

ROBERTS BANK TERMINAL 2 (RBT2) PROJECT WORKING GROUP (WG)

Workshop 1

February 25, 2014

Summary of the Roberts Bank Terminal 2 Project, Working Group (WG) Workshop held Tuesday, February 25, 2014 at the Coast Tsawwassen Inn, 1665 – 56th Street, Delta, British Columbia.

ATTENDEES

- David Grace, B.C. Environmental Assessment Office
- Chris Hamilton, B.C. Environmental Assessment Office
- Jill Adams, Canadian Environmental Assessment Agency
- Debra Myles, Canadian Environmental Assessment Agency
- Analise Saely, Canadian Environmental Assessment Agency
- Donna Chan, City of Richmond
- Lesley Douglas, City of Richmond
- Holly Foxcroft, City of Surrey
- Paul Lee, City of Surrey
- Polly Ng, City of Surrey
- Mike Brotherston, Corporation of Delta
- Bernita Iversen, Corporation of Delta
- Trevor Andrews, Department of Fisheries and Oceans
- Alston Bonamis, Department of Fisheries and Oceans
- Cindy Hubbard, Environment Canada
- June Yoo Rifkin, Environment Canada
- Yota Hatziantoniou, Health Canada
- Tanya Hebron, Hemmera
- Pamela O'Hara, Hemmera
- Kim Niggemann, Hemmera
- Malcolm Smith, Hemmera
- Roger Quan, Metro Vancouver

- Willard Sparrow, Musqueam Nation
- Kathy McPherson, NRCan (via teleconference) (departed 12:00 p.m.)
- Rhona Hunter, Port Metro Vancouver
- Kyle Robertson, Port Metro Vancouver
- Michelle Lachmann, Port Metro Vancouver
- Cindy McCarthy, Port Metro Vancouver
- Jemma Scoble, Port Metro Vancouver
- Natalie Jackson, Port Metro Vancouver
- Paul Cordeiro, Township of Langley
- Gina Aitchison, Transport Canada
- Madhvi Russell, Transport Canada
- Adrien Gibson, Tsawwassen First Nation
- Colin Ward, Tsawwassen First Nation
- Bridget Doyle, Tsleil-Waututh Nation
- John Konovsky, Tsleil-Waututh Nation
- Celesa Horvath, Ventus
- Peter Geldreich, WorleyParsons
- Mike Zachary, WorleyParsons

Note: Attendees from Hemmera, Ventus and WorleyParsons appear on behalf of Port Metro Vancouver.

FACILITATION / MEETING SUMMARY

- Garry Alexander, Facilitator, Garry Alexander Consulting Ltd.
- Carrie Peacock, Recording Secretary, Raincoast Ventures Ltd.

CALL TO ORDER

The meeting was called to order at 9:20 a.m.

1. WELCOME AND INTRODUCTIONS

Rhona Hunter, Acting Director, Infrastructure Development, Port Metro Vancouver (PMV), welcomed participants to the first Working Group (WG) Workshop, and acknowledged that the workshop was being held on the traditional land of the Coast Salish peoples. She introduced herself and Garry Alexander, Facilitator, Garry Alexander Consulting Ltd.

2. AGENDA REVIEW / TERMS OF REFERENCE REVIEW

Garry Alexander led the meeting in a round of self-introductions. He also offered information regarding the workshop agenda and meeting housekeeping logistics.

Terms of Reference (TOR) for the WG, was provided in hard copy for information and feedback, highlighting the role of the Facilitator as being independent and impartial; WG Goals and Objectives; and WG participation and responsibilities of Port Metro Vancouver (PMV). Working Group meetings to be scheduled February to June 2014.

3. PORT METRO VANCOUVER OVERVIEW

Rhona Hunter, Acting Director, Infrastructure Development, PMV, acknowledged PMV's mission and vision. She also reviewed PMV's responsibility for land management / administration and noted office locations and container terminal locations (Centerm, Vanterm, Fraser Surrey Docks and Deltaport).

Comments were offered on statistical details related to PMV: operations, assets, economic benefits, infrastructure, outbound and inbound container handling, and anticipated container traffic / capacities.

Ms. Hunter explained that the Container Capacity Improvement Program (CCIP) looked at a number of improvements which intended to: increase container terminal efficiencies and capacities; and, build a new terminal. Additionally, she noted that the Deltaport Terminal Road and Rail Improvement Project was anticipated for completion in 2016.

