

IT'S TIME TO GET ANGRY!

The provincial and federal governments are moving ahead with port development plans at Roberts Bank for a second terminal despite fundamental opposition from scientists (including Environment Canada's own scientists), environmental groups, and the public. Even more infuriating is the fact that there is absolutely NO BUSINESS JUSTIFICATION for expanding port operations in Delta.

The Vancouver Fraser Port Authority continues to over estimate container traffic growth at its four container ports:

- ✓ Cumulative ANNUAL compound growth rate - CAGR (2008-2022) languishes at 2.5%.
- ✓ Total Containers (TEUs) for 2022 for all BC Ports was 4.6 mill TEUs (100,000 less than 2021) versus a capacity of 7 million TEUs. So there is no shortage of container terminal capacity.
- ✓ IN 2023 container volumes continued to decline, down by over 17%
- ✓ BC ports will be handling about 7 million containers per year by 2035 versus an expected capacity of 10 million TEUs, WITHOUT EVER BUILDING RBT2.
- ✓ Industry experts estimate BC ports will have sufficient capacity into the 2030s by which time with the planned expansions in Vancouver and Prince Rupert there will be more than enough port capacity on the west coast for Canada's trading needs without ever building Terminal 2. In fact, according to numbers provided by the port operators and port authorities, BC ports will be able to handle 10 million containers and potentially even up to 11.2 million without building Terminal 2.

Why then:

- Are billions of our tax dollars footing the bill for port development in Delta, and the infrastructure required to support it?
- Are we sacrificing thousands of hectares of prime agricultural land for warehouses, rail yards, and container storage facilities?
- Are we risking the renowned, ecologically sensitive treasures of Roberts Bank?
- Are Delta residents being asked to breathe in the filthy air from the tripled number of trucks, trains and ships utilizing a terminal that's not even needed?

We want the approval for Terminal 2 overturned.

Please join APE in demanding the federal government reverse its approval and tell the Port Authority to support less environmentally destructive expansions – if or when the market requires them – at Deltaport Berth 4 and Prince Rupert.

Join us as we insist that we've had enough, and it's time our elected leaders preserve Delta's quality of life by saying "NO" to Terminal 2.

Please sign your name below, to let the Federal Government know that you expect them to reverse the RBT2 approval

WHEREAS:

1. THE FEDERAL GOVERNMENT APPROVED ROBERTS BANK TERMINAL 2 AND;
2. THE PORT OF VANCOUVER'S GROWTH OVER 14 YEARS IS BELOW 3%, MEANING THE GROWTH IS SIGNIFICANTLY BELOW THE PORT'S GROWTH ESTIMATES, AND;
3. WITH ITS ESTIMATED COST OF \$3.5 BILLION LIKELY, TO INCREASE TO \$-6 BILLION, IT WILL NEVER BE ECONOMICALLY JUSTIFIED, AND;
4. DELTAPORT BERTH 4 AND PRINCE RUPERT HAVE PLANNED EXPANSIONS THAT WILL DELIVER MORE CAPACITY THAN RBT2 WITHIN THE SAME TIME FRAME AT LESS COST AND WITHOUT THE ENVIRONMENTAL DEGRADATION CAUSED BY RBT2,

I DEMAND THE FEDERAL GOVERNMENT OVERTURNS ITS PREVIOUS DECISION.

NAME _____ Address _____

COPY IT AND EMAIL IT TO: saynotot2@gmail.com