

The Four Myths that will sink Roberts Bank Terminal 2

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When the Port of Vancouver sends its newly updated information for the Roberts Bank Terminal 2 (RBT2) project to the Minister of Environment and Climate Change Canada it will perpetuate four Port-generated myths:

1. That the man-made island for the terminal will not impact the Roberts Bank ecosystem because it is built in deep water well away from shores and habitats.
 - Reality: *It will impact the ecosystem by altering tidal flows, water temperatures and salinity fluctuations, reducing the polyunsaturated fatty acids and Omega 3 in biofilm.*
2. That it can be built in a way such that it can operate in ways that can mitigate impact. It will be good for Canadians and good for the Salish Sea, leaving a legacy of environmental benefits behind as a result of the project.
 - Reality: *Environment Canada scientists state the project's impacts on biofilm (a critical food source for millions of shorebirds) "are anticipated to be high in magnitude, permanent, irreversible, and continuous". In other words, immitigable.*
3. That Biofilm can be re-created on a large scale to replace any biofilm that is lost because of the project.
 - Reality: *Environment Canada scientists state, "there are no accepted techniques to remediate for functional biofilm for shorebirds on intertidal mudflats", nor enough other available habitat to replace what will be lost if RBT2 is built. Therefore mitigation for this habitat loss is not possible.*
4. That this project is needed because West Coast Canada is running out of container terminal capacity and this is the only project to meet Canada's needs by the end of the decade.
 - Reality: *Current planned expansions will provide plenty of capacity for decades to come without ever needing to build RBT2. Global Container Terminals and DP World are both adding capacity in Vancouver and DP World announced plans for a large expansion at Prince Rupert, adding up to 5 million container capacity (Twenty Foot Equivalent Units - TEU) by 2030. These expansions will provide West Coast Canada in excess of 10 million container (TEU) capacity, exceeding the Ports own forecasts for 7.5 to 8.8 million TEUs by 2045.*

None of the Ports claims are true. What will this project do to the wetlands and wildlife?

- For migratory, other shorebirds and seasonal visitors – denigrates this crucial stop on Pacific Flyway where the biofilm is a critical food source during migration.
- For Salmon – destroys habitat the juveniles rely on as they transition from river to ocean.
- For Crabs – covers over their breeding habitat.
- For Already Endangered Southern Resident Killer Whales – less Chinook salmon to feed on and increase vessel noise in their prime habitat.

There is no point in the Port providing more of its paid-for consultants' developed science to the Minister. None of that science has been published in peer-reviewed science journals and much of it runs counter to the scientific community's findings that the Fraser Estuary is part of an already observed and wider biodiversity collapse in the Salish Sea, driven by projects like Roberts Bank Terminal 2.

The Fraser Estuary is on the brink of collapse and Roberts Bank Terminal 2 will likely be the tipping point.

Port and industrial development cannot be allowed to destroy the mudflats, wetlands and ocean habitat, an integral part of the Roberts Bank ecosystem, relied on by millions of migratory and other shorebirds, salmon, other fishes, crabs and southern resident killer whales. The Federal Government has no choice. It must deny approval for Roberts Bank Terminal 2.

For more information visit www.againstportexpansion.org

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