

## Roberts Bank Terminal 2 Project Project Definition Consultation Consideration of Consultation Input

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### Introduction:

Port Metro Vancouver undertook Project Definition Consultation with local governments, industry, community, business and agricultural stakeholders regarding the proposed Roberts Bank Terminal 2 Project between October 22, 2012 and November 30, 2012. The consultation included multiple opportunities to participate.

### Participation:

- **175 people** attended consultation events:
  - **86 people** attended 7 stakeholder meetings
  - **72 people** attended 5 open houses
  - **17 people** attended community interviews
- **47 feedback forms** were received
  - 33 through the online feedback form and 14 in hard copy
- **27 written submissions** were received

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

- **The type of berth structure**

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 Discussion Guide]

- **The location of the intermodal yard**

A key component of the proposed Roberts Bank Terminal 2 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 Discussion Guide]

- **Agricultural productivity**

Based on preliminary estimates, rail works for the proposed Roberts Bank Terminal 2 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 Discussion Guide]

- **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 Discussion Guide]

- **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 Discussion Guide]

#### **How Input Will Be Used:**

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

A Consultation Summary Report summarizing feedback received during this consultation period has been produced and is available online at [www.portmetrovancover.com/RBT2](http://www.portmetrovancover.com/RBT2).

This document summarizes key input received from stakeholders during Project Definition Consultation regarding the Roberts Bank Terminal 2 Project, and details how this feedback has been considered and addressed to date by Port Metro Vancouver.

**Consideration of Consultation Input:**

PROJECT DEVELOPMENT		
Topic	Consultation Input	Consideration of Input
Project Justification	Concerns about a lack of credible studies to justify port expansion plans	<p>Port Metro Vancouver has committed to regular container traffic forecast updates as part of the Container Capacity Improvement Program (CCIP). By obtaining forecasts from multiple independent sources, Port Metro Vancouver can form a more reliable and robust view of future container volumes.</p> <p>Seaport’s 2011 forecast: <i>Preliminary Container Traffic Projections for Port Metro Vancouver: 2011 to 2030</i> provided preliminary reviews and projections of Port Metro Vancouver’s container traffic to 2030. This was updated in August 2012 by Ocean Shipping Consultants: <i>Port Metro Vancouver Container Forecast</i>.</p> <p>Both of these forecasts are available on the project website (<a href="http://www.portmetrovancover.com/RBT2">www.portmetrovancover.com/RBT2</a>) and indicate that container traffic on Canada’s West Coast is expected to double over the next 10-15 years, and triple by 2030.</p> <p>Port Metro Vancouver will continue to update its container forecasts as part of the planning and review process for the proposed Roberts Bank Terminal 2 Project.</p>
Historical Research	Concerns that Port Metro Vancouver is not taking historical research and recommendations into account	<p>As part of the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver is currently completing technical studies in and around Roberts Bank to assess current baseline conditions. This work will form the basis of the effects assessment to be conducted as part of the environmental assessment review.</p> <p>Our subject matter experts are developing their assessment of the current conditions at Roberts Bank, and as part of that, will consider all of the potential factors required to assess effects, including historical studies and recommendations. Based on this picture of current conditions, appropriate measures can be proposed to address potential environmental effects of the project.</p>

**ENGINEERING**

Topic	Consultation Input	Consideration of Input
Berth Structure	Supportive of the use of caissons to build the berth structure	The installation of caissons would significantly reduce the amount of noise for the community and marine environment that would be associated with driving piles. For the Roberts Bank site, caissons are considered to be more robust and require less maintenance than piles.
Intermodal Yard	Locating the intermodal yard in the marine environment on the new terminal addresses environmental concerns and will cause less impact	<p>Locating the intermodal yard on the terminal is a proven operating model based on other Port Metro Vancouver container terminals. It creates operational efficiencies for the trucking sector and would have less impact on agricultural land and productivity.</p> <p>At this time, based on the feedback received during Project Definition Consultation, along with technical and financial information, Port Metro Vancouver will not undertake the additional work necessary to pursue the on-causeway and upland intermodal yard alternatives. The on-terminal intermodal yard will remain as the concept design for the proposed Roberts Bank Terminal 2 Project.</p> <p>Potential impacts and mitigation will be assessed as part of the Environmental Assessment process.</p>
Intermodal Yard	Locating the intermodal yard in the marine environment on the new terminal is preferable because it keeps project elements in one area	This option is a proven operating model based on other Port Metro Vancouver container terminals. It creates operational efficiencies for the trucking sector and would have less impact on agricultural land and productivity.
Intermodal Yard	Locating the intermodal yard in the upland environment addresses environmental concerns and will cause less impact	At this time, based on the feedback received during Project Definition Consultation, along with technical and financial information, Port Metro Vancouver will not undertake the additional work necessary to pursue the on-causeway and upland intermodal yard alternatives. The on-terminal intermodal yard will remain as the concept design for the proposed Roberts Bank Terminal 2 Project.

Topic	Consultation Input	Consideration of Input
Intermodal Yard	Wanted more information about the location options for the intermodal yard before answering the question	<p>The current conceptual design for the proposed Roberts Bank Terminal 2 Project has the intermodal yard located on the new terminal. No conceptual design of an upland intermodal yard has been developed.</p> <p>Through Project Definition Consultation, Port Metro Vancouver consulted with the community and various other stakeholders on the current conceptual design as well as on the possibility of locating the intermodal yard in two other locations: on the Roberts Bank causeway or in the upland. If, through consultation, there was a demonstrated need or demand to pursue the possibility of locating the intermodal yard in either of the alternative two locations, Port Metro Vancouver would have considered undertaking the work necessary to evaluate those options. At this time, based on the feedback received during Project Definition Consultation, and along with technical and financial information, Port Metro Vancouver will not undertake the additional work necessary to pursue the on-causeway and upland intermodal yard alternatives. The on-terminal intermodal yard will remain as the concept design for the proposed Roberts Bank Terminal 2 Project.</p>
Traffic	Concerns about traffic flow and traffic safety on the causeway	<p>Traffic flow and traffic safety have been considered as part of the Roberts Bank Terminal 2 design.</p> <p>Current initiatives being considered as part of the Deltaport Terminal, Road and Rail Improvement Project are also anticipated to improve causeway traffic conditions. These initiatives include:</p> <ul style="list-style-type: none"> <li>• A grade separation between road and rail traffic</li> <li>• Vehicle and Access Security System (VACS) gate</li> <li>• Weigh-in-motion scale</li> <li>• A truck staging facility near the causeway</li> </ul> <p>Port Metro Vancouver also recently announced the Smart Fleet Trucking Strategy that will improve the efficiency of container truck movement on the causeway and in the region. Key Smart Fleet initiatives include:</p> <ul style="list-style-type: none"> <li>• Expanded GPS communications on container trucks</li> <li>• Truck Licensing System Review</li> <li>• Container Vessel On-Time Incentive Program</li> </ul>

## ENVIRONMENT

### **Environmental Assessment**

The proposed Roberts Bank Terminal 2 Project will be subject to a thorough and independent environmental assessment. While the scope and nature of the environmental assessment have not yet been determined by federal and provincial regulators, it is anticipated that it would be some form of joint review process.

### **Studies**

As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake field studies at Roberts Bank and the surrounding areas. These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.

In response to requests during Project Definition Consultation (October/November 2012), Port Metro Vancouver made terms of reference for baseline field studies available on the project website in February 2013 ([www.portmetrovancover.com/RBT2](http://www.portmetrovancover.com/RBT2)). It should be noted that these study designs are considered working documents and reflect plans current at the time the field program was initiated (between April-October 2012).

The study designs are preliminary in nature, and methods have not been reviewed by federal and provincial regulators. Should the project proceed to an environmental assessment, additional studies may be added or changes to the studies may be made based on recommendations from regulators.

Should the proposed Roberts Bank Terminal 2 Project proceed to an environmental assessment, the results of these baseline studies would serve as preparatory information for impact assessments. Once potential impacts have been identified as part of the impact assessments, Port Metro Vancouver would develop and evaluate options for mitigation.

### **Field Studies Information Sheets**

Port Metro Vancouver produces monthly field studies information sheets providing information about work occurring at Roberts Bank and the surrounding areas. These information sheets describe the purpose, area, methods and timing of studies.

To sign up to receive monthly field studies information sheets, please visit [www.portmetrovancover.com/RBT2](http://www.portmetrovancover.com/RBT2).