4. PROJECT DESCRIPTION

Kyle Robertson, Manager, Environmental Assessment and Permitting, PMV, noted that a description of the Roberts Bank Terminal 2 (RBT2) Project could be viewed (<http://www.ceaa-acee.gc.ca/050/details-eng.cfm?evaluation=80054>) via the Canadian Environmental Assessment Agency (CEA Agency) website.

He commented that the RBT2 project on the CEA Agency website related to: its evolution to date; geotechnical / environmental investigations and field studies; project location and components; dredging anticipated; economic benefits of the project; layout of the marine terminal; causeway infrastructure (and ownership); and construction work scheduled. He emphasised that one of the key objectives of the WG was to provide feedback to strengthen the Environmental Impact Statement (EIS) development. Mr. Robertson also noted the potential federal permits required; matters of Port jurisdiction; adjacent protected areas; and potential project impacts.

Discussion Session

Questions and comments from WG members are summarised below, with responses from PMV representatives (or those attending on PMV's behalf) except for Q5 where CEA Agency responded, in *italics*.

- 1) How far will effects be felt from the Project? What is the study area?

Port Metro Vancouver will consider Project-related effects in accordance with the EIS Guidelines issued on January 7, 2014 by the CEA Agency. The cumulative effects assessment will consider a broader area where there are known areas of overlap between Project-related effects and similar effects from reasonably foreseeable projects in the area (for example, air emissions from the Project area are anticipated to disperse outside PMV jurisdiction and interact with emission sources from reasonably foreseeable projects in the area).

Post Meeting Note: This topic will be presented in greater detail in WG #2.

- 2) Cost of Project?

Over \$2 billion dollars.

- 3) Assessment of impacts and mitigation outside the Port area from container traffic due to the Project.

In regard to the federal EA, the scope of the Project and assessment is set by the EIS Guidelines to include transportation of containers in PMV's jurisdiction. Port Metro Vancouver recognises the concerns related to transportation along key corridors within the Asia-Pacific Gateway. Recognising these concerns, PMV has taken, and will continue to take, a leadership role in working with other stakeholders in the goods movement sector to address issues associated with regional movement of goods.

Regional initiatives of anticipated infrastructure developments that PMV has participated in with other Gateway stakeholders include the Roberts Bank Rail Corridor Program and the South Fraser Perimeter Road. Post meeting note: this topic will be presented in greater detail in WG #2.

- 4) Purpose of existing Mitigation (overpasses) with respect to the Project?

Port Metro Vancouver's view is that the completion of overpasses along the Roberts Bank Rail Corridor is designed as mitigation for RBT2 as well as the Deltaport 3rd berth.

- 5) Socio-economic impacts under the CEA Agency guidelines should be considered in terms of impacts on communities, particularly due to increased rail-traffic which is federally regulated.

The EIS Guidelines are focused on areas of federal responsibility, but also include other issues largely within the context of cumulative effects. The scope was set to be within the area of federal jurisdiction and within the control of the Port. It does not

include aspects associated with the Project, such as transportation outside the area of the Port's control.

Post Meeting Note: This topic will be presented in greater detail in WG #2.

- 6) What will be done to improve the local road network if container traffic from the Project increases to other areas in the region, such as Richmond?

Port Metro Vancouver recognises its role in the broader Gateway growth. Other Gateway partners could build infrastructure to meet growth of the Gateway. Deltaport Way, for example, may need to be widened to address local growth in the Roberts Bank area. However, since PMV is not solely responsible for growth effects it would be unfair to make it responsible for funding improvements on its own.

- 7) What process is PMV using for Aboriginal consultation and what role does the WG process play?

Port Metro Vancouver will continue to meet directly with Aboriginal groups to discuss the Project separate from the WG.

Break: The meeting recessed at 10:30 a.m. and reconvened at 10:45 a.m.

ANNOUNCEMENT – TERMS OF REFERENCE

The Facilitator welcomed attendees to submit comments to him via email on the WG Terms of Reference provided at the workshop, prior to March 10, 2014 (Note: This deadline was extended to **Friday March 14, 2014** in a subsequent email).

