



Port Metro Vancouver

Roberts Bank Terminal 2 Project

Project Definition Consultation Summary Report

January 2013

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Kirk&Co.

About Kirk & Co. Consulting Ltd.

Kirk & Co. Consulting Ltd. is recognized as an industry leader in designing and implementing comprehensive public and stakeholder consultation programs. Utilizing best practices in consultation, the firm designs consultation programs to maximize opportunities for input. Kirk & Co. works with polling firms to independently analyze and report on public and stakeholder input.



About Mustel Group

Mustel Group has been a leading marketing and public opinion research firm in Western Canada for more than 25 years. All consultation input received by feedback form and written submission has been independently verified and analyzed by Mustel Group.

Participants self-selected into consultation rather than being selected randomly. Therefore, consultation feedback is not comparable to an opinion poll because respondents do not constitute a random sample.

The views represented in this report reflect the priorities and concerns of consultation participants. They may not be representative of the views of the public and other stakeholders.



Port Metro Vancouver

Roberts Bank Terminal 2 Project

Project Definition Consultation

Summary Report

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1. Background

Roberts Bank Terminal 2 Project

The Roberts Bank Terminal 2 Project is a proposed new multi-berth container terminal in Delta, B.C. that would provide 2.4 million TEUs (twenty-foot equivalent unit containers) of container capacity.

The project is part of Port Metro Vancouver’s Container Capacity Improvement Program, a long-term strategy to deliver projects to meet anticipated growth in demand for container capacity to 2030.

Environmental Assessment Process

The proposed Roberts Bank Terminal 2 Project will be subject to a thorough and independent environmental assessment under the following federal and provincial acts:

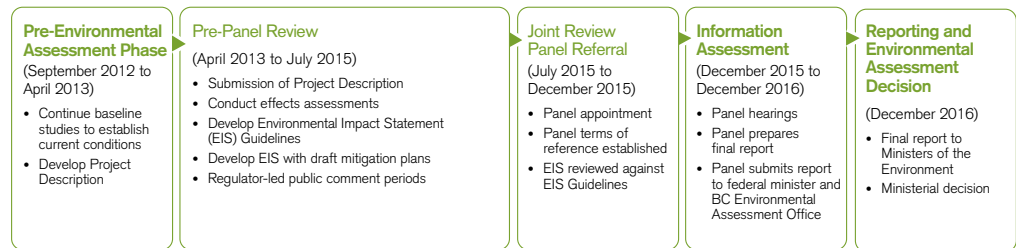
- *Canadian Environmental Assessment Act (CEAA 2012)*
- *British Columbia Environmental Assessment Act*

While the scope and nature of the environmental assessment have not yet been determined by federal and provincial regulators, it is anticipated that it would be some form of panel-level review, which is the most rigorous form of environmental assessment. This harmonized approach incorporates the requirements of both federal and provincial processes, while respecting the individual decision-making and obligations of each jurisdiction.

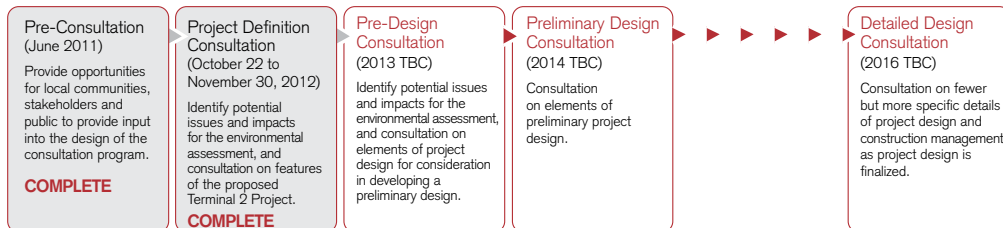
Multi-Round Consultation Process

In addition to opportunities for public input that will be provided through the environmental assessment process, Port Metro Vancouver will lead several rounds of consultation regarding the proposed Roberts Bank Terminal 2 Project. The timeline below outlines previously completed and upcoming rounds of consultation, including the feedback Port Metro Vancouver will be seeking in each round.

ENVIRONMENTAL ASSESSMENT¹



PORT METRO VANCOUVER-LED CONSULTATION²



Notes: 1. Environmental Assessment timing is preliminary and **subject to change** pending definition of the environmental assessment process by provincial and federal regulators.

2. Port Metro Vancouver-led consultation with communities, stakeholders and the public, and Port Metro Vancouver-led consultation with First Nations will continue throughout project development. Other communications and community engagement activities will be undertaken throughout project review.

2. Pre-Consultation (JUNE 2011)

Pre-Consultation, held in June 2011, consulted local communities, stakeholders and the public about the design of the consultation program for the Roberts Bank Terminal 2 Project. Specifically, participants were asked how they wanted to be consulted, and about the topics they wished to discuss regarding the project.

There were multiple opportunities for stakeholders to participate in Pre-Consultation:

- 73 people attended multi-stakeholder meetings
- 55 feedback forms and 1 written submission were received

Overall, participants indicated interest in the following topics:

- **Socio-economic topics** such as road and rail traffic, economic benefits and jobs
- **Project design elements** such as the terminal layout, marine traffic, road and rail
- **Local and regional area issues** such as air quality, safety, greenhouse gases, land use, noise and light
- **Infrastructure** and port facilities, including the berth, terminal, shore protection and road and rail access

For more information about Pre-Consultation, please see the Pre-Consultation Summary Report, and Consideration of Pre-Consultation Input, available at: www.portmetrovanancouver.com/RBT2

3. Project Definition Consultation (OCTOBER-NOVEMBER 2012)

3.1 Purpose

From October 22, 2012 to November 30, 2012, Port Metro Vancouver conducted Project Definition Consultation, an opportunity for community members, stakeholders and the public to receive information and provide feedback about features of the proposed Roberts Bank Terminal 2 Project and about topics important to the environmental assessment.

As part of Project Definition Consultation, Port Metro Vancouver presented information regarding the following topics:

- **Increased demand for containerized trade**
Information about current demand forecasts that show container traffic is expected to double over the next 10-15 years and nearly triple by 2030.
- **Features of the proposed Roberts Bank Terminal 2 Project**
Information about the economic effects of the project and the three major project components:
 - > Marine terminal
 - > Road and rail infrastructure on the Roberts Bank causeway
 - > Upland road and rail infrastructure
- **Road and rail traffic considerations**
Information about Port Metro Vancouver's road traffic modeling and the potential impact of current and future port-related traffic on the local and regional networks serving Roberts Bank.
- **The environmental assessment process**
Information about the anticipated nature and timing of the environmental assessment process for the proposed Roberts Bank Terminal 2 Project.

3.2 Consultation Topics

During Project Definition Consultation, Port Metro Vancouver sought feedback regarding the following topics:

- **The type of berth structure for the new terminal**
Port Metro Vancouver examined two methods for constructing the berth structure for the new terminal: caissons or pile and deck. Following an analysis of both methods, the use of caissons was selected as the preferred option and Port Metro Vancouver sought feedback regarding this selection. *[Refer to page 13 in the Project Definition Consultation Discussion Guide and Feedback Form]*
- **The location of the intermodal yard**
A key component of the Project is an intermodal yard, where containers are loaded and unloaded to and from trains. Port Metro Vancouver presented information about the possibility of locating the intermodal yard either in the marine environment or in the upland environment and sought feedback regarding a preferred location. *[Refer to page 15 in the Project Definition Consultation Discussion Guide and Feedback Form]*

- **Compensation for loss of agricultural productivity**
Based on preliminary estimates, rail works for the project could affect approximately 10 hectares of agricultural land. Port Metro Vancouver presented potential mitigation and compensation measures regarding or associated with loss of agricultural productivity and sought feedback regarding potential mitigation measures. *[Refer to page 19 in the Project Definition Consultation Discussion Guide and Feedback Form]*
- **Categories for environmental study**
Port Metro Vancouver developed a list of categories for environmental study for the proposed Roberts Bank Terminal 2 Project, which included: marine ecosystems, terrestrial wildlife and vegetation, socio-community and socio-economic aspects. Particular studies within each category were presented and feedback was sought about the level of importance of each study. *[Refer to page 20 in the Project Definition Consultation Discussion Guide and Feedback Form]*
- **Community legacy benefits**
Port Metro Vancouver is initiating discussions with local and regional governments regarding potential community legacy benefits that could be provided as part of the Container Capacity Improvement Program. Port Metro Vancouver sought feedback regarding the types of community legacy benefits that could be considered. *[Refer to page 22 in the Project Definition Consultation Discussion Guide and Feedback Form]*

How Input Will Be Used

Input received during Project Definition Consultation is summarized in this report and will be considered, along with technical and financial information, in developing project designs or plans, including engineering and environmental mitigation plans.

A Consideration Memo will also be produced, showing how input was considered in refining project designs or in mitigation and compensation plans.

3.3 Consultation Participation

There were a total of 264 participant interactions as part of Project Definition Consultation:

- **175 people attended consultation events**
 - > 86 people attended 7 stakeholder meetings
 - > 72 people attended 5 open houses
 - > 17 people participated in community interviews
- **47 feedback forms** were received at stakeholder meetings, open houses, by mail and through the online feedback form
 - > 33 were received online and 14 in hard copy
- **27 submissions** were received through email and mail

Some people may have participated through multiple consultation events or feedback methods.

3.4 Consultation Methods

3.4.1 Discussion Guide and Feedback Form

A Discussion Guide and Feedback Form explained the purpose and scope of Project Definition Consultation and included a feedback form to gather input. This document was used in meetings with local government, stakeholders and the public and was available, along with an online version of the feedback form, on the Roberts Bank Terminal 2 Project website at: www.portmetrovancover.com/RBT2.

Results from the feedback form can be found on pages 12-44 of this report.

A copy of the Discussion Guide and Feedback Form is attached in Appendix 1.

3.4.2 Online Consultation

All consultation materials were available on the project website (www.portmetrovancover.com/RBT2), including an online version of the feedback form that could be submitted to the project team directly from the website. **Of the 47 feedback forms that were received, 33 were completed online.**

3.4.3 Notice of Opportunities to Participate in Consultation

Notice of opportunities to participate in Project Definition Consultation for the proposed Roberts Bank Terminal 2 Project was provided through the following:

- **Invitation and Reminder Emails:** More than 2,000 emails were sent to invite people to attend, or remind people about, stakeholder meetings and open houses.
- **Reminder Phone Calls:** More than 1,400 phone calls were made in follow-up to the email invitations, inviting or reminding people about meetings and open houses.
- **Advertising:** Ads were placed in the following newspapers inviting members of the public to attend stakeholder meetings and open houses, as well as participate in online consultation:
 - > *Delta Optimist* (October 12, 19, 26 and November 2)
 - > *Langley Advance* (October 16, 18 and November 1)
 - > *Langley Times* (October 16, 18 and November 1)
 - > *Richmond Review* (October 17, 19, 24 and 26)
 - > *Richmond News* (October 17, 19, 24 and 26)
 - > *Surrey Leader* (October 18, 25 and 30)
 - > *Surrey Now* (October 18, 25 and 30)
 - > *South Delta Leader* (October 19, 26 and November 2)
- **Twitter:** A series of tweets were sent from the Port Metro Vancouver twitter account (@PortMetroVan) providing notification of opportunities to participate in consultation, including stakeholder meetings and open houses. Twelve tweets were made to 1,800+ followers between October 23 and November 28, 2012.

