



Marine Users Working Group

Presented By: Fraser Crossing Partners and
Transportation Investment Corporation

September 17, 2026

Welcome

- Review of July 23 Meeting Minutes
- Navigation Log
- Project Update
- River Monitoring Update
- Demolition Planning
- 4 Week Look-Ahead Schedule
- Next Steps

Review of Meeting Minutes

August 20, 2026

Meeting Minutes – August 20, 2026

- Navigation log
 - No updates to report during this cycle.
- FCP provided a Project update:
 - staləwasəm (Riverview) Bridge finishing works continue, including safety fence and artwork installation; the S1 tower crane has been dismantled and removed, with removal of the Pier S1 temporary platform underway ahead of soil densification. On the deconstruction side, Span 4 deck removal is complete, with ongoing installation of jacking box beams and frames at Pier P3. Concrete panel removal continues, along with preparation for arch lowering.
- FCP provided a River Monitoring Update:
 - Comparative assessment of bathymetry surveys from 2024 to 2026 continues to show general consistency over time, with only minor variation between deeper and shallower areas of the riverbed. Waterbed elevation changes remain within the established threshold for intervention and do not require corrective action.
- FCP provided a 4-Week Lookahead/Marine Staging:
 - Span 4 arch truss removal and arch lowering is scheduled for October 3–4 (contingency the following weekend), requiring a full weekend closure of the upstream and downstream draws next to the CN swing bridge from 7:00 p.m. Friday to 7:00 p.m. Sunday. Barges will be positioned Friday evening, with structural cuts and lowering anticipated over 6–8 hours, followed by securing to barges before moving upstream and outside the navigation channels to the S1 trestle for further dismantling.
 - Daily NAVWARNs will be issued as needed with notices posted at boat ramps; Temporary Special Operating Procedures will apply, and 24/7 tug assists will be available through the domestic channel, including support for larger vessels unable to transit the log hole. The MUP and sidewalk on the new bridge will be closed during lowering for safety. If removal isn't completed within the closure window, barges will be positioned outside the navigation channel and moved upstream once tides are favourable.
 - Ella Farrell (FRPD) updated the group on upcoming in-water debris removal at Pier N1 near the SkyBridge, scheduled sometime in the next 2 months (date TBD, in consultation with Paul Hilder); it will require a 1–2 day secondary channel closure, with FCP coordinating timing with FRPD to avoid conflicting with Span 4 lowering and issuing a NAVWARN once confirmed.
- Meeting engagement:
 - Paul Hilder asked whether the proposed 7:00 p.m. Friday start could be adjusted to accommodate late Friday evening log tows; the project team confirmed this could be accommodated but may result in a delay to the planned 7:00 p.m. Sunday completion. Preparatory beam hoisting (~Sept. 4) will briefly restrict one channel while the other stays open. Deck panel removal shifts from Span 3 to Span 5 over the next 3–4 weeks; soil densification begins ~August 17 for about 8 weeks.

Navigation Log

Marine Occurrences as a Result of the Project

No updates to report

Project Update

Works in Progress

Project Update

staʔwəsəm Bridge Construction



Photo 1 and 2: Bridge finishing works ongoing including installation of safety fence and artwork installations

Project Update

Pattullo Bridge Demolition – Main Span



Photo 3: Installation of the Pier P3 jacking box beams and frame



Photo 4: Vertical props and columns to support Span 4 (arch) lowering installed along Span 4

