

Fraser River Tunnel Project
Preparatory Works

Marine Demolition Staging Plan and Marine Communication Plan - Canfisco Site Demolition and Canfisco Bay Closure

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Signature			

TYPE OF SUBMISSION

☐ For Consent	☒ For Review	☐ For Information	☐ Other
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1	2026-06-29	3,4,5,11,21,24	Updated per TIC comments TIC-RTRANSMIT-001314
0	2026-05-04		Edits by CFP

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Table of Contents

1.	Summary	3
2.	Scope of Work	5
2.1	Scope of Work	5
2.2	Scheduling and Duration of Works	5
3.	Marine Demolition Staging Plan and Marine Communication Plan	11
3.1	Marine Demolition Staging Plan	11
3.1.1	Duration of Activities	11
3.1.2	Hours of Operation	11
3.1.3	Methods of Preferred Communication with Marine Users	11
3.2	Draft Marine Communication Plan	21
3.2.1	Canfisco Site Demolition and Canfisco Bay Closure Contact List	21
3.2.2	Marine Communication Groups Participation Key Stakeholders	22
3.2.3	Monthly Meetings	22
3.2.4	Issuance of Navigational Warnings	22
3.2.5	Fraser River Pilots Communication Protocols	23
3.2.6	Need for Tug Assist	24
3.2.7	Lighting	24
3.2.8	Automatic Identification System	24
3.2.9	Recreational Marine Users	24
3.2.10	Indigenous Groups	24
3.2.11	Radio Communications	25
3.2.12	Aids to Navigation	25
4.	Next Steps	25
4.1	Finalizing Marine Demolition Staging Plan and Marine Communication Plan	25
5.	References	26

List of Tables

Table 1 Schedule and Reference	10
Table 2 Detailed Contacts List	21

List of Figures

Figure 1 Fraser River Tunnel Project Overview	3
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List of Exhibit

Exhibit 1 Marine Navigation Detours	6
Exhibit 2 Plan Canfisco Demolition and Bay Infill	7
Exhibit 3 Canfisco Site Demolition Preliminary Works	8
Exhibit 4 Canfisco Bay Infill Preliminary Works	9
Exhibit 5 Phase 1 Demolition of Building B1	12
Exhibit 6 Phase 2 Demolition of Marine Structures	13
Exhibit 7 Phase 3 Demolition of Buildings 2 2B and 6	14
Exhibit 8 Phase 4 Demolition of Buildings 4 and 5	15
Exhibit 9 Phase 5 Demolition of Building 3	16
Exhibit 10 Pile Off Loading Operations	17
Exhibit 11 Closure of Canfisco Bay Fish Curtain	18
Exhibit 12 Closure of Canfisco Bay General Arrangement	19
Exhibit 13 Backfill of Canfisco Bay Stage 2	20
Exhibit 14 Communication Groups for Preparatory Construction Works	22

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:

- Logistics Jetties
- Transition Walls
- Demolition of Canfisco site and Canfisco Bay Closure
- Deas Slough Temporary 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 Canada Navigable Waters Protection Act (CNWA) mandate is to limit the potential interferences caused by Works² under the 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 to navigation must be assessed as part of this review.

This Management Plan provides a Marine Demolition Staging Plan and Marine Communication Plan (MDSPMCP) associated with the proposed Canfisco Demolition and Canfisco Bay closure noted above.

The objective of the Plan is to assess the proposed works (e.g., demolition of the structures on the Canfisco Site and Canfisco Bay Closure) 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 upon a one lane 130 m north and south navigation channel designed to the Permanent Association Waterborne Transportation Infrastructure (PIANC) Approach Channel Guidelines (PIANC 2014), that Vancouver Fraser Port Authority (VFPA) utilize to design navigation channels in accordance with the Canada Marine Act letters patent.

In addition to the north and south navigation channel detours the team has also implemented the modified north and south navigation channel detours both of which are 130 m wide but are measured from 130 m from the outside of the main 200 m main 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 continues to engage with marine stakeholders and regulators, including Indigenous Groups regarding implementation of the various detours utilized to facilitate the construction of the Fraser River Tunnel Project. The channel detours for reference are as follows:

- Continued use of the existing main navigation channel

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.

- 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 Canfisco demolition and the closure (dewatering) of Canfisco, only the main navigation channel will be utilized. The navigation detours are outlined on the following exhibit.

2. Scope of Work

2.1 Scope of Work

The demolition of the structures on the Canfisco Site and Closure of Canfisco Bay site located on Rice Mill Road is required to facilitate construction of the construction work site, transition wall, and construct the North Temporary Jetty. The remainder of the site will be used in the future for material handling and batching plant operations. The dewatering of Canfisco Bay is also required to support the construction of the entrance portal to the new tunnel. This work is also associated with permitting from Fisheries and Oceans Canada, and provincial permits.

Both activities will occur extensively from upland construction activities, with some but limited in-water works being required. For those in-water works the required marine construction staging equipment may be sited outside of the main navigation channel outside of the north channel detour and outside of the remaining administrative safety zone.

In recognition that both Seaspan Ferries and coastal tug and tows navigate within the administrative safety zone to avoid deep sea transit, Cross Fraser Partnership has considered optimization of upland demolition and construction activities.

The extents of the Canfisco demolition and the closure (dewatering) of Canfisco Bay are illustrated in Exhibit 2 below. There are two key locations:

