

RBT2 Local Government Outreach Summary Report
Appendix: Status of Issues and Interests

Local Government Elected Roundtable		
Meeting Date and Location	Issues & Interests	Status
June 6, 2013 Port Metro Vancouver	<p>Environmental Assessment:</p> <ul style="list-style-type: none"> • Interest about whether the environmental studies that were completed as part of the Deltaport Third Berth Project would be considered as part of the baseline for cumulative effects 	<ul style="list-style-type: none"> • Baseline studies for the project looks at current conditions, but historical information has been incorporated into the current study program • Cumulative impact assessments, as defined in legislation, look at existing conditions and all reasonably foreseeable projects
	<p>First Nations' Consultation and Engagement:</p> <ul style="list-style-type: none"> • Nature of consultation being undertaken for First Nations • Potential synergies between First Nations and municipal consultation and engagement 	<ul style="list-style-type: none"> • A separate, but parallel, First Nations consultation process is being undertaken by Port Metro Vancouver in relation to the proposed Roberts Bank Terminal 2 Project • Tsawwassen First Nation is participating in the Roberts Bank Terminal 2 Project Local Government Elected Roundtable, alongside Corporation of Delta, City of Richmond, City of Surrey, City of Langley and Township of Langley
	<p>Community Legacy Benefits:</p> <ul style="list-style-type: none"> • Type and scope of community legacy benefits 	<ul style="list-style-type: none"> • Port Metro Vancouver has initiated discussions with local governments regarding community legacy benefits that could be provided as part of the proposed Roberts Bank Terminal 2 Project, to ensure local communities benefit from port development • Community legacy benefits will be over and above the economic benefits that would result from the project, and mitigation measures that will be required through the environmental assessment process • Potential community benefits could include such things as infrastructure, recreational facilities such as walking trails or bike paths, tourism or cultural amenities or contributions to healthcare organizations • Port Metro Vancouver will continue discussions about community legacy benefits with local governments

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October 8, 2013 Corporation of Delta	First Nations' Consultation and Engagement: <ul style="list-style-type: none"> Request for a dedicated Open House for the Tsawwassen First Nation as part of the Roberts Bank Terminal 2 Pre-Design Consultation 	<ul style="list-style-type: none"> At the request of Tsawwassen First Nation, Port Metro Vancouver held a community meeting for Tsawwassen First Nation membership as part of Pre-Design Consultation for the proposed Roberts Bank Terminal 2 Project
	Regional Transportation Infrastructure: <ul style="list-style-type: none"> Interest in replacement of the George Massey Tunnel, including how it relates to Port Metro Vancouver's operations, and Impacts on traffic 	<ul style="list-style-type: none"> On September 20, 2013 Premier Christy Clark announced that the Government of British Columbia will move ahead to replace the George Massey Tunnel, with construction of a new bridge on the existing Highway 99 corridor to begin in 2017 The George Massey Tunnel represents a primary north/south corridor linking the United States and Vancouver, and the renewal of the crossing will support benefits to communities in the Lower Mainland by easing traffic congestion Port Metro Vancouver looks forward to working collaboratively with the Ministry of Transportation and other partners as this project progresses
	Container Movement and Logistics <ul style="list-style-type: none"> Suitability of Ashcroft to maximize supply chain efficiencies Location and ownership of transload facilities 	<ul style="list-style-type: none"> Within the existing container supply chain, the Ashcroft proposal would not provide any advantages or efficiencies Customers, shippers and supply chain partners such as rail companies make independent decisions on a commercial basis and weigh important considerations such as speed, reliability, flexibility and cost efficiencies. As such, the decision whether to use Ashcroft ultimately lies with them Trainload facilities are privately owned and located throughout the Lower Mainland, with the majority being in close proximity to the South Fraser Perimeter Road and the North