Topic	Consultation Input	Consideration of Input
Environment/Ecosystem	Concerns about the effects of using a caisson berth structure on the environment/marine life/ecosystem	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver conducted a trade-off study for the wharf structure that considered social, economic, and environmental differentiators between caisson and pile-and-deck structures.</p> <p>Waterborne noise generated during the driving of the piles was identified as an activity that would potentially affect the health of southern resident killer whales. In addition, airborne noise during construction was also identified as a potential impact to the local community. For these reasons, and considerations of construction cost, schedule impact, and seismic performance, the caisson alternative was preferred.</p> <p>Additional information about the use of caissons as the preferred method for constructing the berth structure can be found in the summary report of the Roberts Bank Terminal 2 trade-off process and outputs that is available on the project website at <a href="http://www.portmetrovancover.com/RBT2">www.portmetrovancover.com/RBT2</a></p>
Environment/Ecosystem	Concerns about the effects of the intermodal yard alternatives on the environment/marine life/ecosystem	<p>At this time, based on the feedback received during Project Definition Consultation, along with technical and financial information, Port Metro Vancouver will not undertake the additional work necessary to pursue the on-causeway and upland intermodal yard alternatives. The on-terminal intermodal yard will remain as the concept design for the proposed Roberts Bank Terminal 2 Project.</p> <p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake studies at Roberts Bank to assess the potential impacts to the marine environment. The baseline field study terms-of-reference for Marine Mammals, Marine Invertebrates, Marine Fish &amp; Habitat, and Marine Vegetation are available at <a href="http://www.portmetrovancover.com/RBT2">www.portmetrovancover.com/RBT2</a>.</p>
Environment/Ecosystem	Concerns about the effects of the project on marine and terrestrial ecosystems	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake field studies at Roberts Bank and the surrounding areas. Information about field studies, including how to sign up for monthly field studies notices, is available at <a href="http://www.portmetrovancover.com/RBT2">www.portmetrovancover.com/RBT2</a>.</p>

Topic	Consultation Input	Consideration of Input
		<p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Birds	Concerns about the effects of the project on birds and bird habitat	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake field studies related to birds and bird habitat at Roberts Bank and the surrounding areas..</p> <p>Examples of field studies related to birds and bird habitat include:</p> <ul style="list-style-type: none"> <li>• Determining abundance and seasonal distribution of coastal seabirds, shorebirds and waterfowl at Roberts Bank;</li> <li>• Examining the effectiveness of existing bird diverters;</li> <li>• Determining whether Pacific Dunlin using Roberts Bank comprise a genetically unique group within the Fraser River Estuary;</li> <li>• Determining locations of greatest use, food availability and habitat quality for Western Sandpipers in the Fraser River Estuary during their spring migration; and</li> <li>• Determining the significance of the Fraser River Estuary as a source for food and habitat for migratory birds.</li> </ul> <p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Coastal Geomorphology	Concerns about coastal geomorphology	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake coastal geomorphology field studies at Roberts Bank and the surrounding areas.</p> <p>Examples of field studies related to coastal geomorphology include:</p> <ul style="list-style-type: none"> <li>• Collecting data on sediment and flow discharge in the surrounding area;</li> <li>• Measuring water salinity and suspended solids;</li> <li>• Conducting bathymetric (ocean floor) surveys;</li> <li>• Monitoring sediment concentration;</li> </ul>

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		<ul style="list-style-type: none"> <li>• Measuring and collecting data on short-term changes in the sediment surface of the tidal flats; and</li> <li>• Measuring wave heights on the tidal flats at Roberts Bank.</li> </ul> <p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Biofilm	Acknowledgement that biofilm and micro-organisms are vital to the marine ecosystem	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake biofilm and micro-organism field studies at Roberts Bank and the surrounding areas.</p> <p>Examples of field studies related to biofilm include:</p> <ul style="list-style-type: none"> <li>• Mapping the distribution of biofilm in the Fraser Estuary;</li> <li>• Identifying major groups of organism that make up biofilm; and</li> <li>• Identifying factors that influence biofilm growth and productivity.</li> </ul> <p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Environmental Studies	All studies listed are important	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake field studies at Roberts Bank and the surrounding areas. Information about field studies, including how to sign up for monthly field studies notices, is available at <a href="http://www.portmetrovancover.com/RBT2">www.portmetrovancover.com/RBT2</a>.</p> <p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Terrestrial Wildlife and Vegetation	Concerns about the effects of the project on terrestrial wildlife and vegetation	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake field studies related to terrestrial wildlife and vegetation at Roberts Bank and the surrounding areas.</p> <p>Examples of field studies related to terrestrial wildlife and vegetation</p>

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		<p>include:</p> <ul style="list-style-type: none"> <li>• Identifying and describing ecosystems and vegetation in the area, including the occurrence of rare plants;</li> <li>• Documenting small mammals and their habitats in the area;</li> <li>• Collecting baseline data on barn owls and their habitats;</li> <li>• Documenting the occurrence of terrestrial invertebrates that are species-at-risk;</li> <li>• Documenting the use of upland land-based habitat by wintering waterfowl and shorebirds;</li> <li>• Determining nocturnal use of agricultural fields by Dunlin (a coastal bird); and</li> <li>• Documenting the occurrence of amphibians and reptiles in the area.</li> </ul> <p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Marine Vegetation	Acknowledgement that marine vegetation is vital for the ecosystem and migratory birds	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake field studies related to marine vegetation at Roberts Bank and the surrounding areas.</p> <p>Examples of field studies related to marine vegetation include:</p> <ul style="list-style-type: none"> <li>• Biofilm: <ul style="list-style-type: none"> <li>○ Mapping the distribution of biofilm in the Fraser Estuary,</li> <li>○ Identifying major groups of organism that make up biofilm,</li> <li>○ Identifying factors that influence biofilm growth and productivity;</li> </ul> </li> <li>• Identifying the density and distribution of eelgrass;</li> <li>• Confirming the distribution of marine vegetation habitat;</li> <li>• Determine the distribution of salt marshes and the species present in salt marshes; and</li> <li>• Determining the presence and density of Ulva, a flat, green algae also known as sea lettuce.</li> </ul> <p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current</p>

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Marine Invertebrates	Acknowledgement that marine invertebrates are vital for the ecosystem	<p>conditions in all of the study areas.</p> <p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake field studies related to marine invertebrates at Roberts Bank and the surrounding areas.</p> <p>Examples of field studies related to marine invertebrates include:</p> <ul style="list-style-type: none"> <li>• Determining the density and diversity of marine invertebrates (meiofauna and macrofauna) living in the sediment, and the role they play as food for coastal seabirds;</li> <li>• Determining the density of juvenile Dungeness crabs in various habitats around Roberts Bank;</li> <li>• Determining the presence and density of gravid female Dungeness crabs and studying their habitat preferences;</li> <li>• Studying sea pens to determine the rarity or uniqueness of the Roberts Bank sea pen bed, and exploring linkages between sea pen behaviour and sediment and water characteristics; and</li> <li>• Surveying cockle populations in the Fraser River Estuary and examining the chemical composition of cockle tissue samples.</li> </ul> <p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Fish	Acknowledgement that marine fish are vital for the ecosystem	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake field studies related to marine fish at Roberts Bank and the surrounding areas.</p> <p>Examples of field studies related to marine fish include:</p> <ul style="list-style-type: none"> <li>• Documenting the diversity and condition of the fish community living within eelgrass beds;</li> <li>• Studying the use of habitat by juvenile salmon along the Roberts Bank causeway, assessing the presence, abundance and condition of juvenile salmon and using this information to assist in developing</li> </ul>

Topic	Consultation Input	Consideration of Input
		<p>a long-term monitoring strategy;</p> <ul style="list-style-type: none"> <li>• Identifying suitable beach spawning habitat and collecting sediment for grain size analysis and egg examination;</li> <li>• Documenting the use of the artificial reefs by marine fish off the south face of the existing terminals; and</li> <li>• Collecting data on the presence of flatfish and forage fish in shallow and deep habitats.</li> </ul> <p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Fish	Acknowledgement that fish species and the fisheries industry are important to the provincial economy	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake field studies related to fish species at Roberts Bank and the surrounding areas (see above). Building on these studies, Port Metro Vancouver may also collect and analyze commercial, recreational and First Nations fisheries data.</p> <p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Birds	Acknowledgement that Roberts Bank is an area with important/protected bird habitats	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake bird-related field studies at Roberts Bank and the surrounding areas.</p> <p>Examples of field studies related to specifically to bird habitat include:</p> <ul style="list-style-type: none"> <li>• Determining locations of greatest use, food availability and habitat quality for Western Sandpipers in the Fraser River Estuary during their spring migration;</li> <li>• Determining the significance of the Fraser River Estuary as a source for food and habitat for migratory birds; and</li> <li>• Determining the abundance and distribution of overwintering shorebirds across the Fraser River Estuary and adjacent upland habitat.</li> </ul>

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		<p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Birds	<p>Concerns about power lines and request to bury them to prevent harm to birds</p>	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake bird-related field studies at Roberts Bank and the surrounding areas.</p> <p>In addition to the general bird and bird-habitat related field studies, Port Metro Vancouver is also undertaking a study to determine the impact of overhead transmission wires and vehicular traffic on coastal seabirds. More information about this study is available at <a href="http://www.portmetrovancover.com/RBT2">www.portmetrovancover.com/RBT2</a>.</p> <p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Birds	<p>Acknowledgement that birds are important to the ecosystem</p>	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake bird-related field studies at Roberts Bank and the surrounding areas.</p> <p>Examples of field studies related to birds and bird habitat include:</p> <ul style="list-style-type: none"> <li>• Determining abundance and seasonal distribution of coastal seabirds, shorebirds and waterfowl at Roberts Bank;</li> <li>• Examining the effectiveness of existing bird diverters;</li> <li>• Determining whether Pacific Dunlin using Roberts Bank comprise a genetically unique group within the Fraser River Estuary;</li> <li>• Determining locations of greatest use, food availability and habitat quality for Western Sandpipers in the Fraser River Estuary during their spring migration; and</li> <li>• Determining the significance of the Fraser River Estuary as a source for food and habitat for migratory birds.</li> </ul>

