PROPOSED ROBERTS BANK TERMINAL 2 PROJECT

Pre-Consultation Discussion Guide and Feedback Form

June 2011
WHAT IS THE PURPOSE OF THIS DISCUSSION GUIDE?

The purpose of this discussion guide is to provide you with information about the Container Capacity Improvement Program and the proposed Roberts Bank Terminal 2 Project. It is designed to gather feedback from communities, stakeholders and the public, and includes a feedback form that we encourage you to complete. The guide provides an overview of Port Metro Vancouver’s role, the need for additional container capacity, the extensive consultation we have planned for this project, and the process around delivering increased container capacity.

WHAT IS THE CONTAINER CAPACITY IMPROVEMENT PROGRAM?

In keeping with our mission to support the growth of Canadian trade, Port Metro Vancouver is exploring potential improvements to facilities in the Lower Mainland to meet future growth and demand for container capacity.

The Container Capacity Improvement Program (CCIP) is our long-term strategy to reliably support growing international trade in an efficient and sustainable manner.

Based on population and economic growth forecasts, our current economic projections identify a gap in our ability to meet future demand as early as 2015. We are undertaking preliminary technical analysis at Roberts Bank to determine suitability for potential future development.

WHAT IS THE PROPOSED ROBERTS BANK TERMINAL 2 PROJECT?

The proposed Roberts Bank Terminal 2 Project is a multi-berth marine container terminal that could provide additional capacity to service projected import and export demand in the Pacific Gateway.

WE WANT TO HEAR FROM YOU

We are taking a staged approach to reviewing the proposed Roberts Bank Terminal 2 Project. It is anticipated that this will include several rounds of community, stakeholder and public consultation, starting with Pre-Consultation. A comprehensive First Nations consultation process will run parallel to the public and stakeholder consultation process.

WHAT IS PRE-CONSULTATION?

Pre-Consultation is the first step in a multi-round consultation program. Pre-Consultation regarding the proposed Roberts Bank Terminal 2 Project asks communities, stakeholders and the public how they want to be consulted and about what topics. The feedback received through Pre-Consultation will be considered as we refine and finalize the consultation program for the proposed Roberts Bank Terminal 2 Project.

Please complete the FEEDBACK FORM located at the back of this discussion guide or online at www.portmetrovancouver.com/CCIP to provide your comments and input.

Feedback will be received until June 30, 2011.
WHAT IS PORT METRO VANCOUVER?

In 2008, the Fraser River Port Authority, North Fraser Port Authority and Vancouver Port Authority amalgamated to continue as the Vancouver Fraser Port Authority (VFPA), now known as Port Metro Vancouver.

We are Canada’s largest and North America’s most diversified port, trading $75 billion in goods with more than 160 trading economies annually. Port Metro Vancouver activities generate 129,500 total jobs across Canada and generate a total economic output of $22 billion, which includes the value-added gross domestic product (GDP) component of $10.5 billion. Our mandate is to support the growth of Canadian trade.

Port Metro Vancouver operates across five business sectors: automobiles, bulk, breakbulk, containers and cruise. No other seaport in North America handles as wide a range of cargo.
WHY IS TRADE IMPORTANT?

As the largest port in Canada, we serve as Canada’s point of entry for demand-driven consumer goods such as clothing, electronics and automobiles imported from Asia.

As the largest port in North America for foreign exports, we serve the interests of Canada’s commodity and manufacturing producers by exporting coal and potash, forest products and grain, and petroleum products.

The economic benefits of trade are felt not just in the Pacific Gateway itself, but across the entire country — creating jobs, increasing tax revenue for municipalities and producing economic benefits for Canadians.

HOW DO WE WORK TOGETHER TOWARDS RESPONSIBLE GROWTH?

Provincial and national growth are directly linked to the growth of B.C.’s transportation system.

Port Metro Vancouver is pursuing increased collaboration among governments and industry to enable growth in international trade, improve the safety and efficiency of road and rail traffic in the region, and enhance the quality of life for residents of the 16 municipalities in which we operate.

With a shared commitment to sustainable solutions, we are striving to further develop solid relationships at the local government level to help identify common values, determine sustainable legacies and mitigate potential community impacts.