Project Update

Pattullo Bridge Demolition – Main Span



Photo 5: Span 4 and 5 bridge deck removal complete

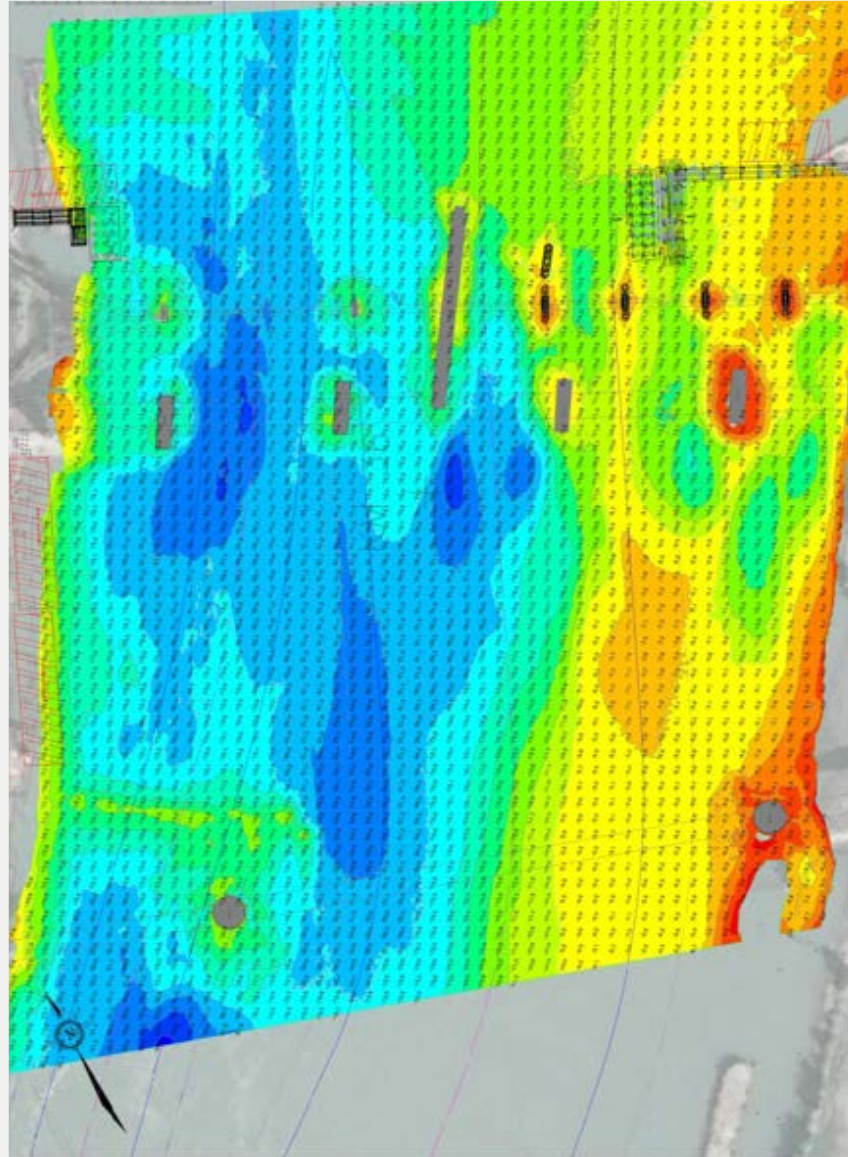


Photo 6: Span 4 lowering beam installation

River Monitoring Update

Monitoring Results

Bathymetry Monitoring Survey Results – August 25, 2026

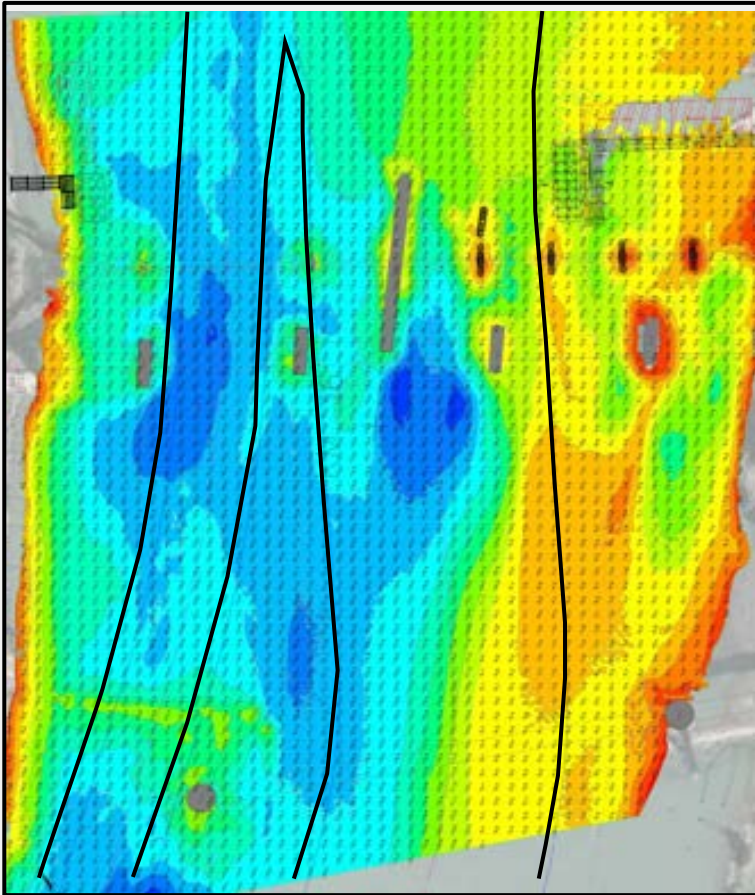


Elevations Table			
Number	Maximum Elevation	Minimum Elevation	Color
14	0.00	-2.00	Red
13	-2.00	-4.00	Orange
12	-4.00	-6.00	Yellow
11	-6.00	-8.00	Light Green
10	-8.00	-10.00	Green
9	-10.00	-12.00	Light Blue
8	-12.00	-14.00	Blue
7	-14.00	-16.00	Dark Blue
6	-16.00	-18.00	Very Dark Blue
5	-18.00	-20.00	Black
4	-20.00	-22.00	Dark Grey
3	-22.00	-24.00	Medium Grey
2	-24.00	-26.00	Light Grey
1	-26.00	-28.00	White

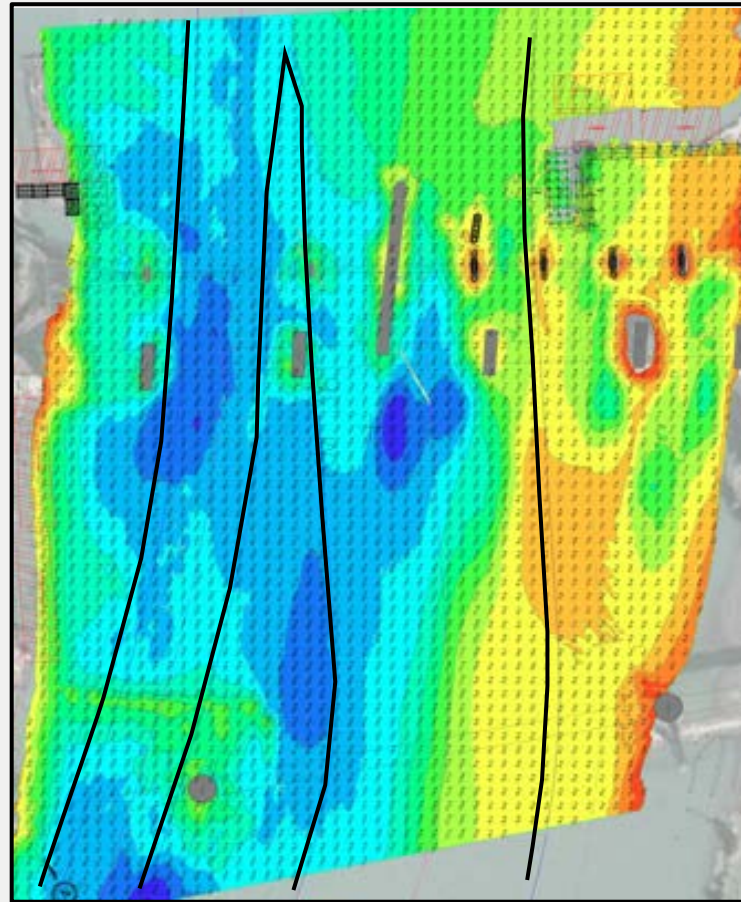
Bathymetry Results:

