

A.P.E.

Against Port Expansion in Delta, BC



South Delta - Rich in Nature and Farmland or paved over for Port Development?

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Disclaimers



1. Much of the material presented is from publicly available records
2. Where possible I have double checked my sources
3. In some cases I have obtained material by meeting with specific entities
4. Any views or opinions given are mine or APE's



There is a
DARK CLOUD
hanging over
South Delta

Roberts Bank
Terminal 2
Container Port

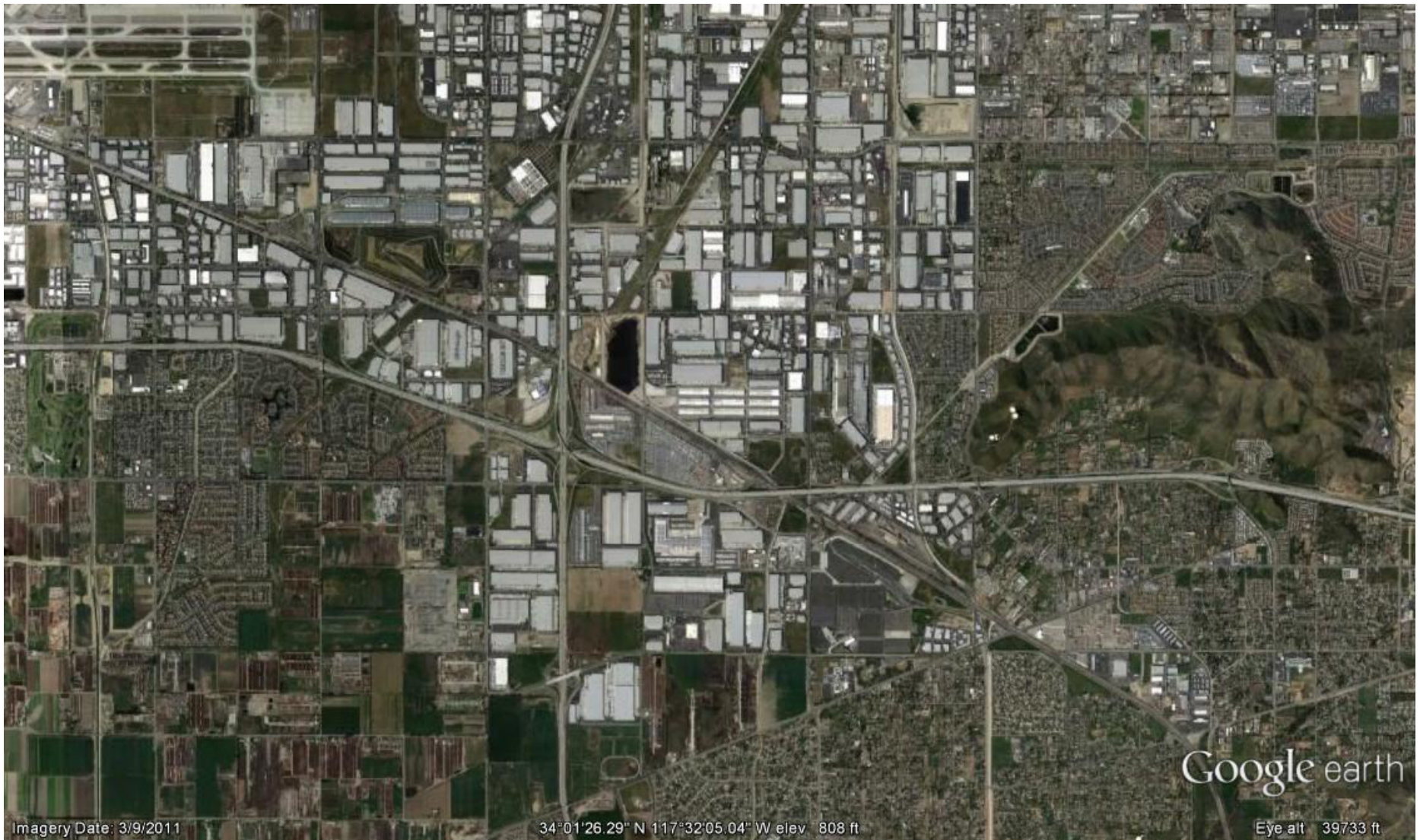
What Might South Delta Look Like in the Future?