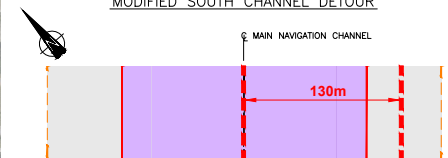
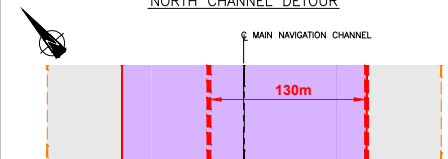
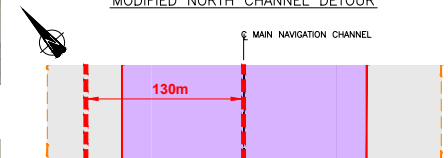
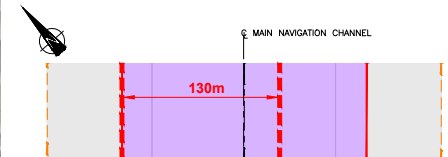
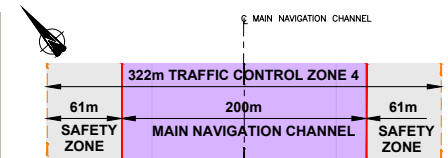
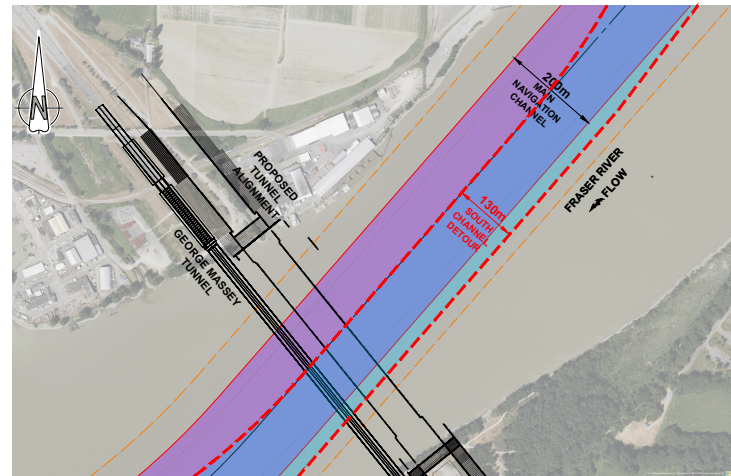
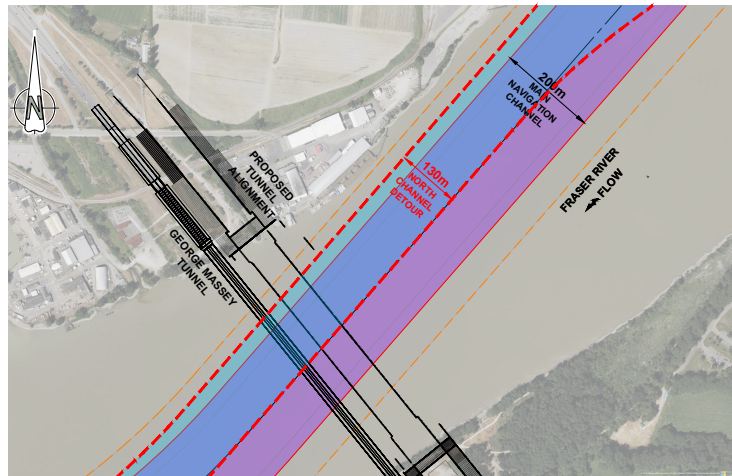
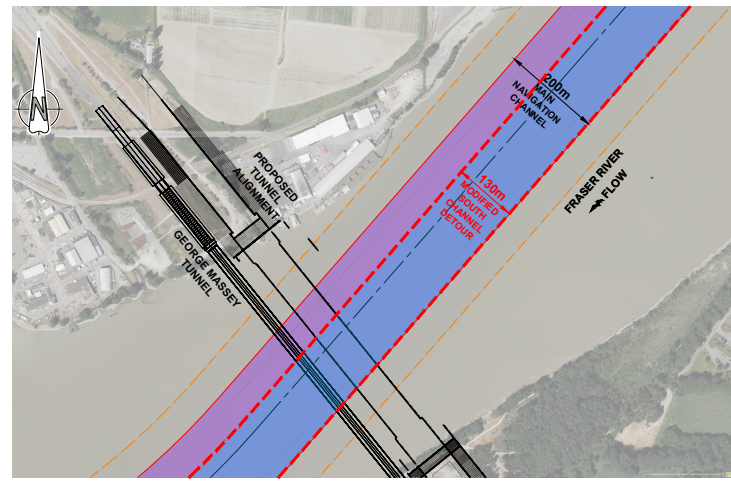
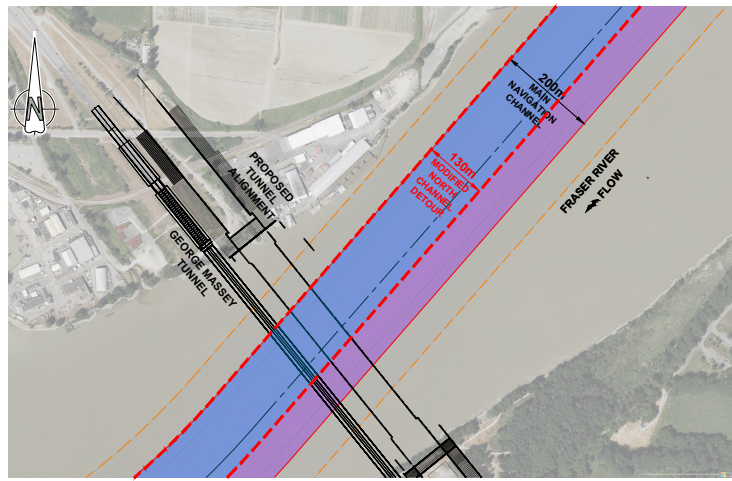
1. Canfisco Demolition site
2. Canfisco Bay Closure

The Canfisco Site Demolition and Canfisco Bay Closure are critical to Project construction (estimated to start in the late summer of 2026) 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 demolition and dewatering of the Canfisco site will be ongoing, and the in-water construction activities, if needed, will all be undertaken in the least impact to fished window.

As noted above much of the demolition will take place from the upland and will have limited effects on marine navigation. The specific location each demolition activity, in relation to the navigation channels are illustrated on the exhibits below.

