

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

Together we can Stop GATEWAY at the Source

Deltaport, August 1, 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.

Gateway will devastate Delta and the Fraser Valley

Ship emissions blamed for 105,000 deaths yearly

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.

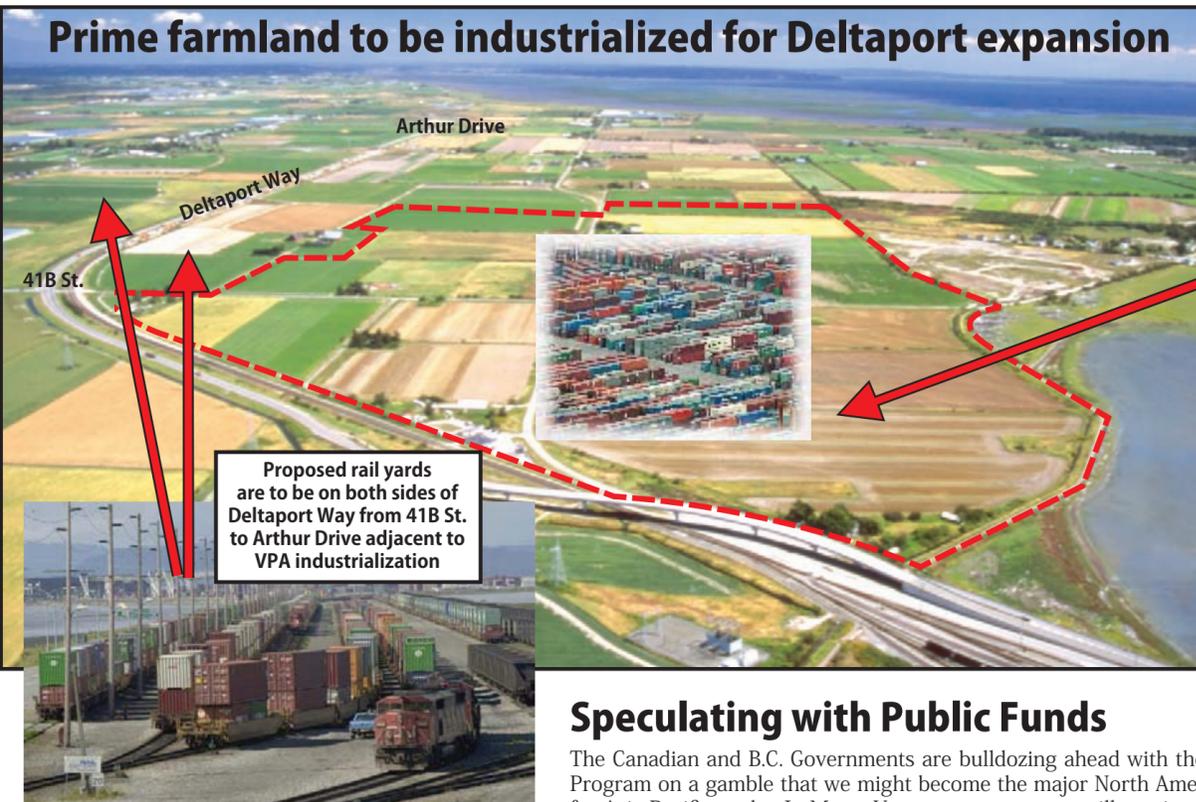
Vancouver Sun, November 14, 2007

Terminal 2 with 3 new berths at Deltaport will:

