

**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 highlights

### Economic benefits: employment estimates

**During the 5.5-year construction phase:**

Construction would generate an estimated total of 12,700 person-years of direct, indirect and induced employment, worth approximately \$1 billion in wages.


**Direct construction jobs may include:**

- Operating engineers (land and marine)
- Concrete masons
- Ironworkers
- Carpenters
- Heavy equipment operators
- Tug operators
- Welders
- Millwrights
- Truck drivers

**During operation:**

On-terminal activities would generate an annual total of 928 person-years of direct employment and \$153 million in wages. In total, the project would support approximately 12,400 person-years of direct, indirect and induced on- and off-terminal employment during each year of operation, worth about \$810 million in annual wages.


**Direct on-terminal operations jobs may include:**

- Ship-to-shore crane operators
- Rail mounted crane operators
- Ship lashing crews
- Security
- Equipment maintenance staff
- Dock/yard foremen
- Maintenance/building repair jobs
- Administration jobs



**Port jobs are high-wage positions. The average annual salary per direct person-year across all industries directly related to the Port of Vancouver is nearly \$67,000, compared to the average annual Canadian wage of \$44,000 (2012 figures).**

### Economic benefits: government revenue

**During the 5.5-year construction phase:**

Government revenues from taxes paid by construction employers, suppliers and project-associated workers would be approximately \$300 million. This includes:

- \$127 million to the federal government
- \$154 million to the provincial government
- \$20 million to local government

**During operation:**

Average tax payments to the three levels of government by the terminal operator, infrastructure developer, suppliers and project-associated workers would be approximately \$42 million each year. This includes:

- \$22 million to the federal government
- \$13 million to the provincial government
- \$7 million to local government

## Environmental protection

Under the *Canada Marine Act*, the Vancouver Fraser Port Authority is mandated to protect the environment.

The port authority is committed to delivering the Roberts Bank Terminal 2 Project in an environmentally responsible way. In March 2015, the port authority filed an environmental impact statement for the proposed project with the Canadian Environmental Assessment Agency.

The conclusion of the comprehensive environmental studies carried out by the Vancouver Fraser Port Authority is that, after the implementation of mitigation and offsetting, the project is not expected to result in any significant adverse environmental effects. Furthermore, the port authority is confident that potential adverse effects can be fully or partially avoided or reduced through project design and the implementation of environmental management plans.



## Environmental impact statement



77  
environmental  
studies



35,000+  
hours of  
fieldwork



100+  
professional  
scientists

## Consultation and engagement

Prior to submission of the environmental impact statement, four rounds of substantive Aboriginal, public and local government consultation input shaped our approach to developing the project.

Since that time, we continued to refine the design of the project and update construction activities, based on ongoing input from Aboriginal groups, regulators and other stakeholders.

The port authority is continuing engagement and consultation throughout the panel review phase and, should the project proceed, into the construction and operation phases.

Since the submission of the environmental impact statement in March 2015, the port authority has conducted additional studies based on feedback and engagement with Aboriginal groups, local communities, environmental groups and government agencies, and we have submitted over 3,000 pages of additional information to the independent federal review panel.

## Multi-phase engagement and consultation process since 2011



440  
meetings



12  
public open  
houses



4  
rounds  
of public  
consultation

## For more information

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