

ificance of any identified archaeological resources. Study results will be provided in the application subject to any confidentiality agreements with relevant First Nations (This statement may be in conflict with the provincial Statutes/British Columbia AIA permit requirements if it relates to archeological resources and recommendations).

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Traffic and Transportation

Traffic and transportation studies (road, rail and marine) will be conducted and will include an assessment of potential effects on marine traffic and navigability.

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2.2.3 Other Factors to be Considered (see also section 2.2)

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Malfunctions and Accidents

- The possible malfunctions or accidents associated with the project and the potential adverse environmental effects of these events
- Contingency measures for responding to emergencies.

Any change to the project that may be caused by the environment

The environmental factors that may affect the project and the predicted effects of those environmental factors. The following are examples of issues that would be addressed:

- seismic activity;
- climate change;
- erosion; and,
- flooding (i.e., tsunamis).

Cumulative Environmental Effects

The cumulative environmental effects that are likely to result from the project in combination with other projects or activities that have been or will be carried out will be identified and assessed. The approach and methodologies used to identify and assess cumulative effects will be explained.

Projects that will be assessed as part of the cumulative effects assessment, may include, but are not limited to:

- Roberts Bank port facility;
- Tsawwassen Ferry Terminal;
- and,
- Other proposed future projects in the study area.

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Comment: Surely we are not going back to assess what happened over the years of developments, but only the effects of the facilities as they are now present?

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Deleted: The proposed future development of Container Terminal 2 at Roberts Bank;

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Comments: Perhaps one should be careful "waving a red flag" about CT2?

~~The Container Terminal 2 project is proposed adjacent to the Roberts Bank Container Expansion Project and will likely increase port capacity and volume, which could impact the marine environment. The project is also proposed adjacent to the Roberts Bank Port and Marine Facility.~~

Sustainability of the Resource

Environmental assessment will consider the renewable resources that may be significantly affected by the project and whether their sustainable use will be affected.

Comment: See earlier about the need for a footnote.

Appendix IV

ref file #1

Thomas, Alison [PYR]

From: Desjardin, Darrell [Darrell.Desjardin@portvancouver.com]
Sent: Wednesday, April 28, 2004 7:59 AM
To: LaRusic, Adam [PYR]; Dave Carter (E-mail); Jeff Johansen (E-mail); John Mackie (E-mail); Andrew Robinson (E-mail); Naismith, Georgina [CEAA]
Cc: Paul Hemsley (E-mail)
Subject: Final Draft of the Project Description for Deltaport Third Berth

Please find attached a Draft Project Description for the Deltaport Third Berth Project. The VPA has decided to proceed with Deltaport third at this time. Studies are still underway for the proposed Container Terminal 2 project but further work needs to be done on that project to define the scope of the project impact notably road and rail.

We have tentatively set a meeting for Tuesday May 4th at 9:00 AM to discuss the draft Third Berth project and the Section 21 requirements of CEAA for the Comprehensive Study Process and public comment. Should run about an hour and a half. Between Georgina and I we hope to have an agenda out by this Friday for the Tuesday meeting. I think I have touched base with everyone about this meeting but if there are any comments or questions please feel free to give me a call.

Regards,

Darrell

Darrell Desjardin
Senior Environmental Specialist
Container Development Group
Vancouver Port Authority
Tel: 604.665.9334
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1.0 INTRODUCTION

The Vancouver Port Authority ("VPA" or "proponent") has prepared a container terminal expansion strategy to enable Port Vancouver to maintain its strong competitive position as a North American gateway for container trade. Trans-Pacific container shipments are increasing due to the growth in global trade, particularly with China, and the ongoing containerization of products. As a result, major ports on the West Coast of North America expect their container traffic to triple in the next twenty years. South of Vancouver, the Ports of Seattle and Tacoma are making major investments in terminal facilities that will enable them to compete for future business. Port Vancouver's container terminal facilities must also expand in order for the port to continue serving Canada's trade.