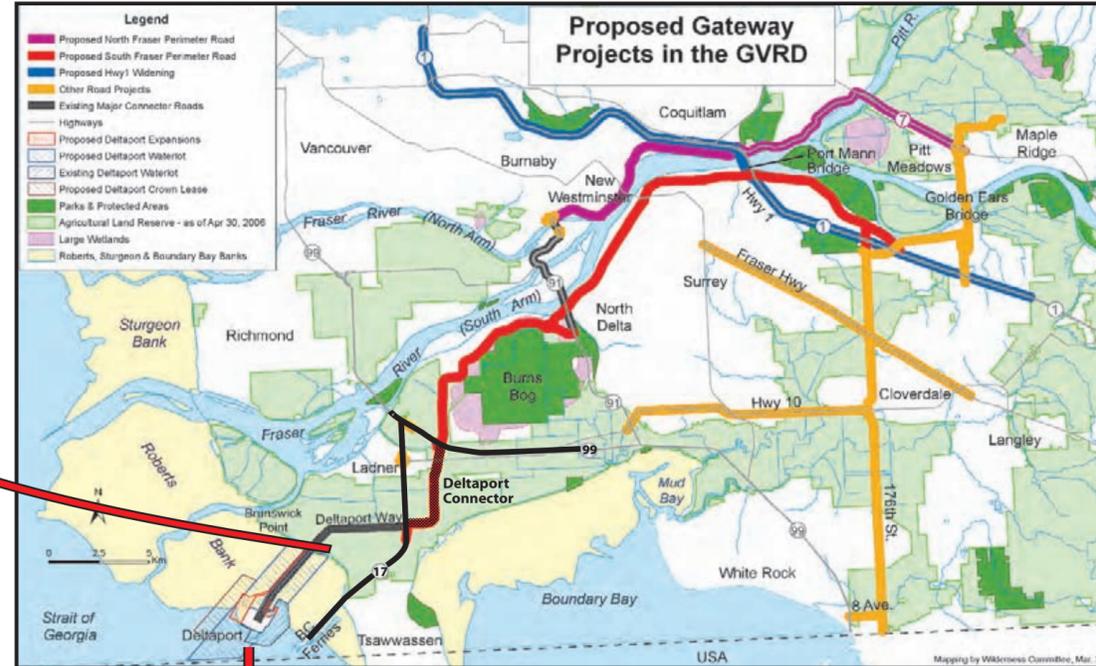
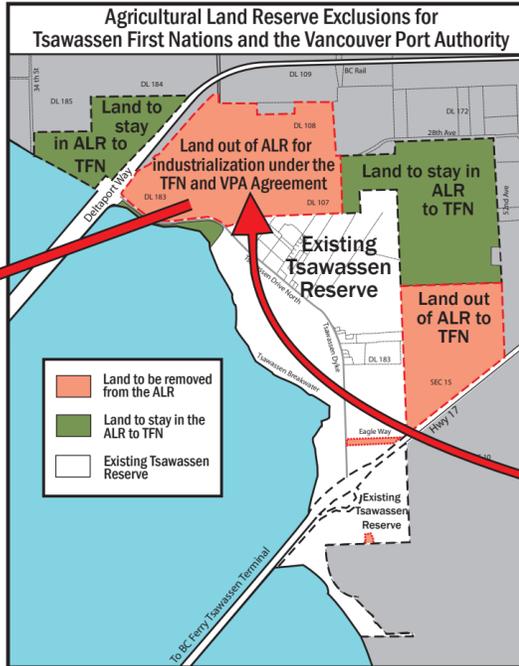
- **Pollute Delta, Metro Vancouver and Fraser Valley Communities**
- **Industrialize farmland in Delta and the Fraser Valley Agricultural Land Reserve**
- **Destroy Fraser River habitats**

Health, Environment and Farmland will be destroyed by Deltaport Terminal 2

Prime farmland to be industrialized for Deltaport expansion



Proposed rail yards are to be on both sides of Deltaport Way from 41B St. to Arthur Drive adjacent to VPA industrialization



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:

"plows 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..."
(Vancouver Sun June 20, 2005)

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 reveal the projected future demand can be 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 system through Greater 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 is 34 projects including Deltaport Third Berth (under construction), Terminal 2 (proposed) and the South Fraser Perimeter Road. It includes new and expanded highways, bridges, rail expansions, rail yards 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.