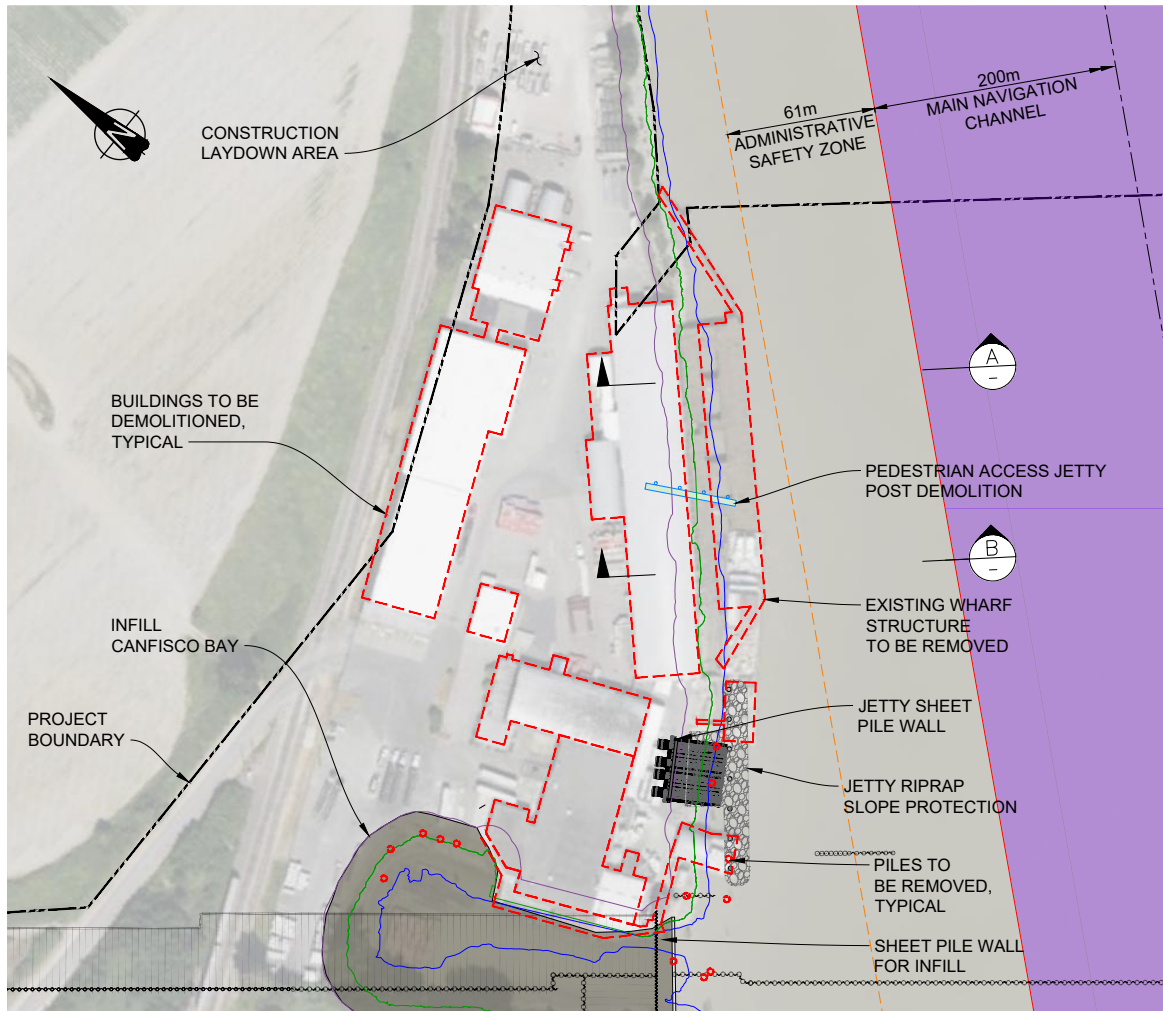


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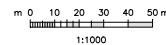
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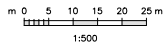
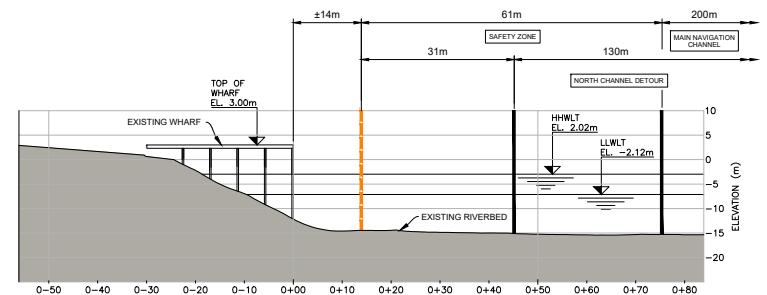
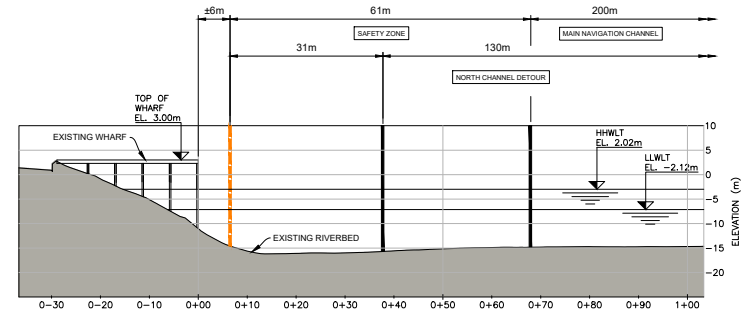
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- CANFISCO BAY INFILL
- MAIN NAVIGATION CHANNEL
- CHANNEL SAFETY ZONE
- MAIN NAVIGATION CHANNEL
- HHWL BUFFER
- HHWLT
- LLWLT