Topic	Consultation Input	Consideration of Input
		<p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Marine Mammals	<p>Acknowledgement that marine mammals are vital to the marine ecosystem</p>	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake marine mammal related field studies at Roberts Bank and the surrounding areas.</p> <p>A current field study related to marine mammals involves:</p> <ul style="list-style-type: none"> <li>• Collecting baseline data on ambient underwater noise levels and southern resident killer whale (SRKW) presence at Roberts Bank.</li> </ul> <p>Future field studies related to marine mammals may include:</p> <ul style="list-style-type: none"> <li>• Identifying behavioural response thresholds for SRKW and other marine mammals;</li> <li>• Determining noise effects of operating vessels;</li> <li>• Assessing vessel/marine mammal strike risk; and</li> <li>• Assessing mitigation option and management plan effectiveness.</li> </ul> <p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>
Environmental Impact	<p>Acknowledgement that the ecosystem must be protected and minimally disrupted</p>	<p>Port Metro Vancouver is committed to raising awareness about port operations and developments, and striving to reach solutions that balance the economic, environmental and social aspirations of our neighbouring communities. Our vision is to be the most efficient and sustainable Gateway for the customers we serve, benefiting communities locally and across the nation.</p> <p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake field studies at Roberts Bank and the surrounding areas. Information about field studies, including how to sign up for monthly field studies notices, is available at <a href="http://www.portmetrovancouver.com/RBT2">www.portmetrovancouver.com/RBT2</a>.</p>

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		<p>These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas and ensure minimal disruption.</p>
Environmental Impact	Skepticism that Port Metro Vancouver is concerned about its impact on the environment	<p>Preserving the environment is a core value for Port Metro Vancouver. Our programs work to minimize impacts of port operations as well as enhance the surrounding environment.</p> <p>As the first North American port to employ a dedicated team of specialists to address issues concerning the environment, Port Metro Vancouver shares this vital responsibility with Transport Canada, Environment Canada, Fisheries and Oceans Canada, Metro Vancouver, and with the support of other local organizations.</p> <p>We are committed to operating in a responsible manner to safeguard the environment and the health and safety of our employees, customers and the public.</p>
Environmental and Visual/Aesthetic Impact	Efforts should be made to preserve as much of the natural landscape as possible	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake field studies at Roberts Bank and the surrounding areas.</p> <p>Port Metro Vancouver may undertake field studies specifically related to the natural landscape including visual and aesthetic assessments, as well as lighting studies.</p> <p>Information about field studies, including how to sign up for monthly field studies notices, is available at <a href="http://www.portmetrovancover.com/RBT2">www.portmetrovancover.com/RBT2</a>. These studies are part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>

**AGRICULTURE**

Topic	Consultation Input	Consideration of Input
Agricultural Land	Concerns about the loss of Agricultural Land Reserve/farm land	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver may undertake agricultural-related studies within the proposed Project area.</p> <p>Examples of agriculture-related studies Port Metro Vancouver may undertake include:</p> <ul style="list-style-type: none"> <li>• An agriculture baseline study, describing: <ul style="list-style-type: none"> <li>○ Existing soils and climate and land capability for agriculture mapping for study areas;</li> <li>○ Land ownership affected by the proposed footprint;</li> <li>○ Extent of crop and pasture lands within the proposed footprint;</li> <li>○ Agricultural infrastructure such as access, out buildings, storage areas, driveways, fences, corrals, and drainage/irrigation works that may be affected by project construction and operations;</li> <li>○ Agricultural property or farm management units, including the areal extent of arable lands within the proposed Project footprint; and</li> <li>○ The contribution of agricultural lands in the local study area to the role of agriculture in the local economy.</li> </ul> </li> <li>• An agriculture effects assessment</li> </ul>
Agricultural Land	A topsoil conservation program should be mandatory	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver may undertake agricultural-related studies within the proposed Project area. The results of these studies could serve to inform future discussions with the Agricultural Land Commission. Where effects are identified as part of these discussions, Port Metro Vancouver will develop and evaluate options for mitigation, which may include a Topsoil Conservation Program.</p>
Agricultural Land	Wanted more information about the Topsoil Conservation Program	<p>A topsoil conservation program would involve the removal of the mineral topsoil from areas affected by project works, and subsequent application of this topsoil in adjacent fields where the property owner is amenable and</p>

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		<p>improvements are deemed feasible. Port Metro Vancouver would consult with the Agricultural Land Commission, the Corporation of Delta and the farm operators to determine suitable receiving areas, timing of the work, spreading depths, mode of placement, cultivation, seeding and fertilizing requirements. All salvaged topsoil would be used to improve local farm fields within the Corporation of Delta. Any topsoil relocation work would be monitored by a professional agrologist and a monitoring report would be submitted to the Agricultural Land Commission upon completion of the work.</p>
Agricultural Land	Improvements to existing agricultural land should be mandatory	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver may undertake agricultural-related studies within the proposed Project area. The results of these studies could serve to inform future discussions with the Agricultural Land Commission. Where effects are identified as part of these discussions, Port Metro Vancouver will develop and evaluate options for mitigation, which may include improvements to existing agricultural land.</p>
Agricultural Land	Wanted more information about improvements to existing agricultural land	<p>The Agricultural Land Commission promotes a policy of achieving a “net benefit to agriculture” when considering development projects involving Agricultural Land Reserve lands. Consistent with this policy, there is a range of potential improvements that can be made to existing agricultural land as mitigation for the loss of agricultural productivity elsewhere.</p> <p>Potential areas for agricultural productivity improvements could include:</p> <ul style="list-style-type: none"> <li>• Farm vehicle access</li> <li>• Irrigation and field drainage</li> <li>• Soil conservation and improvements</li> </ul> <p>Any agricultural productivity improvements undertaken as part of the Roberts Bank Terminal 2 Project would be determined through consultation with the Agricultural Land Commission, the Corporation of Delta and the Delta Farmers’ Institute.</p>
Agricultural Land	Agricultural capacity development should be mandatory	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver may undertake agricultural-related studies within the proposed Project area. The results of these studies could serve to inform future discussions with the Agricultural</p>

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		Land Commission. Where effects are identified as part of these discussions, Port Metro Vancouver will develop and evaluate options for mitigation, which could involve agricultural capacity development.

**AIR, LIGHT, NOISE AND VIBRATION**

Topic	Consultation Input	Consideration of Input
Air Quality	Concerns about air quality, pollution and related health impacts	<p>Port Metro Vancouver is leading the way for other ports to address air quality and climate change by focusing on the use of technologies and the promotion of operational efficiencies to reduce air emissions. Our Air Action Program works to reduce emissions now, and as we grow, to help maintain good air quality for the future. Additional information on Port Metro Vancouver’s Air Action Program is available at: <a href="http://www.portmetrovancover.com/en/environment/initiatives/Air.aspx">http://www.portmetrovancover.com/en/environment/initiatives/Air.aspx</a></p> <p>Metro Vancouver operates a network of air quality monitoring stations in the Lower Fraser Valley (LFV). The network consists of 27 stations operated by Metro Vancouver and the Fraser Valley Regional District. Port Metro Vancouver, in partnership with Metro Vancouver, has installed an air quality monitoring station in Tsawwassen to support baseline studies of potential air quality effects from current operations.</p> <p>The stations monitor a variety of gaseous emissions including GHGs, NO<sub>x</sub>, SO<sub>x</sub>, VOC, and NH<sub>3</sub>, as well as for particulate matter (PM10 and PM2.5) and have been used to create an inventory of emissions from sources in Metro Vancouver and the Fraser Valley Regional District.</p> <p>Air quality studies are also part of the ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project. The studies will focus on collecting baseline inventory information to develop an understanding of current conditions in the study area.</p>
Air Quality	There should be ongoing air quality monitoring	As part of the Deltaport Third Berth Project, Port Metro Vancouver funded the creation of the Tsawwassen Air Quality Monitoring Station. The location of the station, at Pebble Hill Reservoir located at 411 Milsom Wynd in Delta,