As Asian economies grow, and as populations in both Asia and Canada increase, demand for Canadian exports and Asian-made consumer goods will increase. Port Metro Vancouver is Canada’s gateway to the most dynamic economies in the world.
Port Metro Vancouver is a major funding partner, along with governments and private industry, in many initiatives that will accommodate future growth, improve cargo handling and increase the Gateway’s competitive advantage. Collaboration is key to this success.

Working closely with all levels of government, we continue to develop leading environmental programs that combine innovative initiatives and excellence in environmental stewardship, and that focus on community and First Nations engagement.

Moving forward, we will continue to be instrumental in bringing communities, industry and government together to ensure that we grow responsibly.

**SUSTAINABLE DEVELOPMENT**

The port works with customers and industry stakeholders to reduce air emissions and our carbon footprint. Our EcoAction Program for Shipping offers financial incentives for shipping lines that reduce their emissions. Vessels that qualify are eligible to receive our new Blue Circle Award — reserved for those that achieve the highest emissions reductions.

The process of defining the next phase of port development at Roberts Bank includes economic, social and environmental considerations. We are working closely with our host communities to identify potential amenities and lasting community legacies.

We recognize the importance of consulting with those First Nations who share an interest in the lands and waters associated with port activities and who are actively engaged in exploring mutually beneficial opportunities for the sustainable development of the Pacific Gateway.
WHY DO WE NEED TO PLAN FOR GROWTH IN CONTAINERIZED TRADE?

Containerized trade increases the efficiency, reliability and cost-effectiveness of moving goods around the world. Port Metro Vancouver achieved record container volumes in 2010, handling 2.5 million TEUs (twenty-foot equivalent unit containers), as demand for imported consumer goods grew and container exports returning to Asia with forest products, specialty grain crops and other commodities increased. Our May 2011 preliminary container traffic projections demonstrate that existing container capacity in the Lower Mainland will soon become significantly constrained, requiring additional capacity. Container traffic through B.C.’s West Coast is expected to double over the next 10 to 15 years, and nearly triple by 2030. This projected increase in Canadian international trade necessitates planning now to meet future demand.

Based on population and economic growth, we project that over 4 million TEUs of additional capacity will be needed to meet future West Coast container demand by 2030. The Container Capacity Improvement Program would deliver system enhancements to close the gap in our ability to service demand.
The Container Capacity Improvement Program is an important step in delivering the projects and required infrastructure necessary to meet anticipated growth in the container sector.

As an integral component of the program, Port Metro Vancouver is assessing potential efficiency gains throughout Lower Mainland container facilities.

Following significant improvements at Centerm and Vanterm in 2005, and the completion of the Deltaport Third Berth Project in 2010, we are currently evaluating additional terminal improvements, as well as road and rail improvements, at Roberts Bank. The most immediate and cost-effective capacity increase can be achieved with these improvements.

Roberts Bank is very well positioned to accommodate future trade growth and offers several competitive advantages, including a well-established international shipping route with excellent access to important Lower Mainland markets and major North American road and rail transportation corridors.

In addition to capacity improvements at the existing Deltaport terminal, we are also exploring an additional multi-berth container terminal at Roberts Bank.

PROPOSED ROBERTS BANK TERMINAL 2 PROJECT

The Roberts Bank Terminal 2 Project is a proposed marine container terminal that could provide additional capacity of more than 2 million TEUs per year to meet forecast demand until 2030.

Although the scope, scale and location of the proposed Roberts Bank Terminal 2 Project have not been fully defined, our preliminary vision includes multiple berths equipped with ship-to-shore cranes capable of handling the latest generation of container ships.

Subject to environmental approvals, the proposed Roberts Bank Terminal 2 Project could be designed and constructed adjacent to the Deltaport and Westshore terminals in phases, based on market conditions.

Mid-term capacity requirements by 2020 can be met with development of the proposed Roberts Bank Terminal 2 Project. There may also be the opportunity to reconfigure the terminals in the inner harbour in the long term to address container capacity demands beyond 2028. This progression of capacity development corresponds with the lowest cost per TEU development option at each stage.
HOW CAN I GET INVOLVED?