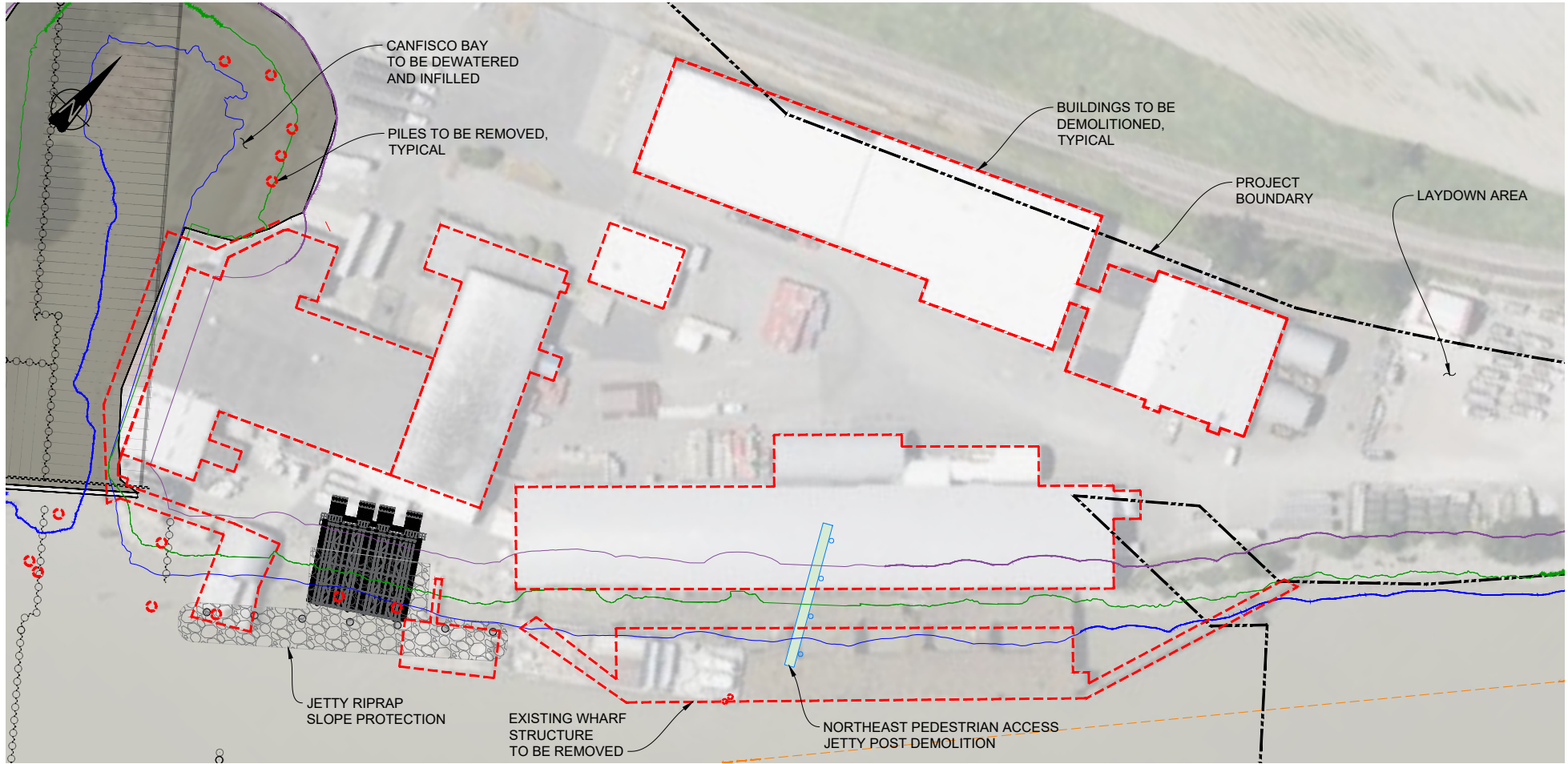


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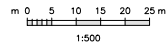
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PLAN - CANFISCO SITE DEMOLITION
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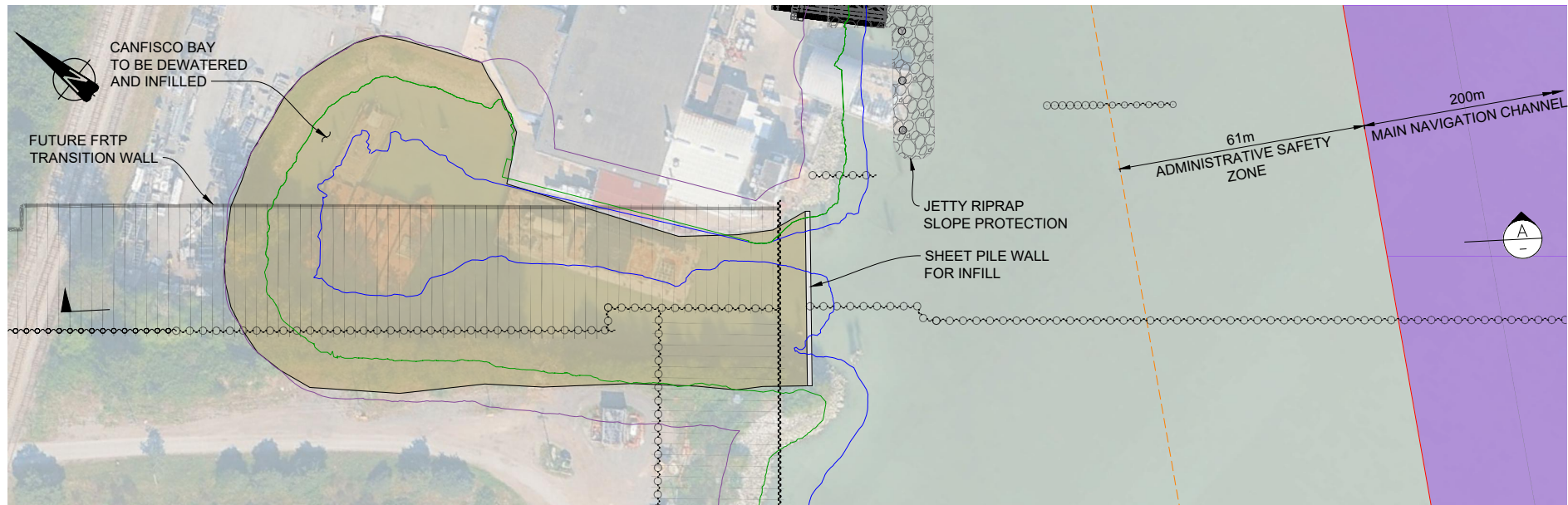


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- HHWL BUFFER
- HHWL
- LLWL

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Miscellaneous Activities																																
Scour Protection Sampling																																
Material Offloading (Piles)																																
Canfisco Demolition (Marine)																																
Demolition Marine Structures (Jetty)																																
Demolition Marine Structures (Wharf)																																
Canfisco Bay Closure																																
Mobilization & Site Clearance																																
Installation of Retaining Wall																																
Environmental Salvage, Backfill																																
Jetty Construction																																
Procurement of Steel																																
SE Jetty																																
NE Jetty																																
Dolphin Piles at SE/NE Jetty																																
Transition Walls																																
Procurement of Steel & Specialized Piling Equipment																																
North Transition Wall																																
Deas Slough Bridge Trestle																																
Trestle Construction																																

3. Marine Demolition Staging Plan and Marine Communication Plan

3.1 Marine Demolition Staging Plan

The Marine Demolition Staging Plan (MDSP) outlines proposed demolition of the structures on the Canfisco site illustrating the extent of land-based demolition that limits potential interference to navigation noting potential limited in water demolition equipment requirements.

For those activities that require marine demolition staging equipment much of the work and marine equipment will be sited on land well outside of the main navigation channel and the administrative safety zone. It is noted that a Demolition Staging Area (DSA) is identified to ensure separation from any in-water construction works and continued marine navigation.

Demolition staging areas for the Canfisco site are graphically illustrated in the following exhibits.

Exhibits below illustrate the proposed DSAs relative to navigation channel detours. DSAs are areas where the in-water works can occur ³, while navigation is maintained using the navigation channel and detours as well as the administrative safety zones as frequently traversed by Seaspan Ferries and Coastal Tug and Tows.

The following exhibits outline the staging for the demolition of the structures on the Canfisco site and the dewatering of Canfisco Bay. Related areas to support demolition activities as well as potential in river demolition areas are denoted on the exhibits.

3.1.1 Duration of Activities

The estimated duration of the Canfisco Site Demolition and Canfisco Bay Closure is from August 2026 to October 2026.

3.1.2 Hours of Operation

24/7 operations will be required for the proposed additional work.

3.1.3 Methods of Preferred Communication with Marine Users

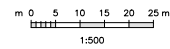
See Section 3.2 – Draft Marine Communication Plan.

³ Construction/Demolition 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).



CANFISCO DEMOLITION PLAN
1:500

- LEGEND:**
- CANFISCO DEMOLITION
 - CANFISCO BAY INFILL
 - MAIN NAVIGATION CHANNEL
 - CHANNEL SAFETY ZONE
 - MAIN NAVIGATION CHANNEL
 - HHWL BUFFER
 - HHWLT
 - LLWLT



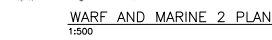
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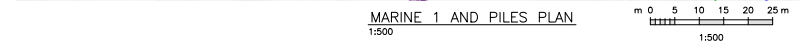
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	ADMINISTRATIVE SAFETY ZONE		
	MAIN NAVIGATION CHANNEL		
	REMOVED MARINE STRUCTURES		