Notification samples can be found in Appendix 2.

3.4.4 Stakeholder Meetings

A total of 86 people attended 7 stakeholder meetings as part of Project Definition Consultation

A Kirk & Co. Consulting Ltd. facilitator and meeting recorder attended the stakeholder meetings along with members of the Roberts Bank Terminal 2 Project team. At each meeting, participants were provided with copies of the Discussion Guide and Feedback Form, and project staff presented the information in the guide, focusing on the consultation topics. Participants were invited to provide comments and ask questions. Key themes from each of the stakeholder meetings are summarized in this report, beginning on page 9.

STAKEHOLDER MEETINGS			
AREA	DATE	TIME	LOCATION
Delta	Tuesday, October 23	1:30pm-3:30pm	Coast Tsawwassen Inn
Delta	Tuesday, October 23	6:00pm-8:00pm	Coast Tsawwassen Inn
Langley	Wednesday, October 24	6:00pm-8:00pm	Newlands Golf and Country Club
Delta	Thursday, October 25	1:30pm-3:30pm	Delta Town & Country Inn
Surrey	Tuesday, October 30	1:30pm-3:30pm	Northview Golf and Country Club
Richmond	Tuesday, October 30	6:00pm-8:00pm	Hilton Vancouver Airport
Vancouver	Wednesday, October 31	9:00am-11:00am	SFU Morris J. Wosk Centre

3.4.4.1 Additional Meetings – Local Government and Delta Farmers’ Institute

During the consultation period, Port Metro Vancouver participated in a number of additional meetings with key stakeholders and regional and local governments, where Project Definition Consultation for the proposed Roberts Bank Terminal 2 Project was discussed. These meetings included:

- Corporation of Delta/Port Metro Vancouver Technical Liaison Committee (October 25, 2012)
- Delta Farmers’ Institute (November 14, 2012)
- City of Richmond/Port Metro Vancouver Technical Liaison Committee (November 14, 2012)
- City of Langley/Port Metro Vancouver Technical Liaison Committee (November 21, 2012)
- Metro Vancouver Regional Planners Advisory Committee (November 23, 2012)

3.4.5 Open Houses

72 people attended 5 open houses

The Discussion Guide and Feedback Form was provided to all attendees at the open houses, and display boards summarizing the consultation materials were set up around the room. Project team members circulated the room and engaged attendees in one-on-one and small group discussions.

OPEN HOUSES			
AREA	DATE	TIME	LOCATION
Richmond	Thursday, October 25	6:00pm-9:00pm	Hilton Vancouver Airport
Delta	Saturday, October 27	10:00am-1:00pm	Delta Town & Country Inn
Surrey	Thursday, November 1	6:00pm-9:00pm	Northview Golf and Country Club
Delta	Tuesday, November 6	6:00pm-9:00pm	Coast Tsawwassen Inn
Langley	Thursday, November 8	6:00pm-9:00pm	Newlands Golf and Country Club

3.4.6 Community Information Booth

17 people approached Port Metro Vancouver community information booths on November 17 and 24, 2012

Port Metro Vancouver set up information booths to provide an opportunity for Delta residents to access information about the project, ask questions and provide feedback. Information booths were set up at the following locations:

- Ladner Leisure Centre – November 17, 2012
- South Delta Recreation Centre – November 24, 2012

Residents identified several areas of interest, including:

- Learning more about the proposed project, including interest in design elements and location
- The timing of the consultation program and environmental assessment, including opportunities to provide comments
- The nature of potential project impacts, including to marine habitat, wildlife, traffic and the community
- Agricultural land in Delta
- Benefits to the region in terms of increased jobs, economic activity and transportation infrastructure

Residents were encouraged to take a Project Definition Consultation Discussion Guide and Feedback Form and to provide input, either in writing or online.

4. Key Results

4.1 Key Theme Summary from Stakeholder Meetings

While many comments and questions were heard in each of the stakeholder meetings, the following represents a summary of the most frequently mentioned key themes at the seven stakeholder meetings.

It is important to note that this key theme summary represents a qualitative analysis of stakeholder meeting notes, as opposed to the quantitative analysis of feedback forms noted elsewhere in this report.

- **Current and Future Impacts from Port Facilities** (a key theme at 7 meetings): At all stakeholder meetings, participants expressed concern about the impacts of existing port facilities at Roberts Bank to current and future air quality, noise and light pollution as well as to birds, fish and agricultural land. Participants asked that Port Metro Vancouver responsibly balance environmental, social and economic needs during project planning for the proposed Roberts Bank Terminal 2 Project.
- **Project Need and Justification** (a key theme at 5 meetings): Participants questioned the accuracy of Port Metro Vancouver's demand forecasts and justification for additional container capacity on the west coast of Canada. Some participants expressed interest in seeing additional capacity built in Prince Rupert or the use of short-sea-shipping as an alternative to building a new terminal. Others were interested in knowing whether current demand forecasts accounted for changes in shipping patterns following the opening of the recently expanded Panama Canal.
- **Project Components** (a key theme at 5 meetings): Participants asked for more information about the location, orientation and layout of the new terminal and the location of the intermodal yard.
- **Compensation and Mitigation** (a key theme at 4 meetings): Participants expressed concern about the loss of agricultural land that could result from the proposed Roberts Bank Terminal 2 Project and were interested in knowing more about Port Metro Vancouver's plan for mitigation, including potential locations for habitat banking opportunities.
- **Requests for More Information** (a key theme at 4 meetings): Participants expressed interest in having more information about the project, including having access to various project documents and studies and additional details about the environmental assessment process and baseline field studies currently underway.
- **Road and Rail Traffic** (a key theme at 3 meetings): Participants expressed concern about the potential increase in road and rail traffic as a result of the proposed Roberts Bank Terminal 2 Project and asked that Port Metro Vancouver review options for improving the efficiency of container trucks to reduce the number of empty truck trips and eliminate unnecessary trips throughout Metro Vancouver.
- **Community Legacy Benefits** (a key theme at 2 meetings): Participants were interested in potential community benefits, including the possibilities for a cycling/pedestrian overpass, improvements to transit and contributions to the trail system on the foreshore at Roberts Bank.

4.2 Stakeholder Meetings

The following are key themes from each of the seven stakeholder meetings held as part of Project Definition Consultation. Meetings are listed in chronological order.

Meeting notes from the stakeholder meetings can be found in Appendix 3.

1. Delta Stakeholder Meeting 1: Tuesday, October 23, 2012 – 1:30pm-3:30pm

- Participants expressed interest in having access to various project documents and records, as well as records of consultation with various parties, including First Nations.
- Some participants thought the demand for additional container capacity was overstated and the proposed Roberts Bank Terminal 2 Project would therefore exceed demand.
- Participants asked if there were other efficiencies that could be undertaken, such as introducing more shifts at Deltaport Terminal, prior to building more capacity.
- Participants expressed concern regarding potential project effects, including impacts to biofilm, wildlife and agricultural land.
- Participants expressed skepticism regarding environmental compensation and mitigation and said that commitments made as part of the Deltaport Third Berth Project were not adequately fulfilled.
- Participants expressed interest in potential social benefits of the project, including a cyclist and pedestrian overpass on Deltaport Way and improvements to transit.

2. Delta Stakeholder Meeting 2: Tuesday, October 23, 2012 – 6:00pm-8:00pm

- Participants questioned Port Metro Vancouver's demand forecasts and the justification for additional capacity.
- Participants expressed concern about noise and air quality impacts from the existing port facilities, as well as impacts to birds, fish and other wildlife.
- Ship-to-shore power and noise attenuation barriers were identified as potential solutions to noise pollution that should be implemented immediately.
- Participants expressed concern that Port Metro Vancouver's approach to mitigation and compensation does not adequately deal with the impacts that may be caused by this type of project.
- Participants expressed concern about the proposed location of the Roberts Bank Terminal 2 Project. Participants did not agree with Port Metro Vancouver's assessment that this orientation would have the least environmental impact.
- Participants wanted more information about the project and wanted their concerns and opposition to be heard.
- Participants asked to see the Terms of Reference for each baseline study, and suggested that the baseline studies should compare environmental values that existed prior to any port development.

3. Langley Stakeholder Meeting: Wednesday, October 24, 2012 – 6:00pm-8:00pm

- Participants were interested in mitigation for the loss of habitat that could result from the proposed Roberts Bank Terminal 2 Project, including potential locations for habitat banking projects.
- Participants noted that they wanted to ensure that Port Metro Vancouver balanced environmental and community needs when developing the proposed Roberts Bank Terminal 2 Project.
- With respect to the location of the intermodal yard, one participant noted that security of an upland intermodal yard should be a major consideration, and that given that much of the project would already be built in the marine environment, it would make sense to build the intermodal yard there as well.

4. Delta Stakeholder Meeting 3: Thursday, October 25, 2012 – 1:30pm-3:30pm

- Participants expressed concern about current air quality and the associated impacts from port operations.
- Some participants felt that too many empty trucks come and go from the existing terminal at Roberts Bank.
- Participants suggested that Port Metro Vancouver review options for more efficiently moving container trucks to reduce unnecessary truck trips throughout Metro Vancouver.
- Participants expressed the opinion that the Fraser Delta and Fraser River Estuary are the most important bird areas in North America, particularly for shorebirds and waterfowl.
- Participants suggested that Port Metro Vancouver consider a significant contribution to the trail system on the foreshore to connect Tsawwassen First Nation land with the rest of Delta and to promote active living.

5. Surrey Stakeholder Meeting: Tuesday, October 30, 2012 – 1:30pm-3:30pm

- Some participants were interested in Port Metro Vancouver's container forecast and asked questions about the assumptions that determined these projections.
- Participants were interested in the environmental assessment process for the proposed Roberts Bank Terminal 2 Project, which included questions about any geographic locations outside of Roberts Bank that might be included as part of the assessment.
- Some participants were interested in increased road and rail traffic that could result from the proposed Roberts Bank Terminal 2 Project, asking questions about mitigation, emissions and truck routes. Participants urged the use of rail to transport containers instead of using trucks.
- Some participants were interested in the field studies Port Metro Vancouver has been undertaking.
- Participants asked about the project construction and design, including questions about construction material sources, layout and configuration.
- Some participants were concerned about the loss of agricultural land and Port Metro Vancouver's plan for mitigation.

