



**To:** Public Works and Transportation Committee    **Date:** March 28, 2007  
**From:** Robert Gonzalez, P.Eng.    **File:** 10-6045-09-01/2007-Vol  
Director, Engineering    01  
**Re:** Long Term Operation of the Fraser River Debris Trap

**Staff Recommendation**

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.

Robert Gonzalez, P.Eng.  
Director, Engineering  
(4150)

Att. 2

FOR ORIGINATING DEPARTMENT USE ONLY					
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>		<b>CONCURRENCE OF GENERAL MANAGER</b>	
Policy Planning .....		Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>		
<b>REVIEWED BY TAG</b>		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b>	
					YES <input checked="" type="checkbox"/>
					NO <input type="checkbox"/>

## 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 m<sup>3</sup> (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.

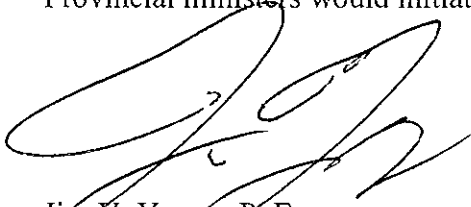
It is in the best interest of the City for the Debris Trap to remain in operation for the long term for the reasons identified herein considering the City's extensive waterfront exposure. It is therefore recommended that letters outlining the Debris Trap resolutions be prepared and sent to the Minister's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



## 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 and average volume of 60,000 m<sup>3</sup> (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.

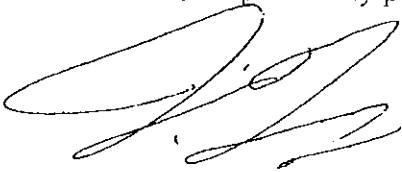
The biggest economic impact to the City should the Debris Trap cease operation would likely be related to increased clean-up activity and structural damage to City infrastructure. There would also be significant economic impact to numerous business and boats that operate along the foreshore area.

#### 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.



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

JVY:jvy

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  
Ottawa, Ontario K1A 0A6

The Honourable Gary Lunn  
Minister of Natural Resources  
House of Commons  
Ottawa, Ontario K1A 0A6

The Honourable Loyola Hearn  
Minister of Fisheries and Oceans  
House of Commons  
Ottawa, Ontario K1A 0A6

The Honourable Stockwell Day  
Minister of Public Safety  
House of Commons  
Ottawa, Ontario K1A 0A6

The Honourable Rona Ambrose  
Minister of Intergovernmental Affairs and Minister  
of Western Economic Diversification  
House of Commons  
Ottawa, Ontario K1A 0A6

The Honourable Lawrence Cannon  
Minister of Transport, Infrastructure and  
Communities  
House of Commons  
Ottawa, Ontario K1A 0A6

The Honourable Michael Fortier  
Minister of Public Works and Government Services  
House of Commons  
Ottawa, Ontario K1A 0A6

The Honourable Helena Guergis  
Secretary of State  
(Foreign Affairs & International Trade) (Sport)  
House of Commons  
Ottawa, Ontario K1A 0A6

The Honourable Barry Penner  
Minister of Environment  
PO Box 9047, STN PROV GOVT  
Victoria, BC V8W 9E2

The Honourable John Les  
Minister of Public Safety and Solicitor General  
PO Box 9053, STN PROV GOVT  
Victoria, BC V8W 9E2

The Honourable Rich Coleman  
Minister of Forests and Range  
PO Box 9049, STN PROV GOVT  
Victoria, BC V8W 9E2

The Honourable Kevin Falcon  
Minister of Transportation  
PO Box 9055, STN PROV GOVT  
Victoria, BC V8W 9E2

The Honourable Colin Hansen  
Minister of Economic Development  
PO Box 9046, STN PROV GOVT  
Victoria, BC V8W 9E2