Topic	Consultation Input	Consideration of Input
		<p>was chosen by the Delta Air Quality Monitoring Technical Working Group, which was composed of representatives from Corporation of Delta, Environment Canada, Metro Vancouver, Tsawwassen First Nation and Vancouver Port Authority. The specific location was chosen based on air quality modelling data that indicated, apart from some elevated concentrations near the Deltaport causeway, the highest air pollutant levels are likely being experienced in the Tsawwassen area of Delta.</p> <p>The station is comprised of state-of-the-art monitoring equipment including ozone and particulate monitoring technologies. Since this station is part of Metro Vancouver’s regional air quality monitoring network, results from the station can be viewed in real-time at <a href="http://www.bcairquality.ca/readings">www.bcairquality.ca/readings</a>.</p>
Air Quality	Concerns about mitigating air pollution from ships, trains and trucks	<p>Port Metro Vancouver is leading the way for other ports to address air quality and climate change, by focusing on the use of technologies and the promotion of operational efficiencies to reduce air emissions. Our Air Action Program works to reduce emissions now, and as we grow, to help maintain good air quality for the future.</p> <p>Key components of the Air Action Program are:</p> <ul style="list-style-type: none"> <li>• <b>EcoAction Program</b> Our EcoAction Program promotes attainable emissions reduction goals for ocean-going vessels that enter our Port, and rewards those who excel in environmental stewardship. In 2010, we launched the Blue Circle Award for the EcoAction Program for Shipping, a user-friendly financial incentive for shipping lines that reduce emissions of their ocean-going vessels.</li> <li>• <b>Northwest Ports Clean Air Strategy</b> Port Metro Vancouver is working with the Ports of Seattle and Tacoma to address port-related contributions to air quality and climate change in the Georgia Basin Puget Sound air shed through the Northwest Port's Clean Air Strategy. We also collaborate with national and international stakeholders to ensure the programs in place have a lasting effect.</li> <li>• <b>Port Metro Vancouver Landside Air Emissions Inventory</b> Port Metro Vancouver led the development of a port landside emissions inventory of common air contaminants, greenhouse gases</li> </ul>

Topic	Consultation Input	Consideration of Input
		<p>with support from Environment Canada and Metro Vancouver. This Phase One report includes emissions from cargo-handling equipment, trucks and rail along Burrard Inlet and Roberts Bank.</p> <ul style="list-style-type: none"> <li> <b>Environmental Requirements Through the Truck Licensing Program</b>            Starting in 2008 we introduced increasingly stringent environmental requirements into the Container Truck Licensing Program (TLS). Requirements focus on the phasing out of older trucks, mandatory opacity and idling limits and an awareness program. Consistent with the Northwest Ports Clean Air Strategy, the requirements will bring the fleet up to the equivalent of a 2007 truck for particulate matter emissions.         </li> </ul> <p>Additional information about Port Metro Vancouver’s Air Action Program is available at:  <a href="http://www.portmetrovancover.com/en/environment/initiatives/Air.aspx">http://www.portmetrovancover.com/en/environment/initiatives/Air.aspx</a></p> <p>Metro Vancouver operates a network of air quality monitoring stations in the Lower Fraser Valley. The network consists of 27 stations operated by Metro Vancouver and the Fraser Valley Regional District. Port Metro Vancouver, in partnership with Metro Vancouver has installed an air quality monitoring station in Tsawwassen to support baseline studies of potential air quality effects from current operations.</p> <p>The stations monitor a variety of gaseous emissions including GHGs, NO<sub>x</sub>, SO<sub>x</sub>, VOC, and NH<sub>3</sub>, as well as for particulate matter (PM10 and PM2.5) and have been used to create an inventory of emissions from sources in Metro Vancouver and the Fraser Valley Regional District.</p> <p>Air quality studies are also part of the ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project. The studies will focus on collecting baseline inventory information to develop an understanding of current conditions in the study area.</p>

Topic	Consultation Input	Consideration of Input
Air Quality	Suggested restricting truck/train idling and the use of alternative fuels to improve air quality	<p>Port Metro Vancouver continues to actively collaborate with truck and railway operators to increase operational efficiencies and reduce the air emissions from ongoing port-related operations.</p> <p>Port Metro Vancouver's mandatory Truck Licensing System (TLS) is designed to monitor truck movements and manage a reduction in truck emissions. The TLS requires trucks to reduce idling within Port Metro Vancouver terminals to no more than three minutes in any hour, and restricts the age and emissions standards of vehicles that are allowed to enter Port Metro Vancouver terminals. By 2015, all trucks that access Port Metro Vancouver marine terminals will be required to achieve a 2007 engine emission performance or better. This program has resulted in a net improvement to air quality, even though the number of trucks visiting Port Metro Vancouver terminals has increased.</p> <p>With respect to rail, our terminal operators are advancing low emission switch locomotives through the use of multi-genset or hybrid technologies. This helps to reduce emissions in the direct vicinity of each container terminal.</p>
Air Quality	Concerns about the environmental impacts of greenhouse gas emissions	<p>Port Metro Vancouver is leading the way for other ports to address air quality and climate change, by focusing on the use of technologies and the promotion of operational efficiencies to reduce air emissions. Our Air Action Program works to reduce emissions now and as we grow to help maintain good air quality for the future. Additional information on PMV's Air Action Program is available at:  <a href="http://www.portmetrovancover.com/en/environment/initiatives/Air.aspx">http://www.portmetrovancover.com/en/environment/initiatives/Air.aspx</a></p> <p>Metro Vancouver operates a network of air quality monitoring stations in the Lower Fraser Valley. The network consists of 27 stations operated by Metro Vancouver and the Fraser Valley Regional District. PMV, in partnership with Metro Vancouver has installed an air quality monitoring station in Tsawwassen, a residential community within the municipality of Delta, to support baseline studies of potential air quality effects from current operations.</p> <p>The stations monitor a variety of gaseous emissions including GHGs, NO<sub>x</sub>,</p>

Topic	Consultation Input	Consideration of Input
		<p>SO<sub>x</sub>, VOC, and NH<sub>3</sub>, as well as for particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) and have been used to create an inventory of emissions from sources in Metro Vancouver and the Fraser Valley Regional District.</p> <p>Air quality and greenhouse gas studies, including baseline data collection, emission estimates and modelling, are also part of the ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project.</p>
Air Quality	Concerns about the impacts of coal/coal dust	The Roberts Bank Terminal 2 Project is a proposed new container terminal at Roberts Bank and does not include any coal-related elements.
Noise	Concerns about noise	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver will undertake field studies related to noise at Roberts Bank and the surrounding areas.</p> <p>Examples of noise and vibration-related studies Port Metro Vancouver may undertake include:</p> <ul style="list-style-type: none"> <li>• A social survey that solicits input from residents in the study area;</li> <li>• Baseline noise monitoring and noise source assessments; and</li> <li>• Noise mapping and impact assessments.</li> </ul> <p>These studies would be part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p> <p>Port Metro Vancouver is also pursuing an ongoing noise monitoring program as well as longer term mitigation strategies, such as shore power, which reduce emissions and also noise from ship generators.</p>
Noise	There should be ongoing noise and vibration monitoring	<p>Port Metro Vancouver is committed to reducing the noise impacts of port operations on neighbouring communities wherever possible. To better understand the nature of these impacts, Port Metro Vancouver plans to install noise monitors on the South and North Shore of Burrard Inlet in 2013, and in Delta near Deltaport to:</p> <ul style="list-style-type: none"> <li>• Gain a better understanding of noise issues;</li> </ul>

Topic	Consultation Input	Consideration of Input
		<ul style="list-style-type: none"> <li>• Measure volume and type;</li> <li>• Pinpoint sources of noise if possible; and</li> <li>• Apply mitigation, where possible.</li> </ul>
Lighting	Concerns about the effects of the project on the surrounding ecosystem and support of a “dark sky” policy to minimize light pollution	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver has been and continues to undertake field studies related to lighting at Roberts Bank and the surrounding areas.</p> <p>Examples of light-related studies Port Metro Vancouver may undertake include:</p> <ul style="list-style-type: none"> <li>• A description of baseline lighting conditions; and</li> <li>• Modelling potential lighting impacts.</li> </ul> <p>These studies would be part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p> <p>Port Metro Vancouver continues to work with the community to reduce lighting impacts at terminals. For example, as part of the Deltaport Third Berth project, Port Metro Vancouver also committed to ensuring the following operational controls:</p> <ul style="list-style-type: none"> <li>• Lighting equipment is pointed north and west, where possible, to reduce impacts to residents who are typically located east and south of the Roberts Bank port facility;</li> <li>• Implement shielding on construction lighting;</li> <li>• Use downlight-style, cut-off luminaires for illumination of wharf and container yard areas;</li> <li>• Use less intrusive lighting sources such as metal halide luminaires exclusively for illumination of new wharf and container yard areas;</li> <li>• Reduce the amount of lighting during periods of low activity using lighting control systems; and</li> <li>• Incorporate an automatic light shutdown system when the booms of new ship-to-shore gantry cranes are raised and inactive for longer than 15 minutes.</li> </ul>