6. Richmond Stakeholder Meeting: Tuesday, October 30, 2012 – 6:00pm-8:00pm

- Some participants who live on Tsawwassen Beach noted concerns with current port operations at Roberts Bank, particularly with respect to nighttime noise, light spillage and impacts to air quality from ship and truck emissions.
- Participants noted that they were not opposed to increased trade, but wanted to ensure that Port Metro Vancouver is responsive to the concerns of those living in close proximity to port facilities.
- Some participants, who work at the Deltaport Terminal, stated that they were opposed to the development of the proposed Roberts Bank Terminal 2 Project as an automated terminal because they felt there would be fewer jobs available as a result.
- Some participants, who work at the Deltaport Terminal, commented on safety issues related to truck staging on Deltaport Way, and concrete barriers that have been installed on the Roberts Bank causeway.
- Participants asked whether the Roberts Bank and BC Ferries causeways could be breached to allow water to flow underneath. They were particularly concerned about infilling of the shoreline at Tsatsu Shores.
- Some participants, representing Metro Vancouver and the City of Richmond, requested that Port Metro Vancouver expand the boundaries of its transportation study to include areas north of the George Massey Tunnel, such as Richmond and Vancouver.

7. Vancouver Stakeholder Meeting: Wednesday, October 31, 2012 – 9:00am-10:00am

- Some participants asked questions about Port Metro Vancouver's container forecast, wanting to ensure it accounted for changes to shipping patterns that may occur following the opening of the expanded Panama Canal.
- Some participants were skeptical of whether fish would use the marine refugia within the caissons, stating that they felt that fish would not want to enter a dark, enclosed space.
- Some participants asked about the viability of short-sea-shipping moving containers from Roberts Bank to other facilities in Metro Vancouver via barges.
- Participants asked about constructing the proposed terminal and its impact on birds, noting that the Vancouver Airport Authority (YVR) was trying to move birds away from the airport, which would push them south towards Roberts Bank. They were concerned that if birds were not able to find habitat at Roberts Bank, it may cause them to move back towards the airport.

4.3 Feedback Forms

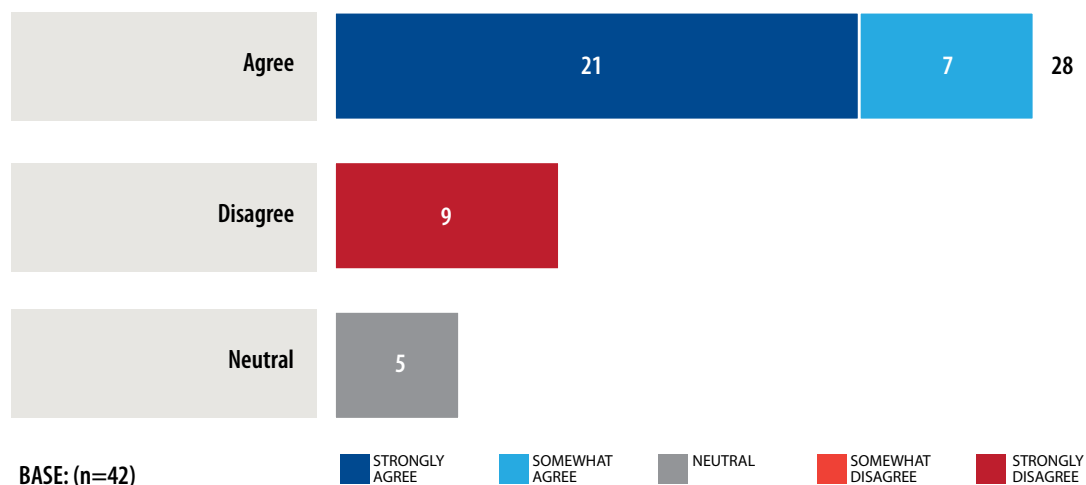
The following are results from the 47 feedback forms received at stakeholder meetings, open houses, by mail and through the online feedback form. Participants who provided additional comments may have included several themes in their response.

1. Type of Berth Structure – Caissons

Port Metro Vancouver looked at two potential methods of constructing the berth structure for the proposed Roberts Bank Terminal 2 Project – (1) the use of caissons (large concrete boxes) or (2) pile and deck (which requires pile-driving).

Following an analysis of the two options, the use of caissons was selected as the preferred option. The use of caissons significantly reduces the amount of noise for the community and marine environment associated with driving piles. For the Roberts Bank site, caissons are considered to be more robust and require less maintenance than piles, they are considered to perform better during significant seismic events, and are expected to be a lower cost option.

1.0 Please rate your level of agreement with the use of caissons for the construction of the berth structure.



Comments

Of the 25 participants who provided additional comments, the following were the most commonly mentioned themes:

- Opposed to the Roberts Bank Terminal 2 Project (7 mentions)
- Concerns about the effect of the project on the environment/marine life/ecosystem (7)
- Supportive of the use of caissons to build the berth structure (6)
- Wanted more information before answering this question (5)
- The use of caissons better addressed environmental concerns and caused less impact (3)
- Concerns about bias in the Discussion Guide and Feedback Form (2)

2.0 Location of the Intermodal Yard – Marine vs. Upland Construction

A key component of the project is an intermodal yard, where containers are loaded or unloaded from trains. Based on the current design of the Roberts Bank Terminal 2 Project and consistent with all existing Port Metro Vancouver container terminals, the intermodal yard is proposed to be located on the terminal itself, in the marine environment. Other than locating the intermodal yard on the terminal, there are only two other potential locations: on a widened Roberts Bank causeway, also in the marine environment, or upland of the causeway.

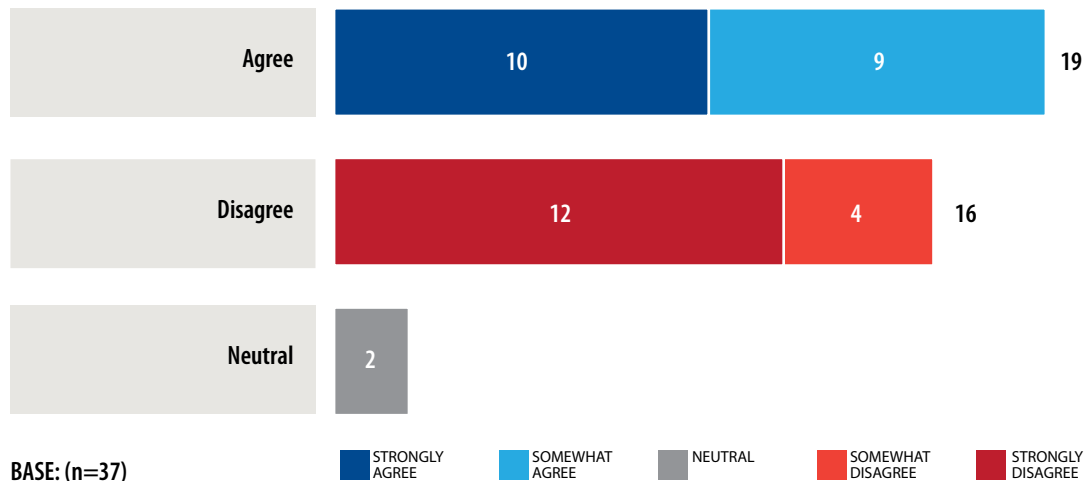
No decision has been made regarding the final terminal layout. Some potential terminal layouts require land filling and construction in the marine environment, while other designs are focused on building terminal components upland within and adjacent to the existing rail corridor. Each of these alternatives would have implications for marine and upland environments.

Alternative 1A: Constructing the intermodal yard in the marine environment on the new terminal.

Alternative 1B: Constructing the intermodal yard in the marine environment on an expanded Roberts Bank causeway.

Alternative 2: Constructing the intermodal yard in the upland environment.

2.1 Please rate your level of agreement with Alternative 1A: Constructing the intermodal yard in the marine environment on the new terminal.

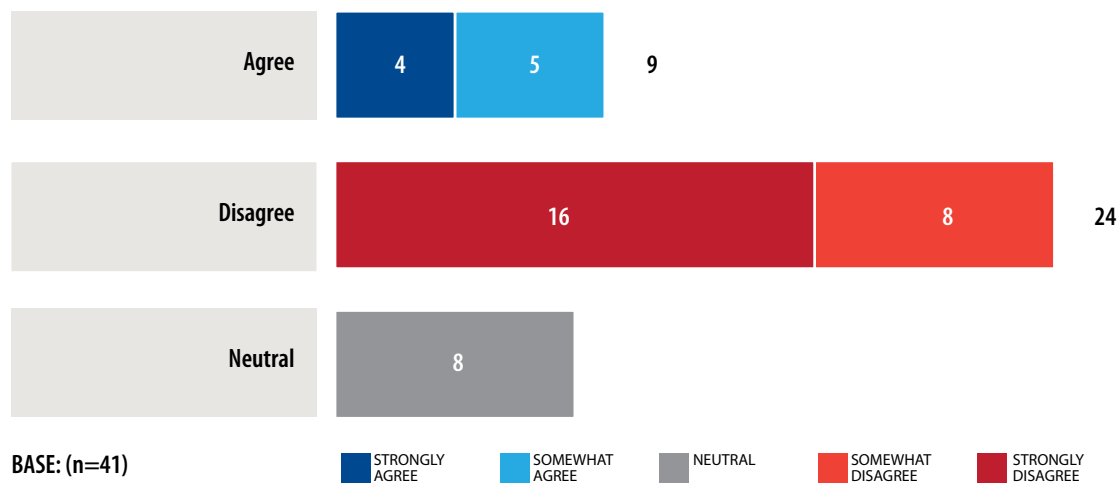


Comments

Of the 34 participants who provided additional comments, the following were the most commonly mentioned themes:

- Concerns about the effect of the project on the environment/marine life/ecosystem (14 mentions)
- This option addresses environmental concerns and will cause less impact (10)
- This option is preferable because it keeps project elements in one area (9)
- Concerns about the effect of the project on birds (8)
- Opposed to the Roberts Bank Terminal 2 Project (7)
- Wanted more information before answering this question (4)
- Concerns about the success of Port Metro Vancouver's previous mitigation efforts (4)
- Concerns about light pollution (3)
- Concerns about the loss of Agricultural Land Reserve (ALR)/farm land (3)

2.2 Please rate your level of agreement with Alternative 1B: Constructing the intermodal yard on an expanded Roberts Bank causeway.

