFP will provide TI Corp Indigenous Relations with notices identifying active work areas, navigation restrictions, available routes, material schedule changes, VHF channels and the 24-hour Project contact.

3.2.5 Fraser River Pilots Communication Protocols

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

1. Cross Fraser Partnership to provide an overview of the “daily” planned positioning of marine construction equipment via email to the Fraser River Pilots Committee at 8 am daily. This would

- include an overview orthophoto and CAD file of the proposed work area for certain time periods throughout the day.
2. Fraser River Pilots would then relay this to all pilots for reference. If any impactful changes were to occur with this schedule Cross Fraser Partnership 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. Marine Communications and Traffic Services 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 work.
 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.

3.2.6 Need for Tug Assist

For the purpose the construction of the Temporary Jetties no tug assistance will be required.

3.2.7 Lighting

All marine construction staging equipment shall provide lighting in compliance with Marine Communications and Traffic Services of the Canadian Coast Guard.

3.2.8 Automatic Identification System

All work vessels being utilized for marine construction staging associated with the proposed work will be equipped with Automatic Identification System.

3.2.9 Recreational Marine Users

Transportation Investment Corporation and Cross Fraser Partnership 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

Only a general notification outlining all Preparatory Works (Section 1 is required).

3.2.10 Indigenous Groups

Transportation Investment Corporation (TI Corp) and Cross Fraser Partnership (CFP) will engage with Participating Indigenous Nations regarding Preparatory Works that may affect marine navigation, fisheries access or cultural marine activities. Engagement will use established Project communication channels and the First Nation Marine Coordination Protocol in Appendix A.

The protocol provides a two-way communication process for fisheries openings and other First Nation marine activities. The protocol supplements NAVWARNs, Notices to Mariners, Daily Construction Notices, and Marine Communications and Traffic Services broadcasts.

CFP will provide TI Corp with Aids to Navigation as outlined in Section 3.2.12. TI Corp will distribute relevant information to designated Participating Indigenous Nation contacts. Notices will identify, as applicable:

- the location, timing and duration of active work;
- marine construction equipment positioning;
- anticipated navigation restrictions or access changes;
- the available navigation channel or detour;
- the designated working VHF channel and 24-hour Project contact; and

In the event of a DFO-authorized fisheries opening, or a planned cultural marine activity that may overlap with Preparatory Works, a Participating Indigenous Nation may notify TI Corp at F RTPReferrals@ticorp.ca and through the controlled contact pathway in Appendix A. TI Corp will record the notice, confirm receipt and alert the CFP Project Manager.

In response to a notification, CFP will assess whether the work can be coordinated or adjusted while maintaining worker, mariner and public safety. The assessment will consider fishery or activity timing and location, active work, the four-week look-ahead, the master construction schedule, marine equipment positioning, navigation, environmental conditions, safe-shutdown requirements, regulatory requirements and feasible alternatives.

If determined that work can be coordinated or adjusted while maintaining safety, CFP will identify and implement feasible schedule or operational adjustments and provide the outcome to TI Corp. For requests that cannot be accommodated, TI Corp and CFP will engage the applicable Participating Indigenous Nation(s) to identify a safe and practicable solution. Safety remains the overriding consideration.

TI Corp will communicate the decision, rationale, and agreed measures or alternatives to the Participating Indigenous Nation(s). TI Corp and CFP will document the notice, decision, rationale, communications and measures implemented.

3.2.11 Radio Communications

VFPA 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.

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

3.2.12 Aids to Navigation

No changes to existing Aids to Navigation are proposed for the Preparatory Works.

For the duration of the proposed Preparatory Works, Transportation Investment Corp. and Cross Fraser Partnership will continue engagement with communication groups including:

- Weekly issuance of Navigational Warnings (NAVWARNs)

- Daily issuance of construction notices
- Monthly meetings with communication groups
- Notices to Participating Indigenous Nations

4. Next Steps

4.1 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 (CMC)
- Seaspan Ferries
- Steveston Harbour Authority
- Participating Indigenous Nations

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. References

Government of BC, Executive Council. 2025. "Fraser River Tunnel Project Order, Order in Council." July. <https://projects.eao.gov.bc.ca/api/public/document/687fb2545fd2cb00228cb6e3/download/383-2025.pdf>.

PIANC. 2014. *Harbour Approach Channels – Design Guidelines*. No. 121-2014. PIANC.