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	<p>Environmental Concerns:</p> <ul style="list-style-type: none"> • Air quality impacts from Port operations • The impact of the proposed terminals location on shellfish harvesting and resource gathering 	<p>Arm of the Fraser River, as well as Coquitlam and Port Coquitlam</p> <ul style="list-style-type: none"> • We are exploring opportunities to reduce emissions and improve port performance through a number of initiatives, including reducing criteria air contaminant emissions, implementing air and energy action initiatives and encouraging environmental stewardship through our Blue Circle award program • Further information on what Port Metro Vancouver is doing to improve air quality is available in the 2012 Sustainability Report • The impact of the proposed Roberts Bank Terminal 2 Project on shellfish harvesting and resource gathering will be considered in the Environmental Assessment as per the requirements outlined in the Federal Environmental Impact Statement Guidelines (EIS-G) available on the Canadian Environmental Assessment Agency's website: https://www.ceaa-acee.gc.ca/050/details-eng.cfm?evaluation=80054
	<p>The Environmental Assessment process:</p> <ul style="list-style-type: none"> • Scope and timeline of the Environmental Assessment Process • Nature of cumulative affects assessment 	<ul style="list-style-type: none"> • On January 7, 2014, the Federal Minister of the Environment and Minister responsible for the Canadian Environmental Assessment Agency referred the proposed Roberts Bank Terminal 2 Project for an environmental assessment by an independent review panel • As part of the environmental assessment, Port Metro Vancouver will study potential project effects on the environment, community, economy, heritage and health • Where necessary, Port Metro Vancouver will develop mitigation measures, which would be reviewed

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		<p>through the environmental assessment process</p> <ul style="list-style-type: none"> • Cumulative impacts assessments, as defined in legislation, look at existing conditions and all reasonably foreseeable projects
	<p>Safety</p> <ul style="list-style-type: none"> • Transport of dangerous goods 	<ul style="list-style-type: none"> • The transportation of dangerous goods is regulated by Transport Canada • Requirements and systems specific to the transportation of dangerous goods through Port Metro Vancouver can be found at www.portmetrovancover.com
	<p>Community Legacy Benefits:</p> <ul style="list-style-type: none"> • Scope of community legacy benefits 	<ul style="list-style-type: none"> • Port Metro Vancouver has initiated discussions with local governments regarding community legacy benefits that could be provided as part of the proposed Roberts Bank Terminal 2 Project, to ensure local communities benefit from port development • Community legacy benefits will be over and above the economic benefits that would result from the project, and mitigation measures that will be required through the environmental assessment process • Potential community benefits could include such things as infrastructure, recreational facilities such as walking trails or bike paths, tourism or cultural amenities or contributions to healthcare organizations • Port Metro Vancouver will continue to engage the Local government Elected Roundtable in discussions regarding community legacy benefits

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Port Community Liaison Committee – Delta		
Meeting Date	Issues & Interests	Status
September 24, 2013	Consultation Involvement: <ul style="list-style-type: none"> Port Community Liaison Committee involvement in future rounds of Port Metro Vancouver-led consultation 	<ul style="list-style-type: none"> The proposed Roberts Bank Terminal 2 project is a standing item on Port Community Liaison Committee agenda As engagement opportunities are scheduled, Port Community Liaison Committee members are welcome to participate in their capacity as committee members Port Metro Vancouver will continue to engage with the Port Community Liaison Committee as the Environmental Assessment continues Port Metro Vancouver is open to being adaptive to how the committee would like to be engaged
	Habitat Monitoring: <ul style="list-style-type: none"> Request for long-term monitoring reports for habitat 	<ul style="list-style-type: none"> Port Metro Vancouver habitat enhancement projects include post construction monitoring Port Metro Vancouver will make monitoring reports available to the public
	Community Benefits: <ul style="list-style-type: none"> Request for details about the Roberts Bank Terminal 2 community benefits fund 	<ul style="list-style-type: none"> Port Metro Vancouver has initiated discussions with the public and local governments regarding community legacy benefits that could be provided as part of the proposed Roberts Bank Terminal 2 Project, to ensure local communities benefit from Port development Community legacy benefits will be over and above the economic benefits that would result from the project, and mitigation measures that will be required through the environmental assessment process Potential community benefits could include such things as infrastructure, recreational facilities such as walking trails or bike paths, tourism or cultural amenities or contributions to healthcare organizations

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Port Community Liaison Committee – Delta		
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November 19, 2013	Consultation Involvement: <ul style="list-style-type: none"> Port Community Liaison Committee involvement in future rounds of Port Metro Vancouver-led consultation 	<ul style="list-style-type: none"> The proposed Roberts Bank Terminal 2 project is a standing item on Port Community Liaison Committee agenda As engagement opportunities are scheduled, Port Community Liaison Committee members are welcome to participate in their capacity as committee members Port Metro Vancouver will continue to engage with the Port Community Liaison Committee as the Environmental Assessment continues Port Metro Vancouver is open to being adaptive to how the committee would like to be engaged
	Habitat Monitoring: <ul style="list-style-type: none"> Request for long-term monitoring reports for habitat 	<ul style="list-style-type: none"> Port Metro Vancouver habitat enhancement projects include post construction monitoring Port Metro Vancouver will make monitoring reports available to the public
	Community Benefits: <ul style="list-style-type: none"> Request for details about the Roberts Bank Terminal 2 community benefits fund 	<ul style="list-style-type: none"> Port Metro Vancouver has initiated discussions with the public and local governments regarding community legacy benefits that could be provided as part of the proposed Roberts Bank Terminal 2 Project, to ensure local communities benefit from Port development Community legacy benefits will be over and above the economic benefits that would result from the project, and mitigation measures that will be required through the environmental assessment process Potential community benefits could include such things as infrastructure, recreational facilities such as walking trails or bike paths, tourism or cultural amenities or contributions to healthcare organizations