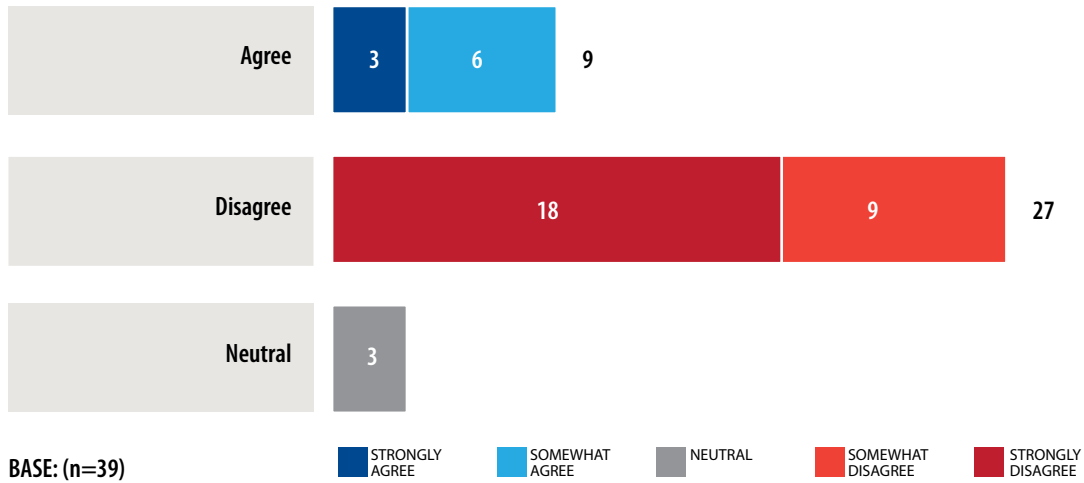


Comments

Of the 29 participants who provided additional comments, the following were the most commonly mentioned themes:

- Concerns about the effect of the project on the environment/marine life/ecosystem (9 mentions)
- Concerns about the effect of the project on birds (6)
- Wanted more information before answering this question (5)
- Opposed to the Roberts Bank Terminal 2 Project (4)
- Concerns about traffic flow and traffic safety on the causeway (3)
- Concerns about the success of Port Metro Vancouver's previous mitigation efforts (2)

2.3 Please rate your level of agreement with Alternative 2: Constructing the intermodal yard in the upland environment.



Comments

Of the 31 participants who provided additional comments, the following were the most commonly mentioned themes:

- Concerns about the loss of ALR/farm land (13 mentions)
- This option addresses environmental concerns and will cause less impact (10)
- Opposed to the Roberts Bank Terminal 2 Project (8)
- Concerns about the effect of the project on birds (5)
- Concerns about the effect of the project on the environment/marine life/ecosystem (3)
- Skepticism that Port Metro Vancouver is concerned about its impact on the environment (3)
- Wanted more information before answering this question (3)

3.0 Mitigation for the Loss of Agricultural Productivity

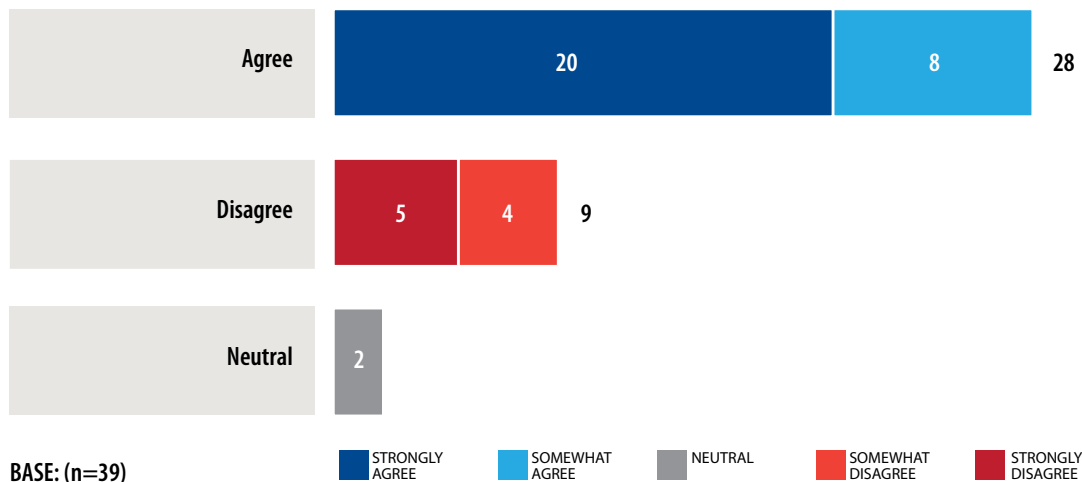
Upland rail improvements for the proposed Roberts Bank Terminal 2 Project would likely occur mostly within the existing railway right-of-way and the Option Lands¹. As technical work on the project advances, the amount of agricultural land required will be determined and shared as part of future phases of consultation.

Port Metro Vancouver is considering a number of potential mitigation and compensation measures to account for loss of agricultural productivity.

3.1 Topsoil Conservation Program

This mitigation and compensation measure involves a program to improve field conditions, configurations and drainage of adjacent properties through conservation of topsoil.

Please rate your level of agreement with Port Metro Vancouver pursuing a topsoil conservation program.



Comments

Of the 20 participants who provided additional comments, the following were the most commonly mentioned themes:

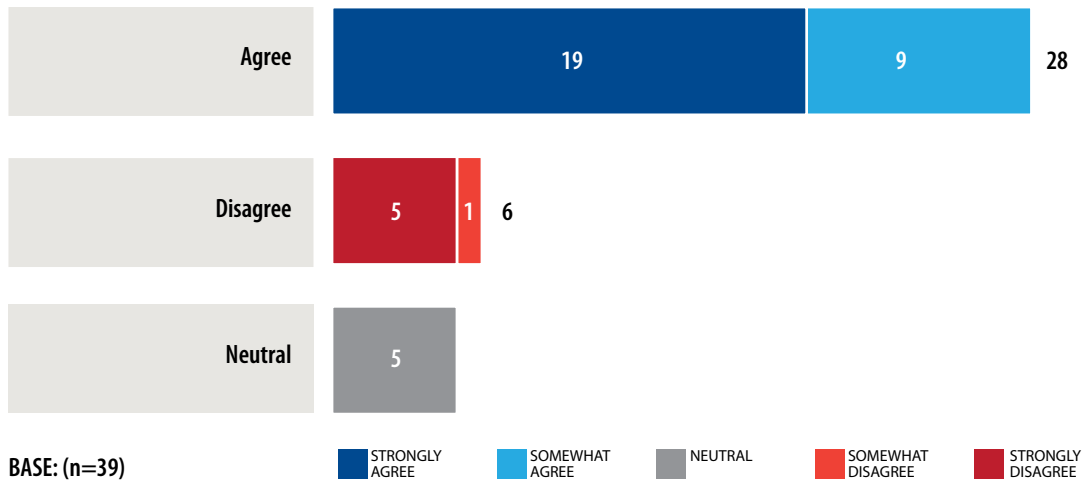
- Concerns about the loss of ALR/farm land (9 mentions)
- A topsoil conservation program should be mandatory (6)
- Opposed to the Roberts Bank Terminal 2 Project (5)
- Wanted more information about this program (2)
- Concerns that Port Metro Vancouver will not adequately address issues (2)

¹ The Province of B.C.'s Option Lands are a 60-metre-wide strip of land from Arthur Drive west to the neck of the Roberts Bank causeway and are within the Agricultural Land Reserve. In 2008, the Agricultural Land Commission approved the acquisition of the Option Lands to create a new rail right-of-way.

3.2 Improvements to Existing Agricultural Land

This mitigation and compensation measure involves improvements to existing agricultural land through supporting investments in infrastructure such as irrigation and drainage.

Please rate your level of agreement with Port Metro Vancouver pursuing improvements to existing agricultural land.



Comments

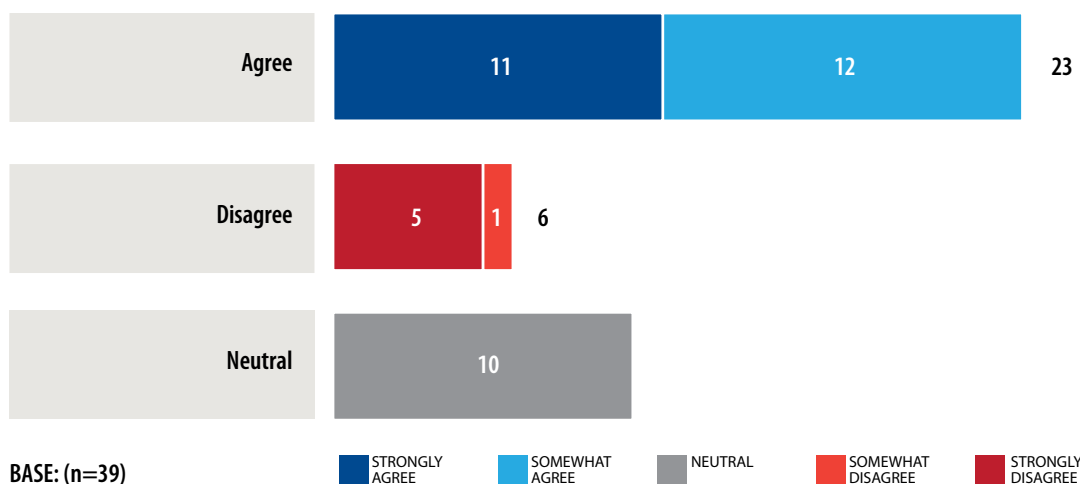
Of the 16 participants who provided additional comments, the following were the most commonly mentioned themes:

- Concerns about the loss of ALR/farm land (5 mentions)
- Improvements to existing agricultural land should be mandatory (4)
- Opposed to the Roberts Bank Terminal 2 Project (4)
- Wanted more information about this option (2)

3.3 Agricultural Capacity Development

This mitigation and compensation measure includes supporting agricultural education for the next generation of farmers through bursaries or research funding.

Please rate your level of agreement with Port Metro Vancouver pursuing agricultural capacity development.



Comments

Of the 18 participants who provided additional comments, the following were the most commonly mentioned themes:

- Concerns about the loss of ALR/farm land (8 mentions)
- Agricultural capacity development should be mandatory (7)
- Concerns that Port Metro Vancouver will not adequately address issues (2)
- Opposed to the Roberts Bank Terminal 2 Project (2)

4.0 Categories for Environmental Study

Port Metro Vancouver has developed a list of categories for environmental study for the proposed Roberts Bank Terminal 2 Project. These categories were identified through environmental assessments and community consultation on past projects at Roberts Bank, including the Deltaport Third Berth Project, the Deltaport Terminal, Road and Rail Improvement Project and Pre-Consultation on the proposed Roberts Bank Terminal 2 Project in June 2011.

