The thick dirty band of smog that frequently covers Vancouver’s mountains and funnels up the Fraser Valley is going to expand until the skies look like Los Angeles, shown here. Hemmed in by mountains, the pollution will rest in Delta and the Valley poisoning the air, our health and environment.

Gateway will devastate Delta and the Fraser Valley

Terminal 2 with 3 new berths at Deltaport will:
- Pollute Delta, Metro Vancouver and Fraser Valley Communities
- Industrialize farmland in Delta and the Fraser Valley Agricultural Land Reserve
- Destroy Fraser River habitats

Your Health, Community and Environment are in danger of being ruined forever

Together we can Stop GATEWAY at the Source

SPECIAL REPORT 2
Published by AGAINST PORT EXPANSION (APE) www.againstportexpansion.org

Ship emissions blamed for 105,000 deaths annually
A new study in the journal of the American Chemical Society links pollution from marine shipping to heart and lung disease. The report blames 5,000 premature deaths annually in North America on pollution from shipping. The number of deaths a year could rise by as much as 40 per cent by 2012 with the expected growth in shipping activity.

Vancouver Sun, November 14, 2007

Say NO! to DELTAPORT TERMINAL 2

Toxic Air We already have too much!

The thick dirty band of smog that frequently covers Vancouver’s mountains and funnels up the Fraser Valley is going to expand until the skies look like Los Angeles, shown here. Hemmed in by mountains, the pollution will rest in Delta and the Valley poisoning the air, our health and environment.
Stop Terminal 2 Now

The Deltaport Third Berth was approved after a flawed environmental assessment and now the Vancouver Port Authority is seeking approval for Terminal 2 with 3 more berths. This will triple Deltaport’s current capacity bringing three times the number of containers and trucks through Delta and Metro Vancouver. Deltaport Third Berth (DP3) is under construction. Although the controversial South Fraser Perimeter Road (SFPR) is not needed for DP3, it is another step in the Gateway mega-development plan and paves the way for Terminal 2. The SFPR which is planned to connect Deltaport to the Trans-Canada Highway, will travel through several communities as it “pows through fertile farmland; skirts the edges of Burns Bog; crosses 70 streams; runs past nesting grounds of eagles, herons, owls and several threatened species; bulldozes over archeological sites.”

Deltaport Terminal 2 is not needed. Once DP3 is operational this port will be able to handle more than double what it handles today. Government statistics revealed the projected future demand is met by existing BC ports and their planned expansions without ever building Terminal 2.

The Gateway Mega-Development Plan

Gateway is about serving the interests of business, seaports, airports, carriers and crown corporations. It is about their plan for a road and rail transportation corridor from Seattle to the Port of Vancouver, the Fraser Valley, across western Canada and south to the United States focusing on Asia-Pacific trade. It’s about using our governments, public assets and tax dollars to fulfill their plan of industrializing the south arm of the Fraser River. The Gateway Program, a megaproject under construction, connects Burnaby to Delta and Metro Vancouver. Deltaport Third Berth (under construction), Terminal 2 (proposed) and the South Fraser Perimeter Road II includes new and expanded highways, rail expansions, new container terminals and container terminals. It involves 16 strategies to assist business and crown corporations in achieving their goals. These include reducing their taxes, increasing borrowing, loosening legislation, increasing government funding and industrializing land.

Speculating with Public Funds

The Canadian and BC Governments are building ahead with the $3-billion Gateway Program on a gamble that it might become the major North American distribution centre for Asia-Pacific trade. In Metro Vancouver, taxpayers will pay in excess of $7 billion (Major Commercial Transportation System, 2003, Delcan for Gateway Council, page 7) for the 24/7 movement of container trucks and trains resulting in air pollution, health issues, gridlock traffic, noise pollution, light pollution, habitat destruction and loss of farmland. It makes no business, ecological or social sense. (See: Terminal 2 Not Needed on back page)

Gateway Win-Win for land developers

Already land speculators are reaping millions in windfall profits by selling land at inflated prices to the Ministry of Transportation. Armed with the knowledge of the route for the South Fraser Perimeter Road, speculators have bought properties on the edge of Burns Bog and flipped them to the government making profits of $2 million within a year. Since the 1980s, there have been plans to move port business out of the Fraser inner harbour over to Deltaport and the south arm of the Fraser River. If Deltaport fails to acquire the projected increase in container traffic, port business from Vancouver could be moved to Deltaport. This would free up waterfront land in Vancouver for very profitable real estate development.