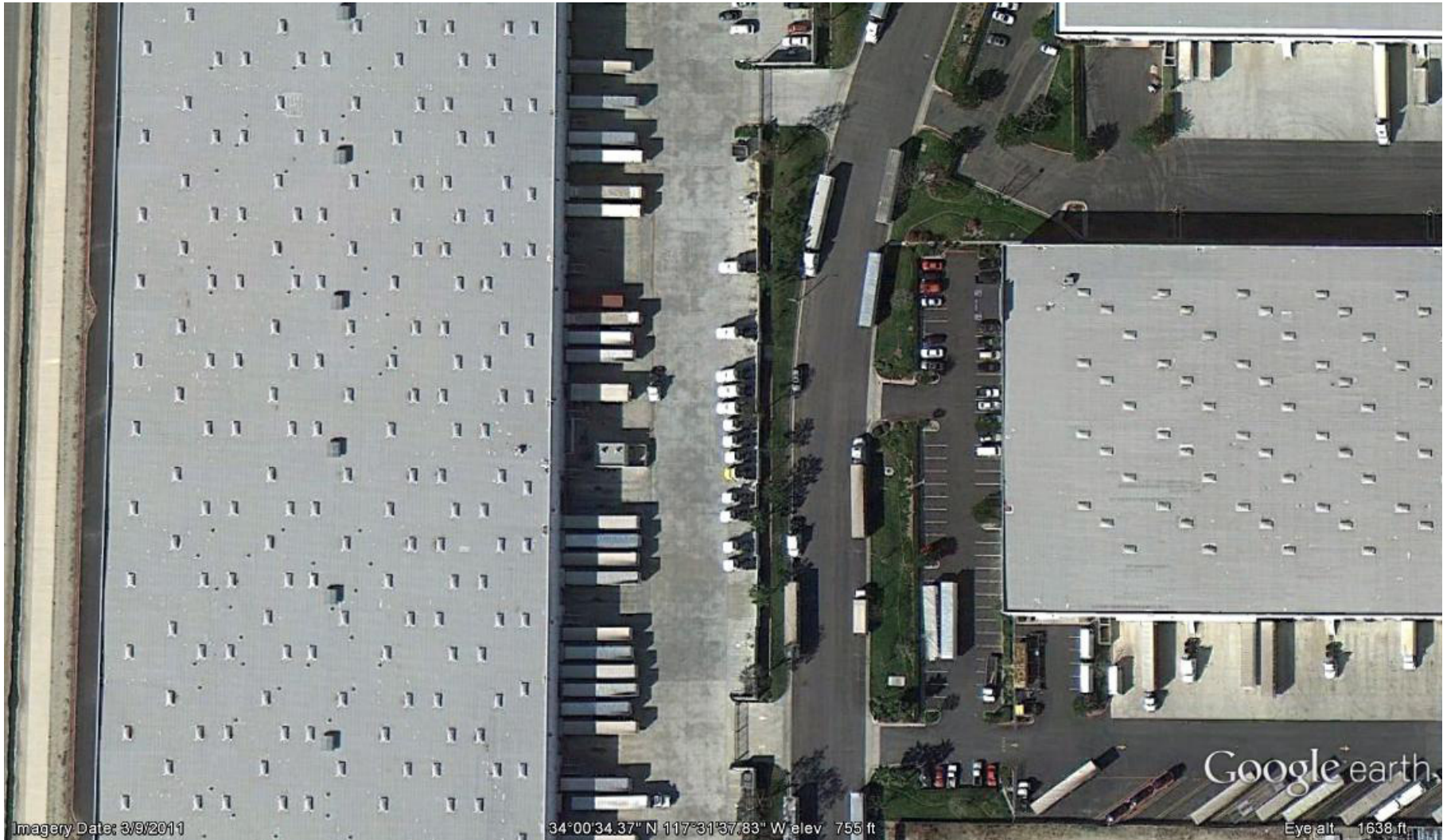
Similar to Mira Loma in California -
was a small rural township with farms
and horse and walking trails

But, it was near the intersection of
three Interstate Highways and a main
railroad, with Los Angeles and Long
Beach Ports not far away.
Here is what it looks like now