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Corporation of Delta		
Corporation of Delta May 10, 2012	Traffic Infrastructure: <ul style="list-style-type: none"> Impacts of the Roberts Bank Terminal 2 Project on tunnel traffic 	<ul style="list-style-type: none"> On September 20, 2013, Premier Christy Clark announced that the Government of British Columbia will move ahead to replace the George Massey Tunnel, with construction of a new bridge on the existing Highway 99 corridor to begin in 2017
	Police and Emergency Services <ul style="list-style-type: none"> Informing Delta Fire & Emergency Services when an incident happens 	<ul style="list-style-type: none"> When Port Metro Vancouver Operations Centre incident management protocols are activated, pertinent emergency contacts are advised
Corporation of Delta October 25, 2012	Traffic: <ul style="list-style-type: none"> Steps being undertaken by Port Metro Vancouver to alleviate truck traffic congestion Impacts of Tsawwassen First Nation Traffic on local roads and Deltaport Way 	<ul style="list-style-type: none"> Port Metro Vancouver continues to work in collaboration with supply chain partners to improve the efficiency and reliability within the drayage industry The Container Truck Efficiency Pilot Program utilizes GPS to minimize congestion on a real-time basis Port Metro Vancouver is continuing to explore opportunities for truck staging at Roberts Bank Port Metro Vancouver and Corporation of Delta held a special meeting regarding traffic on July 30, 2013 and discussed impacts of Tsawwassen First Nation traffic on local roads and Deltaport Way
	Overhead Power lines and Bird Collisions: <ul style="list-style-type: none"> Canadian Wildlife Service input and participation 	<ul style="list-style-type: none"> Port Metro Vancouver has engaged with the Canadian Wildlife Service to seek direction on our study program The potential impacts of overhead transmission wires on coastal seabirds will be considered as part of the Environmental Assessment for the proposed Roberts Bank Terminal 2 Project <p>The Canadian Wildlife Service will be involved in the environmental assessment process for the project</p>
Corporation of Delta	DTRRIP - Traffic Management:	<ul style="list-style-type: none"> Port Metro Vancouver continues to

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February 8, 2013	<ul style="list-style-type: none"> Traffic management during construction of the causeway overpass 	provide updates and liaise with Corporation of Delta regarding traffic management and construction staging
	<p>DTRRIP - Utilities Relocation:</p> <ul style="list-style-type: none"> Relocation of power lines and the water main ahead of construction of the causeway overpass 	<ul style="list-style-type: none"> Port Metro Vancouver coordinated with Corporation of Delta staff ahead of the relocation of various utilities at Roberts Bank as part of preparatory construction activities for the DTRRIP overpass
	<p>DTRRIP - Environmental Monitoring:</p> <ul style="list-style-type: none"> Environmental monitoring and mitigation Air quality and noise monitoring 	<ul style="list-style-type: none"> Port Metro Vancouver has committed to funding the air quality station for Delta for an additional five years Port Metro Vancouver is working with Corporation of Delta, Tsawwassen First Nation and TSI on expanding a noise monitoring network in Delta to record existing noise levels and determine how much noise is attributable to port operations compared with other community noise sources
Corporation of Delta May 29, 2013	<p>Truck Traffic:</p> <ul style="list-style-type: none"> Port Metro Vancouver traffic forecasts, relating to Deltaport Way 	<ul style="list-style-type: none"> Port Metro Vancouver and Corporation of Delta held a special meeting on Traffic on July 30, 2013 and discussed impacts of Tsawwassen First Nation Traffic on local roads and Deltaport Way The Environmental Impact Statement for the proposed Roberts Bank Terminal 2 Project will include a summary of the road and rail traffic within Port Metro Vancouver's jurisdiction
	<p>Cumulative Effects Studies</p> <ul style="list-style-type: none"> Projects that will be included in the cumulative effects study 	<ul style="list-style-type: none"> Baseline studies for the project looks at current conditions, but historical information has been incorporated into the current study program Cumulative impact assessments, as defined in legislation, look at existing conditions and all reasonably foreseeable projects A list of all projects included in the