Topic	Consultation Input	Consideration of Input
Lighting	Concerns about light pollution and the request to avoid direct illumination of local residential communities	<p>To protect the safety of terminal employees, lighting for the new terminal would follow Human Resources and Skills Development Canada (HRSDC) required guidelines for safe operations.</p> <p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver will undertake lighting related field studies at Roberts Bank and the surrounding areas.</p> <p>Examples of lighting-related studies Port Metro Vancouver may undertake include:</p> <ul style="list-style-type: none"> <li>• A description of baseline lighting conditions; and</li> <li>• Modelling potential lighting impacts.</li> </ul> <p>These studies would be part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p> <p>Port Metro Vancouver continues to work with the community to reduce lighting impacts at terminals. For example, as part of the Deltaport Third Berth project, Port Metro Vancouver also committed to ensuring the following operational controls:</p> <ul style="list-style-type: none"> <li>• Lighting equipment is pointed north and west, where possible, to reduce impacts to residents who are typically located east and south of the Roberts Bank port facility;</li> <li>• Implement shielding on construction lighting;</li> <li>• Use downlight-style, cut-off luminaires for illumination of wharf and container yard areas;</li> <li>• Use less intrusive lighting sources such as metal halide luminaires exclusively for illumination of new wharf and container yard areas;</li> <li>• Reduce the amount of lighting during periods of low activity using lighting control systems; and</li> <li>• Incorporate an automatic light shutdown system when the booms of new ship-to-shore gantry cranes are raised and inactive for longer than 15 minutes.</li> </ul>

Topic	Consultation Input	Consideration of Input
Lighting	Believe there will be minimal lighting effects on local residential communities	<p>The Deltaport container terminal is currently illuminated to meet Human Resources and Skills Development Canada (HRSDC) requirements.</p> <p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver may undertake lighting related field studies at Roberts Bank and the surrounding areas.</p> <p>Examples of light-related studies Port Metro Vancouver may undertake include:</p> <ul style="list-style-type: none"> <li>• A description of baseline lighting conditions; and</li> <li>• Modelling potential lighting impacts.</li> </ul> <p>These studies would be part of the early planning phase focused on collecting baseline inventory information to develop an understanding of current conditions in all of the study areas.</p>

**SOCIO-COMMUNITY AND SOCIO-ECONOMIC**

Topic	Consultation Input	Consideration of Input
Energy	Consideration of electric shore power for berthed ships	<p>Shore power has been incorporated in preliminary plans as a standard feature on all three berths of the proposed Roberts Bank Terminal 2 Project.</p> <p>Port Metro Vancouver is conducting extensive preliminary work to prepare for the potential installation of shore power at other major existing Vancouver container terminals. As this initiative moves forward, Port Metro Vancouver will continue to collaborate with various levels of government, BC Hydro, terminal operators and shipping lines.</p>
Energy	Consideration of alternative energy sources, including electric shore power and solar power	<p>Shore power has been incorporated in preliminary plans as a standard feature on all three berths of the proposed Roberts Bank Terminal 2 Project.</p> <p>Other sources of power generation, such as solar power, will be considered where technically and economically feasible.</p>

Topic	Consultation Input	Consideration of Input
Economy	The project will benefit the local economy and improve the local standard of living	<p>The Roberts Bank Terminal 2 Project is expected to provide significant economic benefits to the Metro Vancouver region, British Columbia, and Canada:</p> <p>During the <b>construction period</b>, anticipated to be approximately six years, the project would generate the following benefits:</p> <ul style="list-style-type: none"> <li>• <b>Direct Construction Employment:</b> Estimated 2,500 jobs for six years, worth approximately \$690 million in wages</li> <li>• <b>Indirect and Induced Employment:</b> Estimated 2,000 jobs for six years, worth approximately \$450 million in wages</li> <li>• <b>Total Direct, Indirect and Induced Employment:</b> Estimated 4,500 jobs for six years, worth approximately \$1.1 billion in wages</li> <li>• <b>Gross Domestic Product:</b> Approximately \$1.63 billion to the Canadian economy</li> <li>• <b>Total Economic Output:</b> Approximately \$2.4 billion</li> </ul> <p>Once <b>operating</b> at capacity, the project would provide the following benefits:</p> <ul style="list-style-type: none"> <li>• <b>Direct Employment:</b> Estimated 9,200 jobs, worth approximately \$440 million in wages annually</li> <li>• <b>Indirect and Induced Employment:</b> Estimated 9,000 jobs, worth approximately \$180 million in wages annually</li> <li>• <b>Total Direct, Indirect and Induced Employment:</b> 18,200 jobs, worth approximately \$620 million in wages annually</li> <li>• <b>Gross Domestic Product:</b> Approximately \$1.66 billion to the Canadian Economy annually</li> <li>• <b>Total Economic Output:</b> Approximately \$3.1 billion annually</li> </ul> <p><i>Note:</i> The economic information listed above is based on the 2008 Port Metro Vancouver Economic Impact Study. A new economic impact study is being released in June 2013 and updated information about the economic benefits of the proposed Roberts Bank Terminal 2 Project will be available during Pre-Design Consultation, anticipated for Fall 2013.</p>
Economy	Port Metro Vancouver does not pay enough taxes and could contribute more to the local economy	Port Metro Vancouver is Canada's largest and North America's most diversified port, trading \$75 billion in goods with more than 160 trading economies annually. Our activities generate more than 129,500 jobs across

Topic	Consultation Input	Consideration of Input
	and infrastructure	<p>Canada and a total economic output of \$22 billion, which includes the value-added gross domestic product (GDP) component of \$10.5 billion. Of these jobs, 53,100 are located in Metro Vancouver.</p> <p>All of this economic activity is a significant generator of tax revenue, including municipal property taxes, which all terminal facilities within Port Metro Vancouver pay. For instance, Westshore and Deltaport are collectively Delta's largest taxpayers, contributing more than \$4 million in 2012 tax revenue to all levels of government.</p> <p>In addition to jobs and taxes, Port Metro Vancouver invests in the planning, development, and delivery of other initiatives and infrastructure that not only improve the flow of goods through the Pacific Gateway, but also address the needs of surrounding communities.</p> <p><u>Note:</u> The economic information listed above is based on the 2008 Port Metro Vancouver Economic Impact Study. A new economic impact study is being released in June 2013 and updated information about the economic benefits of the proposed Roberts Bank Terminal 2 Project will be available during Pre-Design Consultation, anticipated for Fall 2013.</p>
Jobs	Concerns about the number and nature of jobs at the new terminal	<p>The final terminal operating systems would be determined by the future terminal operator's technical and operational requirements. It is too soon to speculate about what the operating system might look like; however, to develop the reference concept for this project, Port Metro Vancouver assumed a semi-automated terminal.</p> <p>The Roberts Bank Terminal 2 Project is expected to provide significant economic benefits to the Metro Vancouver region, British Columbia, and Canada.</p> <p>During the <b>construction period</b>, anticipated to be approximately six years, the project would generate the following benefits:</p> <ul style="list-style-type: none"> <li>• <b>Direct Construction Employment:</b> Estimated 2,500 jobs for six years, worth approximately \$690 million in wages</li> <li>• <b>Indirect and Induced Employment:</b> Estimated 2,000 jobs for six years, worth approximately \$450 million in wages</li> </ul>

Topic	Consultation Input	Consideration of Input
		<ul style="list-style-type: none"> <li>• <b>Total Direct, Indirect and Induced Employment:</b> Estimated 4,500 jobs for six years, worth approximately \$1.1 billion in wages</li> <li>• <b>Gross Domestic Product:</b> Approximately \$1.63 billion to the Canadian economy</li> <li>• <b>Total Economic Output:</b> Approximately \$2.4 billion</li> </ul> <p>Once <b>operating</b> at capacity, the project would provide the following benefits:</p> <ul style="list-style-type: none"> <li>• <b>Direct Employment:</b> Estimated 9,200 jobs, worth approximately \$440 million in wages annually</li> <li>• <b>Indirect and Induced Employment:</b> Estimated 9,000 jobs, worth approximately \$180 million in wages annually</li> <li>• <b>Total Direct, Indirect and Induced Employment:</b> 18,200 jobs, worth approximately \$620 million in wages annually</li> <li>• <b>Gross Domestic Product:</b> Approximately \$1.66 billion to the Canadian Economy annually</li> <li>• <b>Total Economic Output:</b> Approximately \$3.1 billion annually</li> </ul> <p>For reference, “direct jobs” include any job that is directly attributable to the operations of the terminal. This would include longshore workers on the terminal, tug operators, ship pilots, rail workers and truck drivers.</p> <p>“Indirect jobs” refers to any type of job within a supplier industry that is supported by port businesses. This would include jobs at transload facilities and industrial repair companies that service truck or terminal equipment.</p> <p>“Induced jobs” include employment generated from expenditures made by individuals who are employed directly and indirectly. An example of this could be a child care provider who looks after a longshoreman’s child.</p> <p><i>Note:</i> The economic information listed above is based on the 2008 Port Metro Vancouver Economic Impact Study. A new economic impact study is being released in June 2013 and updated information about the economic benefits of the proposed Roberts Bank Terminal 2 Project will be available during Pre-Design Consultation, anticipated for Fall 2013.</p>
Jobs	Desire for local residents to be given priority for	If the proposed Roberts Bank Terminal 2 Project proceeds, Port Metro Vancouver will develop a labour plan with the contractor selected to build