Mira Loma California



Typical Warehouse/ Distribution Complex

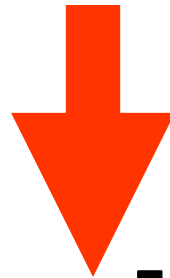




~~Supernatural
British
Columbia~~



~~Delta Motto -
Ours To
Preserve by
Hand and Heart~~



Roberts Bank Monster Container Port



**INDUSTRIALIZATION OF DELTA -
COURTESY PORT METRO VANCOUVER**

Deltaport - 3 Berths



Two berths opened in 1997
Third berth added in 2010

Flawed design for
the port causeway
means juvenile
salmon lost access
to near shore
feeding habitats

Can handle
2.4 - 2.7
million
containers

Currently operating
at less than 60
percent capacity



Proposed Location of Terminal 2 - An Environmental Catastrophe



Adds another 3 - 4 million or more containers

PMV ignoring concerns of
Environment Canada,
Canadian Wildlife Service,
Department of Fisheries and Oceans



285 Acres - almost one third the size of Stanley Park

T2 Effectively Dams the Estuary for Juvenile Salmon



Deltaport Development already Damaged the Intercauseway



If T2 goes ahead the same thing will happen on the other side of the causeway. Huge risk for biofilm habitat destruction, now a rich food source for millions of migratory shorebirds

