

### The Roberts Bank Terminal 2 Project

The Roberts Bank Terminal 2 Project is a proposed container terminal in Delta, B.C. that is needed to ensure Canada is able to meet its trade objectives through to the mid-to-late 2030s. The project is currently undergoing a federal review by an independent panel.



## Project rationale

---

### Addressing a shortage of critical container port capacity on Canada's west coast

#### Connecting Canada to the world

The future of Canada's economic prosperity and competitiveness depends on being able to get goods and resources to and from other markets efficiently and reliably, a sentiment echoed by governments at all levels in their trade strategies and policies.

Continued access to foreign markets is also critical to small- and medium-sized businesses, which represent more than half Canada's economic output and produce 25 per cent of the total value of Canada's exports.

Canada's west coast shipping container terminals connect us to economies worldwide, and the volume of shipping containers they handle has grown substantially in past decades, increasing at an average rate of 10 per cent per year since 1995 and outpacing both Canada's overall economic growth as well as international trade generally.

Independent expert forecasts predict sustained growth in container traffic to and from the West Coast up to at least 2040, by which a total of about 8.0 million TEUs (or 20-foot-equivalent units) of containers is expected.

However, West Coast ports will not be able to manage that growth unless significant new capacity is created.

If we do not find a way to create new container terminal capacity, Canada's ability to trade with Asia and other growing economies will be significantly constrained.

#### The alternatives

The Vancouver Fraser Port Authority began studying how best to address the pending shortfall in container capacity in the late 1990s, and since 2003, we have worked to:

- Increase the size and efficiency of existing container terminals
- Upgrade road and rail connections to improve the flow of trade, handle more containers, and minimize impacts of growing trade on local communities
- Explore whether other terminals could be converted to container terminals
- Examine the possibility of building a new terminal

In recent years, significant improvements have been made to container terminals in Vancouver (Deltaport and Centerm) to increase their efficiency and capacity. Road and rail upgrades include the \$1.2 billion South Fraser Perimeter Road Project completed in 2013 and the \$300 million Roberts Bank Rail Corridor Program completed in 2014.

In Prince Rupert, a new container terminal has been built and is now being expanded.

However, even with the additional capacity provided by these improvements, it won't be enough to manage Canada's future trade demand.

Having exhausted all other options, the port authority has determined that Canada needs a new container terminal on the West Coast.

Further, since there is no available land on which to build a new terminal, new land needs to be created as has been done in ports around the world.

After years of planning and environmental and engineering study, we have concluded the best place to locate a new container terminal is at Roberts Bank in Delta, British Columbia.

### Why Roberts Bank?

Roberts Bank is an established trade gateway and well positioned to handle future growth. Its competitive advantages include:

- Deep water that can accommodate the largest modern container ships far from sensitive ecosystems closer to shore, such as eel grass that provides habitat for Chinook salmon, and crab-rearing beds
- Proximity to major truck and rail corridors including direct and unimpeded access by rail lines to and from Canada and the United States
- Proximity to Pacific Ocean shipping routes
- Direct access to numerous off-dock container handling facilities

### How West Coast ports will provide room for future trade

The graphic below shows historical and forecast container trade through West Coast ports (the grey and blue lines).

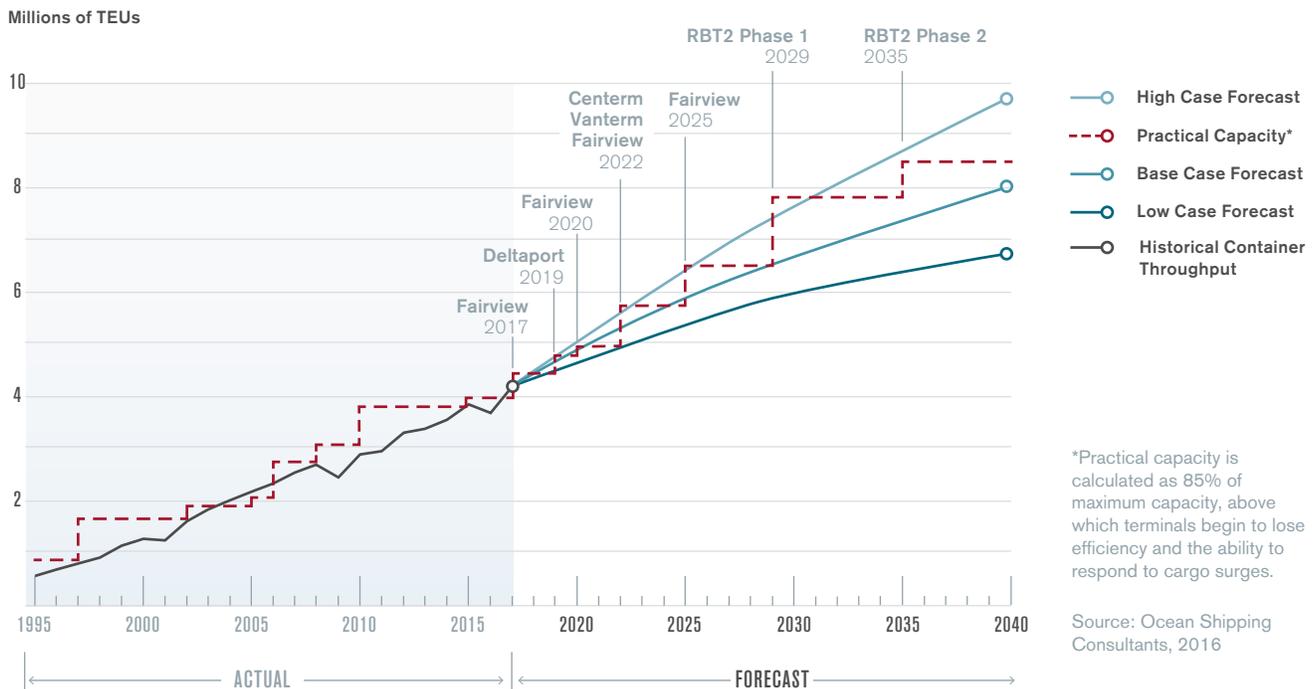
The red line represents West Coast container port capacity. Each jump reflects new capacity becoming available, such as when a new container terminal is opened (e.g. Prince Rupert in 2017 and 2022) or improved (e.g. Centerm in 2021 and Vanterm in 2022).

The port authority anticipates Roberts Bank Terminal 2 (if approved by the federal government) would be complete by 2029.

In order to protect the market share of other container terminal operators, the new terminal would open with a capacity of 1.6 million TEUs, but could eventually offer a total capacity of 2.4 million TEUs.

Terminal 2 would therefore play a critical role in supporting consumer demand for imported goods and Canadian businesses shipping goods to and from market, thereby ensuring we can keep Canada open for trade into the future.

### Canada's West Coast container traffic forecast and terminal capacity



### For more information

Please visit [portvancouver.com/RBT2](http://portvancouver.com/RBT2) or call 604.655.9337