ROBERTS BANK TERMINAL 2 PROJECT

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Sustainability

May 28, 2015
ABOUT PORT METRO VANCOUVER

- Largest port in Canada
- Fourth largest in North America
- $187 billion in goods annually
- $500 million of cargo/day
- 20% of Canada’s goods trade
- 100,000 jobs across Canada
FACILITATING OUR NATION’S TRADE

- We have a mandate to facilitate Canada’s trade
- We recognize the need to balance efficient port operations with community concerns and environmental protection
- We work for the benefit of all Canadians
CONTAINERS IN VANCOUVER
THE PACIFIC GATEWAY

1,556,706 TEUs (inbound 2014)

1,356,223 TEUs (outbound 2014)
HISTORIC CONTAINER TRAFFIC GROWTH

2001 OSC Container Forecast vs. Actual Throughput

MILLIONS OF TEUS

YEAR


West Coast Actual Throughput
High Case Forecast
Base Case Forecast
Port Metro Vancouver Actual Throughput
Low Case Forecast
CONTAINER TRAFFIC FORECAST

Source: Ocean Shipping Consultants, 2014
CONTAINER TRAFFIC FORECAST

Source: Ocean Shipping Consultants, 2014
*Practical capacity is calculated as 85% of maximum capacity, above which terminals begin to lose efficiency.
ADVANTAGES OF ROBERTS BANK

- Port Metro Vancouver Container Terminal
- Intermodal Yard
- Off-Dock Facilities
- Major Road Network
- Major Rail Network
- South Fraser Perimeter Road (SFPR)

- Roberts Bank Rail Corridor (RBRC)
  - 41st St. Grade Separation
  - 80th St. Rail Overpass
  - Panorama Ridge Whistle Cessation
  - 152nd St. Rail Overpass
  - 152nd St. Grade Separation
  - 156th St. Grade Separation
  - 54th Ave. Grade Separation
  - Mufford Cross/54th Ave. Resignment and Grade Separation
  - 252nd St. Grade Separation
PROJECT BENEFITS

- **Improved access** for Canadian exporters and importers
- **Increased economic activity** within Canada
- Creation of **thousands of jobs** during construction and operation
- **Increased revenue** for all levels of government
- **Facilitation of opportunities** for Aboriginal groups
- Lasting **social benefits** for local communities
- Improved capacity for **sustainable resource management**
### Increased Employment

<table>
<thead>
<tr>
<th>Construction (5.5 years)</th>
<th>Operation (annual)</th>
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<tr>
<td><strong>12,700</strong> person years</td>
<td><strong>12,400</strong> person years</td>
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<tr>
<td>~<strong>$1 billion</strong> in wages</td>
<td>• <strong>1,550</strong> on-terminal</td>
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<td><strong>$1.3 billion</strong> in GDP</td>
<td>• <strong>10,850</strong> off-terminal</td>
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<tr>
<td></td>
<td><strong>$810 million</strong> in wages</td>
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<tr>
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<td><strong>$1.2 billion</strong> in GDP</td>
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ENVIRONMENTAL IMPACT STATEMENT

77 environmental studies

35,000+ Hours of fieldwork

100+ professional scientists
The RBT2 EIS has been prepared according to the *EIS Guidelines* issued by the CEA Agency on January 7, 2014.

The information presented in the EIS is intended to satisfy both federal and provincial EA requirements.

The EIS includes:

- identification of potential effects and benefits of the Project
- description of mitigation measures to reduce potential Project effects
ENVIRONMENTAL ASSESSMENT METHODOLOGY

EXAMPLE OF PATHWAY OF EFFECTS

PROJECT ACTIVITIES
- Dredging
- Dyke Construction

PROJECT EFFECT
- Sediment Re-suspension

INTERMEDIATE COMPONENTS
- Marine Water Quality
- Surficial Geology and Marine Sediment