Erosion
Channels

Lots of
Eelgrass

Very Few
Migratory
Birds

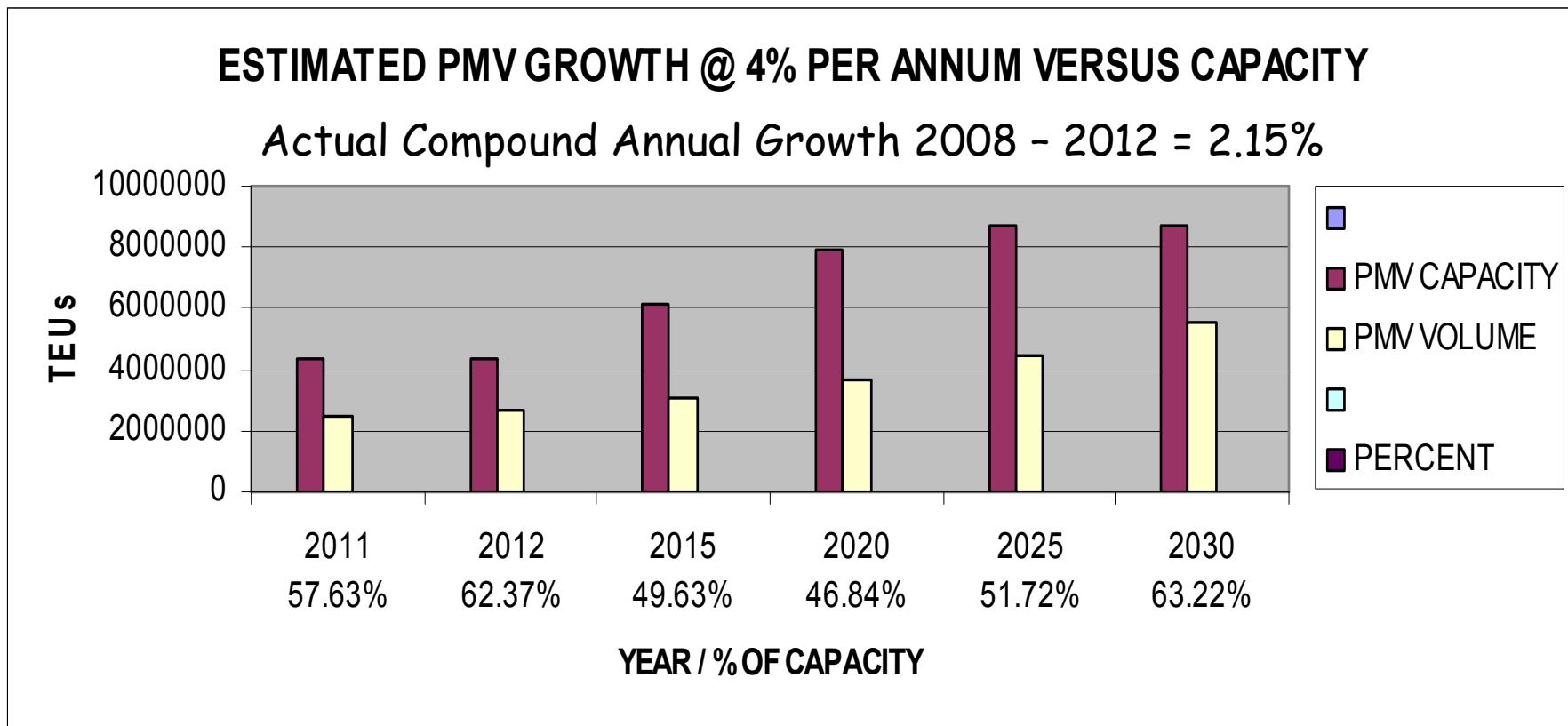


Terminal 2 Not Viable



1. Terminal 2 makes no business sense - \$ 3 plus billion price tag. Where from? Can't be done without massive government subsidy
2. Their forecasts - "container traffic is expected to double over the next 10 to 15 years, and triple by 2030". Would have to more than double their market share. Not Going to happen
3. Terminal Operators said - no need for T2
4. PMV are ignoring Federal Government Report (2008) which says to fully develop Prince Rupert before adding infrastructure in Vancouver
5. Jobs numbers way overstated - Deltaport generates about 1300 jobs. T2 would be much less

Sufficient Port Capacity without T2

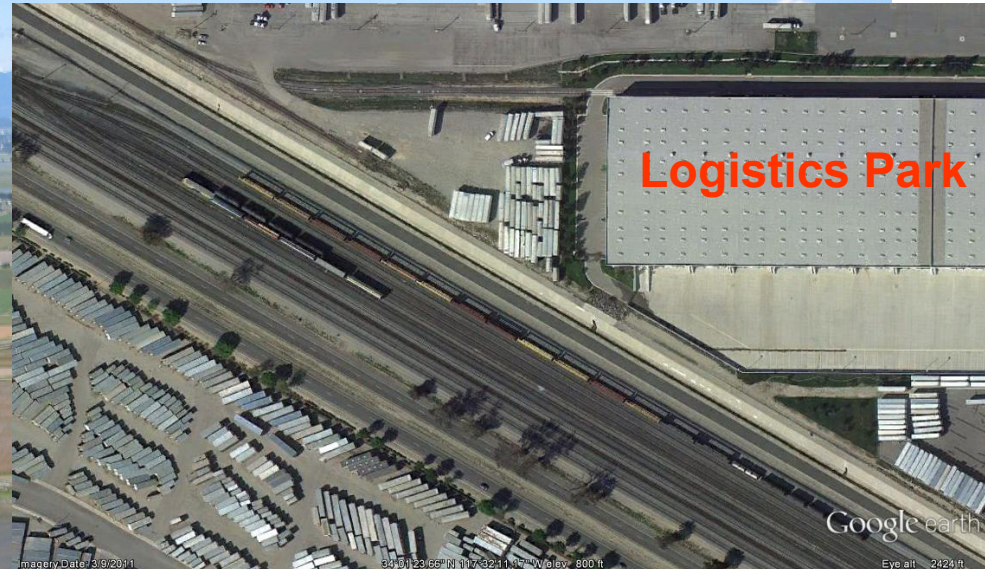


PMV shipped 1,500,000 empty containers in the last 5 years - 315,000 in 2012 alone