Topic	Consultation Input	Consideration of Input
	project-related employment opportunities	the project. The intention would be to create opportunities locally, regionally, provincially and nationally.
Jobs	Desire for local companies to be given priority for project-related employment opportunities	<p>If the proposed Roberts Bank Terminal 2 Project proceeds, Port Metro Vancouver will develop a labour plan with the contractor selected to build the project. The intention would be to create opportunities locally, regionally, provincially and nationally.</p> <p>Anyone interested in receiving updates on the status of project development can sign-up at <a href="http://www.portmetrovancover.com/RBT2">www.portmetrovancover.com/RBT2</a>.</p> <p>Potential business opportunities during project development will be posted in the Opportunities section of Port Metro Vancouver's website: <a href="http://portmetrovancover.com/en/opportunities.aspx">http://portmetrovancover.com/en/opportunities.aspx</a></p>
Wages	Fair wages should be mandatory	Construction and port-related jobs can often pay higher than average salaries. Any company contracted as part of this project would be required to follow all applicable labour standards and practices.
Wages	Wanted more information about how wages will be studied	Wages will be studied as part of the socio-community and socio-economic studies and will include baseline characteristics of the existing labour force both for port-related employment and for broader employment in the community.
Transportation	Concerns about increased traffic congestion	<p>Port Metro Vancouver will be developing a Transportation Plan for the proposed Roberts Bank Terminal 2 Project, which will include traffic counts and an analysis of traffic distribution across the various routes leading to and from the Roberts Bank port facilities.</p> <p>As part of the Environmental Assessment process, Port Metro Vancouver will assess the impacts of the project on road and rail traffic and will develop mitigation strategies, as necessary, to address any potential impacts.</p> <p>The South Fraser Perimeter Road Project and the Roberts Bank Rail Corridor Program are being built, in part, to accommodate and mitigate increases in road and rail traffic from future port developments.</p>

Topic	Consultation Input	Consideration of Input
		<p>The South Fraser Perimeter Road, scheduled for completion in 2013, will reroute container trucks leaving Roberts Bank. This will improve traffic flow, community connections, and quality of life for residents and local businesses by restricting container trucks from Highway 17 north of Deltaport Way, and from Highway 10 west of Highway 91.</p> <p>Port Metro Vancouver is also looking forward to participating in consultation and in discussing a replacement for the George Massey Tunnel.</p> <p><b>REDUCING PORT-RELATED TRUCK CONGESTION</b>  Recognizing the importance of reducing container truck traffic in local communities and on local roads, Port Metro Vancouver continues to explore the following truck congestion reduction measures:</p> <ol style="list-style-type: none"> <li>1. <b>Diversifying truck trip schedules:</b> Truck trips in peak periods could be reduced by spreading truck trips across more hours of the day. Port Metro Vancouver is exploring incentives that may encourage truck drivers and companies to shift their pickup and delivery to off-peak delivery times, reducing congestion and related air emissions.</li> <li>2. <b>Minimizing empty truck trips:</b> Working with trucking associations and companies, Port Metro Vancouver could explore implementing a dispatch system to reduce the number of empty trips (trips to or from the terminal with no container). This would reduce the overall number and duration of truck trips, leading to reduced congestion and truck emissions.</li> <li>3. <b>Truck notification and tracking system:</b> Port Metro Vancouver undertook a GPS pilot study with 300 trucks and announced in February 2013, as part of the Smart Fleet initiative, that the GPS program is expanding to a further 700 container trucks serving its facilities. Port Metro Vancouver could work with trucking associations and companies to utilize GPS or other tracking technology to identify, locate and contact all port-related container trucks on a real-time basis. Using this technology, fleet operators would be able to anticipate travelling conditions for individual vehicles, creating better arrival and departure strategies that could reduce truck congestion, which would lead to a reduction in idling and truck emissions.</li> <li>4. <b>Providing designated truck waiting areas:</b> Port Metro Vancouver could explore sites in the vicinity of Roberts Bank that would provide a</li> </ol>

Topic	Consultation Input	Consideration of Input
Transportation	Port Metro Vancouver should pay for road, bridge and tunnel improvements	<p>designated waiting area for container trucks, leading to reduced congestion and idling.</p> <p>Port Metro Vancouver has contributed to a number of infrastructure investments in the Lower Mainland over the past five years. Specific to transportation near Roberts Bank, Port Metro Vancouver contributed \$50 million to the Roberts Bank Rail Corridor projects to help mitigate the impacts of increased rail on surrounding communities.</p> <p>In the case of the Deltaport Third Berth Project, Port Metro Vancouver implemented improvements to Highway 17 to help mitigate the additional truck trips generated by the project, including:</p> <ul style="list-style-type: none"> <li>• Improvements to the Highway 17 northbound off-ramp that leads onto Highway 99 southbound.</li> <li>• Extension of the northbound HOV lane on Highway 17 south of Ladner Trunk Road.</li> <li>• Signal modifications at the intersection of Highway 17 and Ladner Trunk Road, and road capacity improvements to the left turning lanes from Ladner Trunk Road eastbound onto Highway 17 northbound.</li> </ul> <p>Port Metro Vancouver is looking forward to participating in consultation and in discussing a replacement for the George Massey Tunnel, and in exploring other opportunities to address transportation concerns related to port operations.</p>
Socio-Community and Socio-Economic	Concerns about socio-community and socio-economic impacts	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver will be conducting several socio-economic studies to understand the existing:</p> <ul style="list-style-type: none"> <li>• Economic conditions;</li> <li>• Social and community conditions, including health;</li> <li>• Land use and recreation;</li> <li>• Agricultural land use;</li> <li>• Lighting and visual conditions;</li> <li>• First Nations traditional land use; and</li> <li>• Known archaeological and heritage resources.</li> </ul>

Topic	Consultation Input	Consideration of Input
		Potential effects of the project on these socio-economic conditions would be assessed as part of the environmental assessment process.
Socio-Community	Concerns that port expansion will negatively impact the quality of life of local residents	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver will be conducting several socio-economic studies to understand the existing:</p> <ul style="list-style-type: none"> <li>• Economic conditions;</li> <li>• Social and community conditions, including health;</li> <li>• Land use and recreation;</li> <li>• Agricultural land use;</li> <li>• Lighting and visual conditions;</li> <li>• First Nations traditional land use; and</li> <li>• Known archaeological and heritage resources.</li> </ul> <p>Potential effects of the project on these socio-economic conditions would be assessed as part of the environmental assessment process.</p>

**COMMUNITY LEGACY BENEFITS**

Topic	Consultation Input	Consideration of Input
Legacy Benefits	Suggested the addition of artwork, viewing platforms and recreational trails	<p>Input received will help inform discussions with local and regional governments regarding community legacy benefits that could be provided as part of the proposed Roberts Bank Terminal 2 project to ensure that local communities benefit from Port development.</p> <p>Potential community benefits could include such things as infrastructure, recreational facilities such as walking trails or bike paths, or tourism or cultural amenities.</p>
Legacy Benefits	Skepticism about legacy benefits and the associated perception of bribery	Port Metro Vancouver explores opportunities within the projects it implements to provide lasting economic and social benefits to the communities in which the infrastructure stands.

Topic	Consultation Input	Consideration of Input
		<p>Previous examples of projects and the accompanying community benefits include:</p> <ul style="list-style-type: none"> <li>• <b>Deltaport Third Berth Project.</b> A \$2 million contribution to the Corporation of Delta as part of the Deltaport Third Berth Project Community Amenity Fund. The fund was used by the Corporation of Delta for the acquisition of the Seven Seas Fishing Company site in Ladner, helping secure land to revitalize the Ladner Waterfront for public access.</li> <li>• <b>Lynn Creek Rail Bridge.</b> As part of the project improvements, Port Metro Vancouver upgraded nearby Harbourview Park to preserve and enhance its historical, recreational and natural resources, including a new lookout with seating area, revamped parking lot and restoration of native trees and shrubs.</li> <li>• <b>Low Level Road Project.</b> In recognition of the importance of the Sprit Trail to the City of North Vancouver and its residents, the Low Level Road Project includes provisions for the design and implementation of several key sections of the Spirit Trail. The project will address current design challenges and accelerate the City's implementation schedule for the Spirit Trail between St Georges Avenue and Kennard Avenue.</li> </ul> <p>Consistent with the approach that has been taken with previous projects, Port Metro Vancouver is initiating discussions with local and regional governments regarding community legacy benefits.</p> <p>In addition to the feedback received during Project Definition Consultation, future rounds of consultation will provide additional opportunities for the community to provide input on the type of legacy benefits they would like considered as part of the proposed Roberts Bank Terminal 2 Project.</p>
Legacy Benefits	Communities should be the ones to decide the type of legacy project or how to direct funding	<p>Port Metro Vancouver is initiating discussions with local and regional governments regarding community legacy benefits that could be provided as part of this project.</p> <p>In future rounds of consultation, there will be additional opportunities for the community to provide input on the type of legacy benefits they would</p>

