



Roberts Bank Terminal 2 Project
Local Government Outreach and Engagement Program
2015 Summary Report

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Executive Summary

This report provides an overview of the Vancouver Fraser Port Authority's outreach and engagement with local government in 2015 regarding the proposed Roberts Bank Terminal 2 Project.

The Vancouver Fraser Port Authority (the port authority) has established committees to facilitate two-way information sharing about the proposed Roberts Bank Terminal 2 Project and to provide a forum for local governments to identify and discuss municipal and community interests. The two types of committees are:

- **Local Government Elected Roundtable** (LGER), which provides a forum for the port authority and elected officials from participating local governments in the Lower Mainland to share information and discuss community interests, issues and benefits related to the project.
- **Local Government Technical Liaison Committees** (LGTLC) offer an opportunity for ongoing contact between the port authority's project team and staff from the participating local governments about technical matters as the project planning proceeds, as well as ensure the interests of the participating local governments are discussed.

In addition to these committees, the Vancouver Fraser Port Authority provides regular updates to the local community in Delta through the port authority's Port Community Liaison Committee - Delta (PCLC), whose membership includes port industry, rail, local residents, farming, the Corporation of Delta, and Tsawwassen First Nation.

This report summarizes local government outreach and engagement undertaken in 2015. Local government outreach and engagement from previous years (2011-2014) has been summarized and is available on the project website at portvancouver.com/RBT2.

1.0 Background

1.1 Project Overview

The Roberts Bank Terminal 2 Project is a proposed new three-berth container terminal at Roberts Bank in Delta, BC. The project would provide 2.4 million TEUs (twenty-foot equivalent units) of container capacity per year, which will be required to meet forecasted demand in the early to mid-2020s. The project is part of the Vancouver Fraser Port Authority's Container Capacity Improvement Program.

The Roberts Bank Terminal 2 Project would drive economic growth and increase employment, benefiting the region, the province and the country. During the five-and-a-half-year construction period, the project would support opportunities for approximately 4,100 person-years of direct construction employment worth almost \$500 million in wages, and a total of 12,700 person-years of direct, indirect and induced employment, totalling approximately \$1 billion in wages annually. During the construction period, the project

would generate approximately \$1.3 billion in provincial gross domestic product and \$3.65 billion in total economic output.

During the operation phase, the project would support more than 12,400 direct, indirect and induced person years of employment during each year of operation, worth approximately \$810 million in wages annually. On-terminal activities would generate an annual total of approximately 1,500 person-years of direct, indirect and induced employment and approximately \$186 million in wages. On-terminal activities during operation would account for approximately \$212 million in provincial gross domestic product and about \$291 million in total economic output each year.

1.2 Environmental Assessment

The proposed project is undergoing an environmental assessment by an independent review panel under the *Canadian Environmental Assessment Act, 2012*. The project is also subject to an environmental assessment under the British Columbia *Environmental Assessment Act*.

The Vancouver Fraser Port Authority has filed an Environmental Impact Statement (EIS) for the proposed Roberts Bank Terminal 2 Project with the Canadian Environmental Assessment Agency. The filing of the EIS initiates a thorough review, including multiple opportunities for public comment. For information on the environmental assessment process, see the Roberts Bank Terminal 2 Project page on the CEAA website at ceaa-acee.gc.ca or the Environmental Assessment Process Information Sheet available on the project website at portvancouver.com/RBT2.

The environmental assessment process began in 2013. There have been, and will continue to be opportunities for public comment throughout the process.

1.3 Vancouver Fraser Port Authority-Led Consultation

Since 2011, the port authority has undertaken four rounds of public consultation regarding the proposed Roberts Bank Terminal 2 Project. Input received during consultation was considered, along with technical and economic information, and information obtained from Aboriginal groups and regulators, as the port authority prepared and finalized the EIS for submission to the Canadian Environmental Assessment Agency.

Consultation Summary Reports, which include input from the public and summaries of meetings with local governments are available on the Project website at portvancouver.com/RBT2.

Local governments have participated throughout the consultation process, as described below.