Potential Plans for Industrializing South Delta



Intermodal Yard



Logistics Park



13 Track Rail Yard

This is Why The Massey Tunnel is Gridlocked in Rush Hour



Richard Swanston

2013/01/28 09:58

Trucks Lined up Down Deltaport Way



Port Truck Trips Per Day

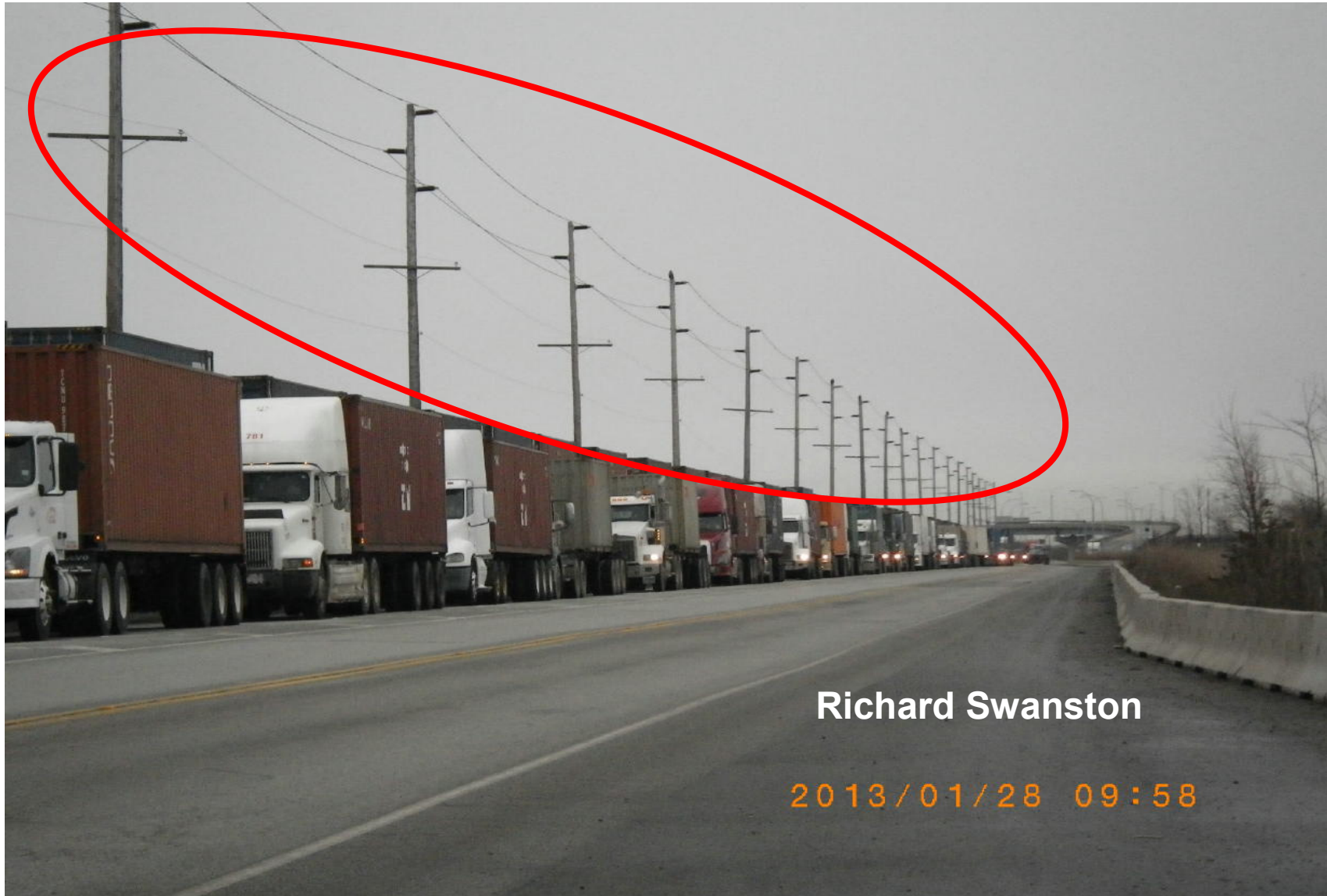
2010	3,000
2014	3,500
2020	4,500
With T2	7,000



Richard Swanston

2013/02/11 10:36

Causeway Power Lines Kill Birds



Richard Swanston

2013/01/28 09:58

Causeway Power Lines Kill Birds



- If Port Metro Vancouver cannot resolve the murky power lines history how can they expect to be trusted, or to deal credibly with the environmental issues around T2?
- All these developments are on Roberts Bank and involve risks to internationally significant migratory bird populations.

