

From: 502 President <email address removed>

Sent: August 28, 2019 4:42 AM

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

Cc: ILWU 502 Sec-Treasurer <email address removed>

Subject: CLOSING REMARKS with Attachment

CLOSING REMARKS:

To:

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

From:

International Longshore & Warehouse Union – Local 502

First, I would like to thank the members of the panel for your time and dedication to your difficult and important task.

In closing and on behalf of ILWU Local 502 I would like to emphasise key points of our position with respect to the proposed RBT2 project.

In our submission we made the following statement:

“Longshore workers and the citizens of BC have the right to know who will run the terminal and what the mode of operation will be and if this will be a net job killer. We recommend your panel require these companies to negotiate the mode of their operations to ensure tax dollars do not fund the indiscriminate destruction of middle-class employment. Companies should be required to negotiate the introduction of automation and digital processes with their community partners including labour. ROIC must not be the only determining factor in deciding to implement Automation that completely eliminates workers from the transport sector with no corresponding and equivalent employment. This is really an issue of economic justice and just transition for workers.”

This is the core of our position; that the mode of operation, that will likely be decided by a foreign entity, will determine whether RBT2 will have a net benefit for longshore workers and the community of Delta or whether it will lead to damaging employment and economic outcomes for our community and our members. Every indication thus far points to RBT2 being a fully automated terminal with an annual throughput capacity of approximately 2.4 million TEUs. It is our submission that this will result in very significant job losses for longshore workers and hundreds of millions of dollars of lost wages and lost inputs for the community of Delta, in particular. This will be coupled with tens of millions of dollars of lost Federal, Provincial and municipal tax revenues.

The question of sustainability in our view (and in accordance with the expanded mandate of the panel) must include real data and analysis of the social and economic impacts of the proposed project as being equally important as the environmental impacts and environmental sustainability. Just as the panel must consider environmental mitigation plans and offsets

submitted by the proponent, so to must there be an examination of proposals related to economic and social impact mitigation and offsets. Again, this is an impossible task without knowing the mode of operation of the terminal and the degree of automation and digitization that will be employed by the terminal operator. The two propositions cannot be considered in isolation. Therefore, it is impossible to gauge and assess the social and economic impact that RBT2 without the full picture of what the terminal, once built, will actually look like when operational.

We take this position RBT2 or any similar project that has the potential to cause serious economic harm to our workforce and to our community. Other options to RBT2 that have been presented to the panel, such as GCT Canada's DP4 proposal are met with the same scrutiny and concern. We take the position, in this very scenario where from our perspective there are two powerful proponents battling for supremacy while working people and communities are trying to avoid being trampled. Therefore, we cannot support either proponent unless the questions of economic and social impact can be resolved.

We ask the panel to extend deliberations if you are unable to fully understand and quantify the economic and social impact of RBT2 until such time as you have sufficient and reliable data to fully determine whether or not RBT2 will have serious economic and social impacts on longshore workers and the community of Delta.

Simply put, RBT2 make no sense if on the one hand the construction of the project is found to be environmentally sound while the actual operation of the terminal causes significant job loss and harm to the community and the larger economy. In that scenario the project would lead to a hollowing out of a major percentage of high paying jobs in the community of Delta with all of the ensuing collateral damage and leaving the community and workers to pick up the pieces while offshore corporations continue increase capacity and profits.

For your information I am attaching the **Economic Impact Study of Digitization and Automation of Marine Port Terminal Operations in British Columbia** prepared by Prism Economics and Analysis for ILWU Canada. This study was officially released by ILWU Canada to the media at a press conference held in Vancouver on August 27, 2019. While we understand that this might not be consider by the panel and that it will not form part of the public record of the RBT2 panel it is now public domain and we will be sharing the findings of the study as widely as possible.

Thank you for you time and consideration.

Sincerely,

Tom Doran – President
International Longshore & Warehouse Union – Local 502

INTERNATIONAL LONGSHORE & WAREHOUSE UNION – LOCAL 502

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