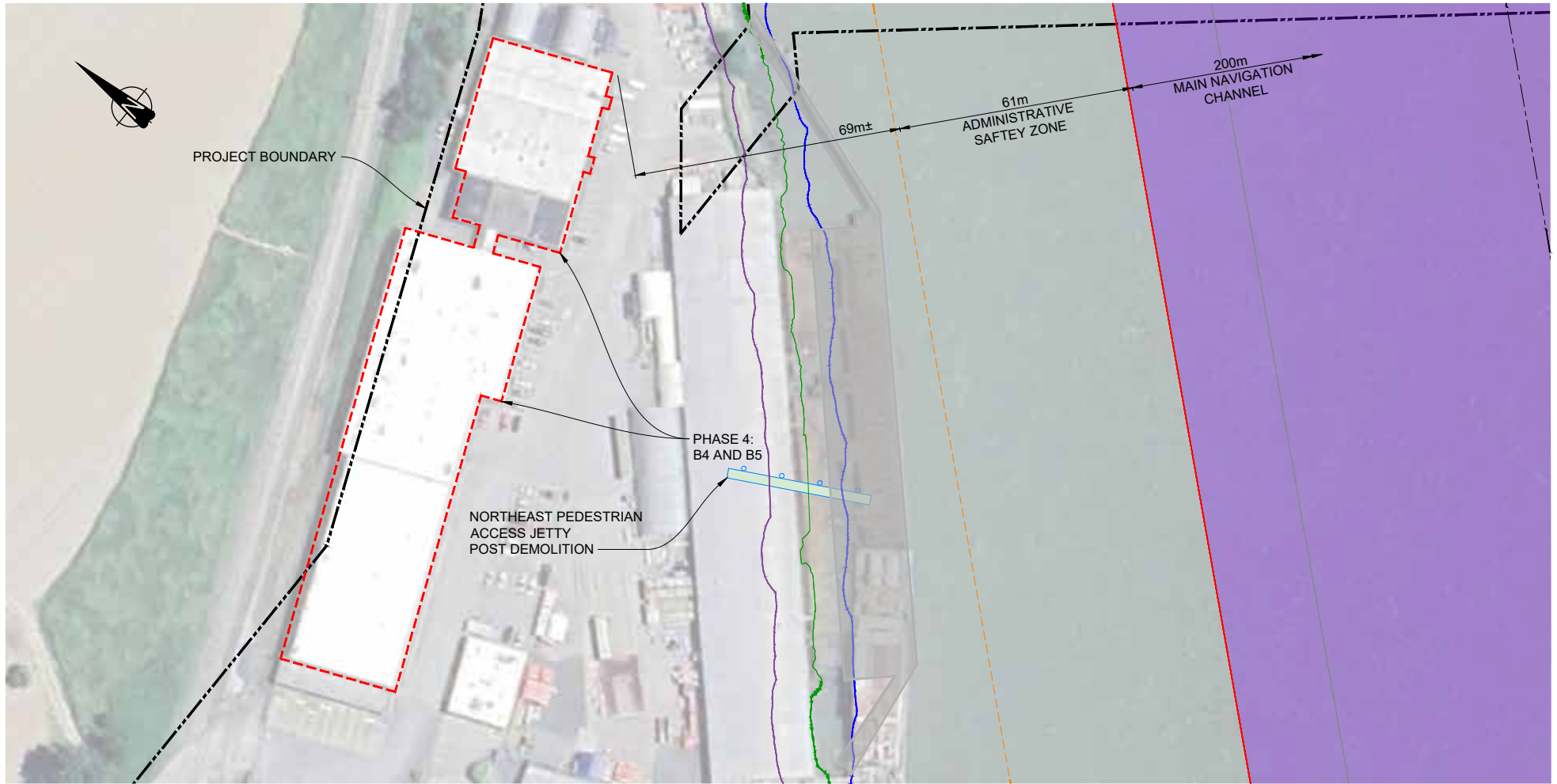
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CANFISCO DEMOLITION PLAN
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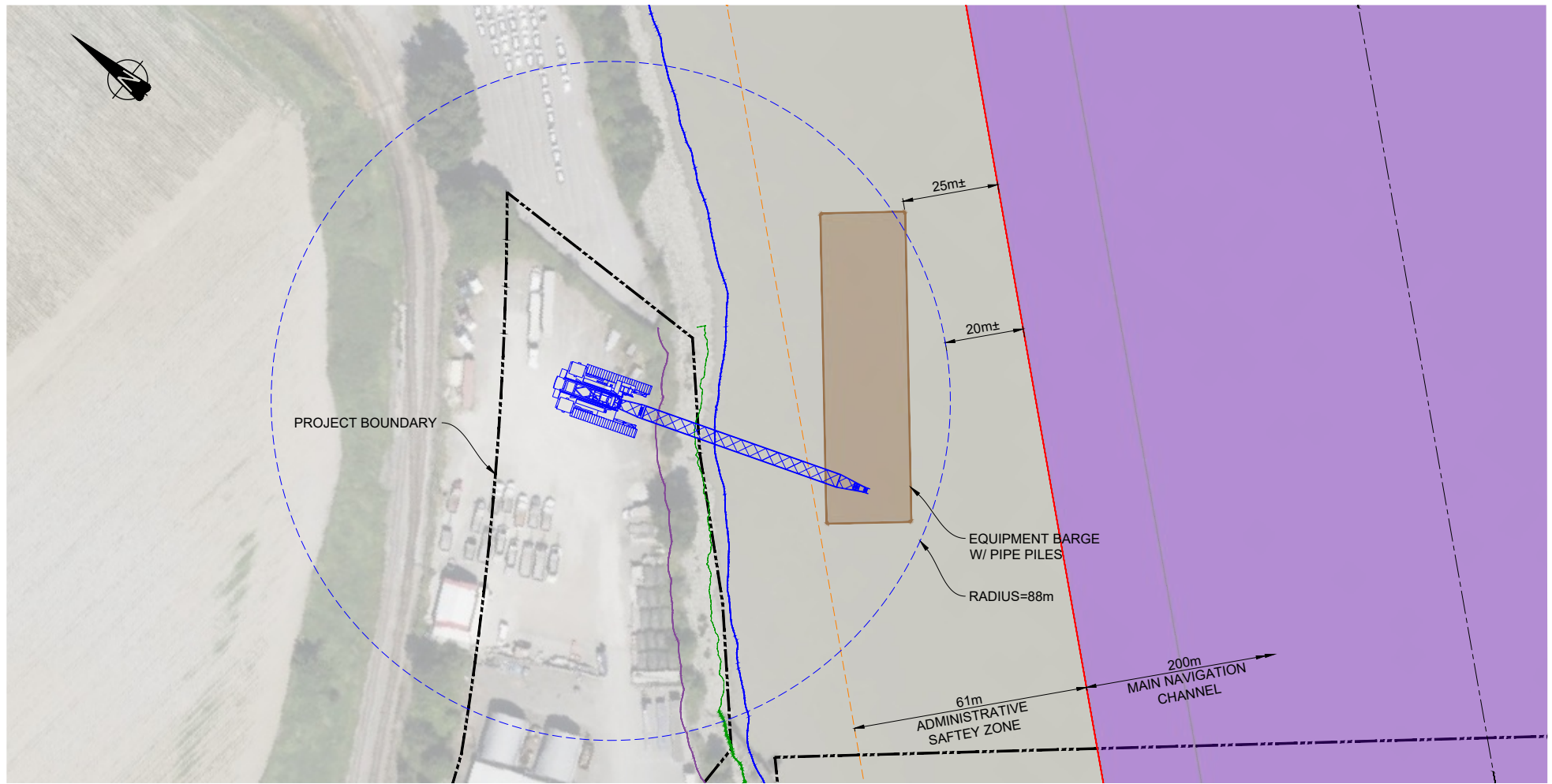
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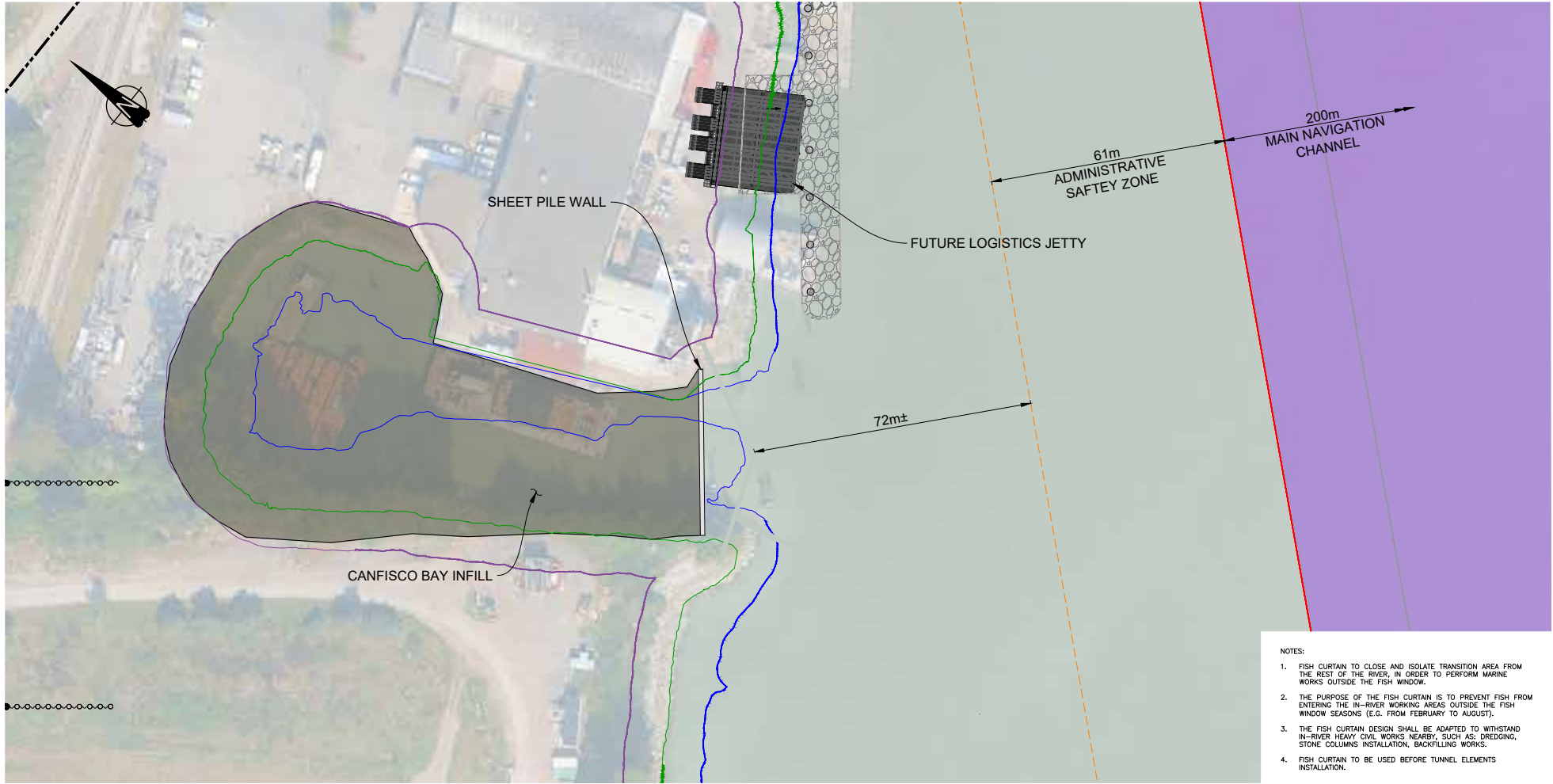
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| | MAIN NAVIGATION CHANNEL | | HHWL BUFFER |
| | ADMINISTRATIVE SAFETY ZONE | | HHWL |
| | MAIN NAVIGATION CHANNEL | | LLWL |

