



To:	Richmond City Council	Date:	May 23, 2007
From:	Councillor Derek Dang, Chair Public Works and Transportation Committee	File:	10-6045-09-01/2007- Vol 01
Re:	LONG TERM OPERATION OF THE FRASER RIVER DEBRIS TRAP		

The Public Works and Transportation Committee, at its meeting held on Wednesday, May 16, 2007 considered the attached report, and recommends as follows:

Committee Recommendation

That letters be sent from the City to:

- (1) The Federal Government to request participation in the long term funding to support the continued operation of the Fraser River Debris Trap;*
- (2) The Provincial Government expressing appreciation for the long term funding, and for recognizing the value of the Fraser River Debris Trap to the British Columbia economy; and*
- (3) The Fraser Port Authority, Lower Mainland Port Authority and North Fraser Port Authority to consider support of the operation of the Fraser River Debris Trap during the amalgamation process of the three port authorities.*

Derek Dang, Chair
Public Works and Transportation Committee

Attach.

VARIANCE

Please note that staff recommended the following:

That letters be written to the federal and provincial governments requesting that they establish a long term sustainable funding program to support continued operation of the Fraser River Debris Trap.

Staff Report

Origin

On March 9, 2007 staff attended a meeting with various Municipal, Provincial and Federal stakeholders which was organized to provide information and raise awareness of the Fraser River Debris Trap funding and its current operating status. A result of the meeting was the development of draft resolutions geared towards a long term sustainable funding program for the Trap.

The purpose of this report is to recommend to Council that the Debris Trap draft resolutions be supported and implemented by the City.

Analysis

The Debris Trap, commissioned in 1978, is located on the North Shore of the Fraser River between Hope and Aggasiz and captures an average annual volume of 60,000 m³ (the equivalent of 1,400 logging truck loads) of wood debris from the river – mostly uprooted and fallen trees that enter the river through natural causes. Operating details and costs were provided to Council in the report dated December 20, 2006 (Attachment 1).

The Fraser Basin Council recently confirmed that they have secured an adequate level of funding to keep the Trap in operation only for 2007. Funding to maintain operation of the Trap for the long term however, has not been secured and remains as an issue.

The following draft resolutions were developed by the stakeholders attending the Debris Trap funding meeting:

WHEREAS the Fraser River Debris Trap serves an important role in removing woody debris that originates from Provincial and federal Crown land;

AND WHEREAS significant damage to marine infrastructure and shipping will occur if its operation is discontinued;

THEREFORE BE IT RESOLVED that the federal and provincial governments establish a long term sustainable funding program for the Debris Trap;

And further be it resolved that correspondence be sent to the Minister's listed below to request action in this regard."

A list of the proposed Minister's is included with this report as Attachment 2.

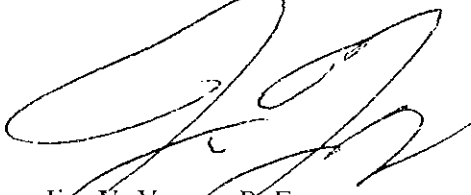
It is in the best interest of the City for the Debris Trap to remain in operation for the long term for the reasons identified herein considering the City's extensive waterfront exposure. It is therefore recommended that letters outlining the Debris Trap resolutions be prepared and sent to the Minister's outlined in Attachment 2 according to the resolutions developed at the summit meeting.

Financial Impact

There is no financial impact. Should Debris Trap operations funding cease, staff anticipate an increase in costs due to an increase in repairs required for various waterfront structures.

Conclusion

Discontinued operation of the Debris Trap in the long term would have significant impact to City related activities, conditions and infrastructure. While funding to maintain Debris Trap operation for 2007 has been secured, funding for the long term has not. Letters to the Federal and Provincial ministers would initiate a process to secure the required long term funding.



Jim V. Young, P. Eng.
Manager Engineering Design and Construction
(4610)

JVY:jvy



City of Richmond

Report to Council

To: Richmond City Council
Date: January 19, 2007

From: Councillor Derek Dang
Chair, Public Works & Transportation
Committee
File: 10-6150-01

Re: FRASER RIVER DEBRIS TRAP

The Public Works & Transportation Committee, at its meeting held on Wednesday, January 17th, 2006, considered the attached report, and recommends as follows:

Committee Recommendation

That a letter be written to the Fraser River Debris Trap Operating Committee indicating the City's strong support to secure stable, long-term funding from provincial and federal sources to ensure continued operation of the Fraser River Debris Trap.

