

**IONA ISLAND WASTEWATER TREATMENT PLANT PROJECTS  
ONLINE MARINE USERS GROUP MEETING  
JUNE 20, 2022  
SUMMARY**

Summary of the Iona Island Wastewater Treatment Plant (IIWWTP) Projects Marine Users Group Meeting held June 20, 2022 via videoconference.

**1. Welcome**

Michelle Candido, Senior Community Engagement Lead, External Relations, Metro Vancouver (MV), called the meeting to order at 1:30 p.m. and welcomed participants.

- The list of meeting participants is included in [Appendix A](#).

Ms. Candido commenced the presentation titled “Marine Users Group Meeting - Iona Island Wastewater Treatment Plant Projects Geotechnical Investigations” and highlighted:

- The meeting agenda
- The meeting purpose which is to obtain input from marine users on IIWWTP geotechnical investigation program.

**2. IIWWTP Projects**

Daniel LeBlond, Senior Project Manager provided an overview of the IIWWTP Projects and highlighted:

- Shared IIWWTP project goals and Integrated Design Process (IDP) which is a process that engages everyone early.
- Original plant built in 1963 provides primary level treatment and is nearing the end of its service life.
- Plan includes substantial rebuilds over time and Federal mandate to provide secondary treatment.
- The new IIWWTP will be upgraded to tertiary treatment.
- IIWWTP services Vancouver, Richmond, Burnaby, University Endowment Lands, and Electoral Area A (UBC). It is a critical piece of infrastructure for the region.
- On March 25, 2022 the GVS&DD Board approved the Conceptual Design. The IIWWTP Projects are currently in the preliminary design phase.
- MV currently in process of procuring different contracts to commence building of the plant.
- The project has a regulatory deadline of 2030 but the project will miss this deadline by approximately five years (estimated completion is 2035).
- Geotechnical work is part of the early and enabling work to inform the design of the treatment plant and ensure seismic resiliency to withstand a large earthquake.

**3. IIWWTP – Geotechnical Marine Investigations Overview**

Daniel LeBlond, Senior Project Manager provided an overview of program and highlighted:

- The on-land portion of the geotechnical investigations program started in May. The in-water portion of the geotechnical investigations will start in September 2022.

- Plan is to use 77'4 length and width 30'2 barge.
- The same barge will be used throughout the Project, but the equipment on the barge will vary based on the type of drilling requirements.
- The in-water work in the North Arm Fraser River includes eight geotechnical investigation locations.
- Five North Arm Fraser River geotechnical investigation locations require Seismic Cone Penetration Tests (SCPT) and three locations require SCPT and boreholes.
- Each borehole will take a half a day (over a 12-hour period).
- By end of day 4 all the SCTP should be complete; equipment for bore hole drilling expected to be swapped in on day 7.
- Depending on what we find, durations may be longer or shorter.
- SCPT testing not expected to generate a lot of noise.
- One portion of the borehole drilling will require hammer and mitigation measures will be used.

#### **4. North Arm Fraser River – Navigation Context**

Russ Tyson (TyPlan Planning) presented an overview on the North Arm Fraser River navigation context and highlighted:

- North Arm of the Fraser River represents the marine highway of Coastal Tug and Tow operations in British Columbia.
- Council of Marine Carriers (CMC) and its membership are responsible for the majority of this trade.
- North Arm River CMC and its membership contribute over \$735 million to the provincial economy.
- Marine users navigate, for the most part, within the designated domestic channel but also navigate outside of the designated domestic channel.
- To maintain safe and efficient marine navigation MV needs to communicate times and the location of the proposed works to marine stakeholders. use
- Marine Regulatory Environment:
  - Navigation Protection Program (NPP) of Transport Canada (TC) are responsible for protecting the public's right to navigation under common law.
  - Vancouver Fraser Port Authority (VFPA) is responsible for maintaining marine trade and commerce.
- Ministry of Forests is responsible for maintaining water lot leases within this area of the Fraser River.
- Metro Vancouver is planning to minimize navigation obstructions resulting from proposed works by preparing a Marine Construction Staging Plan and Marine Communication Plan.

#### **5. IIWWTP Geotechnical Investigations Marine Staging and Communications**

Russ Tyson (TyPlan Planning) presented the IIWWTP Marine Staging and Communications Plan and highlighted:

- Marine user feedback is important – user groups looking at staging plan as well as communication plan, to help facilitate ongoing mariner operations and trade while protecting the safety of those working on the marine construction equipment.
- The MCSP/MCP should be forwarded to NPP and the VFPA.

- Marine Communications:
  - Weekly issuance of NAVWARNs by contactor to identify which works are being undertaken
  - Radio Communications on WHF Channel 74
  - Pre-project Marine Communication Group meeting should be held prior to works
- When it comes to scheduling of the works there is flexibility regarding the work progression. The only constraint is that SCPT needs to be completed first.

## 6. Next Steps

- Metro Vancouver will provide meeting summary and share with all members on call and share in 2-week time.
- Establish frequency of meetings moving forward
  - Set up lease holders meeting and identify what tie ups will be affected
  - Metro Vancouver will hold another Marine Users Group meeting prior to the project start
- Collect and share final communication plan with CMC, VFPA and Transport Canada
- MV will give as much notice to marine users as possible once start dates are confirmed – update before labour day long weekend.