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		cumulative effects assessment will be included in the EIS
	Noise Monitoring: <ul style="list-style-type: none"> Installation of noise monitoring equipment 	<ul style="list-style-type: none"> As part of its Noise Monitoring Program, Port Metro Vancouver is working with Corporation of Delta, Tsawwassen First Nation and TSI on expanding a noise monitoring network in Delta to record existing noise levels and determine how much noise is attributable to port operations compared with other community noise sources
Corporation of Delta July 30, 2013	Truck Traffic: <ul style="list-style-type: none"> Capacity of Deltaport Way; Alex Fraser Bridge; George Massey Tunnel Uncertainty about traffic 2015-2030 Roberts Bank Terminal 2 Project exacerbating traffic issues 	<ul style="list-style-type: none"> Port Metro Vancouver confirmed that the Truck Traffic Distribution Report included 2015 traffic data provided by Tsawwassen First Nation, and the rerouting of traffic from Hwy 17 to Deltaport Way, via 41B Street Port Metro Vancouver confirmed support for the proposed replacement of the George Massey Tunnel and is currently participating in a Provincial working group for the George Massey Tunnel replacement Port Metro Vancouver will continue to work with local governments to identify traffic issues resulting from Port traffic as they arise The EIS for the Roberts Bank Terminal 2 Project will include a summary of the road and rail traffic within Port Metro Vancouver's jurisdiction
Corporation of Delta September 25, 2013	Sewage Handling: <ul style="list-style-type: none"> Sewage at Deltaport 	<ul style="list-style-type: none"> No sewage is taken off ships at Deltaport What little sewage is generated on the terminal is handled on the terminal itself Port Metro Vancouver has no involvement in any proposed sewage dumping or treatment facilities in Delta
	Bird Collisions:	<ul style="list-style-type: none"> The issue of bird strikes was dealt

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	<ul style="list-style-type: none"> Risk of bird collisions – new DTRRIP overpass 	<p>with as part of the environmental assessment that was done for DTRRIP</p> <ul style="list-style-type: none"> While there are no power lines on the overpass itself, BC Hydro has installed improved bird diverters on the power lines that were located on the causeway
	<p>Environmental Assessment:</p> <ul style="list-style-type: none"> Port Metro Vancouver preference - type of Environmental Assessment 	<ul style="list-style-type: none"> Under the former <i>Canadian Environmental Assessment Act</i>, port authorities were “responsible authorities” and could refer projects to a review panel Under the <i>Canadian Environmental Assessment Act, 2012</i> port authorities are no longer “responsible authorities” Any proponent has the ability to express a preference for the kind of environmental review to be undertaken on a project, as does a member of the public, local government or First Nation, and port authorities no longer have specific rights in this regard Ultimately, the decision whether to refer an environmental assessment to a panel lies with the federal Minister of Environment <p>Note: On January 7, 2014, the Federal Minister of the Environment and Minister responsible for the Canadian Environmental Assessment Agency referred the proposed Roberts Bank Terminal 2 Project for an environmental assessment by an independent review panel</p>
	<p>Community Concerns:</p> <ul style="list-style-type: none"> Community concerns about 	<ul style="list-style-type: none"> The 2012 Sustainability Report provides information regarding what

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	truck traffic, noise and lighting <ul style="list-style-type: none"> • Distribution of materials to outline Port Metro Vancouver mitigation efforts 	Port Metro Vancouver is doing to mitigate impacts from port operations <ul style="list-style-type: none"> • Please visit www.portmetrovancover.com or www.porttalk.ca to learn more regarding Port Metro Vancouver's projects and initiatives
City of Langley		
City of Langley November 21, 2012	Community Impacts of Train Traffic: <ul style="list-style-type: none"> • Concerns about length of trains 	<ul style="list-style-type: none"> • The length of trains is determined by the operating railroads, with the existing rail network limiting the maximum length of container trains to 12,000 feet for the foreseeable future
	Community Engagement: <ul style="list-style-type: none"> • Need for community-specific messaging to encourage City of Langley public participation in consultation 	<ul style="list-style-type: none"> • A summary of notification methods to participate in consultation is included in the Roberts Bank Terminal 2 Project Definition Consultation Summary Report (January 2013)
City of Langley June 4, 2013	Community Impacts of Train Traffic: <ul style="list-style-type: none"> • Need for additional overpasses and upgrades along the Roberts Bank Rail Corridor 	<ul style="list-style-type: none"> • Port Metro Vancouver will continue to discuss potential rail and truck traffic impacts through the local government outreach program