5. ENVIRONMENTAL ASSESSMENT PROCESS OVERVIEW

Debra Myles, Panel Manager, Review Panels Division, CEA Agency, explained that she and her colleagues were present and able to provide updates on the EA process. She led the meeting in a review of an overhead presentation titled: "Federal Review Panel Process, Roberts Bank Terminal 2 Project", which offered information on: the federal EA process; aspects of the pre-panel, panel and post-panel stages; and, the Participant Funding Program (<http://www.ceaa-acee.gc.ca/050/document-eng.cfm?document=98250>).

Analise Saely, Crown Consultation Coordinator, CEA Agency, added that the EIS Guidelines provided information to the proponent on the type of information to collect regarding Aboriginal consultation. Efforts would be made to work with Aboriginal groups to discuss any potential impacts of the Minister's EA decision on Aboriginal peoples.

It was noted that the overhead presentation reviewed was posted at <http://www.ceaa-acee.gc.ca/050/documents/p80054/98440E.pdf>. Additional related information is accessible via the CEA Agency Registry Site.

Discussion Session

Questions and comments from WG members are summarised below, with responses from PMV representatives (or those attending on PMV's behalf) in *italics*.

- 1) How will the review panel determine sufficiency of the EIS?

The review panel will use guidelines to consider whether to support predictions of environmental effects, and whether or not anticipated mitigation would be effective. Panelists will consider whether they have sufficient information to make a recommendation, and will look at the project, the environment, and the potential for interaction between them. The panel will make a determination on the potential for environmental effects and mitigation. Advice and information may be sought from experts as and when required. Typically, panels utilise government experts to obtain environmental information.

- 2) Where can we find information on guidelines for the EA?

The draft EIS Guidelines were issued in November 2013 by CEA Agency and finalised January 8, 2014. They are available on the CEA Agency website.

- 3) When will the Terms of Reference for the Review Panel be issued for comment?

The TOR for the review panel will be developed soon. The TOR will be developed before the Panel is appointed. The Pre-Panel phase will be no more than 5 months and began when the Minister determined that a Panel review would be required for this Project. The time taken by the proponent to develop the EIS is not included in these 5 months. CEA Agency will ensure that those on the WG distribution list will be informed when the draft Panel TOR are available, and when comments are sought.

- 4) How will the WG process feed into the development of the Panel TOR?

Working Group members will be able to provide comment on the Panel TOR, like any other interested party, during the public comment period. Whereas, the WG process allows members early input and feedback to PMV during the early preparation of the EIS. Outcomes of the WG meetings will be posted on the CEA Agency Registry so those involved could stay informed about the Project. Copies of the WG presentations will also be posted on the CEA Agency Registry website. While it is expected that the WG will address more substantive issues relating to EIS development, the Panel TOR are part of the CEA Agency process.

- 5) Will CEA Agency develop the Panel TOR and then invite comments? Will a deadline for comment be posted?

The draft Panel TOR to be completed by CEA Agency will indicate a deadline for public comments that will be posted to the CEA Agency website.

- 6) Please provide an update on the provincial EA process and how it relates to this process.

The B.C. Environmental Assessment Office (EAO) is engaging in discussions with CEA

Agency and PMV and will determine EAO participation in the EA. When a determination is made, it will be posted on the EAO website. In the interim, the B.C. EAO will remain involved in the WG.

- 7) Some key issues may not be addressed within the scope of the EIS Guidelines. Is there a mechanism that will enable municipalities to seek an amendment to the EIS Guidelines to include the Port's impacts given the volume of container traffic expected?

There is always a mechanism to amend documents. However, the CEA Agency issued the guidelines, but the Minister of Environment will issue the TOR for the panel which will confirm its scope. It is important to continue to have these conversations and to be confident that concerns will be addressed (inside the EA or associated process). Input on the process can be submitted at any time. During the Panel TOR comment period is an effective time to comment.

6. CONSULTATION TO DATE

Cindy McCarthy, Manager, Project Communications, PMV, led the meeting through an overhead presentation, which included information on: PMV's public consultation process; community engagement efforts and resources; and, pre-consultation, project definition, and pre-design efforts. Cindy noted a number of liaison committees set up by PMV to consult with local government on the Project.

Discussion Session

Questions and comments from WG members are summarised below, with responses from PMV representatives (or those attending on PMV's behalf) in *italics*.