Port Metro Vancouver is undertaking a comprehensive multi-round community, stakeholder and public consultation process, which is occurring in several phases starting in June 2011, regarding the proposed Roberts Bank Terminal 2 Project. It is anticipated that this consultation process will include seven rounds of substantive community, stakeholder and public consultation over several years, including Pre-Consultation, Project Definition, Pre-Design, Environmental Assessment public comment periods, Preliminary Design and Detailed Design Consultation.

*While the federal/provincial environmental assessment process has yet to be defined, it is anticipated that the proposed Roberts Bank Terminal 2 Project will be subject to a panel-level environmental assessment review, which is the most rigorous form of environmental review.

**Other communications and community engagement activities will be undertaken throughout project review.
HOW INPUT WILL BE USED
As the proposed Roberts Bank Terminal 2 Project progresses through project development, we will undertake several rounds of consultation with communities, stakeholders and the public.

Your feedback during Pre-Consultation will help shape the scope and content of subsequent consultation rounds. Input received through consultation will be considered, along with technical and economic input, as we refine the scope and features of the proposed Roberts Bank Terminal 2 Project.

Consultation Summary Reports will be produced following each consultation round, summarizing input received from participants. As well, a consideration memo will be produced following each consultation round, documenting how consultation input has been considered in refining the project’s scope, design, environmental assessment studies and potential community benefits.

OTHER COMMUNITY ENGAGEMENT AND COMMUNICATIONS ACTIVITIES
In addition to the proposed consultation rounds mentioned on page 8, we will undertake other community engagement and communications initiatives as part of the Container Capacity Improvement Program.

Building on the success of the Deltaport Third Berth Liaison Committee, a Port Community Liaison Committee is being established for port-related issues in Delta, with an anticipated first meeting in May 2011. This committee is expected to be a key stakeholder group in all rounds of consultation.

WILL THERE BE AN ENVIRONMENTAL ASSESSMENT?
The proposed Roberts Bank Terminal 2 Project will be subject to a thorough and independent environmental assessment. While the scope and nature of the environmental assessment has yet to be determined by the federal and provincial regulators, it is anticipated that it would be some form of panel review, the most rigorous form of environmental assessment.

Opportunities will be available for communities, stakeholders and the public to provide input on the scope and nature of studies to be completed as part of the environmental assessment, as well as to review and comment on the results of those studies.

Environmental approvals and relevant permits are required prior to construction of the proposed Roberts Bank Terminal 2 Project.
ON WHAT TOPICS DO YOU WANT TO BE CONSULTED?

During the development of the Deltaport Third Berth Project, communities, stakeholders and the public identified topics that could also be explored during consultation regarding the proposed Roberts Bank Terminal 2 Project. Several of these topics have been identified below, and in the attached and online feedback form. We invite your input regarding whether these topics are appropriate, and whether you wish to be consulted on other topics.

During Project Definition Consultation, topics could include these and other topics:

- **Project Design Elements** could include topics such as layout of the proposed terminal, marine traffic, land reclamation, roads, rail and other related topics.
- **Culture and Heritage** could include topics such as maritime heritage and marine archaeology.
- **Socio-Economic** could include topics such as road, rail and marine traffic, potential economic benefits and costs, construction and operational activities, business opportunities and effects, and creation of direct and indirect jobs.
- **Wildlife and Habitats** could explore potential habitat preservation and enhancement, potential habitat compensation, and potential impacts on endangered species/species at risk.
- **Water Quality and Marine Species** could focus on water and sediment characteristics and the marine species that inhabit Roberts Bank.
- **Infrastructure** could examine proposed port facilities including the berth, terminal, shore protection, road and rail access, industry and municipal services.
- **Local Benefits and Opportunities** could include options for contributions to community amenities such as parks or other recreation opportunities, facilities or infrastructure.
- **Local and Regional Area** could consider topics such as air quality, safety, greenhouse gases, land use, noise and light.

ADDITIONAL CONSULTATION TOPICS

Please consider additional topics you may want explored through consultation regarding the proposed Roberts Bank Terminal 2 Project, in addition to those that will be addressed in the environmental assessment process.

