



INDEPENDANT REVIEW PANNEL of THE Robert Bank 2 Project

January 15 2019

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Dear Review Panel:

Thank you for email the Agenda and Invitation to attend the information session on 9:00 am January 30 2019 in Rooms 1400-1430 at SFU Downtown Vancouver Campus which is located at 515 W Hastings Street, The SFU Downtown Campus . The presentations will be given by the Proponent of PMV and its regulator of Transportation Canada respectively. In order to assist the Panel ask questions after a very quick look at the "Project Description of a Designated Project Roberts Bank Terminal 2 Project Description on September 2013 " which is the #1 Document , I am summarizing some issues and questions as follows:

The new terminal should NOT be located at this Robert Bank 2 Project site because it is within the Fraser River Estuary which is a crucial and world-wide significant habitat for many marine, intertidal , marsh' fauna and flora such as Southern Resident Killer Whale and other birds and plants. The long term net negative environmental, social, health effects on other economic sectors of BC and Canada industry such as fisheries and ecological losses shall be much bigger than the net economic gain resulted in by this Project at this very sensitive, fragile site within the Fraser River Estuary, the biggest river in British Columbia Province.

Other possible sites should be studied to accommodate this new 2.4 millions ETU container terminal. The first possible site is Lynnterm break bulk cargo terminal in North Vancouver. The reason for PMV does not consider it is that there is no enough adjacent road network and insufficient capacity to accommodate the number of container trucks required. There are 3500 container trucks coming in and out from the new 2.4 millions ETU container terminal every day. I think that the available number of the land owned by the PMV could accommodate the number of container trucks by better designing and upgrading the adjacent road network such as establishing high rise road network and other better and high efficiencies for the road network. This site will minimize the negative significant negative environmental and ecological effects on both marine, intertidal and terrestrial ecosystems simply because the new terminal will be on land, not in the ocean.

In addition to the above Lynnterm break bulk cargo terminal in North Vancouver, other possible four to five sites which are NOT within any big river estuaries and ecological and environmental protection zones along the west coast shore line shall be studied to avoid significantly disturb and destroy these big rivers estuaries which are the crucial habitats for many endangered and threatened flora and fauna who are living in salt waters, semi salt waters , marsh, lagoon ,and fresh waters.

Thanks for your consideration in advance.

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Logo
Name



Sincerely,

Susan World

Phone: <personal information removed> Vancouver, British Columbia

Former expert environmental impact assessment and regional planning engineer globally for 30 projects big funded by the World Bank, Asian Development Bank, Chinese government and private companies

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