Tipping Point for Roberts Bank Wildlife and Ecosystems



Tipping Point for Roberts Bank Wildlife and Ecosystems



- Port Expansion will change tidal flows, and coastal geomorphology and destroy rich inshore habitat
- Widening Causeway cuts into critical habitat
- Key stopover on Pacific Flyway for Millions of Migrating Birds - may be destroyed

Tipping Point for Roberts Bank Wildlife and Ecosystems



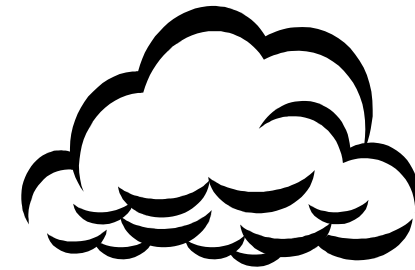
- Endangered Orca Whales even more at risk
- Increased Risk from Marine Accidents
- In the middle of the recently declared Ramsar Site of International Significance
- Loss of Top Quality Farmland, ditches and hedgerows - critical habitat for songbirds and raptors
- Total area alienated - 1000 plus acres

Too Many Risks and Issues:



Port Metro Vancouver is not listening

There is a cloud hanging
over South Delta



We lose:

- Our Quality of Life and Rural Lifestyle
- Our Natural Environment

We Gain:

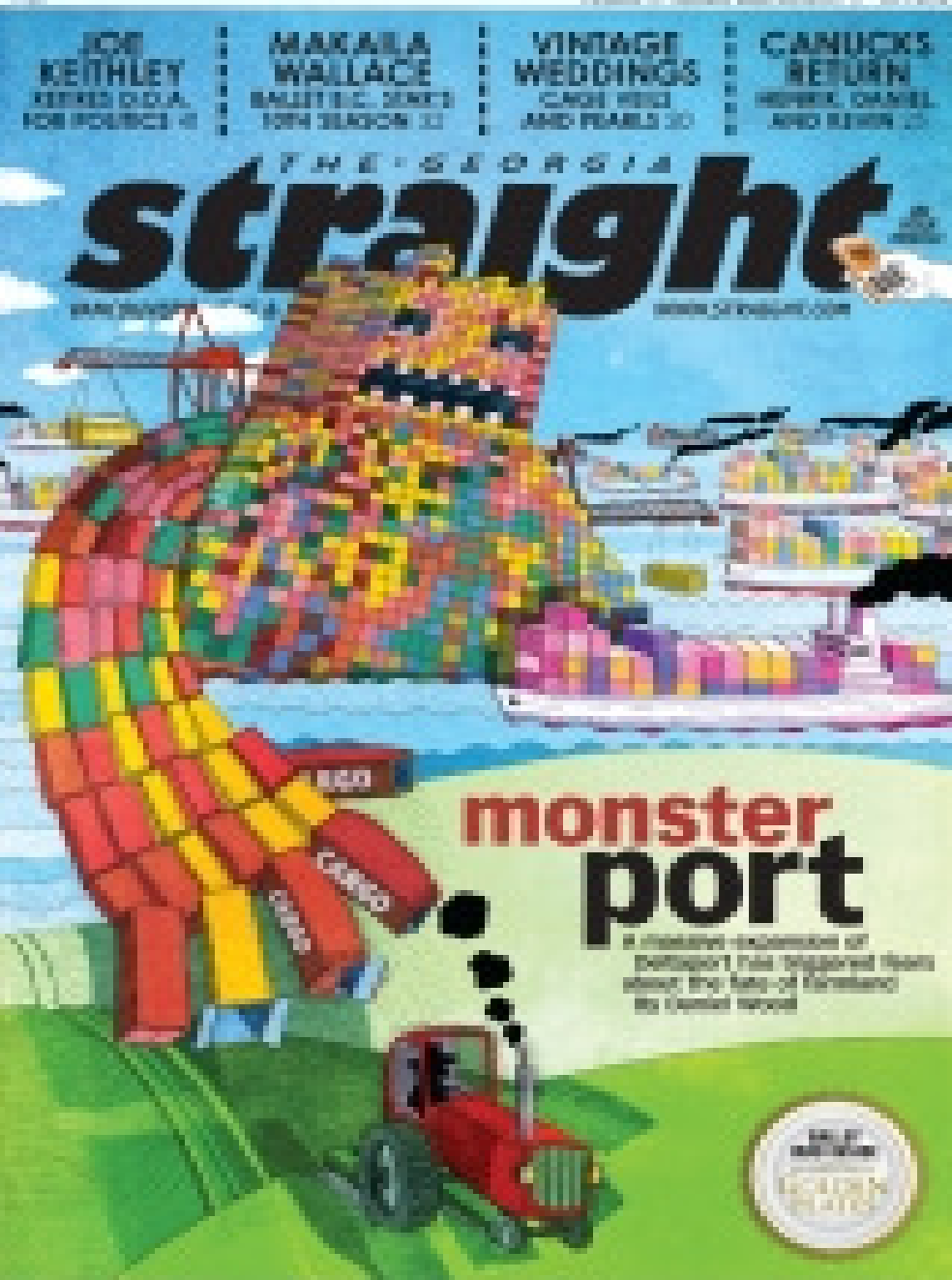
- Air Pollution - particulate from ships, diesel trucks, rail, causing health issues, climate change
- Light and Noise Pollution
- Disruptive Truck Traffic