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				SUITABILITY S1	REV A.01

PLOT DATE: May 15, 26 - 3:42PM
SHEET 001-101 out of 00



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PLAN
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LEGEND:

- CANFISCO BAY INFILL
- MAIN NAVIGATION CHANNEL
- ADMINISTRATIVE SAFETY ZONE
- MAIN NAVIGATION CHANNEL
- HHWL BUFFER
- HHWL
- LLWLT

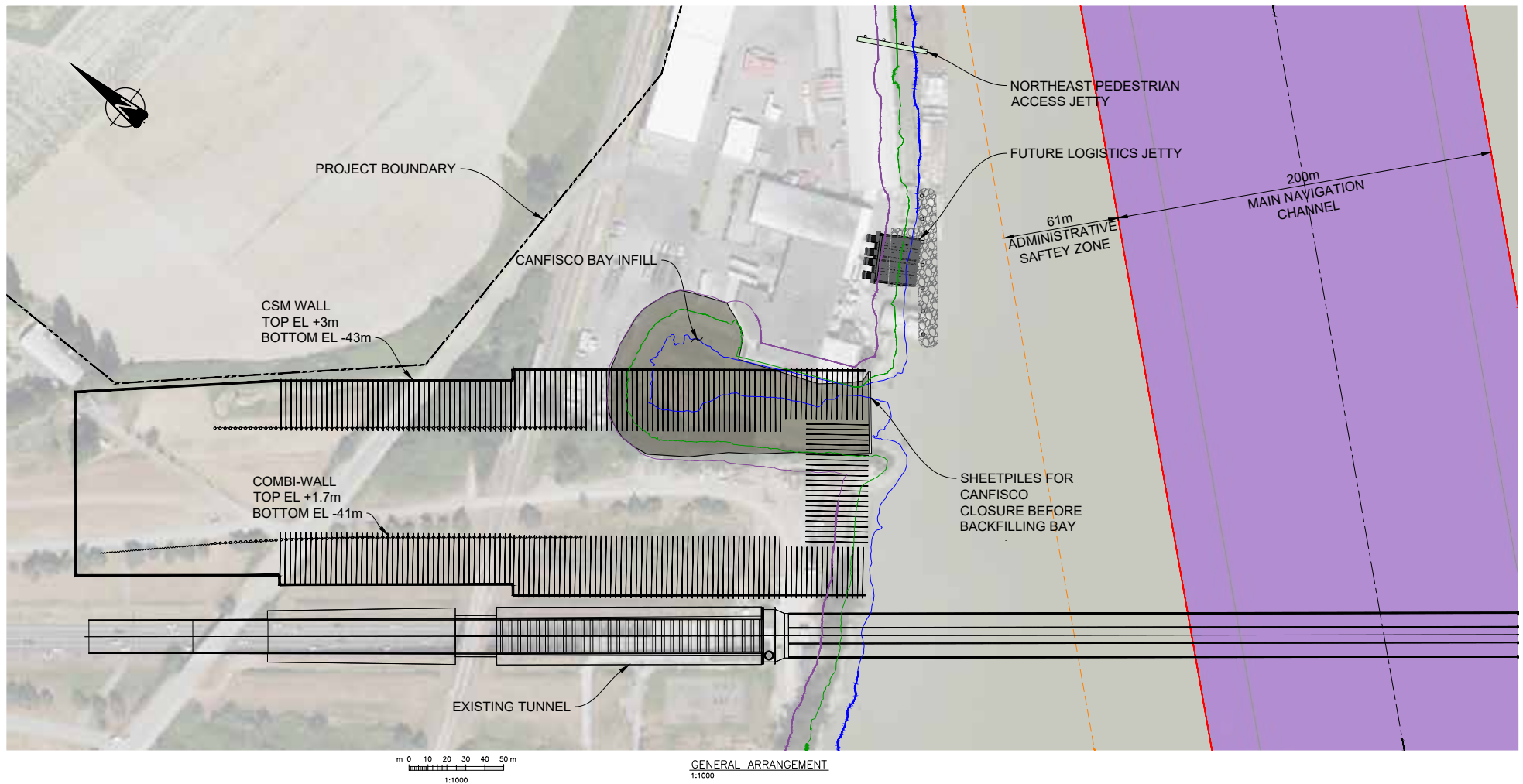
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Last Saved: May, 15/26 3:38pm

NOTES:

- FISH CURTAIN TO CLOSE AND ISOLATE TRANSITION AREA FROM THE REST OF THE RIVER, IN ORDER TO PERFORM MARINE WORKS OUTSIDE THE FISH WINDOW.
- THE PURPOSE OF THE FISH CURTAIN IS TO PREVENT FISH FROM ENTERING THE IN-RIVER WORKING AREAS OUTSIDE THE FISH WINDOW SEASONS (E.G. FROM FEBRUARY TO AUGUST).
- THE FISH CURTAIN DESIGN SHALL BE ADAPTED TO WITHSTAND IN-RIVER HEAVY CIVIL WORKS NEARBY, SUCH AS: DREDGING, STONE COLUMNS INSTALLATION, BACKFILLING WORKS.
- FISH CURTAIN TO BE USED BEFORE TUNNEL ELEMENTS INSTALLATION.

DESIGN PACKAGE: DESIGN PACKAGE DRN/PACKAGE NAME: DESIGN PACKAGE NAME DESIGN STAGE: DESIGN STAGE 1		 		 MINISTRY OF TRANSPORTATION AND TRANSIT SOUTH COAST REGION HIGHWAY ENGINEERING AND GEOMATICS	
SCALE		EGBC PERMIT TO PRACTICE		FRASER RIVER TUNNEL PROJECT DISCIPLINE CLOSURE OF CANFISCO BAY: FISH CURTAIN	
REV.	DATE	REVISION DESCRIPTION	SIGNATURE	HORIZONTAL DATUM: NAD83(CRS) 4.0.0.BC.1.MVRD VERTICAL DATUM: CGVD2011	
REVISION IN PROGRESS			DESIGNED: R. TYSON CHECKED: _____ REVISED: _____ APPROVED: _____ DRAWN: B. SOLES		
PROJECT NUMBER: 08602			DRAWING NUMBER: FRTP-TYP-CNT-50-MTM-DPK-00003		
ISSUED FOR REPORT			SUITABILITY: S1		
A.01			REV: A.01		

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LEGEND:

