

**Working Group #2 April 15, 2014 Question Form**  
**Inquiry from Metro Vancouver**

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Inquiry	Response
<b>Intermediate and valued components:</b>	
1. What is the link between air quality and marine commercial use?	<p>In initial scoping, it was suggested that changes to air quality could potentially affect the experience of marine tourism activities. A link is no longer considered between these components in the assessment, as changes in air quality and the effect to marine commercial use is not deemed to be quantifiable.</p> <p>For the air quality assessment, a qualitative description will be provided and incremental changes to air quality will be assessed quantitatively within the Human Health Valued Component (VC), based on incremental Project-related changes and comparisons to applicable standards and criteria for compounds of potential concern.</p>
2. Why is there no link between air quality and visual resources? Given that increased emissions could result in reduced visibility?	<p>The Visual Resources VC assesses the effect of the proposed Project's physical infrastructure and lighting on local viewsapes. A link was not considered between air quality and visual resources in the assessment, as changes in air quality and the effect to visual resources was not deemed to be quantifiable.</p> <p>As stated previously, the Human Health VC will assess Project-related changes. The EIS Guidelines do not require an assessment of visibility, and there are no applicable standards for visibility to permit a meaningful assessment.</p>
3. Where does tourism fit in? Under Economic Development or Outdoor Recreation? (Please provide justification)	Tourism is included in the Marine Commercial Use VC, relating to marine based tourism operations.
<b>Air Quality Study and Health:</b>	
4. How will the air quality study map fit into the health effects assessment? What receptors are being considered? What modelling scenarios are being used? What max hourly/daily or average hourly/daily are being used? In other words, what results from the AQ assessment will be used to assess residual effects on human health?	Air quality effects on health will be assessed through a quantitative Human Health Risk Assessment. Further information to be provided at the Working Group #4 meeting.

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<b>Air Quality Study:</b>	
5. Will isopleths representing 10% of the objective be presented for all scenarios and contaminants?	All data will be provided in an appendix containing the Air Quality Technical Report. All scenarios, both for temporal cases (existing, expected and future conditions) and for averaging periods (1-h, 8-h, 24-h, 1yr where applicable, based on air quality criteria) will be provided for identified contaminants (based on <i>Guidelines for the Preparation of an Environmental Impact Statement for the Roberts Bank Terminal 2 Project (EIS Guidelines)</i> and discussions with Environment Canada). Select isopleths will be provided in the Environmental Impact Statement (EIS) for those contaminants most relevant to the discussion of the air quality assessment. Isopleths will not be provided for contaminants whose background concentration is the dominant contributor to the overland concentrations.
6. Will secondary particulate matter (PM) formation be estimated using CALPUFF, as was done in the Kinder Morgan assessment?	The need for modelling secondary PM will be addressed in the Air Quality Scoping Study and results have indicated that it is not required. Secondary PM is projected to decrease in the future, with or without the project, and any results would fall within the uncertainty range of the selected model.
7. Visibility should be included as a value component.	The EIS Guidelines do not require an assessment of visibility. There are no applicable standards for visibility to permit a meaningful assessment.
8. Will the sensitivity analysis around the current study area (to determine if the Local Study Area (LSA) needs to be expanded) be part of the report?	Yes, the sensitivity analysis is described in the appendix supporting the EIS Air Quality section.
<b>Air Quality – Cumulative Impact</b>	
9. How do you determine if a “foreseeable future project” impacts the proposed Roberts Bank Terminal 2 Project (RBT2)?	Publicly available information is used to determine the likely effects of reasonably foreseeable projects and activities. An assessment is carried out to determine whether those effects will interact in a cumulative way with the residual (post-mitigation) effects of RBT2. Working Group #3 will provide information on cumulative effects methods and process used for developing the list of other certain and reasonably foreseeable projects for consideration in the cumulative effects assessment.