The categories for environmental study for the proposed Roberts Bank Terminal 2 Project include, but are not limited to, the following:

- Agriculture
- Air Quality
- Archaeology
- Biofilm (a nutrient-rich film found in the intertidal zone)
- Coastal Geomorphology (coastal formations and features)
- Coastal Seabirds and Waterfowl
- Lighting
- Marine Fish
- Marine Invertebrates
- Marine Mammals
- Marine Vegetation
- Noise
- Socio-Community and Socio-Economic
- Terrestrial Wildlife/Vegetation (land-based animals and plants)
- Traditional Use
- Visual
- Water and Sediment Quality

4a **Please indicate your interests and any additional categories for consideration as part of the environmental study.**

Comments

Of the 33 participants who provided suggestions for additional categories for consideration or additional comments, the following were the most commonly mentioned themes:

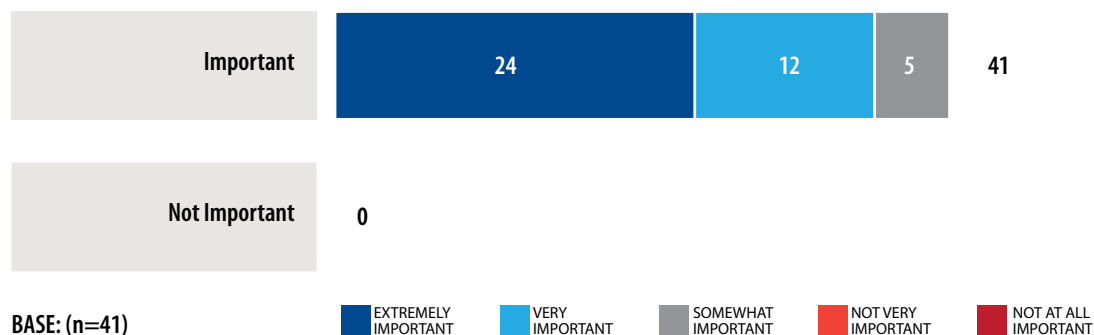
- Concerns about air quality and pollution (11 mentions)
- Concerns about socio-community and socio-economic impacts (8)
- Concerns about the effect of the project on birds/bird habitat (7)
- Concerns about coastal geomorphology (7)
- All studies listed are important (7)
- Concerns about a lack of credible studies to justify port expansion plans (6)
- Concerns about the effect of the project on terrestrial wildlife and vegetation (5)
- Concerns about noise (5)
- Concerns about fuel spills, sewage and water pollution (3)
- Concerns about water and sediment quality (3)
- Opposed to the Roberts Bank Terminal 2 Project (3)
- Concerns about general environmental impacts (3)
- Concerns that Port Metro Vancouver is not adequately managing current issues (3)
- Concerns about the loss of ALR/farm land (2)
- Concerns about the effect of the project on biofilm (2)
- Concerns about the effect of the project on marine vegetation (2)

5.0 Marine Ecosystems

The marine environment at Roberts Bank is an interconnected system made up of a wide range of aquatic life. Port Metro Vancouver is undertaking rigorous scientific studies to understand marine ecosystem components and their interactions. Studies on each of the following aspects of the marine ecosystem will be conducted; however, Port Metro Vancouver is interested to learn which are of highest interest to communities, stakeholders and the public.

5.1 Marine Vegetation (e.g. eelgrass, ulva and other seaweeds)

Please indicate how important you think marine vegetation is for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



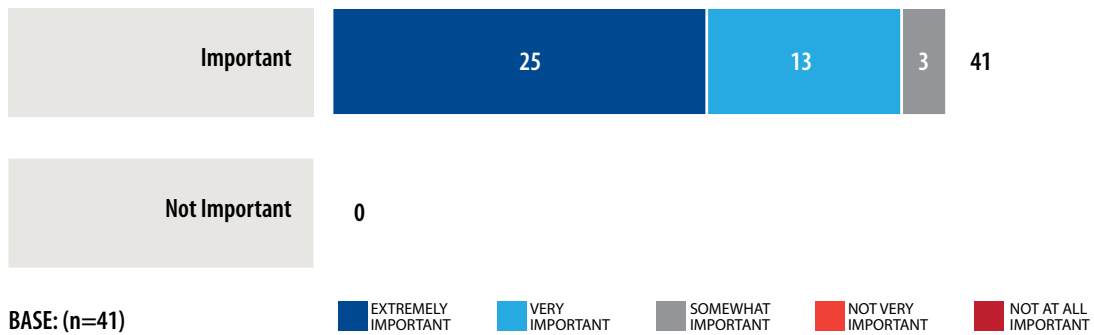
Comments

Of the 17 participants who provided additional comments, the following were the most commonly mentioned themes:

- Acknowledgement that marine vegetation is vital for the ecosystem and migratory birds (9 mentions)
- Opposed to the Roberts Bank Terminal 2 Project (6)
- Concerns about the success of Port Metro Vancouver's previous mitigation efforts (4)
- Concerns that Port Metro Vancouver is not taking historical research and recommendations into account (2)

5.2 Marine Invertebrates (e.g. crabs, cockles, sea pens and other members of the benthic community)

Please indicate how important you think marine invertebrates are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



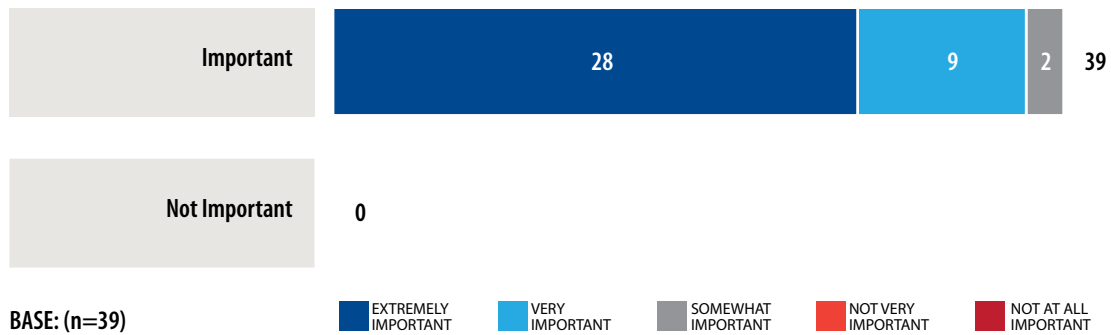
Comments

Of the 12 participants who provided additional comments, the following were the most commonly mentioned themes:

- Acknowledgement that marine invertebrates are vital to the marine ecosystem (8 mentions)
- Opposed to the Roberts Bank Terminal 2 Project (3)

5.3 Marine Fish (e.g. salmon, flatfish, sand lance, forage fish and surf smelt)

Please indicate how important you think marine fish are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



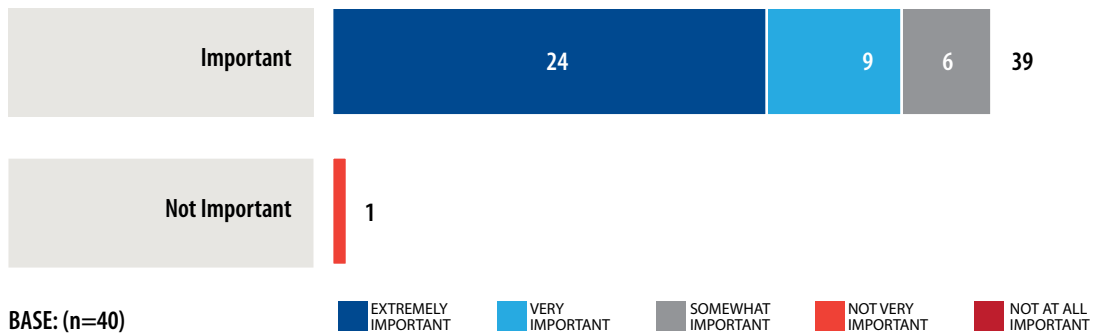
Comments

Of the 14 participants who provided additional comments, the following were the most commonly mentioned themes:

- Acknowledgement that fish species are important to the ecosystem (11 mentions)
- Acknowledgement that fish species are important to the provincial economy (4)
- Opposed to the Roberts Bank Terminal 2 Project (4)

5.4 Marine-Dependent Coastal Seabirds and Waterfowl

Please indicate how important you think marine-dependent coastal seabirds and waterfowl are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



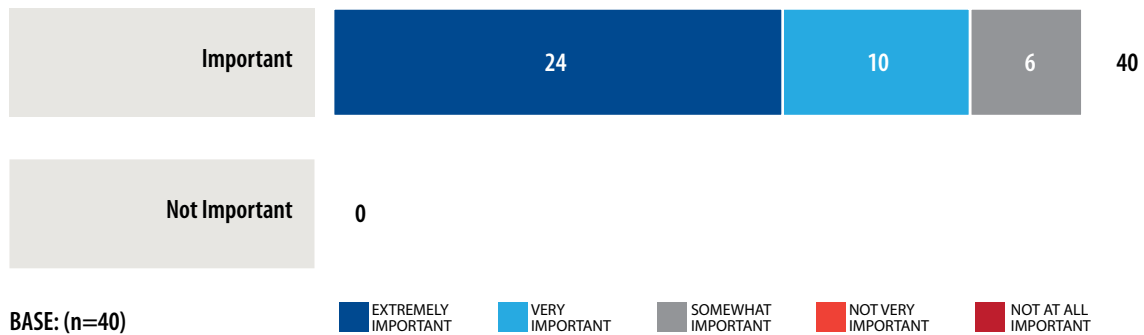
Comments

Of the 16 participants who provided additional comments, the following were the most commonly mentioned themes:

- Acknowledgement that Roberts Bank is an area with important/protected bird habitats (6 mentions)
- Acknowledgement that birds are important to the ecosystem (4)
- Opposed to the Roberts Bank Terminal 2 Project (4)

5.5 Biofilm and other Micro-Organisms in Intertidal areas

Please indicate how important you think biofilm and other micro-organisms in the intertidal areas are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



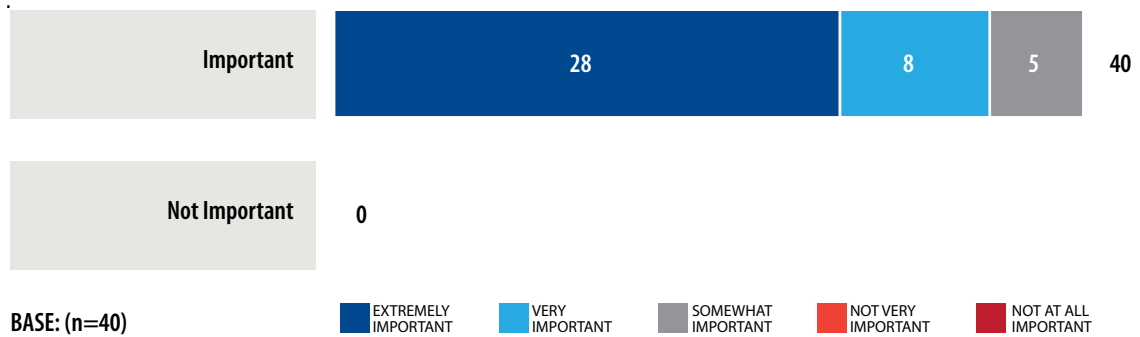
Comments

Of the 16 participants who provided additional comments, the following were the most commonly mentioned themes:

