

## **NO Further Port Development on Roberts Bank.**

### **Port Metro Vancouver is promoting a new Terminal (T2) with 3 additional container berths on Roberts Bank adjacent to the current Deltaport**

**This doubles the existing container port facilities. Action is needed to stop T2.**

1. No further development of port facilities on Roberts Bank beyond the current footprint. Roberts Bank cannot sustain any further industrial development. It is:
  - o the most important bird habitat in Canada - home to a critical stop on the Pacific Flyway for millions of migrating shorebirds and waterfowl
  - o at the mouth of the Fraser River –the most important salmon river in North America
  - o an area of vital habitat for marine life including orcas and sturgeon
  - o in the middle of (and deliberately excluded from) the recently declared Ramsar Wetland Site of International Significance, an international convention with 160 signatory countries, whose objective is to preserve productive wetlands and migratory bird populations.
2. The location, now identified by Port Metro Vancouver (PMV), for the new Terminal 2 (T2) was turned down previously by an Independent Panel that concluded: **"...significant environmental damage and risk would result from the proposal. The Panel recommends that the expansion as proposed not be permitted to proceed."**
3. The Department of Fisheries and Oceans (DFO) has told Port Metro Vancouver: **"...there is no possible amount of mitigation projects DFO could envisage that would compensate for the environmental damage that T2 would cause."**
4. Environment Canada are on record as saying that they: **"..... are concerned that the chain of the Pacific Flyway could be broken for shorebirds at some point given the ongoing port development in the Delta".**

*They are also on record as saying they had substantive concerns with the Deltaport Third Berth Project **"... in particular because of the risk that it will act cumulatively and negatively with existing project impacts upon the marine habitat and fish and wildlife assemblages of Roberts Bank ... there would be public outrage as well as agency embarrassment on an international scale"***

5. The current Roberts Bank (Deltaport) container terminal has many issues that will become cumulatively worse if T2 were ever to be built:
  - o Deltaport is a man-made island. T2 - also man-made - would destroy critical marine habitat in the Georgia Strait. T2 would also alter tidal flows and currents, damaging the foreshore, tidal flats and critical migratory bird feeding areas.
  - o Light spill and light pollution affecting bird populations and residents in Delta and as far away as the Gulf Islands
  - o Air quality issues - increased pollution, especially diesel particulate, from ships, trucks and rail
  - o Warehouses and rail yards on prime agricultural lands adjacent to the port.
  - o Traffic chaos on streets and highways made much worse by port container truck trips that will increase to 7500 per day – more than double that of today.
  - o Widening of the causeway that will impact critical habitat for millions of shorebirds
6. Why is PMV ignoring the 2008 Federal Government Study recommendation?: **"... that policy makers develop container capacity in Prince Rupert before making investments in Vancouver, beyond what have been announced to date. We believe that capacity can be expanded in Prince Rupert relatively quickly and such a strategy will allow time for Vancouver to develop solutions to its congestion."**

7. Why is PMV ignoring the request by the operator of Centerm – one of the inner harbour container terminals - to double its capacity, thus relieving pressure to expand port infrastructure on Roberts Bank? Other terminals also want to expand. Prince Rupert and the Vancouver inner harbour ports are better locations that provide natural deep sea harbours. Deltaport however is in an exposed location, vulnerable to weather conditions, and has to shut down during high (45km/hr) winds and storm conditions. A ship broke loose from its moorings at Deltaport in a storm last winter. T2 is even more exposed.

8. Why has PMV failed to promote the use of inland terminals which according to the 2008 Federal Government Study would “... **reduce port congestion by removing containers from the port area more quickly; reduce congestion on the roads in the Vancouver port area by eliminating the transfer of containers (destined for more distant destinations) between terminals or ports by truck; and reduce the need for road-related investment caused by this unnecessary movement of trucks.**”

9. Why is PMV misleading the public with its container traffic forecasts? Examples:

- Failing to recognize that BC container ports have capacity and expansion capability to handle at least 11 million containers (TEUs) annually without ever building T2 – significantly more than will be generated between now and the year 2030 even under the most optimistic of scenarios
- Failing to account for the potential drop in traffic that may result from west coast container ships diverting through the expanded Panama Canal (2015).
- Failing to build in contingencies for potential traffic reductions resulting from the economic downturn in exporting countries such as China
- Not working with the port of Prince Rupert to maximise trade flows to/from Eastern Canada and the US. Prince Rupert is better located to handle a good percentage of Eastern Canada and US destined traffic that now flows through Vancouver.

10. Port Metro Vancouver Failures and Broken Promises:

- Refusal to live up to the long standing commitment to bury the port causeway powerlines – which result in unnecessary bird kills
- Damage to the seabed in the intercauseway from caissons used for the third berth construction and to the north side causeway habitat by installing steel walls
- Failure to implement a proper traffic management plan, thereby causing traffic chaos at choke points – especially the Massey Tunnel
- No programs to get trucks off the roads, e.g. moving containers by barge and/or short haul rail to existing intermodal facilities on the Fraser River or to other inland terminals – e.g. Ashcroft
- Failing to reduce port related truck trips by eliminating multi moves of containers.
- Failing to properly deal with numerous ship noise and pollution complaints.
- Allowing rail operators to refuel locomotives anywhere along the causeway without proper spill protection
- Failed habitat compensation – many of the plantings along the causeway were the wrong type and died
- Deceptive and misleading photos and explanations. Example: in the current improvement project a photo of the causeway has the powerlines missing.

11. How valid and worthwhile is the PMV approach to environmental assessment?

- Sustainability means a balance between community, environment and economics. PMV nearly always skews sustainability in favour of the economics.
- Note how PMV is already talking about mitigating T2 environmental impacts rather than avoiding environmental damage
- PMV community consultation is mainly public relations – refusing to own any problems they create and brushing off any reasonable requests for change.
- Lack of independent compliance auditing – the Federal Government is even failing to enforce its own existing Species at Risk legislation.