VPA's expansion strategy proposes to increase the container terminal capacity of Port Vancouver from 1.7 million TEUs in 2003 to over 5 million TEUs by 2020, (a TEU, or twenty-foot equivalent unit, is a standard unit for measuring container volumes based on a container 20 feet in length). The expansion strategy includes the development of additional container facilities at VPA's existing Roberts Bank Port facility located in Delta, British Columbia. The proposed expansion includes two separate container terminal projects: the Deltaport Third Berth Project and the Terminal 2 Project. The Deltaport Third Berth Project will add a third berth to the existing Deltaport Container Terminal, while the Terminal 2 Project will create a new three berth container terminal. VPA is studying the environmental impacts of the Deltaport Third Berth Project and is committed to developing a project that is socially, economically and environmentally sustainable.

This project description outlines the components associated with the Deltaport Third Berth Project (the Project).

No new road infrastructure along the causeway or on Deltaport Way will be required to support the Deltaport Third Berth Project. However, to address the additional Project traffic on Highway 17, the VPA and the Ministry of Transportation are currently assessing a number of options for short-term improvements. This option assessment will be completed prior to the EA Application. For the long-term, the provincial Gateway Program has initiated a planning study that is examining a number of options for the South Fraser Perimeter Road through Delta to the intersection of Highway 17 and Deltaport Way. This road will be more than adequate to handle the long term traffic generated by Roberts Bank port activities, future ferry traffic and regional growth.

2.2.8 Causeway Improvements

Widening of the Roberts Bank causeway is not required for the Deltaport Third Berth Project.



Fisheries
and Oceans

Pacific Region
200-401 Burrard St.
Vancouver, B.C V6C 3S4

Pêches
et Océans

April 1, 2003

Mr. Pat McLaughlin, Director
Container Development Group
Vancouver Port Authority
1900 – 200 Granville St.
Vancouver, B.C.
V6C 2P9

Mr. Darrell Desjardin
Container Development Group
Vancouver Port Authority
1900 – 200 Granville St.
Vancouver, B.C.
V6C 2P9

Dear Messrs.:

Subject: Proposed Container Terminal Expansion at Roberts Bank

This letter is a follow-up to the pre-application meeting that took place in Victoria on **March 11, 2003** as part of the harmonized Canada/BC assessment process for the review of this proposal. At that meeting the Vancouver Port Authority (VPA) described two separate proposals that would form the basis for container terminal expansion at Roberts Bank. **These proposals were specifically identified as Delta Port and Terminal 2.**

As you know, Fisheries and Oceans Canada (DFO) **outlined its concerns with the proposed container terminal expansion (then identified as one project) in a letter from DFO to the VPA dated November 21, 2002.** In addition, DFO has met with the VPA on four occasions to discuss proposals for container terminal expansion at Roberts Bank: September 24, 2002, November 14, 2002, November 22, 2002 and January 21, 2003. In each of those meetings DFO clearly stated our concern over any proposal to develop additional container storage and dock facilities on the east side of the existing causeway. In each of those meetings DFO advised the VPA that, because of the critical value of the fish habitat in the area of the proposed expansion, DFO would not be able to issue a *Fisheries Act* Sec. 35(2) authorization for the destruction of that habitat.

Accordingly, as I stated at the March 11 meeting, DFO will not be involved in any review of the Delta Port proposal as the only option proposed for that project results in the destruction of critical fish habitat on the east side of the causeway. These circumstances do not permit DFO to authorize the harmful alteration, disruption or destruction of fish habitat and, as such, DFO cannot exercise any power, duty or function that would permit the Delta Port project to proceed as proposed.

With respect to the Terminal 2 proposal, DFO recognizes that our earlier discussions have resulted in several options being proposed for this project. However, the option designated E1 in the current Terminal 2 proposal results in destruction of critical fish habitat on the east side of the causeway that DFO could not authorize. Option W3 also impacts valuable fish habitat and would result in many of the same impacts to fish habitat as Option E1.

The intent of our earlier meetings and correspondence was to assist the VPA in identifying options that would have the least impact to fish habitat so that the VPA could direct their efforts to those options. In that regard DFO would be pleased to work with you on evaluating Options W1 and W2 or other options for this development that are consistent with DFO's Policy for the Management of Fish Habitat and DFO's Habitat Conservation and Protection Guidelines.

Feel free to contact me at (604) 666-2057 if you wish further meetings or discussion of this file.

Sincerely,

Original Signed By

Jeff Johansen

A/Chief,
Major Projects Review Unit
Habitat and Enhancement Branch

cc. S. Farlinger
C. Masson
D. Paterson
P. Scott
A. Duncan
R. Crook