My Conclusions



1. Stop any further Expansion - Improve Deltaport Productivity
2. No Terminal 2 on Roberts Bank - Plenty of capacity on the BC West Coast. Expand Prince Rupert to satisfy demand
3. Roberts Bank - the most important estuary and ecosystem on the West Coast of North America and must be protected
4. Stop paving over farmland - No Container Storage, Warehousing, Logistic Parks and Intermodal Yards on Prime Farmland

The Alternative - Get trucks off the road. Move containers from Deltaport by barge and/or short haul rail to existing inland terminals or intermodal facilities close to mainline rail on the Fraser River



NORTH SHORE COPS 10 • JON KIMURA PARKER 31 • LADY GAGA 45



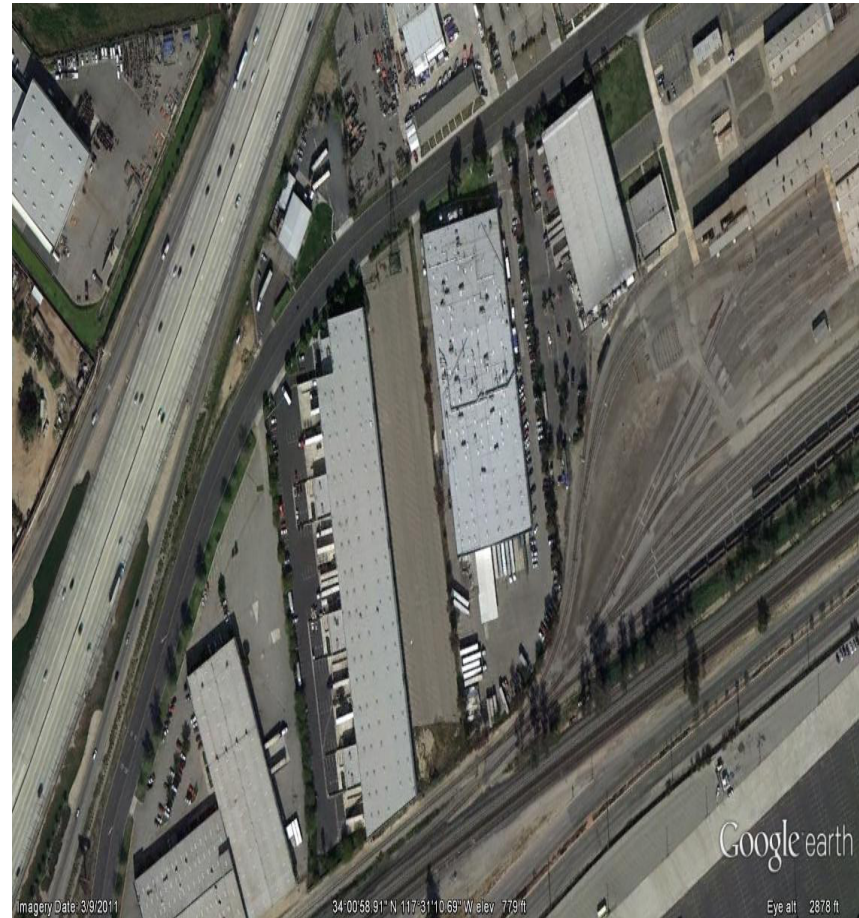
What will South Delta be known for in the Future?



Its Amazing
Wildlife

Or

Its Railyards and
Warehouses



It is up to you - With Sufficient
Local Opposition
It Can Be Stopped



Are Delta's environmental
treasures and our quality of life
theirs to ruin, or ours to protect?

Enough is Enough
- Say No to Roberts Bank
Terminal 2

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