

RBT2 Working Group #4, June 17th, 2014
Follow up Inquiry Received from Metro Vancouver and City of Surrey

Inquiry	Response
Transportation:	
<p>1. Please clarify why transportation related expenditures are not considered in Local Government Finances Valued Component (VC).</p>	<p>The Local Government Finances VC assesses the effect of the proposed Project's physical infrastructure on local government finances. The proposed Project, as defined by the Canadian Environmental Assessment Agency, is not likely to result in quantifiable changes related to municipal transportation expenditures.</p> <p>Port Metro Vancouver collaborates with industry, government agencies and stakeholders to improve goods movement and reduce transportation impacts on communities. Additionally, Port Metro Vancouver is working with government agencies and other stakeholders through the newly established Gateway Transportation Collaboration Forum to minimize impacts generated by the economic activity related to goods movement throughout the Lower Mainland.</p> <p>Similar collaborative initiatives have already contributed towards transportation infrastructure that support the improved movement of people and goods including, but not limited to, the Roberts Bank Rail Corridor Program, the North Shore and South Shore Trade Area projects, South Fraser Perimeter Road, widening of Westminster Highway and Nelson Road, improved intersections at Chester Road/Derwent Way, Chester Road/Cliveden Avenue, and Nordel Way at Brooke Road and at Shepherd Way, Ashcroft terminal expansion, and the Regional Transportation Management Centre.</p>
Inquiry	Response
Transportation and Traffic:	
<p>2. What is the proposed Roberts Bank Terminal 2 Project impact on road and rail network and the traffic lands in region?</p>	<p>The road and rail traffic input, assumptions, and net change associated with the proposed Roberts Bank Terminal 2 Project were presented in slides 37 – 49 of the "Container Movement at Roberts Bank" section of the morning presentation at Working Group #2.</p> <p>A complete rail and truck traffic report for the scope of the Project will be presented as part of the environmental impact statement.</p>

RBT2 Working Group #4, June 17th, 2014
Follow up Inquiry Received from Metro Vancouver and City of Surrey

Inquiry	Response
Land Use:	
3. What is the proposed Roberts Bank Terminal 2 Project impact on Metro Vancouver's industrial land demand and utilization?	<p>The proposed Roberts Bank Terminal 2 Project area is located primarily on submerged federal land that is managed by Port Metro Vancouver, and partially on provincial Crown land. The existing terminal is designated as Port Terminal under Port Metro Vancouver's Updated Land Use Plan. The existing terminal is also designated as marine terminal (or industrial) by local government.</p> <p>Port Metro Vancouver manages approximately 3,600 acres of land, most of which is occupied, and only 200 acres of the remaining land is designated for future industrial development. Port Metro Vancouver recognizes that the growing demand for containerised goods creates a need for increased off dock services, which may result in industrial land absorption by industry partners in the container supply chain.</p> <p>In response to the growing demand for containerised trade, Port Metro Vancouver is increasing operational efficiency and infrastructure within existing lands, as well as proposing the development of the Roberts Bank Terminal 2 Project. Port Metro Vancouver is also promoting the establishment of an Industrial Land Reserve that would protect current land and look at ways to create new industrial land.</p>