Comparison of Survey Results – 2024 to 2026

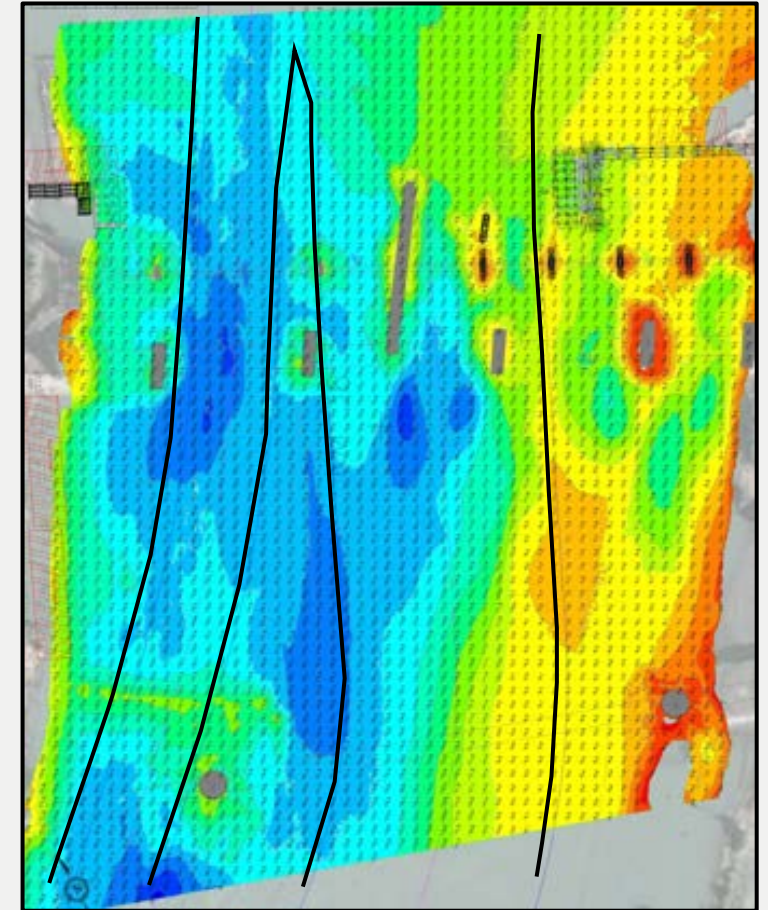
Elevations Table			
Zone	Minimum Elevation	Maximum Elevation	Color
1a	0.00	-10.00	Red
1b	-1.00	-14.00	Orange
2a	-4.00	-18.00	Yellow
2b	-6.00	-22.00	Light Green
3	-8.00	-26.00	Green
4	-10.00	-30.00	Light Blue
5	-12.00	-34.00	Blue
6	-14.00	-38.00	Dark Blue
7	-16.00	-42.00	Very Dark Blue
8	-18.00	-46.00	Black
9	-20.00	-50.00	Black
10	-22.00	-54.00	Black
11	-24.00	-58.00	Black
12	-26.00	-62.00	Black
13	-28.00	-66.00	Black
14	-30.00	-70.00	Black



August 29, 2024



September 3, 2025



August 25, 2026

Demolition Planning

Canadian Navigable Waters Act Approval

The CNWA Approval for the demolition of the Pattullo Bridge was issued on August 17, 2026

- Approval include 20 conditions
- The *Marine Demolition and Staging Plan*, *Marine Demolition Communication Plan* and *Marine Fisheries Access Management Plan* have been reviewed to ensure all CNWA conditions are captured
- Some minor updates have been made to the plans to bring up to current status of the Project (based on activities consulted on through IMUWG/MUWG) including refinements of wording to capture CNWA conditions

	Transport Canada	Transports Canada
Navigation Protection Program (NPP) 820-800 Burrard Street Vancouver BC V6Z 2J8		Our file: 1989-500240 Registry number: 13972
APPROVAL		
OWNER:	Wendy Itagawa Suite 2100 - 401 West Georgia Vancouver, BC, V6B 5A1 Canada	
SITE LOCATION:	Located across the Fraser River approximately at 49° 12' 28 N, 122° 53' 41 W, located on unsurveyed foreshore or land covered by water being part of the bed of Fraser River, Group 1, New Westminster District, fronting PID: 024-730-955, in New Westminster (Lower Mainland::Lower Mainland), in the Province of British Columbia.	
WORK(S):	Bridge	

Canadian Navigable Waters Act Approval

Condition	Description	Marine Demolition and Stage Plan (MDSP)	Marine Demolition Communication Plan (MDCP)	Marine and Fisheries Access Management Plan (MFAMP)
1	CNWA Approval and its Terms and Conditions shall be posted in a location at the Project site	N/A	N/A	N/A
2	MDSP, MDCP, MFAMP must be adhered to; amendments made in consultation with IMUWG, MUWG, TC	Added Section 1.2 (Plan Updates)	Added Section 1.2 (Plan Updates)	Section 2.1
3	Continuation of the IMUWG/MUWG, meeting minutes, navigation closures communicated min 30 days in advance	Section 6.1	Section 4.1	Section 4.1; 8.3
4	Navigation log of Project-related incidences, reviewed at IMUWG/MUWG	N/A	Section 4.11	N/A
5, 6	NAVWARNs in advance of works	Section 6.2	Section 4.2	Section 8.6
7	Public notice (boat launches), min 5 days before restrictions to main navigation channel due to truss removal and controlled blasting	N/A	Section 4.3	N/A
8	Tug assist	N/A	N/A	Section 8.7