Appendix A: First Nation Marine Coordination Protocol

1. Purpose and application

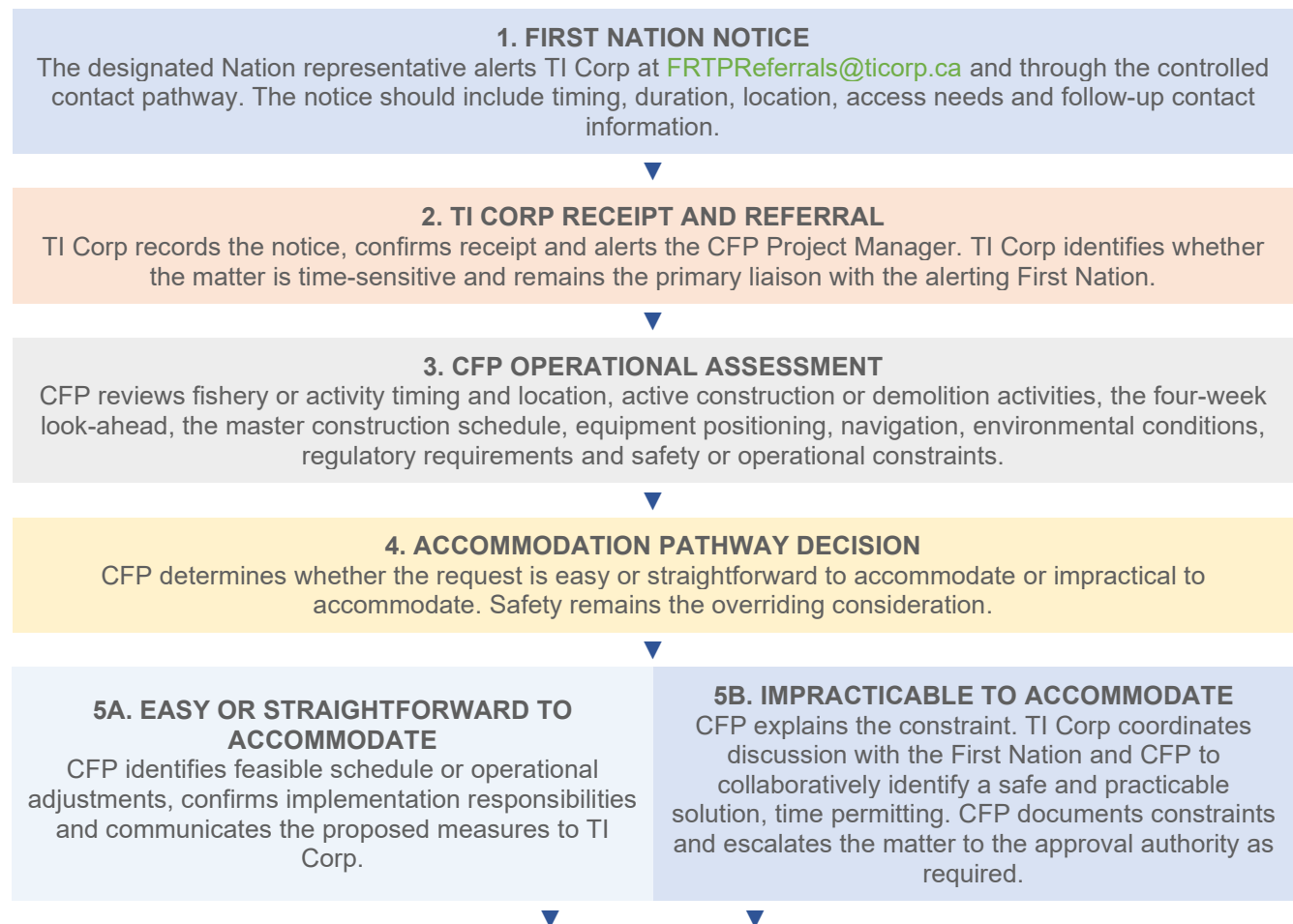
This protocol establishes communication, assessment, decision and documentation procedures for DFO-authorized fisheries openings, First Nation cultural marine activities and unexpected marine access issues that may interact with Preparatory Works. It applies to the work described in this Plan and must be read with the applicable staging plan, staging exhibits, four-week look-ahead, NAVWARNs and Daily Construction Notices. The protocol follows these principles:

- safety is the first consideration;
- communication is timely, direct and two-way;
- short notice does not, by itself, prevent assessment;
- requests are assessed consistently using documented factors;
- TI Corp, the First Nation and CFP collaborate where accommodation is impractical; and
- decisions, rationale, and measures are documented.