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	<p>Community Legacy Benefits</p> <ul style="list-style-type: none"> • Interest in seeing consideration given to transportation and the environment-related benefits 	<ul style="list-style-type: none"> • Port Metro Vancouver has initiated discussions with local governments and local communities regarding community legacy benefits that could be provided as part of the Roberts Bank Terminal 2 project, to ensure local communities benefit from Port development • Community legacy benefits will be over and above the economic benefits that would result from the project, and mitigation measures that will be required through the environmental assessment process • Potential community benefits could include such things as infrastructure, recreational facilities such as walking trails or bike paths, tourism or cultural amenities or contributions to healthcare organizations • Port Metro Vancouver will continue discussions about community legacy benefits with local governments
<p>City of Langley September 24, 2013</p>	<p>Roberts Bank Rail Corridor Program:</p> <ul style="list-style-type: none"> • Interest in baseline studies for Roberts Bank Rail Corridor Program 	<ul style="list-style-type: none"> • The Roberts Bank Rail Corridor Study is available on Port Metro Vancouver’s website
	<p>Environmental Impact Mitigation:</p> <ul style="list-style-type: none"> • Interest in types of environmental impact mitigation being explored by Port Metro Vancouver for the Roberts Bank Terminal 2 Project 	<ul style="list-style-type: none"> • As part of ongoing environmental and technical work, Port Metro Vancouver has been and is continuing to undertake field studies at Roberts Bank and surrounding areas • The results of these studies will help Port Metro Vancouver in assessing potential effects and in developing mitigation measures
	<p>Consultation Notification:</p> <ul style="list-style-type: none"> • Interest in how Port Metro Vancouver notifies about consultation and opportunities for giving feedback 	<ul style="list-style-type: none"> • A summary of notification methods to participate in consultation is included in the Roberts Bank Terminal 2 Project Definition Consultation Summary Report (January 2013)

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	<p>Consultation Topics:</p> <ul style="list-style-type: none"> • Rail absent as a consultation topic 	<ul style="list-style-type: none"> • Pre-Design Consultation provided an opportunity for Port Metro Vancouver to gather input from communities, stakeholders and the public regarding the proposed Roberts Bank Terminal 2 Project, specifically as it relates to habitat mitigation options, truck traffic improvements and community legacy benefits • While rail was not included as a specific consultation topic, there is a section provided for additional comments
	<p>Train Traffic:</p> <ul style="list-style-type: none"> • Impacts to traffic in Langley – at-grade crossings • Community most interested in rail 	<ul style="list-style-type: none"> • Port Metro Vancouver, along with other port stakeholders, federal, provincial and local government have funded the Roberts Bank Rail Corridor Program which, once fully constructed, will provide 8 new overpasses and 1 new road network improvement to separate road and rail traffic and improve safety • Port Metro Vancouver will continue to discuss potential rail impacts through the local government outreach program
Township of Langley		
<p>Township of Langley January 18, 2013</p>	<p>Truck and Train Traffic:</p> <ul style="list-style-type: none"> • Truck and train traffic are primary topics of concern 	<ul style="list-style-type: none"> • Port Metro Vancouver will continue to discuss potential rail and truck traffic impacts through the local government outreach program

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	<p>Scope of the Environmental Assessment:</p> <ul style="list-style-type: none"> Impacts of Roberts Bank Rail Corridor – inclusion as part of environmental studies for Roberts Bank Terminal 2 	<ul style="list-style-type: none"> Port Metro Vancouver will continue to discuss rail and truck traffic potential impacts through the local government outreach program The Roberts Bank Rail Corridor Study is available on Port Metro Vancouver’s website The potential impacts associated with the Roberts Bank Rail Corridor are not included within the Roberts Bank Terminal 2 Project Environmental Assessment as defined by the Canadian Environmental Assessment Agency’s (CEAA) Environmental Impact Statement Guidelines (available on CEAA’s website)
	<p>Train routing:</p> <ul style="list-style-type: none"> Routing rail traffic away from downtown Langley 	<ul style="list-style-type: none"> Use of rail corridors and the routing of trains is determined by the operating railroads and regulated by Transport Canada
<p>Township of Langley June 4, 2013</p>	<p>Train Traffic:</p> <ul style="list-style-type: none"> Impacts to traffic in Langley – at-grade crossings Community most interested in rail 	<ul style="list-style-type: none"> Port Metro Vancouver, along with other port stakeholders, federal, provincial and local government have funded the Roberts Bank Rail Corridor Program which, once fully constructed, will provide 8 new overpasses and 1 new road network improvement to separate road and rail traffic and improve safety Port Metro Vancouver will continue to discuss potential rail impacts through the local government outreach program

