

The Environmental Impact Statement (EIS) provides information about the Roberts Bank Terminal 2 Project, identifies potential effects and benefits of the Project, and describes mitigation measures to reduce potential Project effects. The EIS has been prepared according to the “Guidelines for the Preparation of an Environmental Impact Statement for the Roberts Bank Terminal 2 Project”, issued by the Canadian Environmental Assessment Agency in January 2014.

## NOISE AND VIBRATION

The noise and vibration assessment examined potential changes in noise and vibration as a result of the Roberts Bank Terminal 2 Project. The results of the noise and vibration assessment were used in the assessments of coastal birds, marine commercial use, outdoor recreation, human health, and current use of land and resources for traditional purposes.

### SCOPE OF ASSESSMENT

The assessment considered Project-related sources of noise and vibration, including construction equipment, berthing and unberthing of container ships, tugboats, ships at berth, container handling activities, and movement of trains and trucks on the terminal and causeway. The assessment focused on continuous noise, low frequency noise, transient and impulsive noise, and ground-borne vibration.

The assessment included an upland study area, which was informed by a survey of residents near the Project regarding noise and vibration issues, and a marine study area.

- The upland study area included locations within the Corporation of Delta, within Tsawwassen First Nation lands, and in Point Roberts, Washington within 5 kilometres of the Roberts Bank terminals and within 2 kilometres of the east end of the causeway.
- The marine study area included all above-water areas within 10 kilometres of the centre of the proposed terminal.

### EXISTING CONDITIONS

The description of existing conditions considered sources of noise and vibration, including the existing Roberts Bank terminals, BC Ferries terminal and road and rail traffic within the upland study area. Existing noise levels are typical of suburban areas, and noise within the upland study area comes from many diverse sources, including the following:

- Activity at Roberts Bank terminals and BC Ferries terminal;
- Road and rail traffic on the Roberts Bank causeway;
- Road and rail traffic on routes within the study area (including Highway 17 and Deltaport Way);
- Construction activities on Tsawwassen First Nation land;
- Farming activities;
- Aircraft;
- Marine vessels;
- Local activities; and
- Natural sounds (e.g., wildlife, wind).

No single source tends to dominate these noise environments; noises from all of these sources contribute in varying degrees to the overall average daily noise levels.

## KEY FINDINGS

In the upland study area, Project-related increases in average annual noise levels are, for the most part, expected to be minor and not perceptible, with the following exceptions:

- During certain months, construction activities are anticipated to result in perceptible increases in noise.
- The number of intermittent noises related to cargo handling and train shunting during operation would increase, but the noise levels perceived from shore would be the same or lower than noise levels from the existing Roberts Bank terminals, since the new marine terminal would be located further from shore.

In the marine study area, noise levels during construction and operation would vary depending on the distance from the terminal, ranging from increases of 13 A-weighted decibels (dBA) within 1 kilometre away from the terminal, to no increase 10 kilometres away from the terminal, with the largest increases predicted to occur at locations within 1 kilometre of the marine terminal.

The construction and operation of the Project is not expected to result in perceptible increases in levels of ground-borne vibration.

It is expected that there would be minimal incremental cumulative changes in noise levels as a result of the combination of Project-related noise and with additional road and rail activity on the expanded causeway and on the upland road and rail corridors within the study area.

### About the Roberts Bank Terminal 2 Project

The Roberts Bank Terminal 2 Project is a proposed new three-berth container terminal at Roberts Bank in Delta, B.C., on Canada's west coast. The Project would provide 2.4 million twenty-foot equivalent units (TEUs) of container capacity. Port Metro Vancouver proposes to build the Project to meet increasing demand for containerized trade on the west coast of Canada.

The Project is undergoing a federal environmental assessment by an independent review panel, under the *Canadian Environmental Assessment Act, 2012*. The Project is also undergoing an assessment under the *British Columbia Environmental Assessment Act*, and requires other permits and authorizations before it can proceed.

## CONTACT US

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