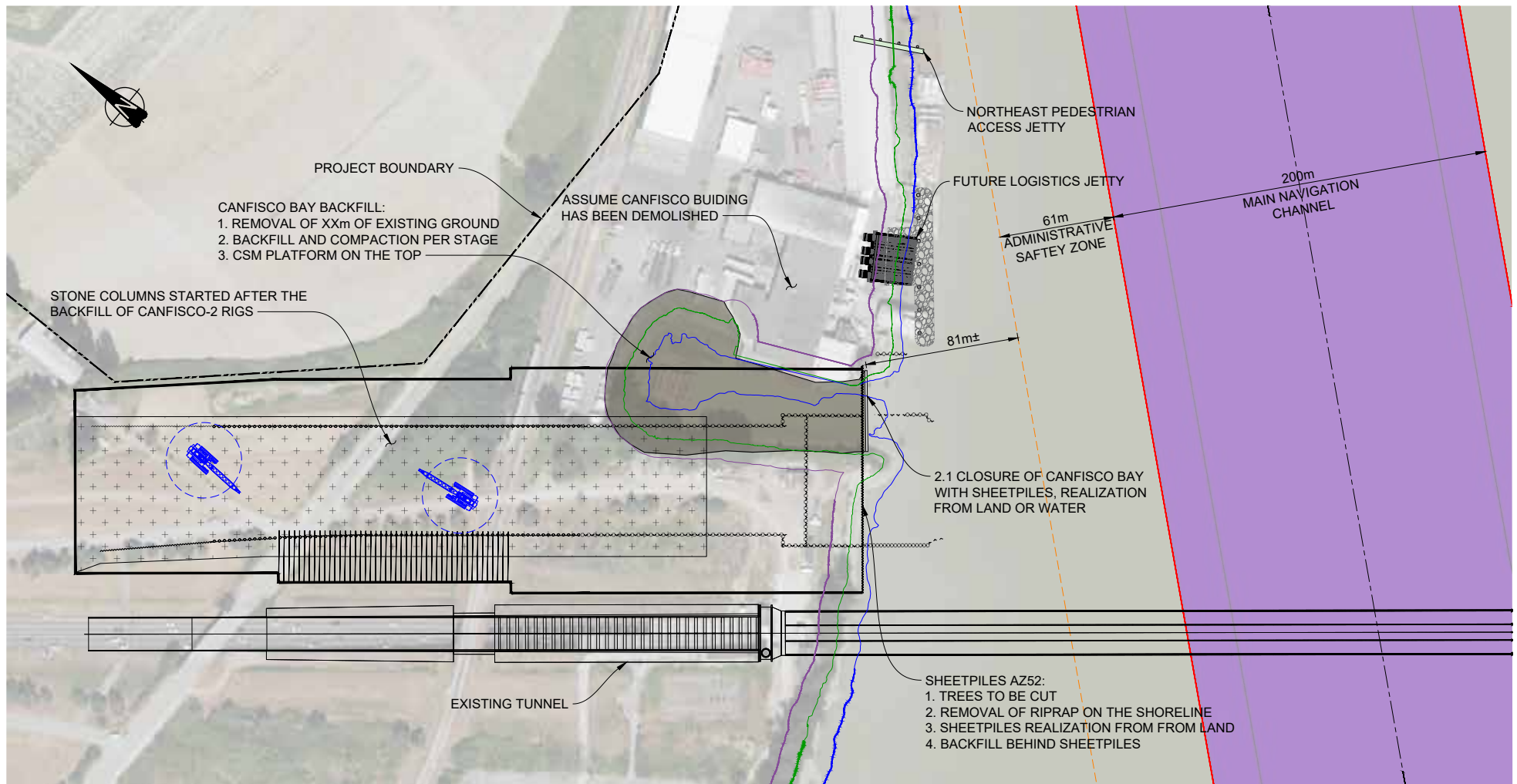
	CANFISCO BAY INFILL		HHWL BUFFER
	MAIN NAVIGATION CHANNEL		HHWL
	ADMINISTRATIVE SAFETY ZONE		LLWL
	MAIN NAVIGATION CHANNEL		

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SCALE		EGRC PERMIT TO PRACTICE		FRASER RIVER TUNNEL PROJECT DISCIPLINE CLOSURE OF CANFISCO BAY: GENERAL ARRANGEMENT	
REV.	DATE	REVISION DESCRIPTION	SIGNATURE	HORIZONTAL DATUM NAD83(CSRS) 4.0.0.BC.1.MVRD	DESIGNED: B. TYSON CHECKED: _____ REVIEWED: _____ APPROVED: _____ DRAWN: B. SOLES
				VERTICAL DATUM CGVD28GVRD2018	DATE: _____ DATE: _____ DATE: _____ DATE: _____
PROJECT NUMBER 08602		DRAWING NUMBER FRTP-TYP-CNT-50-MTM-DPK-00003		SUITABILITY S1 A.01	
A.01 YYYYMMDD		ISSUED FOR REPORT		B. SOLES	

REVISION IN PROGRESS

PLOT DATE: May 15, 26 - 3:41 PM
SHEET 50-12 out of 88



LEGEND:

	CANFISCO BAY INFILL		HHWL BUFFER
	MAIN NAVIGATION CHANNEL		HHWL
	ADMINISTRATIVE SAFETY ZONE		LLWL
	MAIN NAVIGATION CHANNEL		

PRELIMINARY
DO NOT USE FOR CONSTRUCTION
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DESIGN PACKAGE: DESIGN PACKAGE DESIGN STAGE: DESIGN STAGE 1		 		 MINISTRY OF TRANSPORTATION AND TRANSIT SOUTH COAST REGION HIGHWAY ENGINEERING AND GEOMATICS	
SCALE		ENGINEER OF RECORD DATE:		FRASER RIVER TUNNEL PROJECT DISCIPLINE BACKFILL OF CANFISCO BAY: STAGE 2	
REV	DATE	REVISION DESCRIPTION	SIGNATURE	PROJECT NUMBER	DRAWING NUMBER
A.01	YYYYMMDD	ISSUED FOR REPORT	B. SOLES	08602	FRTP-TYP-CNT-50-MTM-DPK-00003
HORIZONTAL DATUM: NAD83(CRS) 4.0.0 BC.1 MVRD VERTICAL DATUM: CGVD28(GVRD)2018			DESIGNED: B. TYSON CHECKED: _____ REVIEWED: _____ APPROVED: _____ DRAWN: B. SOLES		
SUTABILITY S1			REV A.01		

PLOT DATE: May 15, 26 - 3:40PM
SHEET 50-13 out of 58

3.2 Draft Marine Communication Plan

3.2.1 Canfisco Site Demolition and Canfisco Bay Closure 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 work. A proposed start date of June-July 2026 is planned.

It is noted that all Preparatory Works will be undertaken by a variety of land based and marine based contractors. As the Canfisco Site Demolition and Canfisco Bay Closure Contractor has yet to be selected those contacts remain blank. If and only if water activities are required will the contractor inform Cross Fraser Partnership of such activities.