Topic	Consultation Input	Consideration of Input
		like considered.
Legacy Benefits	Support for environmental projects such as marine mammal rehabilitation or wildlife protection	<p>Input received will help inform discussions with local and regional governments regarding community legacy benefits that could be provided as part of the proposed Roberts Bank Terminal 2 project.</p> <p>In future rounds of consultation, there will be additional opportunities for the community to provide input on the type of legacy benefits they would like considered.</p>
Legacy Benefits	Support for investment in public transportation or rapid transit	<p>Input received will help inform discussions with local and regional governments regarding community legacy benefits that could be provided as part of the proposed Roberts Bank Terminal 2 project.</p> <p>In future rounds of consultation, there will be additional opportunities for the community to provide input on the type of legacy benefits they would like considered.</p>

**GENERAL**

Topic	Consultation Input	Consideration of Input
Additional Information	Wanted more information about the project	<p>The project is still in the early planning phases. Additional technical information will be made available as part of future rounds of consultation and as part of the environmental assessment process for the proposed Roberts Bank Terminal 2 Project.</p> <p>In response to requests received during Project Definition Consultation, Port Metro Vancouver made a number of additional documents available in February 2013. These include:</p> <ul style="list-style-type: none"> <li>• <a href="#">Port Metro Vancouver Container Forecasts (Ocean Shipping Consultants – 2012)</a></li> <li>• <a href="#">Micro Economic Impact Study of Container Activity at Port Metro Vancouver</a></li> </ul>

Topic	Consultation Input	Consideration of Input
		<ul style="list-style-type: none"> <li>• <a href="#">Request for Proposal: #P100730-19</a></li> <li>• <a href="#">Summary Report - Terminal 2 Trade-Off Process and Outputs</a></li> <li>• <a href="#">Baseline Field Studies - Terms of Reference</a></li> </ul> <p>These documents, as well as others, can be found on the project website at <a href="http://www.portmetrovancover.com/RBT2">www.portmetrovancover.com/RBT2</a>.</p> <p>You can also contact us:  <b>Phone:</b> 604-665-9337  <b>Email:</b> <a href="mailto:container.improvement@portmetrovancover.com">container.improvement@portmetrovancover.com</a></p>
Additional Information	Wanted more information about caissons before answering related questions	<p>In response to requests received during Project Definition Consultation, Port Metro Vancouver has made a summary report of the Roberts Bank Terminal 2 trade-off process and outputs available on the project website. In part, this technical report summarizes the decision to move forward with caissons as the preferred method for constructing the berth structure.</p> <p>This document, as well as others, can be found on the project website at <a href="http://www.portmetrovancover.com/RBT2">www.portmetrovancover.com/RBT2</a>.</p>
Additional Information	Wanted more technical information to be able to answer the questions in the feedback form	<p>The proposed Roberts Bank Terminal 2 Project is still in the early design phase, and additional technical information will be made available as part of the environmental assessment process and future rounds of consultation. The intent behind the consultation topics in the Project Definition Consultation Guide was to obtain feedback from the community regarding their opinions on various elements of the project design. This input will be considered as Port Metro Vancouver continues to refine the project design.</p>

Topic	Consultation Input	Consideration of Input
Statement of Opposition	Opposed to the Roberts Bank Terminal 2 Project	Thank you for your participation in Project Definition Consultation for the proposed Roberts Bank Terminal 2 Project. In addition to opportunities for public input that will be provided through the independent environmental assessment process, Port Metro Vancouver will also lead several rounds of consultation regarding the project.
Statement of Support	Support for the Roberts Bank Terminal 2 Project	Thank you for your participation in Project Definition Consultation for the proposed Roberts Bank Terminal 2 Project. In addition to opportunities for public input that will be provided through the independent environmental assessment process, Port Metro Vancouver will also lead several rounds of consultation regarding the project.
General	Concerns that Port Metro Vancouver will not adequately address issues	<p>There are many checks and balances in place within an environmental assessment to ensure that potential issues that may result from the project are addressed to the satisfaction of regulators. Port Metro Vancouver will be required to demonstrate to regulators that potential effects from the proposed project are able to be mitigated, or compensated, in order to receive regulatory approval.</p> <p>While the scope and nature of the environmental assessment has not yet been determined by federal and provincial regulators, it is anticipated that the project would undergo some form of joint review process.</p> <p>We are very early in the process of studying current conditions, which is necessary prior to assessing potential impacts. Included in this process, will be multiple opportunities for communities, stakeholders and the public to provide feedback and input. Once potential impacts have been identified as part of the effects assessment, Port Metro Vancouver will develop and evaluate options for mitigation, which would be available for public comment as part of the environmental assessment process.</p>
General	Concerns that Port Metro Vancouver is not adequately managing current issues	Port Metro Vancouver wants to hear from the community about any operational issues that concern residents. In order to better understand these issues and improve responsiveness, Port Metro Vancouver established a Community Complaint Line in 2010. Community members can call 604.665.9004 at any time to speak with Port Metro Vancouver operations staff or email

Topic	Consultation Input	Consideration of Input
		<p data-bbox="1073 220 1625 245"><a href="mailto:community.complaints@portmetrovancover.com">community.complaints@portmetrovancover.com</a></p> <p data-bbox="1073 285 1879 537">Port Metro Vancouver also created the Port Community Liaison Committee (PCLC) to serve as a mechanism for dialogue and communications about port-related issues in Delta. Working in the spirit of collaboration, the PCLC is an information-sharing forum that brings together municipal, First Nations, industry, the Port and community interests to discuss developments, identify concerns and opportunities for timely community input and facilitate two-way communication among respective constituencies about port operations and development.</p> <p data-bbox="1073 578 1745 634">More information about the PCLC can be found on Port Metro Vancouver's website at:</p> <p data-bbox="1073 643 1879 699"><a href="http://portmetrovancover.com/en/community/CommunityLiaisonCommittees/PCLC/pclc-members.aspx">http://portmetrovancover.com/en/community/CommunityLiaisonCommittees/PCLC/pclc-members.aspx</a></p>
General	Concerns about the success of Port Metro Vancouver's previous mitigation efforts	<p data-bbox="1073 740 1860 927">Port Metro Vancouver is committed to minimizing the impact of port operations on the environment, as well as on neighboring communities. Through consultation with communities, regulatory agencies and various levels of government, Port Metro Vancouver has previously developed and implemented mitigation measures designed to address a range of project-related impacts.</p> <p data-bbox="1073 967 1871 1146">As part of the Department of Fisheries and Oceans authorization for the Deltaport Third Berth, the Habitat Compensation Monitoring Program outlined the monitoring required for each piece of compensatory habitat. In order to verify the implementation of the habitat as designed, this plan provided a schedule for ongoing monitoring, which in some cases extended for as many as five years after construction completion.</p>
Consultation	Concerns about bias in the discussion guide and feedback form	<p data-bbox="1073 1187 1797 1276">Port Metro Vancouver is committed to established best practices in consultation as defined by the International Association for Public Participation and other leading consultation organizations.</p> <p data-bbox="1073 1317 1871 1406">The discussion guide and feedback form were one tool used to provide an opportunity for the public to engage with technical information about the proposed Roberts Bank Terminal 2 Project. The feedback form provided</p>

Topic	Consultation Input	Consideration of Input
		<p>many opportunities for participants to provide additional comments they wanted to share with Port Metro Vancouver.</p>
Consultation	Skepticism that Port Metro Vancouver will consider feedback received through consultation	<p>All input Port Metro Vancouver receives during consultation is considered along with technical and financial information in developing project designs or plans, including engineering and environmental mitigation plans.</p> <p>Port Metro Vancouver has a strong record of making significant changes or undertaking initiatives in response to the input that is received during consultation.</p> <p>For example, through consultation on the Deltaport Third Berth Project:</p> <ul style="list-style-type: none"> <li>• Community concerns regarding local air quality impacts resulted in Port Metro Vancouver funding an air quality monitoring station in Tsawwassen that is operated by Metro Vancouver as part its overall air quality monitoring program.</li> <li>• Community concerns regarding project impacts on the environment resulted in the Adaptive Management Strategy (AMS), an eight-year program beginning in 2007, committed to monitoring and mitigating project-related impacts resulting from construction and operation of the project. Project construction was completed in 2009 and the AMS does not finish until the end of 2014. Data collected as part of this program is reviewed by an independent Scientific Advisory Committee (SAC). <a href="#">AMS reports</a> are available on Port Metro Vancouver’s website.</li> <li>• Community concerns about the impact of construction on marine mammals resulted in the implementation of a Marine Mammal Monitoring Program which required construction to stop if killer whales were observed within the construction zone of influence.</li> <li>• Community concerns about traffic impacts resulted in upgrades to Highway 17 and a financial contribution of \$50 million towards the \$300 million Roberts Bank Rail Corridor Program to alleviate road and rail conflicts.</li> <li>• Community concerns resulted in the Deltaport Third Berth Community Liaison Committee, which represented community, municipal, First Nations, farming, business and other community</li> </ul>