- Acknowledgement that biofilm and micro-organisms are vital to the marine ecosystem (12 mentions)
- Opposed to the Roberts Bank Terminal 2 Project (3)

5.6 Marine Mammals (e.g. whales, seals, sea lions and otters)

Please indicate how important you think marine mammals are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



Comments

Of the 15 participants who provided additional comments, the following were the most commonly mentioned themes:

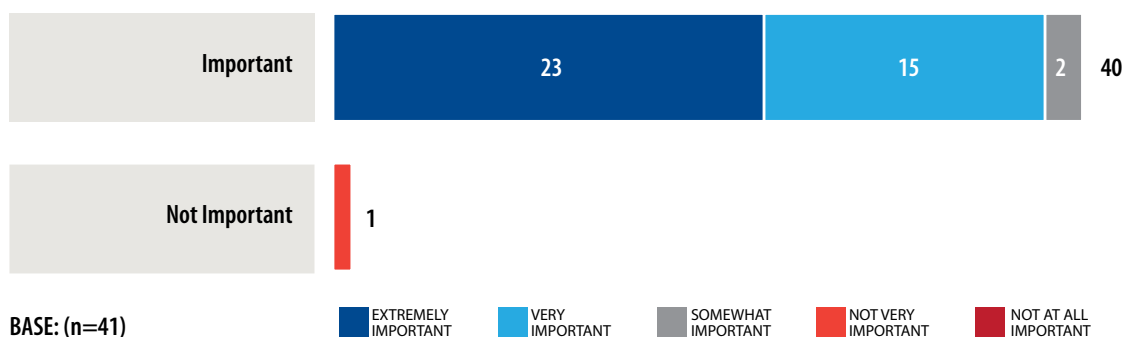
- Acknowledgement that marine mammals are vital to the marine ecosystem (9 mentions)
- Opposed to the Roberts Bank Terminal 2 Project (5)
- Concerns that Port Metro Vancouver is not taking historical research and recommendations into account (2)

6.0 Terrestrial Wildlife and Vegetation

The terrestrial environment in the proposed project area is an interconnected ecosystem made up of a wide range of plants, animals and terrestrial habitats. Port Metro Vancouver is undertaking rigorous scientific studies to understand terrestrial ecosystem components and their interactions. Studies on each of the following aspects of the terrestrial ecosystem will be undertaken; however, Port Metro Vancouver would like to determine the level of interest in each one.

6.1 **Vegetation in General (including wildlife habitat and ecologically sensitive areas)**

Please indicate how important you think vegetation in general is for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



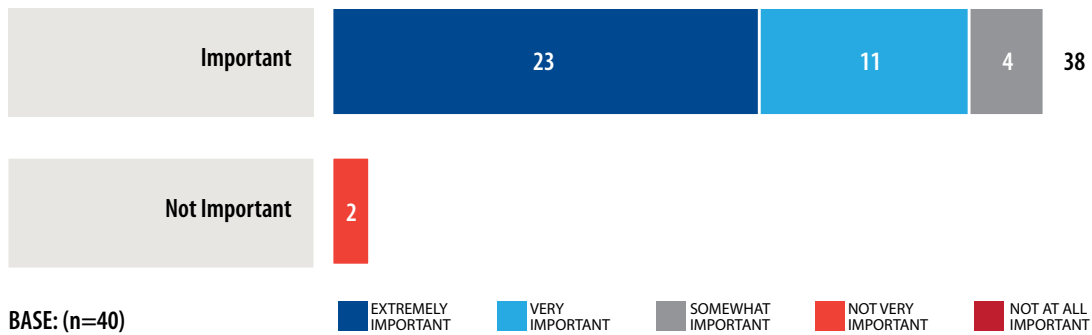
Comments

Of the 13 participants who provided additional comments, the following were the most commonly mentioned themes:

- Acknowledgement that the ecosystem must be protected and minimally disrupted (10 mentions)
- Opposed to the Roberts Bank Terminal 2 Project (3)

6.2 Bird Species (e.g. waterfowl, raptors and songbirds)

Please indicate how important you think bird species are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



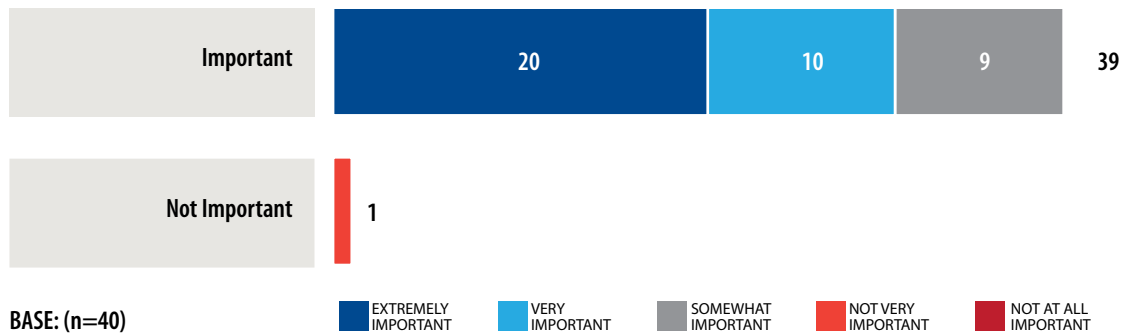
Comments

Of the 13 participants who provided additional comments, the following were the most commonly mentioned themes:

- Acknowledgement that the ecosystem must be protected and minimally disrupted (9 mentions)
- Opposed to the Roberts Bank Terminal 2 Project (4)

6.3 Small Mammals (e.g. shrews, moles, voles and hares)

Please indicate how important you think small mammals are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



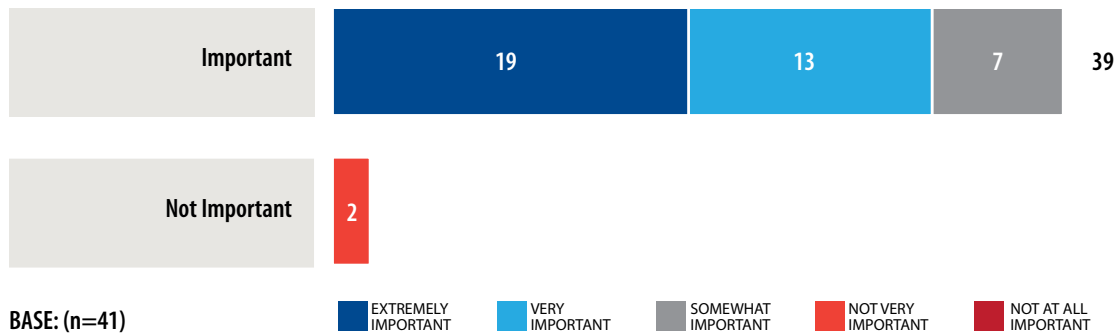
Comments

Of the 11 participants who provided additional comments, the following were the most commonly mentioned themes:

- Acknowledgement that the ecosystem must be protected and minimally disrupted (8 mentions)
- Opposed to the Roberts Bank Terminal 2 Project (4)

6.4 Amphibians and Reptiles (e.g. frogs, turtles and snakes)

Please indicate how important you think amphibians and reptiles are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



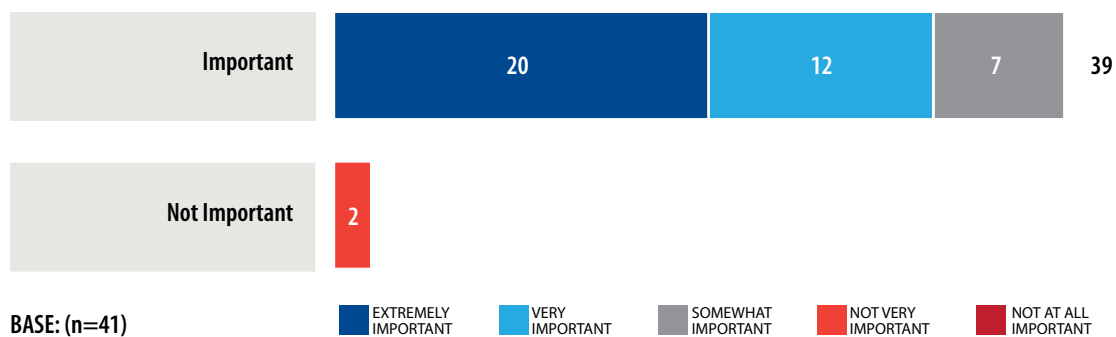
Comments

Of the 10 participants who provided additional comments, the following were the most commonly mentioned themes:

- Acknowledgement that the ecosystem must be protected and minimally disrupted (6 mentions)
- Opposed to the Roberts Bank Terminal 2 Project (4)

6.5 Invertebrate Species (e.g. butterflies and dragonflies)

Please indicate how important you think invertebrate species are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



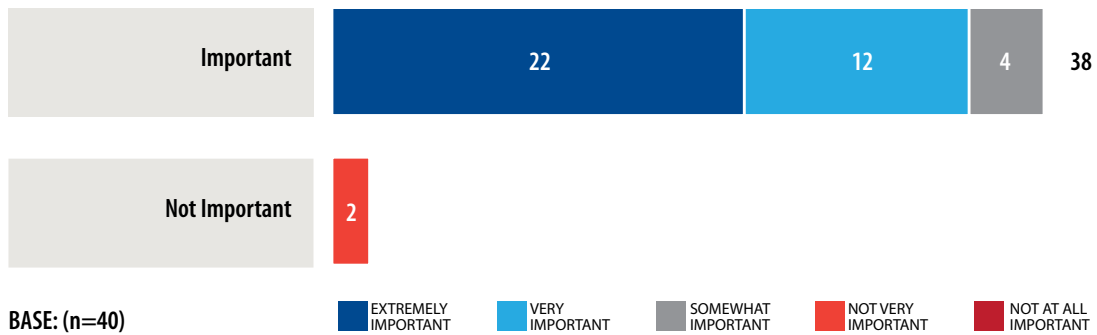
Comments

Of the 10 participants who provided additional comments, the following were the most commonly mentioned themes:

- Acknowledgement that the ecosystem must be protected and minimally disrupted (6 mentions)
- Opposed to the Roberts Bank Terminal 2 Project (4)

6.6 Freshwater Fish and their Habitats

Please indicate how important you think freshwater fish and their habitats are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



Comments

Of the 14 participants who provided additional comments, the following were the most commonly mentioned themes:

- Acknowledgement that the ecosystem must be protected and minimally disrupted (7 mentions)
- Concerns about the possible impact to the fisheries industry (5)
- Opposed to the Roberts Bank Terminal 2 Project (4)

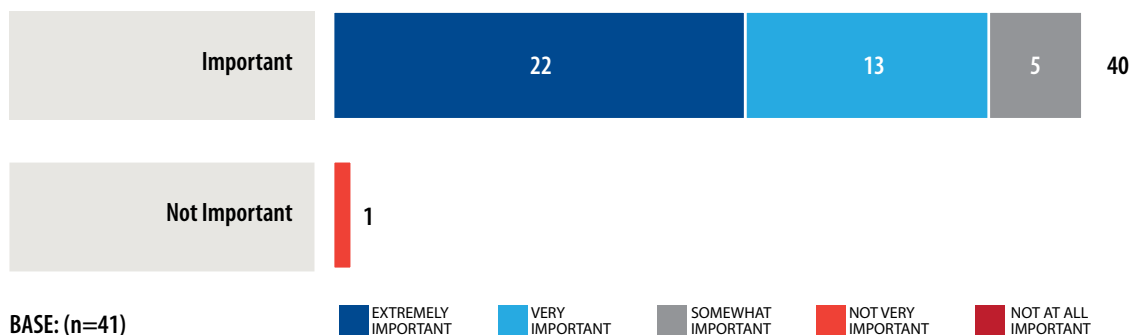
7.0 Socio-Community and Socio-Economic

Port Metro Vancouver will undertake important studies concerning how the proposed project might interact with adjacent communities.