Gateway to Pollution: Diesel emissions damage lungs, increase heart disease and increase the risk of cancer

Gateway projects will pollute the Fraser Valley airshed having a devastating impact on human health. The Gateway expansion at Roberts Bank does not comply with the Metro Vancouver Air Quality Management Plan and will exceed standards for deadly particulate matter for which there is an imminent risk of serious illness or death. (Keck School of Medicine Researchers)

Numerous studies confirm that emissions pose a health risk to people who live near highways and ports, especially children, pregnant women, the elderly and asthmatics. A 2007 study in California (Rock School of Medicine Researchers) links permanent lung damage to traffic pollution.

“People who live within 500 meters of a motorway grow up with significantly reduced lung capacity.”

Up to 16 schools and 37 parks in Delta and Surrey will be within one kilometer (1,000 meters) of the South Fraser Perimeter Road. This is acknowledged in the plans which state: “With increased air pollution there can possibly be increased employment (e.g. in the ecological or social sense. (See: Terminal 2 Not Needed on back page)

Catastrophic Oil Spill

It’s just a matter of time before there is an environmental catastrophe at Roberts Bank like the oil spill on Nov. 7, 2007 in San Francisco Bay, one of the richest migratory bird regions on the Pacific Coast. The spill came as migratory birds of the Pacific Flyway were waging south for the winter. The shoreline and nesting grounds are now soaked in oil. The Fraser River Delta and San Francisco Bay are both major stopovers of the Pacific Flyway with more than five million birds migrating from 20 different countries over 3 continents. These major stopovers are crucial to the survival of over 300 species of birds including the world’s populations of 3.6 million migrating Western Sandpipers.

Wildlife destruction at Roberts Bank is an International Disgrace

The Great White, Pacific White-Sided Dolphins, many species of birds and other wildlife are dying by the thousands. The Fraser River Delta is an International Biosphere Reserve. The 3.6 million Western Sandpipers are globally and regionally significant. The Fraser River Delta is the world’s most productive migratory stopover for waterbirds.

In contradiction to long-standing plans for the Roberts Bank Wildlife Management Area and a 1990 decision to protect critical habitat, the Provincial and Federal Governments are con- doning the development. And for what? A gamble that Deltaport be the centre for containers from Asia?

Despite all the scientific evidence that Deltaport expansion will cause massive loss of critical habitat at the world’s most productive migratory stopover, the Provincial and Federal Governments are condoning the development. For what? A gamble that Deltaport be the centre for containers from Asia?
South Fraser Perimeter Road, a Disaster

The South Fraser Perimeter Road (see map inside page) demonstrates the lengths the B.C. Government is willing to go to fulfill its Gateway dream: disregarding air quality, taking 241 acres of prime farmland out of production, cutting down 36 acres of forest on the edge of Burns Bog, degrading Pacific Flyway habitat, acquiring 500 properties, expropriating 200 homes, disturbing at least four important archaeological sites and cutting through the neighbourhoods of Sunbury, Annieville, Royal Heights, and Bridgeview bringing them noise pollution as well as life-threatening air quality. The land that is to be paved over is prime farmland, the very best we have in Canada. The loss of 18 hectares alone represents 10% of B.C.’s cranberry production valued at $30 – million a year.

APE (Against Port Expansion in Delta)

APE is a community group that recognizes that port expansion at Deltaport will degrade the quality of life of thousands of Lower Mainland residents, industrialize prime agricultural land and destroy globally-significant habitat for salmon, resident and migrating birds and Orca whales. We are a broad-based group of people including homemakers, business owners, workers, academics and environmental groups. We share the view that serious concerns about port expansions on Roberts Bank have owners, workers, academics and environmental groups. We share the view that serious concerns about port expansions on Roberts Bank have serious ethical, social and environmental consequences.

Don’t Pave Our Future

Farmland will be used for railway expansions, rail yards, container storage, the South Fraser Perimeter Road, including the Deltaport Connector. These plans will fragment farmland operations and devastate the agriculture industry in Delta which produces upwards of $160 million per year in farm gate receipts. Only 5% of land in B.C. is suitable for agriculture and Delta boasts the best soils and climate.

A recent government study claims that to maintain the current level of food self-sufficiency through to the year 2025, farmers will need to increase production by 30% over 2001 levels. Our governments are willing to forfeit the successful agricultural business in Delta for the dubious business of moving containers through Metro Vancouver. This will lead to more industrial development of Fraser Valley farmlands.

APE (Against Port Expansion in Delta)

Go to APE website for Paypal donation

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