"Gateway is not the result of expert advice. It is not the result of public consultation. And it is not the result of consultation with local governments...Gateway is simply the result of blatantly self interested lobbying by business interests..." Burnaby Mayor Derek Corrigan, Sept. 29, 2007, Spirit of Sustainability Gateway Rally

Speculating with Public Funds

The Canadian and B.C. Governments are bulldozing ahead with the \$multi-billion Gateway Program on a gamble that we 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 75) 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 Vancouver 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 Deltaport 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 no safe level. Transportation expert Dr. J. Holtzclaw (New Emissions Assay: Freeway Growth Pollutes; Traffic Calming Cleans) warns that within four years of building a new freeway, total air emissions will be up more than 90% from before it opened. Citing several studies in his article, Dr. Holtzclaw states that final results indicate that highway expansions to relieve traffic congestion increase motor vehicle emissions, whether they free up traffic or not.

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: (Keck 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 health sector) because of the economic activity associated with correcting the results of its impacts." (South Fraser Perimeter Road, EA Application, Technical Vol. 16, page 39)

In 2003, the U.S. Sierra Club published "Key Studies on air pollution and health effects near high-traffic areas", linking air pollution to cancer, asthma, shortened lives, respiratory illnesses, and mortality from particulate matter. W.J. Gauderman, in another study claims: "by age 18, the lungs of many children who grow up in smoggy areas are underdeveloped and will likely never recover".

Massey Tunnel Nightmare

The Canadian government has committed up to \$100 million to fund construction of the **Deltaport Connector** which will give container trucks a direct route from Deltaport to Highway 99. Deltaport Way will be extended through the Agricultural Land Reserve with a new access to Hwy. 99 just south of the Hwy. 17 access. Ferry traffic and residents of Ladner and Tsawwassen will have to merge with a wall of trucks to access Highway 99. There are plans to make Highway 17 a municipal road so the B.C. Government can wash its hands of the congestion problems. Container trucks and other traffic to and from Deltaport are likely to increase by at least 50 percent - and perhaps more - once the Third berth is operational. Terminal 2 will triple the current number of trucks. Imagine the massive increase in container trucks feeding into the Massey Tunnel!

Despite all the scientific evidence that Deltaport expansion will cause massive loss of critical habitat at the mouth of the most important salmon river in the world, Provincial and Federal Governments are condoning the development. And for what? A gamble that Deltaport be the centre for containers from Asia?

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 winging 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 5 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.



Red - Proposed fill of 200 acres for Terminal 2 with 3 new berths
Yellow - Deltaport Third Berth under construction with 50 acres of fill
Existing container terminal is 2 berths
Red line is proposed rail and road expansions
Oops! What about the space marked with a question mark (?) Vancouver Port Authority says the fate of that area is undetermined. Is it for more fill?

Wildlife destruction at Roberts Bank is an International Disgrace



Photo courtesy of Stefan Jacobs and Centre for Whale Research,

"We are concerned that the "chain" of the Pacific Flyway could be broken for shorebirds at some point given the ongoing economic development in the Delta."

"If it does occur, the state of eutrophication is predicted to result in such massive environmental change between the causeways that there would be public outrage as well as agency embarrassment on an international scale"
(Environment Canada, EA Assessment Deltaport Third Berth, April 27, 2005)

Rich in intertidal eelgrass beds, marshes and mudflats, Roberts Bank at the estuary of the Fraser River provides habitat not only for millions of resident and migratory birds, but also for migrating salmon, and 3 pods of resident, endangered Orca whales which feed off Roberts Bank. The federal government set up the National Recovery Strategy for the Orcas in 2005. Now the government is approving industrialization of Roberts Bank and an increase in super-sized container ships travelling through shared Canadian -U.S. waters known as Orca Pass which is "critical habitat" for the endangered Orcas. With several international designations and agreements, how can our governments industrialize this ecosystem which is unparalleled anywhere in the world?