Canadian Navigable Waters Act Approval

Condition	Description	Marine Demolition and Stage Plan (MDSP)	Marine Demolition Communication Plan (MDCP)	Marine and Fisheries Access Management Plan (MFAMP)
9	Access for fisheries and marine-based cultural practices	Section 1.1	Section 1.1	Section 8.4
10	Temporary aids to navigation	N/A	Added Section 4.5 (Navigational Aids and Lighting Management)	Section 8.8
11	Two of the three navigation channels through the NWRB remain unobstructed, unless agreed to in consultation with IMUWG/MUWG, including dates, times and locations	Section 4.3	Section 4.1	Section 8.5
12	Coordination with CN Rail	Section 4.3, 4.4	Section 4.7	N/A
13	Hazard to navigation safety, emergency response	N/A	Section 4.10	N/A
14	Spotters when lifting components over navigation channel	Section 5.3.1	N/A	Section 3.3.7
15	Lighting for equipment in/on the waterway during darkness/reduced visibility	N/A	Added Section 4.5 (Navigational Aids and Lighting Management)	Section 8.8

Canadian Navigable Waters Act Approval

Condition	Description	Marine Demolition and Stage Plan (MDSP)	Marine Demolition Communication Plan (MDCP)	Marine and Fisheries Access Management Plan (MFAMP)
16	Removal of in-river piers to required cut-off elevations. Post demolition surveys to be conducted to confirm depth and removal of material.	Section 3.4.1; 5.3.4	N/A	Section 3.1
17	Controlled blast signals: 2 min notice preceding the blast, - Post-blast and after the area has been inspected and found safe, to reopen navigation channel	N/A	Section 4.8	N/A
18	Controlled blasts: Min 2 patrol vessels (one upstream and one downstream) to keep vessels clear of exclusion zone	Section 5.3.5.1	N/A	N/A
19	Removal of temporary structures and equipment upon completion of construction/demolition	Added to Section 4.1	N/A	N/A
20	Annual river monitoring surveys for 5 years following completion of the Project; and intervention if outside of thresholds	N/A	N/A	Section 8.11.3 (River Monitoring Program)

Canadian Navigable Waters Act Approval

Navigational Aids and Lighting Management

The Project will continue use of navigational aids through the Demolition phase to ensure compliance with the Navigable Waters Bridges Regulations (C.R.C, c.1231) and Navigable Waters Works Regulations (C.R.C., c.1232).

Lighting

Barges and crane barges on site will be marked in compliance with Rule 27 of the Collision Regulations (C.R.C, c.1416) as per the *Canada Shipping Act* (S.C. 2001).

When at anchor or left in or on the waterway during darkness or reduced visibility, in addition to requirements above, demolition equipment will be marked with a yellow flashing light. Lights will display a flashing characteristic of (FI) 4s, (as 0.5 second flash every 4 seconds). Lights will have a minimum nominal range of 1 nautical mile.

Vessel Speed

Project-related vessels will comply with local speed restrictions and operate at safe speeds that allow aids to navigation to be observed and reacted to appropriately.

Project-related vessels will adhere to the following speed limits within the work area:

- No Project-related vessels shall exceed a speed of 5 knots (10 km/hr) within 100 m of the shoreline; and
- No Project-related vessels shall exceed a speed of 10 knots (19 km/hr) beyond 100 m from shore.

