

RBT2 Working Group #3, May 27th, 2014
Follow up Inquiry Received from Metro Vancouver

Inquiry	Response
ICs & VCs:	
1. Please explain the linkage 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>Project-related changes to air quality will be assessed quantitatively within the Human Health Valued Component (VC). This assessment will be based on incremental Project-related changes and comparisons to applicable standards and criteria for air emission compounds of potential concern.</p>
2. Please explain the linkage between air quality and outdoor recreation	<p>In initial scoping, it was suggested that changes to air quality could potentially affect the experience of outdoor recreation. A link is no longer considered between these components in the assessment, as changes in air quality and the effect to outdoor recreation is not deemed to be quantifiable.</p> <p>Project-related changes to air quality will be assessed quantitatively within the Human Health Valued Component (VC). This assessment will be based on incremental Project-related changes and comparisons to applicable standards and criteria for air emission compounds of potential concern.</p>
3. Human health has been identified as a Valued Component (VC) for the Air Quality Intermediate Component (IC). What about Visual Air Quality?	<p>There are no applicable standards for visibility to permit a meaningful quantitative assessment. A qualitative discussion will be provided in the Air Quality IC and Visual Resources VC sections. As a result of technology modifications and fuel specification changes that will be introduced to lower emissions, visibility is anticipated to improve in the future. In addition to these changes, RBT2 will be equipped with shore power, which will reduce auxiliary engine emissions.</p>
GHGs:	
4. How are greenhouse gases being assessed in terms of ICs and VCs?	<p>Greenhouse gases are being assessed in the Air Quality IC. As there are no emissions standards for GHGs, PMV intends to compare total annual Project-related emissions to total emissions in 2010 for the Lower Fraser Valley (inventory conducted by Metro Vancouver and report issued 2013).</p>
Traffic projections:	

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5. Further clarification requested regarding the difference in rail traffic projections between the Third Berth project and the proposed Roberts Bank Terminal 2 Project (RBT2)?	The difference in rail traffic projections between the Third Berth Project and RBT2 is a result of longer trains assumed to be servicing Deltaport and RBT2. In the Deltaport Third Berth environmental assessment (EA) it was assumed that Canadian National Railway Company (CN) would have 12,000 foot trains servicing Deltaport and Canadian Pacific Railway Limited (CP) would have 7,000 to 8,000 foot trains servicing Deltaport. Currently, both CN and CP have 12,000 trains servicing Deltaport. The longer train lengths were used to calculate the projected train traffic for RBT2. The result is that the average day train number projections have gone down.
6. Can you share inputs and assumptions used for modeling rail and truck traffic projections and movements presented at Working Group #2 meeting (slides 20-32)?	The inputs and assumptions used for modelling the rail and truck traffic projections and movements were presented at Working Group #2 (refer to slides 37 – 44 of the presentation). The complete rail and truck traffic report applying to the Project scope will be presented as part of the EIS submission.
Project Inclusion List:	
7. Is the proposed Fraser Surrey Docks included in the list of foreseeable projects?	Yes. Although no decisions has been made on the Fraser Surrey Docks Direct Transfer Coal Facility Project permit application, the Fraser Surrey Docks Direct Transfer Coal Facility is included in the list of reasonably foreseeable projects.