In contradiction to long-standing plans for the Roberts Bank Wildlife Management Area (WMA) and a protective Order-In-Council, construction in the 1980s and secret deals in 2004 have removed up to 5,888 acres of estuary habitat from future WMA designation. Most of this massive area is to be transferred to the management of the Vancouver Port Authority for container business.

Senior bureaucrats and lawyers in Ottawa pushed through approval of the Deltaport Third Berth despite warnings from their own scientists. Now the same manipulated process is underway for the South Fraser Perimeter Road. Terminal 2 is next. Government agencies are splitting the Gateway Projects for piecemeal reviews. Instead, there should be a comprehensive environmental assessment of the rationale and cumulative effects of all Gateway projects together done by an Independent Panel of credible experts.



"Ours to Preserve by Hand and Heart" Delta's coat of arms Brunswick Point, Delta

Deltaport Terminal 2 is Not Needed!

- By the BC Government's own Ports Strategy forecast, BC will need container port capacity of 5-7 million containers (TEUs) by the year 2020. Vancouver Port Authority is forecasting 8.8 million – a growth rate that industry experts say is unrealistic. However, even if that figure were to be realized, there will be more than enough capacity in BC without ever building Terminal 2. Lower Mainland ports combined will have a potential capacity of 6 – 6.7 million TEUs. Add in Prince Rupert, operating at its full potential of 4 million TEUs, and there is a total potential capacity on the BC West Coast of up to 10.7 million TEUs. So Terminal 2 will never be needed
- Close to 60 percent of containers coming to Vancouver are for Eastern Markets. When the expanded Panama Canal opens (2014), permitting larger ships to travel direct to the East Coast, some ships will bypass BC and go straight to East Coast ports. Already containers from India and South Asia bound for North America are going via the Suez Canal. Vancouver is vulnerable to losing container traffic to cheaper and faster alternative routes.
- Roberts Bank is not a natural harbour and is exposed to storms. High winds can sometimes result in the port closing down – especially in winter. Shipping companies do not like Deltaport for this reason. One of the largest shipping companies, Maersk, introduced a surcharge in 2007 for ships calling in Vancouver ports.
- Prince Rupert on the north coast is a natural deep sea harbour. It is two sailing days closer to Asia and a better rail route to East Canada and US markets.

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.

Global warming is a reality. Building more roads means more trucks and cars emitting more greenhouse gases. There is no way that either the Provincial or Federal governments can support the Gateway Program and reach their targets for reducing greenhouse gases.

Don't Pave Our Future

Farmland will be used for railway expansions, rail yards, container storage and the South Fraser Perimeter Road, including the Deltaport Connector. These plans will fragment farm 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-reliance through to the year 2025, farmers will need to increase production by 30% over 2001 levels. Our governments are willing to forfeit the successful agriculture 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)

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 been ignored in order to fast-track unjustified port developments.

Gateway Videos

Go to www.youtube.com and search for **damiengillis** to view excellent, informative videos about Gateway and those protesting against it.