Topic	Consultation Input	Consideration of Input
		<p>interests. This committee has since become the Port Community Liaison Committee, which serves as a mechanism for dialogue and communications about port-related issues in Delta</p> <p>Also, as a result of consultation input received throughout 2011-2012, the Low Level Road Project in North Vancouver was refined in the following ways:</p> <ul style="list-style-type: none"> <li>• The height of the road was reduced by removing a proposed overpass at St Patricks Avenue,</li> <li>• Instead of a sidewalk on the road, a vegetation buffer was provided for the adjacent residents,</li> <li>• The Spirit Trail will be completed at the east and west ends of the project, tying the trail into the existing trail system by providing an overpass at East 3rd Street, and a safe crossing and tie-in at St Andrews and St Georges.</li> </ul> <p>As part of the environmental assessment process, Port Metro Vancouver would need to demonstrate how community concerns were addressed through project development.</p>

<b>Key Theme Summary from 7 Stakeholder Meetings</b>	
<b>Topic</b>	<b>Consideration of Input</b>
<p><b>Current and Future Impacts from Port Facilities</b></p> <p>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.</p> <p>Participants asked that Port Metro Vancouver responsibly balance environmental, social and economic needs during planning for the proposed Roberts Bank Terminal 2 Project.</p>	<p>The proposed Roberts Bank Terminal 2 Project will undergo a thorough and independent environmental assessment. While the scope and nature of the environmental assessment have not yet been determined by federal and provincial regulators, it is anticipated that the project would undergo some form of joint review process.</p>

<p><b>Project Need and Justification</b></p> <p>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.</p> <p>Others were interested in knowing whether current demand forecasts accounted for changes in shipping patterns following the opening of the recently expanded Panama Canal.</p>	<p>Port Metro Vancouver has committed to regular traffic forecast updates as part of the Container Capacity Improvement Program (CCIP). By obtaining forecasts from multiple sources, PMV can form a more reliable and robust view of future container volumes.</p> <p>Seaport’s 2011 forecast: Preliminary Container Traffic Projections for Port Metro Vancouver: 2011 to 2030, provided preliminary reviews and projections of Port Metro Vancouver’s container traffic to 2030. This was updated in August 2012 by Ocean Shipping Consultants Port Metro Vancouver Container Forecast. Both of these forecast account for a range of global economic and shipping trends, including the anticipated opening of the expanded Panama Canal in 2014.</p> <p>Port Metro Vancouver will continue to update its container forecasts as part of the planning and review process for the proposed Roberts Bank Terminal 2 Project.</p> <p>With respect to Prince Rupert, the Fairview Container Terminal Development – Phase 2 received environmental approval from the Minister of the Environment, and can now proceed with next steps. These improvements, as well as those planned for Vancouver, are required to meet anticipated container traffic through the Pacific Gateway through to 2030.</p> <p>Port Metro Vancouver is committed to maximizing the efficiency of existing port operations. By working collaboratively with supply chain partners, including those in the rail and trucking industries, the port is continually improving overall performance. While the use of short sea shipping within Port Metro Vancouver would not be able to replace the need for a new terminal, the proposed Roberts Bank Terminal 2 Project is being designed to permit some form of short sea shipping, should this activity become feasible at some time in the future.</p>
<p><b>Project Components</b></p> <p>Participants asked for more information about the location, orientation and layout of the new terminal and the location of the intermodal yard.</p>	<p>The project is still in the early planning phases. Additional technical information will be made available as part of future rounds of consultation and as part of the environmental assessment process for the Roberts Bank Terminal 2 Project.</p> <p>In response to requests received during Project Definition Consultation, Port Metro Vancouver made a number of additional documents available in February 2013, including the following document which discusses location and orientation of the proposed new terminal:</p> <ul style="list-style-type: none"> <li>• <a href="#">Summary Report - Terminal 2 Trade-Off Process and Outputs</a></li> </ul> <p>These documents, as well as others, can be found on the project website at <a href="http://www.portmetrovancover.com/RBT2">www.portmetrovancover.com/RBT2</a>.</p>

<p><b>Compensation and Mitigation</b></p> <p>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.</p>	<p>As part of ongoing environmental and technical work for the proposed Roberts Bank Terminal 2 Project, Port Metro Vancouver may undertake agricultural-related studies within the proposed Project area. The results of these studies could serve to inform future discussions with the Agricultural Land Commission. Where effects are identified as part of these discussions, Port Metro Vancouver will develop and evaluate options for mitigation.</p>
<p><b>Requests for More Information</b></p> <p>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.</p>	<p>The project is still in the early planning phases. Additional information will be made available as part of future rounds of consultation and as part of the environmental assessment process for the Roberts Bank Terminal 2 Project.</p> <p>In response to requests received during Project Definition Consultation, Port Metro Vancouver has made a number of additional documents available in February 2013. These include:</p> <ul style="list-style-type: none"> <li>• <a href="#">Port Metro Vancouver Container Forecasts (Ocean Shipping Consultants – 2012)</a></li> <li>• <a href="#">Micro Economic Impact Study of Container Activity at Port Metro Vancouver</a></li> <li>• <a href="#">Request for Proposal: #P100730-19</a></li> <li>• <a href="#">Summary Report - Terminal 2 Trade-Off Process and Outputs</a></li> <li>• <a href="#">Baseline Field Studies - Terms of Reference</a></li> </ul> <p>These documents, as well as others, can be found on the project website at <a href="http://www.portmetrovancover.com/RBT2">www.portmetrovancover.com/RBT2</a>.</p> <p>For more information about the Canadian environmental assessment process, please visit <a href="http://www.ceaa-acee.gc.ca">www.ceaa-acee.gc.ca</a>, and for more information about the British Columbia environmental assessment process, please visit <a href="http://www.eao.gov.bc.ca">www.eao.gov.bc.ca</a></p>
<p><b>Road and Rail Traffic</b></p> <p>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</p>	<p>Port Metro Vancouver will be developing a Transportation Plan for the proposed Roberts Bank Terminal 2 Project, which will include traffic counts and an analysis of traffic distribution across the various routes leading to and from the Roberts Bank port facilities.</p> <p>As part of the Environmental Assessment process, Port Metro Vancouver will assess the impacts of the project on road and rail traffic and will develop mitigation strategies, as necessary, to address any potential impacts.</p>

<p>unnecessary trips throughout the Metro Vancouver.</p>	<p>The South Fraser Perimeter Road Project and the Roberts Bank Rail Corridor Program are being built, in part, to accommodate and mitigate increases in road and rail traffic from future port developments.</p> <p>The South Fraser Perimeter Road, scheduled for completion in 2013, will reroute container trucks leaving Roberts Bank. This will improve traffic flow, community connections, and quality of life for residents and local businesses by restricting container trucks from Highway 17 north of Deltaport Way, and from Highway 10 west of Highway 91.</p> <p>Port Metro Vancouver is also looking forward to participating in consultation and working collaboratively with partners in discussing a replacement for the George Massey Tunnel.</p> <p><b>REDUCING PORT-RELATED TRUCK CONGESTION</b></p> <p>Recognizing the importance of reducing container truck traffic in local communities and on local roads, Port Metro Vancouver continues to explore the following truck congestion reduction measures:</p> <ol style="list-style-type: none"> <li>1. <b>Diversifying truck trip schedules:</b> Truck trips in peak periods could be reduced by spreading truck trips across more hours of the day. Port Metro Vancouver is exploring incentives that may encourage truck drivers and companies to shift their pickup and delivery to off-peak delivery times, reducing congestion and related air emissions.</li> <li>2. <b>Minimizing empty truck trips:</b> Working with trucking associations and companies, Port Metro Vancouver could explore implementing a dispatch system to reduce the number of empty trips (trips to or from the terminal with no container). This would reduce the overall number and duration of truck trips, leading to reduced congestion and truck emissions.</li> <li>3. <b>Truck notification and tracking system:</b> Port Metro Vancouver recently undertook a GPS pilot study with 300 trucks and is currently working to expand GPS to a further 700 container trucks serving its facilities. Port Metro Vancouver could work with trucking associations and companies to utilize GPS or other tracking technology to identify, locate and contact all port-related container trucks on a real-time basis. Using this technology, fleet operators would be able to anticipate travelling conditions for individual vehicles, creating better arrival and departure strategies that could reduce truck congestion, which would lead to a reduction in idling and truck emissions.</li> <li>4. <b>Providing designated truck waiting areas:</b> Port Metro Vancouver could explore sites in the vicinity of Roberts Bank that would provide a designated waiting area for container trucks, leading to reduced congestion and idling.</li> </ol>
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<p><b>Community Legacy Benefits</b></p> <p>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.</p>	<p>The feedback and suggestions that were received during Project Definition Consultation will help inform discussions with local and regional governments regarding community legacy benefits that could be provided as part of the proposed Roberts Bank Terminal 2 Project.</p> <p>In future rounds of consultation, there will be additional opportunities for the community to provide input on the type of legacy benefits they would like considered.</p>
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