1.3.1 Pre-Consultation

During Pre-Consultation (June 6 – 30, 2011), the port authority asked stakeholders and the public about how they wanted to participate in consultation and about what topics they wanted to discuss. As part of Pre-Consultation, the port authority held meetings with several municipal governments, including:

- Corporation of Delta
- City of Langley
- Township of Langley
- City of Richmond

Input received from these municipal government meetings is summarized on page 10 of the Roberts Bank Terminal 2 Project Pre-Consultation Summary Report.

1.3.2 Project Definition Consultation

Project Definition Consultation (October 22 – November 30, 2012) presented a conceptual design for the project and sought input from stakeholders and the public about key impacts, benefits and features of the proposed project. As part of Project Definition Consultation, the port authority met with the Metro Vancouver Regional Planners Advisory Committee. The port authority also participated in a number of additional meetings with local governments, which are summarized in the Roberts Bank Terminal 2 Project Definition Consultation Summary Report.

1.3.3 Pre-Design Consultation

Pre-Design Consultation (October 7 – November 12, 2013) was the third round of port authority-led public consultation regarding the proposed project. Building on stakeholder and public input from previous rounds of consultation the port authority provided additional details about the conceptual design as it was submitted to provincial and federal regulators in September 2013. Pre-Design Consultation focused on areas of potential impact and relevance to the community, and asked for feedback on habitat mitigation, truck traffic considerations and community legacy benefits.

As part of Pre-Design Consultation, a Local Government Elected Roundtable meeting was held, and the proceedings are summarized in the Roberts Bank Terminal 2 Project Pre-Design Consultation Summary Report.

1.3.4 Consultation regarding Preliminary Environmental Mitigation Concepts

The fourth round of port authority-led consultation was undertaken regarding Preliminary Environmental Mitigation Concepts (September 15 – October 10, 2014). The port authority presented information regarding proposed environmental mitigation for topics that were raised as areas of interest by participants in previous rounds of consultation, such as light, noise and air quality. During this phase of

consultation, the port authority held a Local Government Elected Roundtable meeting, which is summarized in the Preliminary Environmental Mitigation Concepts Summary Report.

1.3.5 Port Community Liaison Committee – Delta

The Port Community Liaison Committee – Delta (PCLC) is a vehicle for multi-directional dialogue and communication about port-related issues in Delta. It operates as a collaborative forum where municipal, First Nations, industry and community representatives meet with the Vancouver Fraser Port Authority and other port-related stakeholders to receive and respond to information, including ask questions, identify concerns and provide input on port projects and activities.

Since 2011, the Roberts Bank Terminal 2 Project team has provided regular updates to the PCLC, as well as provided opportunities to participate in public consultation regarding the project.

2.0 Local Government Elected Roundtable

The Local Government Elected Roundtable (LGER) includes representatives from the Corporation of Delta, City of Langley, Township of Langley, City of Richmond, City of Surrey, Tsawwassen First Nation and Metro Vancouver’s Regional Planning Committee.

LGER discussions have been considered in the development of the EIS for the proposed project. The committee is additional and complementary to local government participation in Working Groups¹. The Tsawwassen First Nation has participated in local government consultation, Working Groups and through the Aboriginal engagement and consultation undertaken by the port authority.

2.1 Purpose and Composition

The purpose of the LGER is:

- To bring representation from local and regional governments together with the port authority project officials in a regular forum
- To provide regular updates about project planning and development and to discuss community interests, issues and benefits
- To facilitate timely two-way information exchange to ensure accurate information is available to communities as project planning and development proceeds through an environmental and regulatory review

¹ Working Groups were established by the port authority to increase awareness and understanding of the work being undertaken by the port authority for the proposed Roberts Bank Terminal 2 Project environmental assessment and to solicit input to be considered in the development of the EIS. Working Groups were attending by representatives from BC Environmental Assessment Office, Canadian Environmental Assessment Agency, B.C. Ministry of Transportation and Infrastructure, Transport Canada, local governments, Aboriginal groups, Fraser Health Authority, consultants, and the port authority.

- To work with local elected officials to identify and address community interests, issues and benefits, subject to financial, technical and schedule constraints. Topics could include, but are not limited to: community benefits, socio-economic issues, transportation, recreation and agriculture, among others.

