

From: Terry Slack <email address removed>

Sent: Monday, January 14, 2019 1:57 PM

To: Panel RBT2 / Commission RBT2 (CEAA/ACEE) <ceaa.panelrbt2-commissionrbt2.acee@canada.ca>

Subject: Re: 2019 - Year to support the Fraser River Estuary at risk from planned Roberts Bank Terminal 2 Project

Please include my comments in the review : Just looking at the Port Metro R.B.T. 2 Marine Incident Predictions "Worst Case Discharge for close to the Mouth of the Fraser River Estuary . Quote " This volume varies from 10 barrels for small vessels but to up to 1.9 million barrels for fully-loaded crude oil loaded tankers " The two reports of Marine Vessel Incidence Prediction Appendix 10-A and 30-A gives a oh hum scenario of a Oil Spill from a laden crude Tanker due to a collision with a container ship near the mouth of Fraser River ! Appendix 30-A in conclusion notes the following " Collisions and subsequent spills in the in- transit study area will have the highest probability of occurrence where the encounter probability is highest . The high spill locations included locations near the B.C. Ferry Terminal and Approaches to Roberts Bank Terminals and 3 other sites . Report Sept. 2014 by Herbert Engineering Corp./

Please also include for review the following : Roberts Bank Fraser Delta Study "Future For-slope Issues 1983 by Luternauer and Finn and Environment Canada Environmental Conservation and its Implications in the Lower Fraser River and Fraser Delta "April 1995" Thankyou Terry Slack

On Sun, Jan 13, 2019 at 12:46 PM Susan Jones <email address removed> wrote:

You can help protect Canada's amazing Fraser River Delta and Estuary by spreading the word and writing Members of Parliament.

<https://www.ourcommons.ca/en/contact-us>

The Fraser River has the largest estuary on North America's Pacific Coast. The 15-20 % remaining marsh, mudflats, sand, and eelgrass estuarine habitats...

"together with all the plants and animals that live in them form an ecosystem unlike any other place on earth." (*Victoria, B.C. Museum: Information on the Fraser River delta*)

This is Canada's major stopover of the Pacific Flyway with millions of migrating birds travelling over 3 continents, including 20 countries. The estuary and surrounding watershed supports Canada's largest populations of wintering waterfowl, shorebirds and birds of prey with global and local recognition:

- the most significant Important Bird Area (IBA) in Canada
- highest designation site under the Western Hemispheric Shorebird Reserve Network
- designation as 4 provincial Wildlife Management Areas
- an international RAMSAR site under the International Convention on Wetlands - shockingly Canada would not include Roberts Bank in the RAMSAR site even though the fresh water/salt water blending area is key to the rich ecosystems

The Vancouver Fraser Port Authority plans to dredge the Fraser River Estuary and build a 445-acre island and expanded causeway at Deltaport, Roberts Bank, for a new 3-berth container terminal. Deltaport already has 3 container berths and a coal terminal. A federal environmental assessment by a Review Panel has been underway since 2013 and this year your input will be requested. Several groups will work to keep the public informed.

The Project will destroy the fragile estuary with habitat loss and destruction, as well as noise, light, water, and air pollution.

Migrating juvenile salmon will be seriously disrupted as they have to navigate around port structures denying them access to productive feeding grounds and putting them at greater risk from predators.

The estuary's richest source of biofilm will be lost putting millions of Western Sandpipers at risk.

Numerous species at risk will be impacted including Southern Resident Killer Whales, Great Blue Heron, Barn Owl, Eulachon, and Sturgeon.

Ironically, the Government of Canada is ignoring statistical evidence that a second container terminal is not needed. There is no commercial case for the Project as B.C. has ample capacity to handle growth in the container business for several decades. The Vancouver Fraser Port Authority is spending millions on propaganda without peer-reviewed scientific evidence and without a credible feasibility study.

The environmental assessment for the Roberts Bank Terminal 2 Project is moving forward and this year is likely key to a decision.

It is important to keep getting the word out. Please send this alert to your associates. Collectively we can recognize that this globally-significant treasure is worthy of protection, not destruction.

For those courageous enough to wade through thousands of pages (*nearly 1400 documents to date*) of the Roberts Bank Terminal 2 environmental assessment documents, they can be accessed at the following link:

<https://www.ceaa-acee.gc.ca/050/evaluations/proj/80054?culture=en-CA>

or just Google: CEAA 80054

the Environmental Impact Statement can be seen at the following link:

<https://www.ceaa-acee.gc.ca/050/evaluations/document/101482?culture=en-CA>

Public hearings and input will be requested in the coming months.

In the meantime, the Review Panel has invited the Vancouver Fraser Port Authority, Transport Canada, and Ashcroft Terminal to present at an information session. Public are invited but will not be allowed to participate or ask questions. Written input will be accepted by the Panel.

<https://www.ceaa-acee.gc.ca/050/evaluations/document/126501?culture=en-CA>

Public Notice

Information Session Schedule for the Roberts Bank Terminal 2 Project Environmental Assessment

OTTAWA, January 10, 2019 – The Review Panel for the proposed Roberts Bank Terminal 2 Project is holding an information session on Wednesday, January 30, 2019 at the Simon Fraser University Harbour Center, 515 West Hastings Street, Rooms 1400-1430.

The public is invited to observe the session in person or listen in by a live audio feed at 1 877-413-4792, conference ID# 2400834. Following the session, a transcript of the proceedings will be posted to the [Canadian Environmental Assessment Registry](#) (reference #80054). Below is the schedule of events.

Schedule of Presentations

ime	Event
9 a.m.	Welcome and Chair Opening Remarks
9:10 a.m.	Vancouver Fraser Port Authority Presentation I – Container Shipping
9:50 a.m.	Panel Questions and Answers
10:10 a.m.	BREAK
10:30 a.m.	Vancouver Fraser Port Authority Presentation II - Future Shipping Trend and the Mercator Report
11:10 a.m.	Panel Question and Answers
11:30 a.m.	Transport Canada Presentation – Trends, Capacity and Container Terminal Competitiveness
12:00 p.m.	Panel Questions and Answers
12:30 p.m.	LUNCH BREAK
2:00 p.m.	Ashcroft Terminal Presentation – Role, advantages and constraints of inland terminals
2:30 p.m.	Panel Questions and Answers

Questions about the information session or about the environmental assessment for the proposed Roberts Bank Terminal 2 Project can be directed to ceaa.panelrbt2-commissionrbt2.acee@canada.ca

All information provided by the Proponent in the form of its Environmental Impact Statement, Marine Shipping Addendum and supplementary material, and information provided by participants during the review, can be found on the [Registry](#) (reference #80054).

Contact for more information:

Cindy Parker

Panel Manager, Roberts Bank Terminal 2 Project

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ceaa.panelrbt2-commissionrbt2.acee@canada.ca

About the Project

The Vancouver Fraser Port Authority proposes the construction and operation of a new three-berth marine container terminal located at Roberts Bank in Delta, British Columbia, approximately 35 km south of Vancouver. The proposed Project, to be located next to the existing Deltaport and Westshore Terminals, would provide 2.4 million twenty-foot equivalent units of container capacity per year at Roberts Bank.

Date modified:

2019-01-10

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