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	<p>Community Concerns:</p> <ul style="list-style-type: none"> • Coal dust • Rail whistling 	<ul style="list-style-type: none"> • Rail service providers, such as BNSF railways, take significant steps to minimize fugitive coal dust, such as spraying each rail car at the mine site with a dust suppressant designed to create a crust on top of the coal • The Canadian Rail Operating Rules, which are a part of Canada's <i>Railway Safety Act</i>, state that every train must sound their whistle ahead of all public crossings
	<p>Community Legacy Benefits:</p> <ul style="list-style-type: none"> • Top priority for Township of Langley; linked to community well-being 	<ul style="list-style-type: none"> • Port Metro Vancouver has initiated discussions with local governments and local communities regarding community legacy benefits that could be provided as part of the Roberts Bank Terminal 2 project, to ensure local communities benefit from Port development • Community legacy benefits will be over and above the economic benefits that would result from the project, and mitigation measures that will be required through the environmental assessment process • Potential community benefits could include such things as infrastructure, recreational facilities such as walking trails or bike paths, tourism or cultural amenities or contributions to healthcare organizations • Port Metro Vancouver will continue discussions about community legacy benefits with local governments
<p>Township of Langley September 24, 2013</p>	<p>Land Use Planning:</p> <ul style="list-style-type: none"> • No Port Metro Vancouver response to Township of Langley letter (July 2013) on Port Metro Vancouver Land Use Planning Process 	<ul style="list-style-type: none"> • Port Metro Vancouver responded to Township of Langley's letter in November 2013

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	<p>Environmental Assessment Process:</p> <ul style="list-style-type: none"> Interest in type of Environmental Assessment process for the Roberts Bank Terminal 2 Project and timeline for determining nature of that process 	<ul style="list-style-type: none"> On January 7, 2014 the Federal Minister of the Environment and Minister responsible for the Canadian Environmental Assessment Agency referred the proposed Roberts Bank Terminal 2 Project for an environmental assessment by an independent review panel
	<p>Train Traffic:</p> <ul style="list-style-type: none"> Increase in rail should be considered as part of Roberts Bank Terminal 2 Project Interest in discussion about facility in Ashcroft for container transload, storage and distribution 	<ul style="list-style-type: none"> The Environmental Impact Statement (EIS) will include descriptions of the road and rail traffic (including number, type, size and capacity of trucks and trains including approximate timing of arrivals and departures and increases relative to existing traffic volumes) in PMV's jurisdiction For train traffic in the Township of Langley, Port Metro Vancouver will continue to discuss the potential impacts of rail traffic through the existing local government outreach program In Port Metro Vancouver's opinion, container transload and distribution at Ashcroft is not commercially feasible in the short/medium term. However, this decision ultimately rests with the transportation logistics industry Customers, shippers and supply chain partners such as rail companies make independent decisions on a commercial basis and weigh important considerations such as speed, reliability flexibility and cost efficiencies Import and export activities within Port Metro Vancouver are closely linked, and require logistics management that balances the needs of the larger transportation chain

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	Stakeholder Consultation: <ul style="list-style-type: none"> Ensuring local business associations and chambers of commerce included in Roberts Bank Terminal 2 Project stakeholder engagement 	<ul style="list-style-type: none"> Local business associations and chambers of commerce have been included in stakeholder engagement efforts for the proposed Roberts Bank Terminal 2 Project
City of Richmond		
City of Richmond November 14, 2012	Truck Traffic: <ul style="list-style-type: none"> Impact of truck traffic on Surrey: percentage utilization of South Fraser Perimeter Road; will trucks use the route? 	<ul style="list-style-type: none"> The South Fraser Perimeter Road opened at the end of 2013 and container trucks departing Deltaport now reroute from the old Highway 17 (now 17A) and from Highway 10 west of Highway 91 onto the new highway
	Independence of the Project Review Process: <ul style="list-style-type: none"> Perception that there was a conflict of interest caused by PMV acting as a regulator during the review of the Vancouver Airport Fuel Delivery Project, and that the proposed Roberts Bank Terminal 2 Project would undergo a similar process 	<ul style="list-style-type: none"> The proposed Roberts Bank Terminal 2 Project will undergo a thorough and independent environmental assessment On September 12, 2013 Port Metro Vancouver filed a Project Description with the Canadian Environmental Assessment Agency and the British Columbia Environmental Assessment Office On January 7, 2014, the Federal Minister of the Environmental and Minister responsible for the Canadian Environmental Assessment Agency referred the proposed Roberts Bank Terminal 2 Project to an independent review panel