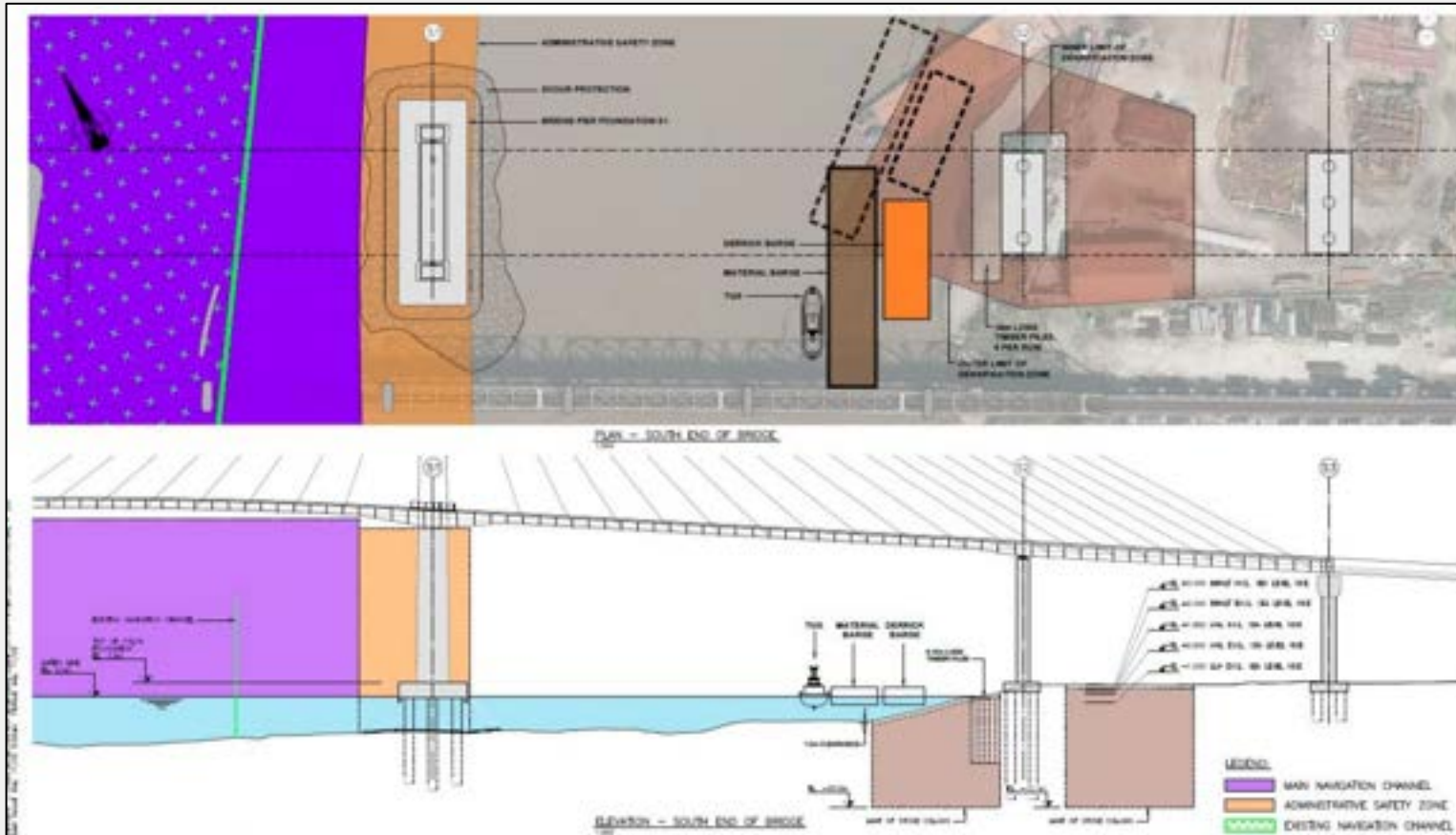
4-Week Look-Ahead / Marine Staging

Construction Staging

Pier S2 In-River Soil Densification

Cone Penetration Testing (CPT):
September 10-12; 1-2 days

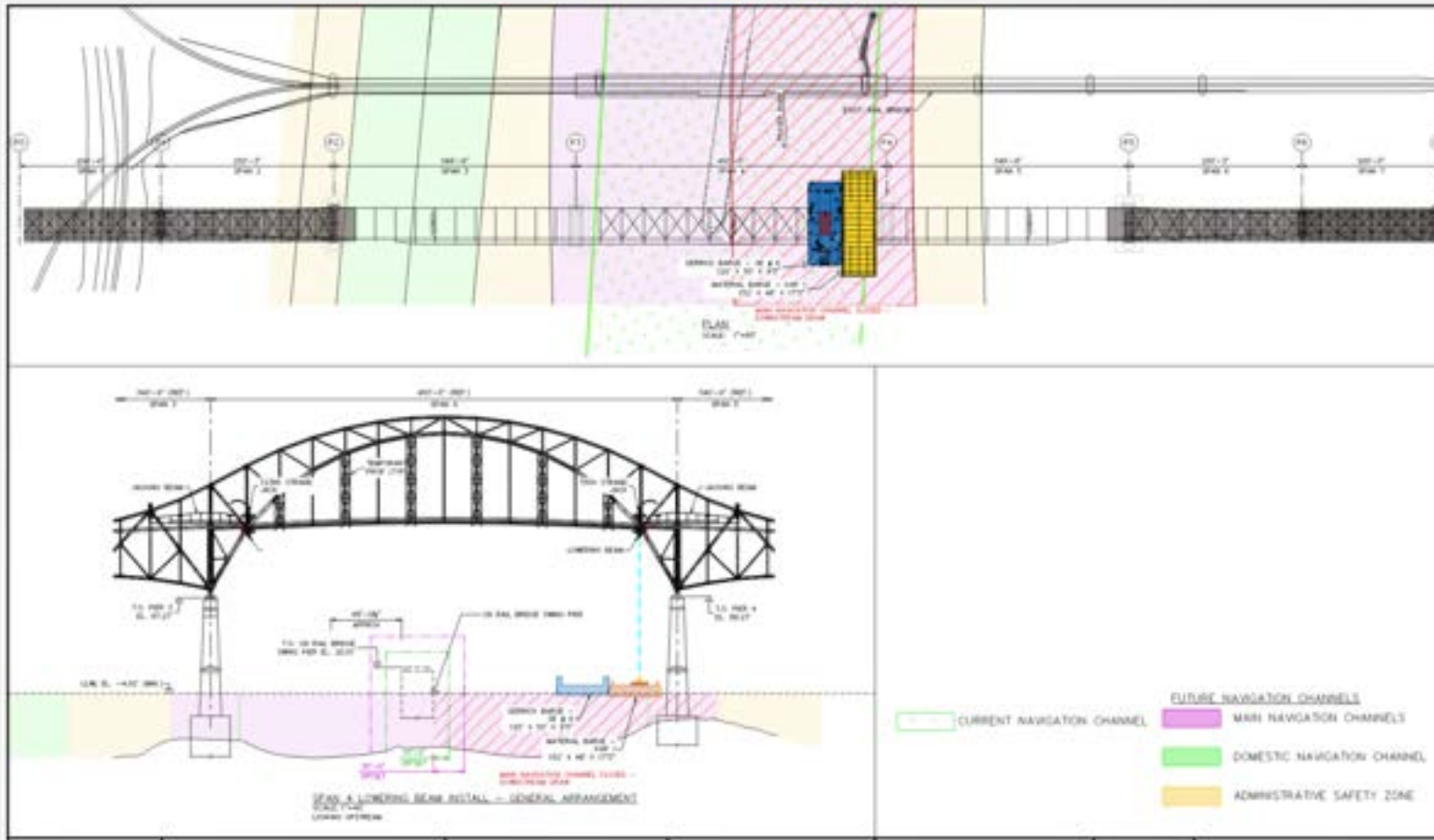
Remaining densification works:
mid September-mid November
(based on CPT results)