HOW WILL YOUR INPUT BE USED?

Community, stakeholder and public input gathered through Pre-Consultation will help us:

- refine and finalize Project Definition Consultation for the proposed Roberts Bank Terminal 2 Project
- identify potential issues and impacts for environmental assessment
- identify ways to avoid and minimize potential impacts
FEEDBACK FORM – WE WANT TO HEAR FROM YOU

As the proposed Roberts Bank Terminal 2 Project progresses through project design, we will undertake several rounds of consultation with communities, stakeholders and the public. Your responses to the questions below will help shape the scope and content of subsequent consultation rounds.

ON WHAT TOPICS DO YOU WANT TO BE CONSULTED?

We would like your input on potential consultation topics for the Roberts Bank Terminal 2 Project Definition Consultation. Listed below are several potential topics. We would like your input regarding whether these topics are appropriate, or if you would like to be consulted on other topics.

1. Please indicate how important the following topics are for inclusion in the proposed Roberts Bank Terminal 2 Project Definition Consultation:

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<thead>
<tr>
<th>Topic</th>
<th>EXTREMELY IMPORTANT</th>
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<th>NOT AT ALL IMPORTANT</th>
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<tr>
<td>Project Design Elements</td>
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2. Are there any additional topics that you would like to be consulted about during the proposed Roberts Bank Terminal 2 Project Definition Consultation?


HOW DO YOU WANT TO BE CONSULTED?

3. Please rate how likely you would be to participate in each of the following consultation methods during the proposed Roberts Bank Terminal 2 Project Definition Consultation:

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<tr>
<th>Consultation Method</th>
<th>VERY LIKELY</th>
<th>SOMEWHAT LIKELY</th>
<th>NEITHER LIKELY NOR UNLIKELY</th>
<th>SOMEWHAT UNLIKELY</th>
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<tr>
<td>Attending a small-group meeting</td>
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<td>Attending an open house in your community</td>
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<td>Participating in an online video open house</td>
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4. What other consultation methods are you likely to participate in?

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5. Please rate how likely you are to read further information about the proposed Roberts Bank Terminal 2 Project if you receive it in the following way:

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<th>SOMEWHAT UNLIKELY</th>
<th>VERY UNLIKELY</th>
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<td>Social media (Facebook, Twitter, etc.)</td>
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6. Please indicate other ways you would like to receive information from Port Metro Vancouver regarding the proposed Roberts Bank Terminal 2 Project.

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7. **Additional Comments – Proposed Roberts Bank Terminal 2 Project**

Please provide any additional comments you may have about the proposed Roberts Bank Terminal 2 Project.

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HOW INPUT WILL BE USED:

Feedback received through this Pre-Consultation will be summarized in a Consultation Summary Report and posted online at www.portmetrovancouver.com/CCIP. Input will be considered, along with technical and economic information, as Port Metro Vancouver undertakes project design and develops consultation materials for Project Definition Consultation.

Please provide your contact information (optional):

Name: ________________________________
Organization (if applicable): ________________________________
Address: ________________________________  City: ________________________________
Postal Code: ________________________________
Email: ________________________________
Phone: ________________________________

PLEASE RETURN YOUR COMPLETED FEEDBACK FORM BY JUNE 30TH, 2011

YOU CAN RETURN YOUR COMPLETED FEEDBACK FORM BY:

Email: container.improvement@portmetrovancouver.com
Web: www.portmetrovancouver.com/CCIP
Mail: Port Metro Vancouver
      Attention: Container Capacity Improvement Program
      100 The Pointe, 999 Canada Place
      Vancouver, BC V6C 3T4
Fax: 1.866.284.4271 Attention: Container Capacity Improvement Program

Any personal contact information you provide to Port Metro Vancouver on this form is collected and protected in accordance with the Freedom of Information and Protection of Privacy Act. If you have any questions regarding the Container Capacity Improvement Program or the proposed Roberts Bank Terminal 2 Project, and/or the information collection undertaken on this form, please contact Port Metro Vancouver at container.improvement@portmetrovancouver.com.