- 1) With respect to questions received from municipalities how will feedback be incorporated for environmental study?

Port Metro Vancouver will respond to questions asked, about what we are planning, or other matters beyond environmental guidelines.

- 2) For comments submitted to PMV in this process, in what level of detail will comments be addressed and what actions will be taken from the comments provided?

If the letter was received during the consultation period, it will be responded to. Port Metro Vancouver tries to respond to all feedback received. Port Metro Vancouver will discuss this at the local government and staff technical level as well.

7. TECHNICAL ADVISORY GROUP (TAG) PROCESS

Malcolm Smith, Vice-President, Planning and Management, Hemmera, covered a

presentation, on PMV's EA and TAG guidance to support a better EA. Comments were offered regarding the participation, objectives and outcomes of TAGs focused on: Biofilm, Infauna and Shorebirds; Southern Resident Killer Whales; and Coastal Geomorphology.

He added that the TAG process was intended to engage people with technical expertise. The quality of the EIS would be higher with input from the TAG studies. Comments or directions on specific agenda items to cover in future, should be forwarded to Malcolm and if there is information available, it can be provided in advance of the meetings.

TAG information is available online. The TAG summary reports are posted publicly (www.robertsbankterminal2.com). Efforts have been made to identify gaps that need to be addressed.

Discussion Session

Questions and comments from WG members are summarised below, with responses from PMV representatives (or those attending on PMV's behalf) in *italics*.

- 1) Did the TAG process look at interactions between different topics or did they remain focused?

Yes, interactions were looked at. There were obvious linkages and resulting interactions with the group looking at biofilm for example. Consideration was given to the Roberts Bank ecosystem and existing interdependencies. Some common staff and facilitators were involved in different sessions which helped to look at issues across topic areas.

- 2) What does it mean for DFO to have an "amended recovery strategy for killer whales" and where can it be located?

The studies done on the killer whale will be considered as a future agenda topic for our meeting. We can work with DFO on this, to ensure the topic is fully covered and to address your questions.

Break: The meeting recessed at 12:00 p.m. and reconvened at 1:00 p.m.

8. CLOSING AND NEXT STEPS

Kyle Robertson, Manager, Environmental Assessment and Permitting, PMV, led the meeting in a review of anticipated "Next Steps", and commented on studies to be undertaken and some potential future WG topics (including: Scope of EIS Assessment Methodology; Socio-Economic Assessment Methodology; Marine Ecology Assessment Methodology; Productive Capacity; Habitat Offsetting; and Cumulative Effects Assessment Methodology).

Mr. Robertson reiterated PMV's interest in receiving feedback from the WG on the value of

the WG to members and topics for future meetings. Topics could include conveying preliminary results of studies.

The next workshop could be scheduled in March 2014 (post meeting note: now scheduled for April 15) with monthly workshops to follow. Feedback could be submitted directly to PMV via email through: container.improvement@portmetrovancover.com. PMV is asking for suggestions on where meetings should be held and topics for meetings.

Mr. Robertson noted the intent of the afternoon site tour to view the foreshore area. Biophysical guides would join the tour to discuss some of the marine ecology viewable from a distance.

9. SITE TOUR

Mike Zachary, WorleyParsons, reviewed the intended tour route, before inviting participants to board the tour buses. Ben Wheeler and Marina Winterbottom, Hemmera, provided information on the environment at Roberts Bank and associated field studies while Mike Zachary and Peter Geldreich, WorleyParsons, provided information on port operations and RBT2 specific Project information.

CONCLUSION

The RBT2 Project, WG Workshop concluded at approximately 1:30 p.m.; site tour ended at 3:00 p.m.

INFORMATION PROVIDED

The following information items were provided at the meeting:

- Agenda for the Roberts Bank Terminal 2 Project, Working Group (WG) Workshop held Tuesday, February 25, 2014
- Working Group (WG) - Roberts Bank Terminal 2 Project, Terms of Reference
- Coil-Bound "Roberts Bank Terminal 2 Project, Pre-Design Consultation, Discussion Guide and Feedback Form", dated October 7 – November 12, 2013
- Coil-Bound "Port Metro Vancouver, Roberts Bank Terminal 2 Project, Pre-Design Consultation Summary Report, January 2014