

### 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 Summary: Connecting. Creating. Collaborating.

### Connecting Canada to the world

#### Container shipping at the Port of Vancouver

The Port of Vancouver provides Canada with the ability to export and import goods in shipping containers to and from many trading economies worldwide, the largest of which are China, Japan and Korea.

In 2017, the Port of Vancouver handled 3.25 million containers (based on TEUs, or 20-foot-equivalents) at its four container terminals, representing an estimated 51 per cent of Canada's off-shore trade in containers.

#### Container traffic to and from the West Coast is growing

Driven by consumer demand, there has been stable growth in demand for trade in containers on Canada's West Coast over the past two decades, averaging 10 per cent per year since 1995. A series of independent, expert third-party container traffic forecasts conclude that container traffic to and from the West Coast is expected to continue to grow well into the future.

Approximately 85 per cent of all containers that moved through the Port of Vancouver in 2017 originated from or were destined to Canada, a figure expected to remain steady.

Without the ability to move goods efficiently and reliably through West Coast ports, shippers will search for the next best alternative, with consequences to Canada's economic progress.

#### Planning for future capacity needs now

The Vancouver Fraser Port Authority has explored a number of opportunities to increase container capacity. Since 2003, we have:

- Increased the size and efficiency of existing container terminals
- Improved road and rail connections, to handle more containers
- Explored whether other terminals could be converted to handle containers
- Examined the possibility of building a new terminal

Given that all terminals on the West Coast will be full as early as the mid-2020s, the port authority is proposing the Roberts Bank Terminal 2 Project to address the shortfall.

The Roberts Bank Terminal 2 Project would deliver a total of 2.4 million TEUs of capacity. In order to protect the stability of the market for all terminal operators, the project would open with a capacity of 1.6 million TEUs, holding back the remaining potential.

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 competitive and open for trade with growing economies around the world into the future.

## Creating opportunities

### Terminal 2 would be a significant economic generator for the region



Like all newly-constructed container terminals, Roberts Bank Terminal 2 would be semi-automated, requiring about 1,500 person-years of employment on the terminal and another 11,000 trucking, warehousing and other jobs off the terminal, all worth about \$810 million in wages annually. This project would keep supply chain jobs associated with international trade in Canada, thus ensuring that Canadians reap the benefits of handling our own trade.



The project would generate \$1.2 billion in GDP annually and contribute more than \$200 million in tax revenue to all levels of government. These numbers do not include the value of the goods themselves to the economy, and therefore the economic benefit is expected to be far greater.



The construction of the terminal over five and a half years would provide 12,700 person years of employment worth about \$1 billion in wages. Construction would also generate \$1.3 billion in GDP, and contribute \$300 million in tax revenue to all levels of government.



### A container's economic impact

One container through the Port of Vancouver represents:



Over  
**\$500**  
in wages



Almost  
**\$1,000**  
in GDP



Almost  
**\$2,000**  
in economic output

## Collaborating with communities

### There have been over 440 meetings with stakeholders since 2011



As directed by the Canadian Environmental Assessment Agency, the port authority has undertaken an engagement and consultation program with 46 Aboriginal groups, which will continue throughout the federal review and permitting of the project and, should the project proceed, into construction and operation. The port authority is also negotiating mutual benefit agreements with Aboriginal groups.

The port authority has also conducted four rounds of public consultation, and participated in over 440 project-related meetings with regulators, local government, stakeholders and the general public. Consultation is expected to continue throughout the construction and operation phases.

### Sharing and improving environmental research



Building on decades of already available environmental study of Roberts Bank, the port authority commenced in 2011 a program that resulted in over 77 individual studies, and over 35,000 hours of fieldwork by over 100 professional scientists.

Since the submission to federal regulators of the project 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.

## For more information

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