- Involves installation of stone columns using vibro-replacement methods, in which dense aggregate columns are created using a down-hole vibrator suspended from a crane.
- A barge will be used to support the vibrator and stone to be supplied by a second barge.
- Riprap and fill placed for Pier S2 construction will be temporarily removed to allow these works, then reinstated once the work is complete.
- Implications to Navigation:
 - Works are located outside of the main navigation channel
 - Equipment placement will not create an obstruction to navigation

Demolition Staging

Span 4 Lowering Beam Installation



Works planned:

One day of works to occur on Sep 25, 26 or 28

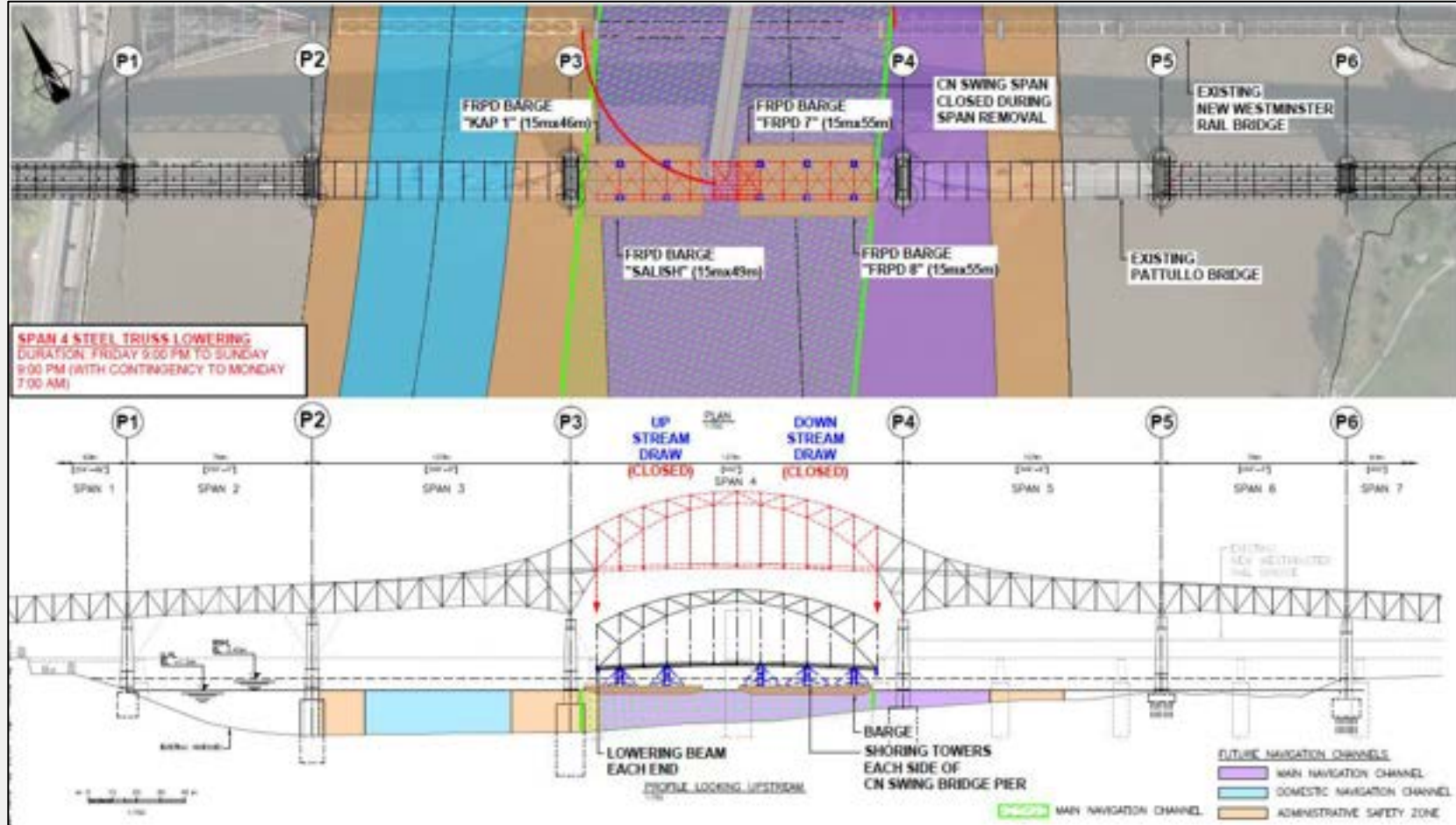
- Involves positioning lowering beam on barge, held in place by derrick barge (with spuds).
- Lowering beam installed using strand jacks positioned on jacking beam.
- Implications to Navigation:
 - Equipment will be sited within main navigation channel (downstream draw)
 - Restriction to downstream draw up to 12 hrs
 - Upstream draw and domestic channel will be available for navigation
 - TSOP must be followed

Temporary Special Operating Procedures (TSOP)

Temporary Special Operating Procedures (TSOP's)	Notice (minutes)	Communications	Communication Sequencing and VHF Channels
Pre-Call	90	Master Call Bridge Tender	Refer to Communications Flow Chart • VHF Channel 74 General Information • VHF Working Channel 69 (Marine Contractor Marine Flagger) • VHF Channel 16 Emergency Channel
ETA Call	30	Master Call Bridge Tender	Refer to Communications Flow Chart • VHF Channel 74 General Information • VHF Working Channel 69 (Marine Contractor Marine Flagger) • VHF Channel 16 Emergency Channel
The sequencing of actions and the VHF communication responsibilities are outlined in the Corresponding Temporary Special Operating Procedures			