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	<p>Dredging:</p> <ul style="list-style-type: none"> Concerns about how much dredged material Roberts Bank Terminal 2 Project will require – impact on planned upgrade of dykes 	<ul style="list-style-type: none"> As currently conceived, to create the land for the Project (including the new terminal and expanded causeway), approximately 17.9 million m³ of fill will be required. This fill will consist of approximately 10.5 million m³ of sand sourced over 4 years from annual maintenance dredging in the Fraser River that would otherwise be disposed of at sea
<p>City of Richmond May 21, 2013</p>	<p>Primary Concerns:</p> <ul style="list-style-type: none"> Transportation Environment Economic impacts Land use 	<ul style="list-style-type: none"> Port Metro Vancouver will continue to engage with City of Richmond regarding the primary concerns identified which include transportation, environment, economic impacts and land use
	<p>Community Legacy Benefits:</p> <ul style="list-style-type: none"> Challenge of commenting on broad topics 	<ul style="list-style-type: none"> Port Metro Vancouver has initiated discussions with local governments and local communities regarding community legacy benefits that could be provided as part of the proposed Roberts Bank Terminal 2 Project, to ensure local communities benefit from Port Development Community legacy benefits will be over and above the economic benefits that would result from the project, and mitigation measures that will be required through the environmental assessment process Potential community benefits could include such things as infrastructure, recreational facilities such as walking trails or bike paths, tourism or cultural amenities or contributions to healthcare organizations Port Metro Vancouver will continue discussions about community legacy benefits with local governments

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City of Richmond October 2, 2013	Transportation Infrastructure: <ul style="list-style-type: none"> Port Metro Vancouver should have an active role in funding future road and tunnel improvements as part of the George Massey Tunnel Replacement Project 	<ul style="list-style-type: none"> Port Metro Vancouver will continue to work collaboratively with partners as this project progresses
	Land Use: <ul style="list-style-type: none"> Opposition to use of agricultural lands for Port Expansion 	<ul style="list-style-type: none"> Based on the proposed design of the Roberts Bank Terminal 2 Project outlined in the Project Description, there is no use of agricultural land for this project
	Habitat Banking Program: <ul style="list-style-type: none"> Interest in whether Port Metro Vancouver's Habitat Banking Program is linked to the Roberts Bank Terminal 2 Project Interest in accessing outcomes of habitat banking field studies 	<ul style="list-style-type: none"> The Habitat Banking Program is a corporate wide Port Metro Vancouver initiative The Habitat Bank is being developed for use as required for <u>any</u> future port or waterfront development throughout Port Metro Vancouver. Should the Roberts Bank Terminal 2 Project proceed, it would be a candidate to withdraw credits from the Habitat Bank, amongst any other future needs that may arise from Port Metro Vancouver or its tenants and terminals Port Metro Vancouver will share information and consult with the City of Richmond regarding proposed habitat projects in and around Richmond

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	<p>Community Legacy Benefits:</p> <ul style="list-style-type: none"> • Interest in types of community legacy benefits being assessed as part of Roberts Bank Terminal 2 	<ul style="list-style-type: none"> • Port Metro Vancouver has initiated discussions with local governments and local communities regarding community legacy benefits that could be provided as part of the proposed Roberts Bank Terminal 2 Project, to ensure local communities benefit from Port Development • Community legacy benefits will be over and above the economic benefits that would result from the project, and mitigation measures that will be required through the environmental assessment process • Potential community benefits could include such things as infrastructure, recreational facilities such as walking trails or bike paths, tourism or cultural amenities or contributions to healthcare organizations • Port Metro Vancouver will continue discussions about community legacy benefits with local governments
	<p>Environmental Assessment:</p> <ul style="list-style-type: none"> • Interest in scope of project versus scope of assessment – assessment of impacts beyond the project footprint 	<ul style="list-style-type: none"> • The scope of assessment for the Roberts Bank Terminal 2 Project Environmental Assessment is outlined in the Canadian Environmental Assessment Agency's (CEAA) Environmental Impact Statement Guidelines available on CEAA's website. •

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Appendix: Status of Issues and Interests