## 7. Final Discussion & Close

Michelle Candido thanked everyone on call for participating if you have any further question regarding IWWTP or geotechnical investigations please reach out to Michelle Candido at [Michelle.Candido@metrovancover.org](mailto:Michelle.Candido@metrovancover.org)

## 8. Discussion

The following table summarizes responses to questions and comments expressed by participants, organized by topic, throughout the Meeting.

Issue, Comment, Question	Metro Vancouver (MV) Response
<b>IWWTP Discussion</b>	
Is the intent of the geotechnical investigations program to add more piping under the North Arm of the Fraser River?	No, it is to determine what would happen to the plant in the event of an earthquake.
Is there any other infrastructure planned for the North Arm of the Fraser River?	Metro Vancouver is undertaking a feasibility study to consider relocation of the Highbury Interceptor, which is not part of the IWWTP Projects.
<b>IWWTP Geotechnical Investigations</b>	
Will marine users need to keep a	

Issue, Comment, Question	Metro Vancouver (MV) Response
certain distance while works are occurring?	Geotech requesting marine traffic to keep a minimum distance of 20m from their barge.
Marine users will need to know if they need to slow down during the proposed works.	Comment noted.
We will need to have good communication to ensure no conflicts. Need to understand times, dates and boundaries to able to communicate to crews.	Comment Noted.
Do you know when marine user communication plan will be completed?	We have drafts but receiving feedback from mariners.
More detailed documents about the proposed works would be required as the amount of logs in an area fluctuates.	Russ will be providing a copy of the Marine Staging and Communications plan to the Council of Marine Carriers.
Important that Musqueam fisherman have access to the right of way and the safety for Musqueam fishermen remains paramount throughout project works.	Comment Noted.
<b>IWWTP Geotechnical Investigations Marine and Staging Communications Plan</b>	
Important to understand if the proposed work will impose weight restrictions onto passing marine vessels.	Comment noted.
Are you sensitive to wake disturbance?	Yes, MV would like other marine users to use slow bells
Make sure the proposed works is able to meet proper lighting requirements for equipment.	John, from Geotech drilling, to provide information about what lighting is going to be placed on the marine construction equipment.

Issue, Comment, Question	Metro Vancouver (MV) Response
<p>CMC requested that an “Assist Tug” be provided (1000hp twin Screw) during works occurring abutting the domestic navigation channel. The works include:</p> <ul style="list-style-type: none"> <li>• SCPT 21-06</li> <li>• BH/SCPT 21-07</li> <li>• SCPT 21-04</li> <li>SCPT 21-02</li> </ul>	<p>The requirement for Tug Assist will be included in the contractual agreements with Geotech Drilling. MV would be responsible for paying for costs incurred.</p>
<p>Recommend to send notices to BC Boating Council and distribute to surrounding marinas.</p>	<p>Comment noted.</p>
<p>Most of the borehole drilling locations will occur in the water lots. Important to ensure the lease holders (Howe Sound Pulp &amp; Paper) and tug boat operators (Hodder) receive the plan schedule as early as possible to review and make plans before the Project begins.</p>	<p>Comment noted.</p>
<p>Will there be any instrumentation left behind to send data afterward?</p>	<p>No equipment will remain after completion of the geotechnical investigations.</p>
<p>Recommend to start drilling work at locations further out from navigation channel. This would enable other marine users can get used to the proposed works and communication.</p>	<p>Comment noted.</p>
<p>When would plan schedules and general media be available to start planning operations?</p>	<p>MV is waiting for permits. The final schedule will be available pending approval of those permits. Anticipated start date of the Project expecting to begin mid to late September.</p>
<p><b>Other</b></p>	
<p>How long after permits will work begin?</p>	<p>Availability of equipment will drive the start date in (expected in mid to late September). If MV hasn't received permits at that point, then equipment rental will need to be rescheduled. Once operational, MV will run two crews 24/7 and will keep crews available. MV will do everything possible to make sure that crews can be deployed as soon as possible.</p>

Issue, Comment, Question	Metro Vancouver (MV) Response
Does Metro Vancouver have other plans to work in navigation channel?	The IWWTP Projects will be requiring substantial amount of construction materials to transport materials by barge. Currently MV is in process of procuring design for the barge facility. Earliest barge facility would be operating is 2024, most likely 2025.

**9. Closing Remarks**

The meeting concluded at 3:30 p.m.

## APPENDIX A – PARTICIPANT LIST

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### Participants:

Paul Hilder	Council of Marine Carriers
Devin MacLeod	Hodder Tugboat Co. Ltd.
Emory Wells	Musqueam
Ferdi van de Kuijlen	Ledcor
Jennifer Wurz	Transport Canada
John Comeron	Geotech Drilling
Sarah Bidner	Vancouver Fraser Port Authority
Kayla Phillips	Musqueam

### Staff and Resources:

Daniel LeBlond	Metro Vancouver
Claire Gautier	Metro Vancouver
Russ Tyson	TyPlan Consulting
Tina Chiu	Metro Vancouver
Michelle Candido	Metro Vancouver
Emily Bickel	Metro Vancouver