The LGER includes the following representatives (or their delegates²):

- Mayor of Delta
- Mayor of Township of Langley
- Mayor of City of Langley
- Mayor of Surrey
- Mayor of Richmond
- Chair, Metro Vancouver Regional Planning Committee
- Chief of Tsawwassen First Nation
- Vice President, Corporate Social Responsibility, Vancouver Fraser Port Authority
- Vice President, Infrastructure Development, Vancouver Fraser Port Authority
- Communications Advisor, Vancouver Fraser Port Authority

The Terms of Reference for LGER can be found in Appendix 1.

2.2 Local Government Elected Roundtable Engagement

2.2.1 Environmental Impact Statement

Consultation feedback from the Local Government Elected Roundtable was considered in the development of the Environmental Impact Statement for the proposed Roberts Bank Terminal 2 Project. In March 2015, the Vancouver Fraser Port Authority submitted the EIS to the Canadian Environmental Assessment Agency (CEA Agency). While the Local Government Elected Roundtable did not formally meet in 2015, engagement included notification, discussion, and follow-up regarding the submission of the EIS. The Local Government Elected Roundtable members were encouraged to submit comments directly to the CEA Agency during the public comment period that ran from April 30, 2015 to June 15, 2015.

2.2.2 Marine Shipping Supplemental Report

In response to updated Environmental Impact Statement Guidelines provided by the Canadian Environmental Assessment Agency in April 2015, Vancouver Fraser Port Authority submitted the Marine Shipping Supplemental Report in October 2015, which assessed the potential effects resulting from marine shipping outside its jurisdiction associated with the proposed Roberts Bank Terminal 2 Project and within Canada's territorial sea.

Engagement around this milestone included notification regarding the submission of the Marine Shipping Supplemental Report. The Local Government Elected Roundtable members

² Committee members may designate an elected representative as an alternate, if they are unable to attend. The Chair may invite additional staff and advisors, as required, to attend to address certain topics. Each local government may appoint one senior staff member, for example, the Chief Administrative Officer or City Manager, to observe LGER meetings and to provide support to the elected official.

were encouraged to submit any comments they might have as part of the CEA Agency's comment period for the Marine Shipping Supplemental Report, which ran from November 12, 2015 to December 16, 2015.

3.0 Local Government Technical Liaison Committees

Consultation feedback from the Local Government Technical Liaison Committee was considered in the development of the EIS for the proposed project. The Vancouver Fraser Port Authority submitted the EIS in March 2015, following 12 Local Government Technical Liaison Committee meetings in 2014. While none of the Local Government Technical Liaison Committee's formally met in 2015, the port authority held two EIS Orientation Sessions to provide an overview of the EIS and answer any questions regarding the structure and organization of the document. The EIS Orientation sessions were held on May 6, 2016 and May 19, 2015, and were attended by staff from each of the Local Government Technical Liaison Committees. A summary of local government attendance can be found in Table 1.

In addition to engagement activities around the submission of the EIS, a total of six Port Community Liaison Committee (PCLC) meetings were held with participants from the Corporation of Delta. The PCLC discusses developments, identifies concerns and provides suggestions for port-related issues in Delta. Five of these meetings involved discussions regarding Roberts Bank Terminal 2 and are therefore included in this section.

3.1 Purpose and Composition

3.1.1 Purpose (Delta LGTLC)

Established in 2012, the purpose of the Delta Local Government Technical Liaison Committee is to:

- Facilitate timely communication at a staff level between Vancouver Fraser Port Authority and the Corporation of Delta on issues relating to the Container Capacity Improvement Program, including the Deltaport Terminal, Road and Rail Improvement Project and proposed Roberts Bank Terminal 2 Project.
- Provide regular updates to Corporation of Delta staff regarding Container Capacity Improvement Program project planning, development and construction works.
- Enable Corporation of Delta staff to identify interests and resolve concerns of relevance to their organisation and community.
- Review draft study outlines, completed studies and technical information of relevance to committee participants.

3.1.2 Purpose (Other LGTLCs)

Established in 2013, the purpose of the Local Government Technical Liaison Committees for City of Langley, City of Richmond, City of Surrey and Township of Langley is to:

- Facilitate timely communication at a staff level between Vancouver Fraser Port Authority and the local government on issues relating to the proposed Roberts

Bank Terminal 2 Project and the Container Capacity Improvement Program (CCIP).