VALUED COMPONENTS
- Commercial, Recreational and Aboriginal Fisheries (Fishing)
- Outdoor Recreation (Fishing)
- Marine Commercial Use (Fishing)
- Coastal Birds (Predator)
- Marine Mammals (Predator)
- Human Health

EXPERT REVIEW OF PATHWAY OF EFFECTS

portmetrovancouver.com
Intermediate Components

- Air Quality
- Noise and Vibration
- Light
- Coastal Geomorphology
- Surficial Geology and Marine Sediment
- Marine Water Quality
- Underwater Noise
- Population
ENVIRONMENTAL ASSESSMENT METHODOLOGY

Valued Components

Biophysical Components
- Marine Vegetation
- Marine Invertebrates
- Marine Fish
- Marine Mammals
- Coastal Birds
- Ongoing Productivity of Commercial, Recreational and Aboriginal Fisheries

Socio-Economic Components
- Labour Market
- Economic Development
- Marine Commercial Use
- Local Government Finances
- Services and Infrastructure
- Outdoor Recreation
- Visual Resources
- Land and Water Use
- Human Health
- Archaeological and Heritage Resources
Other Effects Assessments

In addition to the assessment of intermediate and valued components, Port Metro Vancouver undertook three other effects assessments for the Project.

- Potential Accidents or Malfunctions
- Effects of the Environment on the Project
- Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes
After the implementation of mitigation, the Roberts Bank Terminal 2 Project is not expected to result in any significant adverse residual effects on any of the 16 valued components.

No cumulative effects are anticipated, with the exception of a cumulative effect to southern resident killer whales.

Port Metro Vancouver is confident potential adverse effects can be fully or partially avoided or reduced through Project design and the implementation of environmental management programs.
CEA Agency issued updated EIS Guidelines on April 17, 2015.

Two additional factors:

- **Marine shipping.** The environmental effects of marine shipping associated with the Project extending to the 12 nautical limit of Canada’s territorial sea.

- **Provincial socio-economic assessment.** The potential economic, social heritage and health effects of the Project, including cumulative effects.
### Federal Process

**Project Description Review**
- Project Description submitted by Port Metro Vancouver to the CEA Agency (Sept. 12, 2013)
- CEA Agency-led public comment period regarding Project Description (Sept. 25–Oct. 15, 2013)

**Determination of Environmental Assessment**
- Public comment period regarding draft Environmental Impact Statement Guidelines (Nov. 9–Dec. 8, 2013)
- Project referred to Independent Panel Review (Jan. 7, 2014)
- Environmental Impact Statement Guidelines issued by CEA Agency (Jan. 7, 2014)

**Development of Environmental Impact Statement (EIS)**
- Port Metro Vancouver develops EIS

**Environmental Impact Statement Completeness Review (5 months)**
- Submit EIS to CEA Agency
- Public comment period regarding completeness of Port Metro Vancouver’s EIS submission

**Independent Review Panel (14 months)**
- Panel-led environmental assessment
- Independent Review Panel Report to Minister of the Environment

**Environmental Assessment Decision (5 months)**
- Minister of the Environment issues decision

### Provincial Process

- Provincial process to principally rely on the Federal review panel
- BCEAO to make a recommendation to the B.C. Minister of Environment
PROCUREMENT PROCESS

• Separate procurement processes for the terminal operator and infrastructure developer
• Agreements are subject to environmental approval
• Project would be funded by Port Metro Vancouver and private funding and would not require tax dollars
Available at portmetrovancouver.com/RBT2 and at the Delta Community Office.
Stay updated

- Sign up for Project updates at [www.portmetrovancouver.com/RBT](http://www.portmetrovancouver.com/RBT)

- Sign up for updates from CEAA process at [www.ceaa-acee.gc.ca](http://www.ceaa-acee.gc.ca)
ROLE OF PCLC

- PMV will continue to provide the PCLC with updates and presentations throughout Project development
- Members of the PCLC are welcome to review the EIS and submit comments directly to CEAA
- Questions regarding the Roberts Bank Terminal 2 Project and the EIS can be directed to Alycia
Questions?