Table 2 Detailed Contacts List

Stakeholder	Key Contact	Phone Number	Mobile	Email
Vancouver Fraser Port Authority	Dave Hart Nathan Smith	604 461 6664 604 665 9246	604 219 9421 N/A	dave.hart@portvancouver.com nathan.smith@portvancouver.com
Navigation Protection Program	Roberta Dight	604 775 8867	N/A	roberta.dight@tc.gc.ca
Fraser River Pile and Dredge Ltd.	Alexander Mathew	N/A	778 886-9314	amathew@frpd.com
Fraser River Pile and Dredge Ltd.	Mike Honeyman	N/A	604 374-4629	MHoneyman@frpd.com
Fraser River Pilots	David Marjoribanks Gordon Cooper	N/A	604 815 3338 778 908 5445	RiverPilot36@yahoo.com FRP_Committee@googlegroups.com
Marine Communications and Traffic Systems	Lee Fraser	250 363 6333	TBD	DFO.CCGWestMCTSVictoria-VictoriaSCTMOuestGCC.MPO@dfo-mpo.gc.ca
Transportation Investment Corporation	Katie Rigter	(236) 468-1118	(236) 468-1118	katie.rigter@ticorp.ca
Transportation Investment Corporation Indigenous Relations	TI Corp Indigenous Relations	N/A	N/A	FRTPReferrals@ticorp.ca
Cross Fraser Partnership Project Contact	Antoine Audoynaud	N/A	514 821 7135	antoine.audoynaud@frtp.ca
Cross Fraser Partnership Marine Operations	Lee Carson	N/A	604 626 9073	lee.carson@frtp.ca
Cross Fraser Partnership	Stuart Kinsley Superintendent	N/A	672 727 1127	stuart.kinsley@frtp.ca
Cross Fraser Partnership	Lee Carson Project Manager	N/A	604 626 9073	Lee.carson@frtp.ca
Cross Fraser Partnership	Norma Powell	N/A	604 780 2706	norma.powell@frtp.ca
Fraser River Industrial Association	Jen Davies			jen@hellojdc.ca

Stakeholder	Key Contact	Phone Number	Mobile	Email
Council of Marine Carriers	Paul Hilder	604 687 9678	604 315 1603	PHilder@comc.cc
Marine User Groups	Various			

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 (MOTG).

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 will also ensure the efficient implementation of the Marine Demolition Staging Plans (MDSP) 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 or not an interference to navigation is anticipated as a result of said works.

The MOTG 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 MOTG will inform detour design, navigation simulations, and the overall development of the Marine Demolition Staging Plans (MDSP) and Marine Communications Plans (MCP). MOTG 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. MOTG does not apply to the Early Construction Works stage.



Exhibit 14 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.

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 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 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). Marine Communications and Traffic Systems 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 Marine Communications and Traffic Systems and Canadian Coast Guard. 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:

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

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.

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 represent the group navigating such vessels on the Fraser River. The following excerpt from Fraser River Pilots outlines the marine communication process.

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 a.m. daily. This would include an overview orthophoto and CAD file of the proposed work area for certain time periods throughout the day.

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.

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. Marine Communications and Traffic Systems 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.

Phone contacts for the contractor to be provided for pilots during the works.

Pilot Committee Member (TBD) will provide a contact number for the duration of the Project. NOTE:

This could be a rotating person/s based on availability.

Transportation Investment Corporation and Cross Fraser Partnership, in accordance with requirements of Fraser River Tunnel Project, will provide marine communication protocols for the Canfisco Site Demolition and Canfisco Bay Closure work.

3.2.6 Need for Tug Assist

For the purpose the demolition and closure no tug assist will be required.

3.2.7 Lighting

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

3.2.8 Automatic Identification System

All work vessels being utilized for marine construction staging associated with the proposed works 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 Canfisco Site Demolition and Canfisco Bay Closure.

For the duration of the proposed work, and Preparatory Works in general, Transportation Investment Corporation and Cross Fraser Partnership will continue engagement with communication groups including:

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

4. Next Steps

4.1 Finalizing Marine Demolition Staging Plan and Marine Communication Plan

The draft Marine Demolition 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
- 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

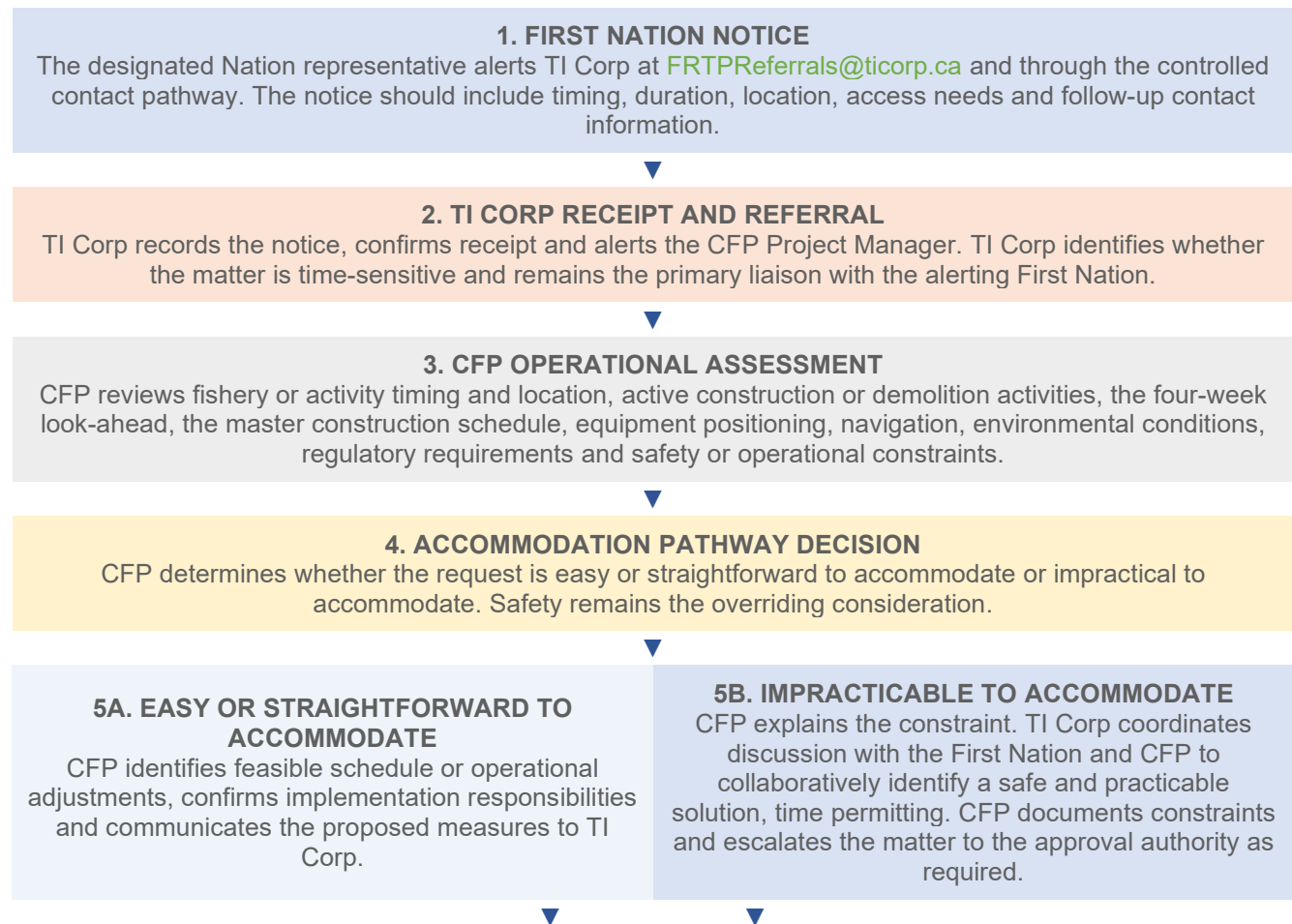
This protocol establishes communication, assessment, decision and documentation procedures for DFO-authorized fisheries openings, First Nation cultural marine activities and unexpected marine access issues that may interact with Preparatory Works. It applies to the work described in this Plan and must 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