Socio-Community

7.1 Noise and Vibration

Please indicate how important you think noise and vibration are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



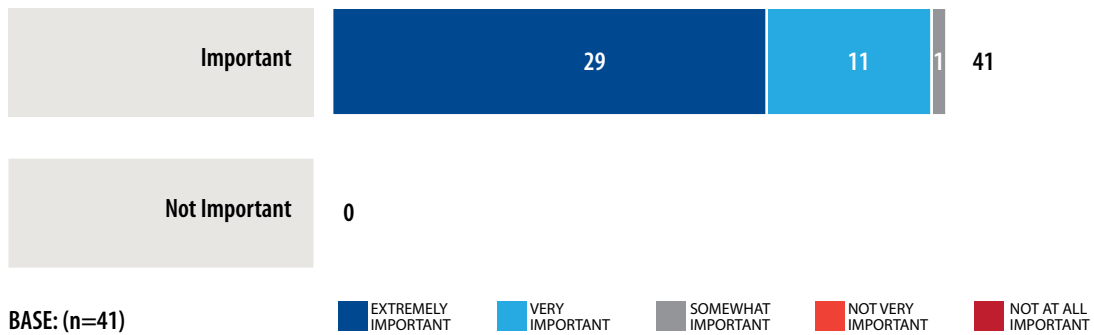
Comments

Of the 16 participants who provided additional comments, the following were the most commonly mentioned themes:

- There should be ongoing noise and vibration monitoring (8 mentions)
- Need to minimize the effects of the project on marine and terrestrial ecosystems (5)
- Opposed to the Roberts Bank Terminal 2 Project (3)
- Concerns that Port Metro Vancouver is not adequately managing current issues (2)

7.2 Air Quality

Please indicate how important you think air quality is for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



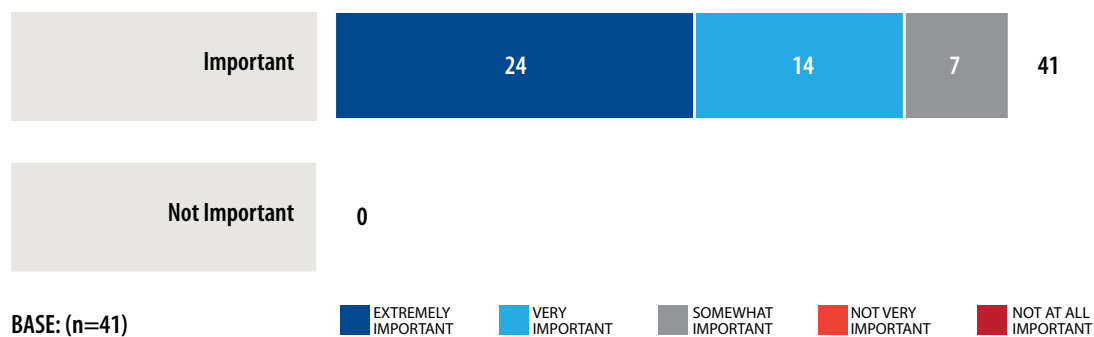
Comments

Of the 22 participants who provided additional comments, the following were the most commonly mentioned themes:

- Concerns about mitigating air pollution from ships, trains and trucks (12 mentions)
- There should be ongoing air quality monitoring (9)
- Concerns about air quality and related health impacts (6)
- Suggested restricting truck/train idling and the use of alternative fuels to improve air quality (5)
- Concerns that Port Metro Vancouver is not adequately managing current issues (5)
- Consideration of electric shore power for berthed ships (4)
- Opposed to the Roberts Bank Terminal 2 Project (2)
- Concerns about coal dust (2)

7.3 Energy Use and Greenhouse Gas Emissions

Please indicate how important you think energy use and greenhouse gas emissions are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



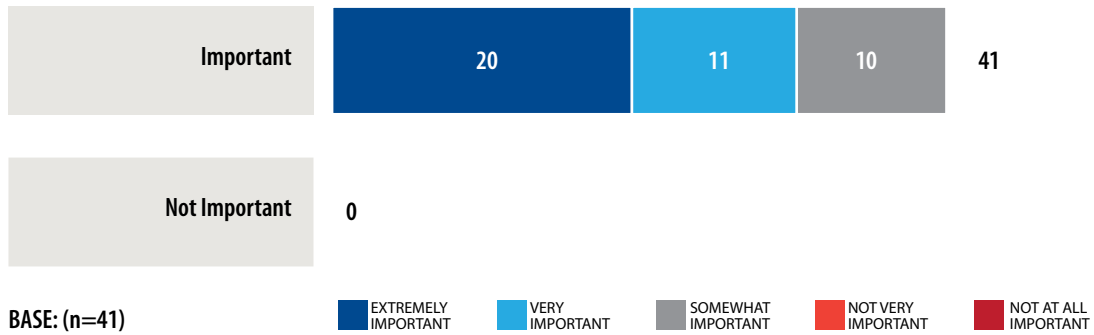
Comments

Of the 12 participants who provided additional comments, the following were the most commonly mentioned themes:

- Concerns about the environmental impacts of greenhouse gas emissions (6 mentions)
- Consideration of alternative energy sources, including electric shore power and solar power (4)
- Opposed to the Roberts Bank Terminal 2 Project (2)

7.4 Lighting

Please indicate how important you think lighting is for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



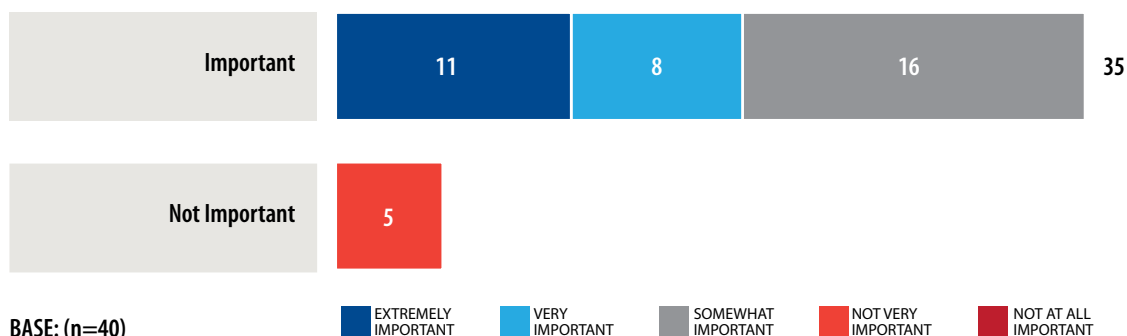
Comments

Of the 19 participants who provided additional comments, the following were the most commonly mentioned themes:

- Concerns about the effect of the project on the surrounding ecosystem and support of a “dark sky” policy to minimize light pollution (6 mentions)
- Request to avoid direct illumination of local residential communities (4)
- Concerns that Port Metro Vancouver is not adequately managing current issues (2)
- Skepticism that Port Metro Vancouver is concerned about its impact on the environment (2)
- Believe there will be few lighting effects on local residential communities (2)
- Opposed to the Roberts Bank Terminal 2 Project (2)

7.5 Viewscape and Aesthetics

Please indicate how important you think viewscape and aesthetics are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



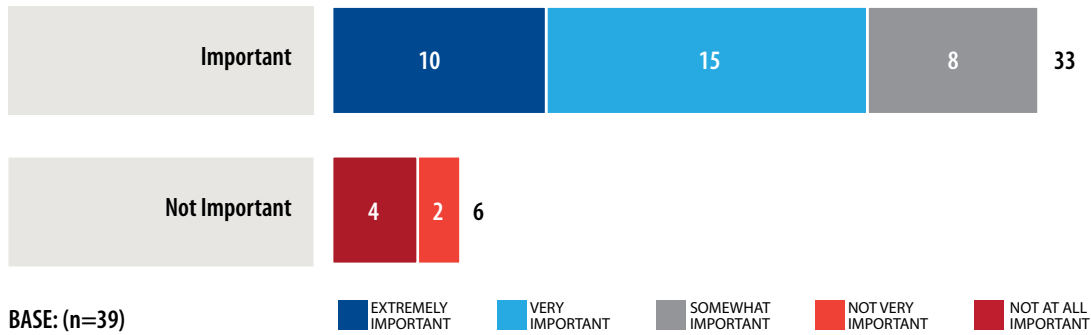
Comments

Of the 15 participants who provided additional comments, the following were the most commonly mentioned themes:

- Opposed to the Roberts Bank Terminal 2 Project (5)
- Efforts should be made to preserve as much of the natural landscape as possible (3)
- Suggested the addition of artwork, viewing platforms and recreational trails (2)
- Skepticism that Port Metro Vancouver is concerned about its impact on the environment (2)

7.6 Jobs

Please indicate how important you think jobs are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