- Provide regular updates to the local government staff regarding Container Capacity Improvement Program project planning, development and construction works.
- Facilitate timely two-way information exchange about topics of relevance to assessing the effects of the proposed Roberts Bank Terminal 2 Project on the local government and their community, to ensure the local government's interests are raised and discussed.
- Enable the local government staff to identify interest of relevance to their organization and community.
- Review draft study outlines, completed studies and technical information of relevance to committee participants.

The Terms of Reference for individual Local Government Technical Liaison Committees can be found in Appendix 2.

3.2 Meeting Summaries

In 2015, the Vancouver Fraser Port Authority provided the Port Communities Liaison Committee - Delta with regular updates regarding the Roberts Bank Terminal 2 Project, identify concerns and provide suggestions for port-related issues in Delta.

PCLC Meeting – March 17, 2015

Key Themes

- Discussion regarding environmental and community impacts of the Roberts Bank Terminal 2 Project.
- Discussion regarding noise monitors by Tsawwassen First Nation land
- Discussion regarding Roberts Bank land use designations. PCLC members noted that the land use plan map on the Port's website requires more detail.

PCLC Meeting – April 7, 2015

Key Themes

- Discussion regarding the ECHO program in regards to the cumulative effects assessment in the EIS
- Discussion regarding the submission of the Environmental Impact Statement for Roberts Bank Terminal 2 Project

EIS Orientation – May 6 & 19, 2015

Key Themes

- Provided an update regarding the Environmental Assessment process and next steps (CEA Agency)

- Provided an overview of and an orientation to the Roberts Bank Terminal 2 Project Environmental Impact Statement
- Provided an opportunity for questions about the structure and organization of the EIS
- Representatives from the Corporation of Delta, City of Surrey, City of Richmond, Metro Vancouver, Township of Langley, City of Langley, and Tsawwassen First Nation attended these orientation sessions. Attendees of the EIS Orientation Sessions are shown in Table 1.

PCLC Meeting – May 28, 2015

Key Themes

- Discussion regarding the GCT Intermodal Yard Reconfiguration presentation
 - Interest in the number of longshore jobs from this project
 - Interest in the automation of cranes based on best practice
- Discussion surrounding the RBT2 Update presentation
 - Interest in the number of ships estimated to call
 - Interest in larger ships and their effect on trucking lineups
 - Interest in TFN agreement prior to expansion of T2

PCLC Meeting – September 9, 2015

Key Themes

- The port authority indicated that it is working on responses for the CEA Agency regarding a request for additional work around marine shipping related to the project

PCLC Meeting – November 5, 2015

Key Themes

- Discussion around RBT2 Presentation topics included biofilm, the purpose of RBT2, and the environmental review process
- Discussion surrounding the port authority's container forecasts

Table 1 –RBT2 EIS Orientation Sessions: Local Government Attendees

Corporation of Delta
Bernita Iversen, <i>Senior Policy Analyst, Corporate Planning</i>
Marcy Sangret, <i>Deputy Director of Community Planning</i>
Mike Brotherston, <i>Manager of Climate Action & Environment</i>
Sean McGill, <i>Director of Human Resources & Corporate Planning</i>
Doreann Mayhew, <i>Project Manager, Planning</i>
City of Langley
Francis Cheung, <i>Chief Administrative Officer</i>
Rick Bomhof, <i>Director of Engineering, Parks and Environment</i>
Township of Langley
Mark Bakken, <i>Municipal Administrator</i>
Paul Cordeiro, <i>Manager, Transportation Engineering</i>
City of Richmond
Donna Chan, <i>Manager, Transportation Planning</i>
Lesley Douglas, <i>Manager, Environmental Sustainability</i>
Amarjeet Rattan, <i>Director, Intergovernmental Relations & Protocol Unit</i>
City of Surrey
Paul Lee, <i>Rapid Transit & Strategic Projects Manager</i>
Vincent Lalonde, <i>City Manager</i>
Tsawwassen First Nation
Colin Ward, <i>Director of Public Services</i>
Andrew Bak, <i>Territory Management Officer</i>