Demolition Staging

Span 4 Truss Lowering



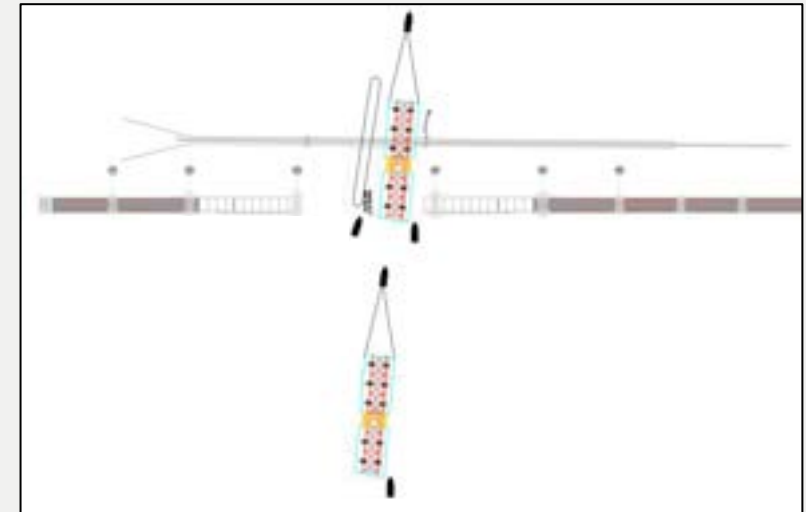
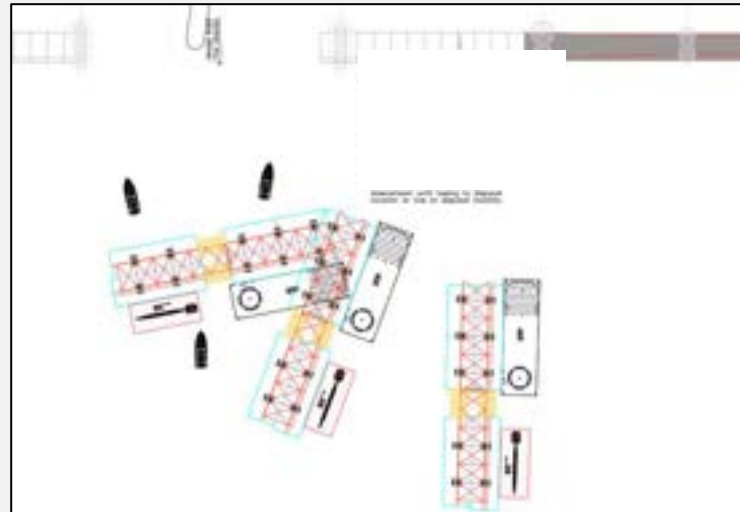
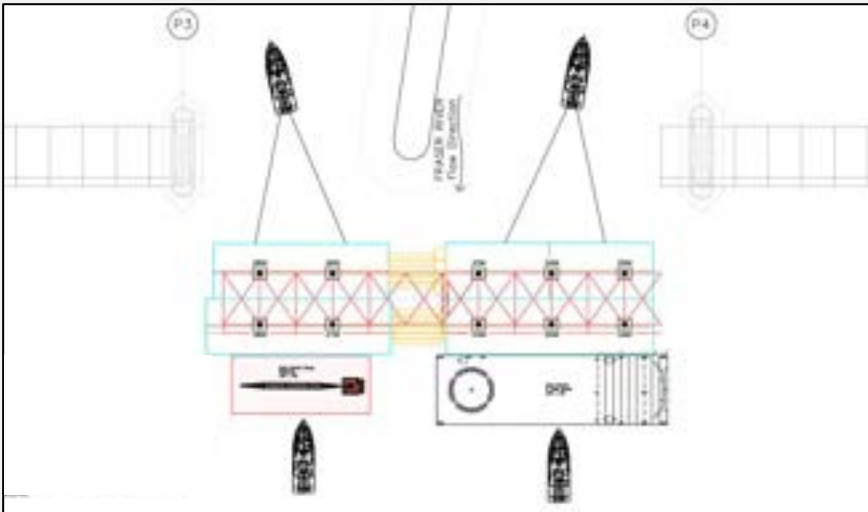
Works planned: October 9-12
(Oct 16-19 as contingency)

- Involves positioning landing barges directly beneath the span.
- Final cuts will be made of the truss segments and lowering will begin at controlled rate
- Implications to Navigation:
 - Short term full closure of the main navigational channel (upstream and downstream draws)
 - Weekend closure up to 60 hours - proposing Friday evening (9pm) to Sunday evening (9pm), with additional time for contingency
 - Domestic navigation channel will be available for navigation

Demolition Staging

Span 4 Truss Transit

- Once the Span 4 steel truss is on landing barges, the barges will pivot and go upstream for temporary mooring adjacent to the east side of Pier S1 temporary work platform (TWP) for dismantling prior to sending for recycling.
- Barge movement will be supported by tug assist and support vessels; timing is dependent on suitable tidal window, and coordination with CN Rail.
- A notice will be issued to MCTS of the Canadian Coast Guard, Council of Marine Carriers, and IMUWG/MUWG members when the navigation channel has been reopened.