Local Government Technical Liaison Committees		
Local Government and Meeting Date	Issues & Interests	Status
	<p>Project Design:</p> <ul style="list-style-type: none"> • Interest in whether causeway will be widened as part of the Roberts Bank Terminal 2 Project • Interest in how Port Metro Vancouver would approach the need for additional or improved road or rail infrastructure and additional land requirements outside project footprint 	<ul style="list-style-type: none"> • To accommodate the road and rail infrastructure needed for the proposed Roberts Bank Terminal 2 Project, the causeway leading to the existing facilities at Roberts Bank would need to be widened to the northwest, requiring approximately 43.1 hectares of land development • To reduce potential impacts on sensitive marine habitat on the northwest side, the causeway would be widened to different widths along its length • Port Metro Vancouver is advancing the marine terminal and causeway components, assets that the Port controls as part of the Port's commitment to providing container capacity, in support of the Asia Pacific Gateway supply chain • Should future improvements to road and rail infrastructure be advanced by others, the appropriate assessments would be required to be undertaken by these other proponents of the Asia Pacific Gateway supply chain
City of Surrey		
<p>City of Surrey December 5, 2012</p>	<p>Train Traffic:</p> <ul style="list-style-type: none"> • Concerns about remaining major at-grade rail crossings (168th Street and 184th Street) 	<ul style="list-style-type: none"> • Port Metro Vancouver will continue to engage with City of Surrey regarding at grade crossings at 164th Street and 184th Street
	<p>Noise and Vibration:</p> <ul style="list-style-type: none"> • Concerns about train noise and vibration in Panorama Ridge (apart from whistles) 	<ul style="list-style-type: none"> • Concerns regarding the impacts of train operations should be directed directly at the rail companies

**RBT2 Local Government Outreach Summary Report
Appendix: Status of Issues and Interests**

Local Government Technical Liaison Committees		
Local Government and Meeting Date	Issues & Interests	Status
	<p>Coal:</p> <ul style="list-style-type: none"> Concerns about coal dust from trains Concerns about the Fraser Surrey Docks Coal Transfer plans 	<ul style="list-style-type: none"> Rail service providers, such as BNSF railways, take significant steps to minimize fugitive coal dust, such as spraying each rail car at the mine site with a dust suppressant designed to create a crust on top of the coal Transport Canada regulates the safe movement of trains along federally regulated rail corridors in accordance with the <i>Railway Safety Act</i> Port Metro Vancouver is currently reviewing the proposed Fraser Surrey Docks project and the Port is continuing to work with FSD on the feedback received to date
<p>City of Surrey May 27, 2013</p>	<p>Truck Traffic:</p> <ul style="list-style-type: none"> Concerns about potential increases in truck traffic 	<ul style="list-style-type: none"> Port Metro Vancouver will continue to engage with City of Surrey regarding truck traffic concerns
	<p>Train Traffic:</p> <ul style="list-style-type: none"> Interest in at-grade crossings at 164th Street and 184th Street 	<ul style="list-style-type: none"> Port Metro Vancouver will continue to engage with City of Surrey regarding at grade crossings at 164th Street and 184th Street

RBT2 Local Government Outreach Summary Report
Appendix: Status of Issues and Interests

Local Government Technical Liaison Committees		
Local Government and Meeting Date	Issues & Interests	Status
	<p>Community Legacy Benefits:</p> <ul style="list-style-type: none"> • Interest in transportation and environment-related community benefits 	<ul style="list-style-type: none"> • Port Metro Vancouver has initiated discussions with local governments and local communities regarding community legacy benefits that could be provided as part of the proposed Roberts Bank Terminal 2 Project, to ensure local communities benefit from Port development • Community legacy benefits will be over and above the economic benefits that would result from the project, and mitigation measures that will be required through the environmental assessment process • Potential community benefits could include such things as infrastructure, recreational facilities such as walking trails or bike paths, tourism or cultural amenities or contributions to healthcare organizations • Port Metro Vancouver will continue discussions about community legacy benefits with local governments
<p>City of Surrey September 23, 2013</p>	<p>Train Traffic:</p> <ul style="list-style-type: none"> • Concerns about at-grade crossings at 164th Street and 184th Street 	<ul style="list-style-type: none"> • Port Metro Vancouver will continue to engage with City of Surrey regarding at grade crossings at 164th Street and 184th Street
	<p>Environmental Assessment:</p> <ul style="list-style-type: none"> • Interest in City of Surrey’s role in the Environmental Assessment for the Roberts Bank Terminal 2 Project 	<ul style="list-style-type: none"> • As part of the environmental assessment for the proposed Roberts Bank Terminal 2 Project, the City of Surrey will have multiple opportunities to review documents and provide comments directly to regulators, as well as participate in Technical Working Groups • Outside of the formal EA process, Port Metro Vancouver will continue to engage with the City of Surrey through the Local Government Technical Liaison Committee and the Local Government Elected Roundtable