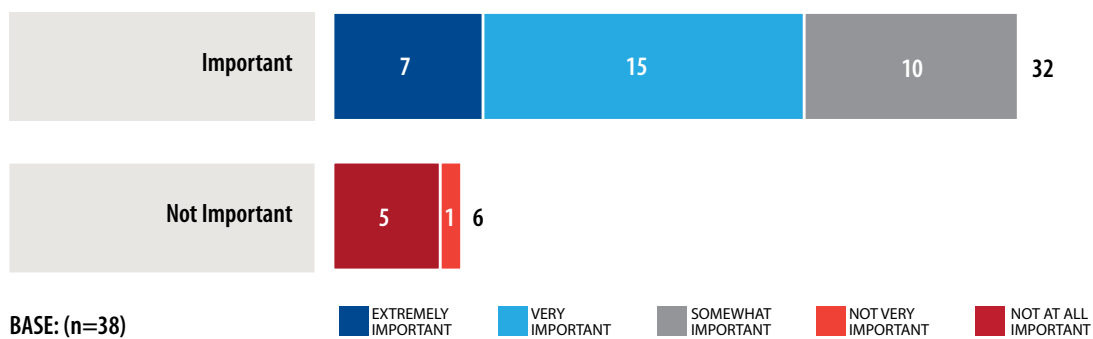
Comments

Of the 17 participants who provided additional comments, the following were the most commonly mentioned themes:

- Concerns about the number and nature of jobs at the new terminal (7)
- Opposed to the Roberts Bank Terminal 2 Project (6)
- The project will benefit the local economy and improve the local standard of living (5)
- Desire for local residents to be given priority for project-related employment opportunities (2)

7.7 Wages

Please indicate how important you think wages are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



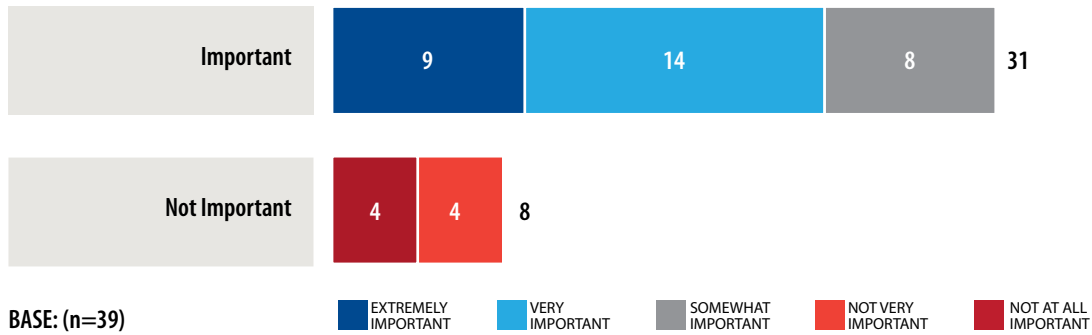
Comments

Of the 13 participants who provided additional comments, the following were the most commonly mentioned themes:

- Fair wages should be mandatory (4 mentions)
- Opposed to the Roberts Bank Terminal 2 Project (4)
- Concerns about the number and nature of jobs at the new terminal (2)
- Wanted more information before answering this question (2)

7.8 Construction and Operations-Related Business Opportunities

Please indicate how important you think construction and operations-related business opportunities are for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



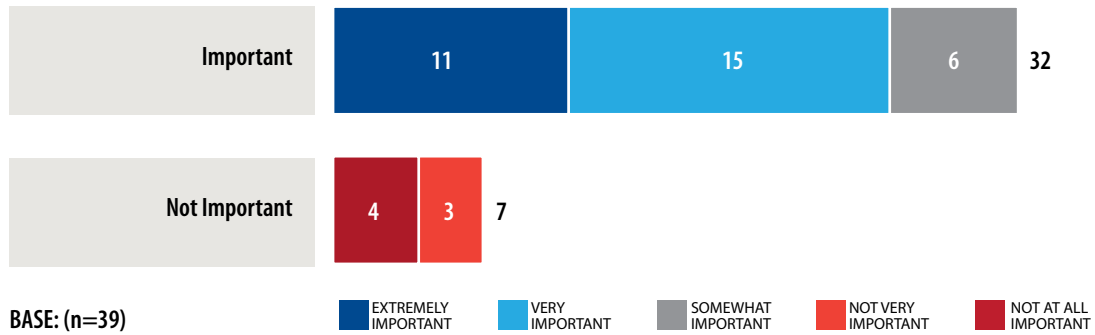
Comments

Of the 12 participants who provided additional comments, the following were the most commonly mentioned themes:

- Desire for local companies to be given priority for project-related employment opportunities (4 mentions)
- Opposed to the Roberts Bank Terminal 2 Project (4)

7.9 Government Revenue

Please indicate how important you think government revenue is for Port Metro Vancouver to focus on in its baseline studies, and please note any specific interests or considerations you may have.



Comments

Of the 16 participants who provided additional comments, the following were the most commonly mentioned themes:

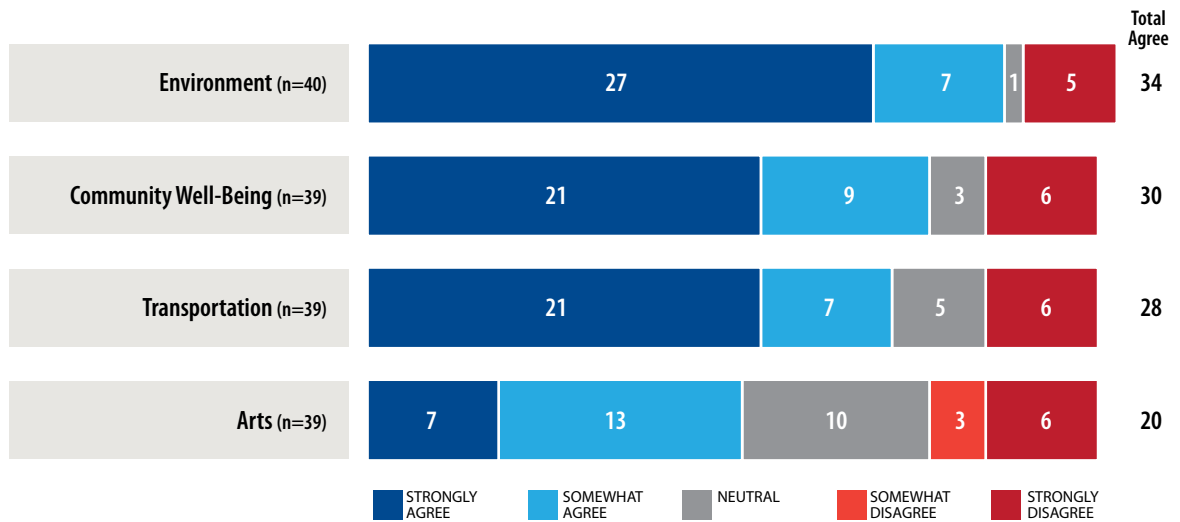
- Port Metro Vancouver does not pay enough in taxes and could contribute more to the local economy and infrastructure (8 mentions)
- Opposed to the Roberts Bank Terminal 2 Project (4)

8.0 Community Legacy Benefits

Port Metro Vancouver is initiating discussions with local and regional government regarding community legacy benefits that could be provided as part of the Container Capacity Improvement Program. Port Metro Vancouver is also interested in feedback from communities, stakeholders and the public regarding the types of community legacy benefits that should be considered.

These community legacy benefits will be over and above the economic benefits that would result from the projects, and the mitigation measures that would be required through the environmental assessment process.

Please indicate your level of agreement with regards to Port Metro Vancouver exploring community legacy benefits related to: environment, community well-being, transportation, and the arts.



Comments

Of the 23 participants who provided additional comments, the following were the most commonly mentioned themes:

- Skepticism about legacy benefits and the associated perception of bribery (9 mentions)
- Concerns about the effects of the project on marine and terrestrial ecosystems (8)
- Communities should be the ones to decide the type of legacy project or how to direct funding (4)
- Support for environmental projects such as marine mammal rehabilitation or wildlife protection (3)
- Support for investment in public transportation or rapid transit (3)
- Concerns about air pollution (3)
- Concerns about the loss of ALR/farm land (3)
- Skepticism that Port Metro Vancouver is concerned about its impact on the environment (3)
- Support for more investment in recreational trails (2)
- Concerns about increased traffic congestion (2)
- Opposed to the Roberts Bank Terminal 2 Project (2)
- Wanted more information about the project (2)

9.0 Additional Comments

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

Of the 31 participants who provided additional comments, the following were the most commonly mentioned themes. It should be noted that each response may have included more than one theme.

- Concerns about the effects of the project on marine and terrestrial ecosystems (14 mentions)
- There is no need or economic justification for the project (12)
- Opposed to the Roberts Bank Terminal 2 Project (9)
- Concerns about increased traffic congestion (8)
- Concerns about pollution (5)
- Port Metro Vancouver should pay for road, bridge and tunnel improvements (5)
- Wanted more information about the project (5)
- When considering plans for expansion, Port Metro Vancouver has ignored previous environmental studies and recommendations (5)
- Skepticism that Port Metro Vancouver is concerned about its impact on the environment (4)
- Support for the Roberts Bank Terminal 2 Project (3)
- Concerns about the loss of ALR/farm land (3)
- Concerns that port expansion will negatively impact the quality of life of local residents (3)
- Concerns that Port Metro Vancouver will not adequately address issues (3)
- Port Metro Vancouver is not taking historical research and recommendations into account (2)
- Concerns that Port Metro Vancouver is not adequately managing current issues (2)
- Support for retaining recreational access to the foreshore (2)
- Additional suggestions for community legacy benefits (2)
- Concerns regarding noise and vibration (2)

10.0 Submissions

In addition to comments on feedback forms, open-ended feedback was also received through 27 submissions. Within the 27 submissions, the following were the most commonly mentioned themes. It should be noted that a submission may have included more than one theme.

- Concerns about the effects of the project on terrestrial ecosystems and protected bird habitats (11 mentions)
- Concerns about the effects of the project on marine ecosystems (10)
- Concerns about increased traffic congestion (10)
- Concerns regarding noise and vibration (10)
- Opposed to the Roberts Bank Terminal 2 Project (9)
- Concerns about air pollution (7)
- Concerns that Port Metro Vancouver is not adequately managing current issues (7)
- Concerns about the loss of ALR/farm land (6)
- When considering plans for expansion, Port Metro Vancouver has ignored previous environmental studies and recommendations (6)
- Concerns regarding light pollution (6)
- Concerns about bias in the discussion guide and feedback form (5)
- Concerns about the impacts of coal/coal dust (5)
- Concerns about power lines and request to bury them to prevent harm to birds (4)
- Skepticism that Port Metro Vancouver will consider feedback received through consultation (4)
- Wanted more information about the project (4)
- Wanted more technical information to be able to answer the questions in the feedback form (4)
- Concerns about water and sediment quality (3)
- Wanted shore power to be used by container ships (3)
- Port expansion will negatively impact the quality of life of local residents (3)
- There is no need or economic justification for the project (3)
- Concerns about safety related to truck traffic (e.g. accidents, flying debris) (3)
- Concerns about the effects of the project on the health and safety of local residents (3)
- Belief that there is a current lack of credible studies to justify plans to expand the port (3)
- Concerns about coastal geomorphology and erosion (2)
- Concerns about general pollution (2)
- Support for the Roberts Bank Terminal 2 Project (2)