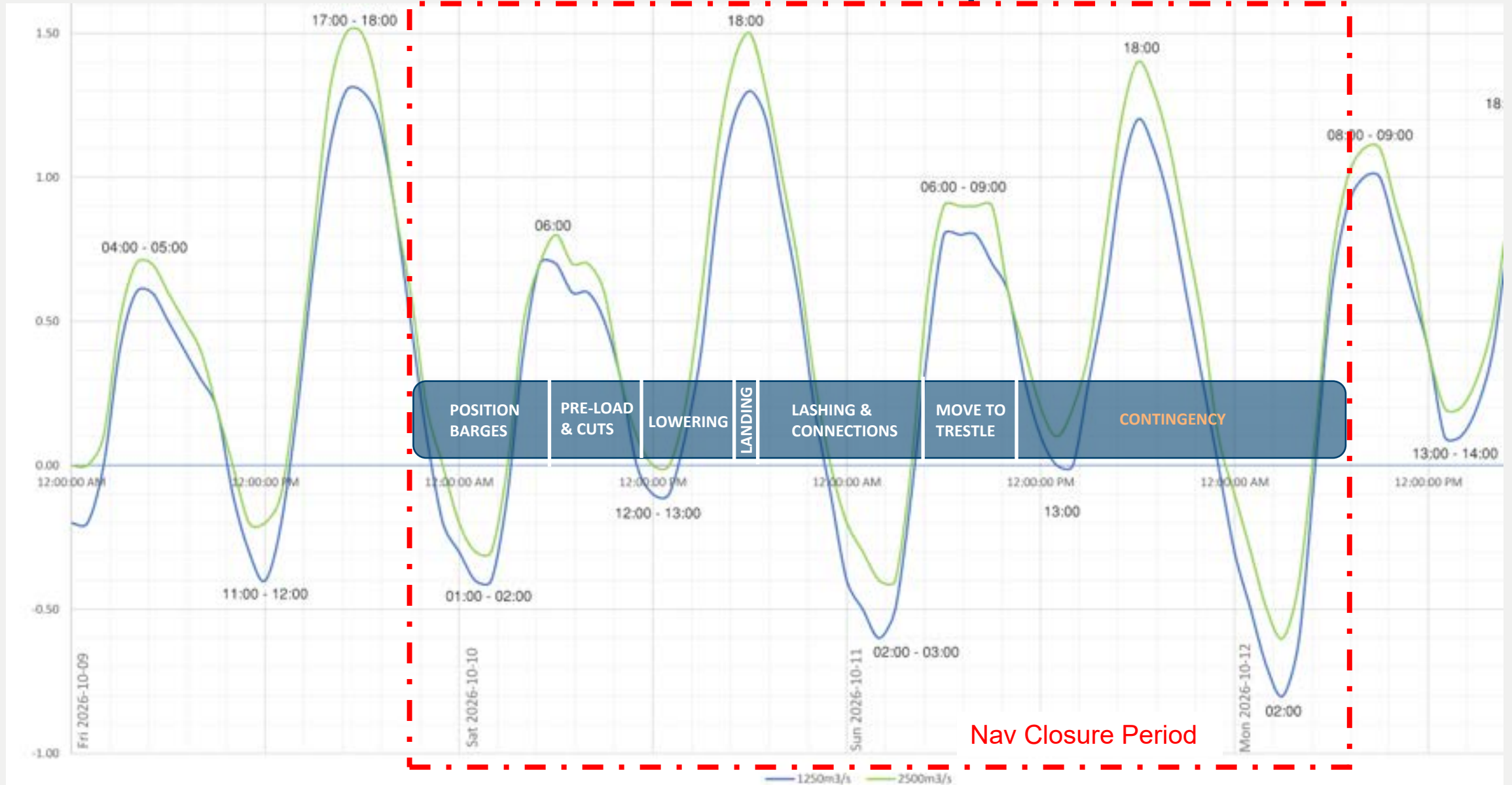


Demolition Staging

Span 4 Truss Lowering – Sequence/Schedule

Sequence of Works	Anticipated Schedule
Phase 1 – Channel Closure and CN Coordination	Friday, 9:00 pm to 10:00 pm
Phase 2 – Barge Mobilization and Positioning	Friday, 9:00 pm to Saturday, 5:00 am
Phase 3 – Controlled Cutting and Load Transfer to Strand Jacks	Saturday, 5:00 am to 12:00 pm
Phase 4 – Strand Jack Lowering	Saturday, 12:00 pm to 12:00 am
Phase 5 – Landing, Load Transfer and Lashing	Saturday, 12:00 am to Sunday, 8:00 am
Phase 6 – Barge Move-Out, Final Connections, Transit to S1 TWP and Channel Reopening	Sunday, 8:00 am to 9:00 pm (with contingency to Monday, 7:00 am)

Tides and Overall Sequence



Demolition Staging

Span 4 Truss Lowering – Mitigation Measures

- Communications
 - NAVWARNs will be issued in advance of works, followed by daily construction notices.
 - The TSOP will apply to vessels using the domestic navigational channel.
 - Notices will be posted at local boat launches and distributed to recreational marinas before work begins.
 - Two-way Communication Protocols with First Nations will be implemented to support fisheries and marine-based traditional use activities.
- Tug Assistance and Patrol Vessels
 - On-site tug assistance will be available 24 hours a day.
 - Patrol vessels will be positioned upstream and downstream of the work area before and during closure.
- Lighting
 - Barges and equipment remaining in position overnight will be marked with yellow flashing lights. Lights will flash every 4 seconds (Fl 4s; 0.5-second flash) and have a minimum nominal range of 1 nautical mile.

Next Steps

Marine Demolition and Staging Plan Rev 5; and Marine Demolition Communication Plan Rev 5

- Updates to current Project status and to include conditions as per CNWA approval for Demolition
- Anticipate sharing plans week of September 21, 2026

Ongoing NAVWARNs to be provided

Next Marine Users Working Group:

- Next Marine Users Working Group meeting:
October 29, 2026