Councillor Derek Dang, Chair
Public Works & Transportation Committee

Attach.

VARIANCE

Please note that Committee inserted the word "strong" after the word 'City's' in the second line of the above motion.

Staff Report

Origin

At the November 16, 2006 Public Works and Transportation Committee the following referral was made to staff.

"That staff investigate what the impact would be on Richmond if the Fraser Basin Council decides to abandon the proposed debris trap"

This report is in response to the referral from Committee.

Analysis

The Debris Trap, commissioned in 1978, is located on the North Shore of the Fraser River between Hope and Aggasiz and captures an average volume of 60,000 m³ (the equivalent of 14,000 logging truck loads) of wood debris from the river – mostly uprooted and fallen trees that enter the river through natural causes.

The Fraser River Debris Trap Operating Committee operates the Debris Trap at an approximate annual cost of \$540,000 while the Fraser Basin Council provides administrative services in this regard. The projected future annual operating costs is estimated to be \$750,000.

The purpose of the Debris Trap is to remove wood debris from the Fraser River ultimately to provide the following benefits to downstream areas including the City:

- damage prevention to boats and infrastructure (such as docks, piers, foreshore buildings and bridges);
- debris clean-up cost avoidance along beaches and the foreshore area in general;
- economic opportunities stemming from the operation of commercial and recreational vessels;
- reduction of impact to estuarine habitats;
- reduction of opportunity for personal injuries/fatalities;
- reduction in damage and associated economic loss to shore based land uses;
- reduction of blocked flood boxes at drainage pump station outlets.

Through discussion with the Fraser Basin Council, it is estimated that the City would see 6 to 7 times the volume of wood debris currently experienced should the Debris Trap discontinue operation. The City currently removes approximately 7 logging truck loads of wood debris from our foreshore areas and drainage pump stations on an annual basis with the Debris Trap in operation.

There is also a possibility that a large quantity of debris may be caught in a foreshore area log boom, grow in size, suddenly release and cause considerable impact to the areas that are currently benefited by the Debris trap as listed herein. The City may specifically experience considerable structural impacts to the No. 1 Road and No. 3 Road piers and similar City foreshore infrastructure while the private sector may experience the same. This scenario would also result in an increased opportunity for personal injuries/fatalities.

The biggest economic impact to the City should the Debris Trap cease operation would likely be related to increased clean-up activity and structural damage to City infrastructure. There would also be significant economic impact to numerous business and boats that operate along the foreshore area.

Financial Impact

None.

Conclusion

The Debris Trap benefits a broad range of stakeholders as it prevents a significant volume of wood related debris from impacting downstream activities and conditions. Should the Debris Trap cease operation the current economic, infrastructure protection and safety related benefits the Debris Trap currently provides would be compromised.



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The Honourable David Emerson
Minister of International Trade and Minister for the
Pacific Gateway and the Vancouver-Whistler
Olympics
House of Commons
Ottawa, Ontario K1A 0A6

The Honourable Jim Baird
Minister of the Environment
House of Commons
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The Honourable Gary Lunn
Minister of Natural Resources
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The Honourable Loyola Hearn
Minister of Fisheries and Oceans
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The Honourable Stockwell Day
Minister of Public Safety
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The Honourable Rona Ambrose
Minister of Intergovernmental Affairs and Minister
of Western Economic Diversification
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The Honourable Lawrence Cannon
Minister of Transport, Infrastructure and
Communities
House of Commons
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The Honourable Michael Fortier
Minister of Public Works and Government Services
House of Commons
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The Honourable Helena Guergis
Secretary of State
(Foreign Affairs & International Trade) (Sport)
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The Honourable Barry Penner
Minister of Environment
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The Honourable John Les
Minister of Public Safety and Solicitor General
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The Honourable Rich Coleman
Minister of Forests and Range
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The Honourable Kevin Falcon
Minister of Transportation
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The Honourable Colin Hansen
Minister of Economic Development
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