Stop Gateway Groups

- APE (Against Port Expansion in Delta)**
www.againstportexpansion.org
 - Port Public Awareness Action Group**
stop@dccnet.com
 - Boundary Bay Conservation Committee**
taitt@telus.net
 - Point Roberts Registered Voters Association**
prvoters@gmail.com
 - Burns Bog Conservation Society**
www.burnsbog.org
 - The Save Delta Coalition** www.save-delta.com
 - Gateway 40 Network** Phone: 604-536-2790
info@stopgateway.ca www.stopgateway.ca
- ACORN Community Services, Against Port Expansion (APE), Ahavat Olam Synagogue, BC NDP Agriculture Committee, BC Great Blue Heron Society, Birdland Residents Association, Boundary Bay Conservation Committee, Bridgeview Community Association, Burns Bog Conservation Society, Canadian Auto Workers, local 111 (Bus Drivers), Canadian Action Party, Central Valley Naturalists, Council of Canadians, Cut Carbon Now, Delta Residents for a Healthy Community, East Ladner Residents Association, False Creek Watershed Society, Farmland Defence League, Federation of BC Naturalists, Fraser Heights Community Association, Fraser River Coalition, Fraser Valley Conservancy, Fraser Valley Conservation Coalition, Green Party of BC, Langley Conservation Network, Livable Region Coalition (Langley Chapter), Port Mann Community Association, Port Action Network, Save our Rivers Society, Smart-Growth BC, South Fraser Unitarian Church, Student Action for the Environment (SAFE) – Kwantlen Students, Students Against Port Expansion, Sunbury Neighbourhood Association, Surrey Environmental Partners, Soil and Water Conservation Assoc of BC, There is Another Way – Hoover/Naas, Unitarian Church of Vancouver, White Rock/South Surrey Naturalists

ACT NOW! to stop Terminal 2

Terminal 2 can be stopped! And with no Terminal 2 the South Fraser Perimeter Road is not needed.

1. Contact the Prime Minister, BC's Premier, MLAs and MPs. Tell them you want an immediate stop to Terminal 2. There are other options that avoid this environmental and social disaster.

Prime Minister Stephen Harper
80 Wellington Street, Ottawa, ON K1A 0A2
Email: pm@pm.gc.ca Phone: (613) 992-4211

Premier Gordon Campbell
PO Box 9041 STN Prov. Gov't, Victoria, B.C. V8W 9E1
Email: premier@gov.bc.ca Phone: (250) 387-1715

Hon. David Emerson, M.P. Minister for Pacific Gateway, House of Commons, Ottawa, Ontario K1A 0A6
Email: Emerson.D@parl.gc.ca Phone: (613) 943-0267

Hon. Kevin Falcon, M.L.A. Minister of Transportation Room 306 Parliament Buildings, Victoria, B.C. V8V 1X4
Email: Kevin.Falcon.MLA@leg.bc.ca Phone: (250) 387-1978

John Cummins, M.P. Delta-Richmond East 4871 Delta Street, Delta, B.C. V4K 2T9, Email: cummins@dccnet.com, Phone: (604) 940-8040

South Delta MLA Val Roddick Delta South 4805 Delta Street, Delta, B.C. V4K 2T7
Email: Val.Roddick.MLA@leg.bc.ca

2. Get active in your community. Join up help and help out. See the list of community groups (sidebar on the right) actively working to stop Terminal 2 and Gateway in your area.

www.againstportexpansion.org

YES!

Here's my donation to Against Port Expansion (APE)

Enclosed is: \$25 \$50 \$100 Other \$_____

Please add my name to the APE Contact List Go to APE website for Paypal donation

NAME _____ PHONE _____

ADDRESS _____

CITY _____ PROV _____ PC _____ EMAIL _____

Please make cheques payable to APE, P.O. Box 18060, 1215-C 56th Street, Delta, B.C. V4L 2M4

- SPEC (Society Promoting Environmental Conservation)** Phone: 604-736-7732 www.spec.bc.ca
 - Livable Region Coalition** www.livableregion.ca
 - Better Environmentally Sound Transportation (BEST)** www.best.bc.ca
 - Gateway Sucks** www.gatewayucks.ca
 - Coalition to Save Eagleridge Bluffs**
www.eagleridgebluffs.ca
 - Wilderness Committee**
www.wildernesscommittee.org
 - ActionInTime** www.actionintime.org
- Gateway Road Map:
Courtesy of the Wilderness Committee
Photos of farmland by Calen Darnel
Thanks to Nik Cuff and Paul George of ActionInTime for producing this newspaper. Email: nikcuff@shaw.ca
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