2. Fisheries opening and cultural marine activity process

The process begins when a First Nation provides TI Corp with notice of an upcoming fisheries opening or cultural marine activity. The same pathway may be used for an unexpected marine access issue. The amount of detail available may vary, particularly for short-notice fisheries openings.

[Exhibit 1 First Nation fisheries and marine activity coordination flow chart](#)



6. MITIGATION OR COORDINATION MEASURES CONFIRMED

Measures may include schedule or sequencing changes, temporary marine operational adjustments, a safe work pause, , enhanced VHF coordination or an alternative route or time. A request requiring a material schedule change, work pause or Project commitment is referred to the designated approval authority.



7. OUTCOME COMMUNICATED AND IMPLEMENTED

CFP implements approved measures and provides operational details to TI Corp. TI Corp communicates the decision, rationale, measures or alternatives, and conditions to the First Nation.



8. DAILY NOTICE AND ON-WATER COORDINATION

CFP issues or updates the Daily Construction Notice and applicable NAVWARN information identifying active work areas, available navigation routes, VHF channels and contacts. Participants coordinate directly as needed.



9. CLOSE-OUT AND CONTINUOUS IMPROVEMENT

TI Corp and CFP document the notice, rationale, decision, communications, and implemented measures. TI Corp and CFP confirm whether the measures were effective.

3. Assessment factors

CFP will consider the following factors and document those relevant to the decision:

- timing, duration and location of the fisheries opening or cultural marine activity;
- nature, location, duration and interruptibility of the active work;
- worker, mariner and public safety;
- marine equipment positioning, access limits and safe-shutdown requirements;
- navigation channel or detour availability and expected vessel traffic;
- four-week look-ahead and master construction schedule;
- weather, tide, current, visibility and other environmental conditions;
- regulatory, permit and environmental requirements;
- lead time, technical feasibility, cost and effort; and
- practicable alternatives that reduce interference with First Nation marine use.

4. Potential measures

Potential measures to accommodate may include:

- adjust work sequencing or timing, where practicable;
- temporarily adjust marine operations or access arrangements;
- pause an activity that can be safely interrupted;
- passage through an existing available navigation channel or detour;
- enhance direct communication between the First Nation marine user and CFP marine operations; and
- identify an alternative route, time or access arrangement.

No measure will be implemented if it creates unacceptable safety, regulatory, environmental or operational risk. Work-specific limitations and tug-assist requirements remain governed by the applicable MCSPMCP.

5. Four-week look-ahead, Daily Construction Notices and radio communications

CFP will provide TI Corp with relevant four-week look-ahead schedules and material updates affecting marine access. Schedule information is provided for planning and may change because of weather, safety, permitting, vessel traffic or construction requirements.

CFP will provide TI Corp with Daily Construction Notices. Notices will identify active work locations and hours, equipment positioning, anticipated restrictions, available navigation routes, the working VHF channel, the 24-hour Project contact and material changes.

The Daily Construction Notice will identify the active work area, and the status of the main navigation channel through the worksite

6. Roles and responsibilities

Role	Responsibility
First Nation designated representative	Provides notices and available access information; receives Project notices and decisions; maintains primary, alternate and after-hours contacts.
TI Corp Indigenous Relations lead	Acts as primary liaison; records notices; activates the urgent-contact pathway; distributes notices; communicates decisions and rationale; maintains the controlled contact list.
CFP Project Manager	Leads the operational assessment; confirms constraints, measures, escalation needs and the implementation lead.
CFP marine operations contact	Confirms field conditions, equipment positioning, available navigation route, working VHF channel and marine traffic instructions.
Project escalation contact	Decides matters requiring a material schedule change, work pause or other Project commitment.

7. Records and controlled contacts

TI Corp will keep and maintain a controlled contact list for each Participating Indigenous Nation. The contact list will identify primary, alternate and after-hours contacts for Participating Indigenous Nations, TI Corp and CFP, including the Project escalation authority. Contact information will be verified before in-water work begins and updated following any notified change.

TI Corp and CFP will record and maintain the date and time of notice, Participating Indigenous Nation representative, activity or opening, location and duration, requested measure, assessment factors, decision, rationale, approval or escalation, communications, agreed measures, contacts, VHF channel and close-out actions.

END OF DOCUMENT