

APPEALS PRESENTS REQUIRES

Roberts Bank Terminal 2 (RBT2) – Tick, Tick, Tick. The Federal Government’s Environmental Disconnect

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The clock is ticking for RBT2. The federal government has to make a decision soon on whether to approve a major industrial development on Roberts Bank. Yet there is a fundamental disconnect within the Federal Government’s environmental policies.

On the one hand the federal environment minister just announced - with pride - that Canada is one of the first countries to adopt the Key Biodiversity Area (KBA) standards nationally, with the Fraser River Estuary already identified as one of Canada’s critical places for nature and one of the first sites to be certified as a KBA. <https://kbacanada.org/site/?SiteCode=BC017>

On the other a crown agency of the federal government - the Port of Vancouver - is lobbying hard to get approval for Roberts Bank Container Terminal 2 (RBT2). They want to build a second container terminal on a 164-hectare man made island right in the middle of the newly certified KBA. Not only that but In addition the same crown agency wants to put a second cruise ship terminal in the lower reaches of the Fraser River. How ridiculous is that?

The government’s own scientists, supported by internationally acknowledged experts in wetlands and wetland ecology, have proven beyond any doubt that the RBT2 development will cause significant environmental impacts, described by Environment and Climate Change Canada scientists as “permanent, irreversible, and, continuous”.

Is the federal government serious as they claim about protecting nature and halting biodiversity loss? Because if they are there is no way they can support the Key Biodiversity Area concept and standards, yet still approve Roberts Bank Terminal 2 and/or a second cruise ship terminal.

How can Canada on the one hand pride itself as one of the leaders in protecting biodiversity and giving increased protection to ecosystems and wildlife species whilst at the same time approving environmentally dangerous projects such as Roberts Bank Terminal 2?

Approving any further industrialization of the lower Fraser and its estuary is in direct conflict with the aims and objectives of the Key Biodiversity Area program.

The Fraser Estuary KBA is an area critical for wildlife and biodiversity. It is an important stop for migratory birds on the Pacific Flyway. These Port of Vancouver developments threaten the values of the KBA. Degradation and over exploitation of natural resources are significantly reducing the biological diversity and integrity of recognized and important ecosystems such as the Fraser Estuary and River.

The Fraser estuary and its ecosystem is already at an environmental tipping point. It already has a ferry terminal, a coal (soon also to be potash) terminal and a three-berth container terminal. It simply cannot withstand any more port and industrial development.

It is now up to the federal government to “walk the talk”, support the principles of the KBA program in Canada and deny approval for Roberts Bank Terminal 2 as well reject a second cruise ship terminal. To do anything other than deny approval for these proposed projects in the Fraser River and Estuary would be hypocritical for the federal government and will result in international embarrassment for Canada.

For more information visit www.againstportexpansion.org
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