



*****PRESS CONFERENCE*****

Tribes and First Nations United to Preserve the Salish Sea

1:00-2:00 pm on Wednesday, January 30, 2019

Harbour Centre, downtown Simon Fraser University campus

Canfor Policy Room #1600

Vancouver, BC (Canada)

Canadian First Nations and Washington State Tribal participants will be holding a joint press conference during the lunch break of the Information Session for Roberts Bank (Terminal 2). The press conference will focus on our concerns about the cumulative impacts of the Roberts Bank Terminal 2 (RBT2) and other currently proposed projects on salmon populations, on our Orca relatives, and on our Treaty rights.

“We are salmon people, as are our relations, the killer whales. The Fraser River is a major source of salmon for us all. I’m worried about anything that endangers the Fraser River as a home for salmon,” said Raynell Morris, tribal elder of Lummi Nation.

The Lummi Nation is calling for a moratorium on any additional potential stressors, including marine vessel traffic and associated development, to the Salish Sea. An interjurisdictional, comprehensive cumulative impact study of Salish Sea marine vessel traffic and all related impacts and an agreed-upon baseline for sustainable cultural and ecological Salish Sea vitality are long overdue.

“We need a new vision that truly honors the ancient wisdom of the Salish Sea and all our relations,” said Lawrence Solomon of the Lummi Indian Business Council. “The killer whale, our traditional lands and waters, and are our way of life are all imperiled. This must stop.”

“Our connection to the killer whale is personal, is relational, and goes back countless generations,” according to Lummi Chairman Jay Julius. “Our name for them, *qwe ‘lhol mechen* means *our relations below the waves*.”

The proposed expansion of Roberts Bank would require about 260 annual calls of some of the world's largest ships. While these vessels would be carrying containers, rather than fossil fuel exports, these ships' size and polluting capacity would alone impact the life of the Salish Sea. Additionally, each of these "ultra-large" ships leaves port with fully fueled, which can mean up to 4.5 million gallons per outbound ship.

"Everyone has a stake in this," according to Rueben George of the Tsleil-Waututh First Nation. "The reality is there will be spills and they won't be able to clean them up. Our killer whale relations will pay the ultimate price."

Because the Coast Salish people are connected by bonds of kinship, culture, and language, it is critical that Canadian projects consider Native American Tribes, and that United States projects consider First Nations, when assessing the potential environmental impacts of a project.

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Live Stream of press conference at the [SacredSea.org](https://www.facebook.com/SacredSea.org) Facebook page, and at www.SacredSea.org

Call in number for reporters who wish to listen and/or participate by teleconference:

Join Zoom Meeting

<https://zoom.us/j/428727555>

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Meeting ID: 428 727 555

Find your local number: <https://zoom.us/u/advynK6gAN>

RBT2 FACT SHEET

A sacred obligation

Lummi's positions and actions regarding the Salish Sea all spring from a physical, cultural, and spiritual relationship with, and dependence, on the Salish Sea. Lummi's reciprocal relationship with this place requires that Lummi stand up to protect the lands, waters, and web of life of the Salish Sea. Please see the attached [Manifesto of Cultural Significance of Xwullemy](#) (the Salish Sea).

What it is

Port Metro Vancouver (PMV) proposes to build a new container terminal at Roberts Bank, BC.

Why they want it

Trade with global markets.

What it would look like

- Roberts Bank Terminal 2 (RBT2) consists of three main components:
 - a new three-berth marine container terminal;
 - a widened causeway to accommodate additional road and rail infrastructure;
 - and an expanded tug basin to accommodate a second tug operations contractor.
- 108 hectares of "new industrial land" would be placed in subtidal waters
- The proposed port would require 260 ship calls, meaning **520 container ship movements, per year**. The Port is claiming that these are not new ship movements, simply that the ships will be bigger.
- These vessels will be some of the largest in the world. These "ultra-large" container ships are:
 - 1,310 feet long; 194 feet wide; 15m draft
 - carry up to 4 and 1/2 million gallons of heavy fuel
 - 18,270 TEU (they carry the equivalent of 18,270 twenty-foot-long containers)

Issues at hand

- Traffic and activity will affect the entire Salish Sea; impacts will not be constrained to the port area. Therefore, impacts to the entire Salish Sea must be considered.
- Additional structures and/or activity at the mouth of the Fraser River will further impact the salmon, other fisheries and/or ecosystems.
- "Ultra large" container ship traffic will impact fisheries, our resident qwe 'lhol mech 'ten, sacred sites, traditional lifeways, and Treaty rights.
- The **baseline for Salish Sea health** should be the state of Salish Sea in 1985 when harvest levels were still healthy.

- We don't know what the **sustainable level of Salish Sea human/industrial activity** is, although we know that we have gone past it, as most clearly indicated by our starving qwe 'lhol mech 'ten and reduced salmon runs.
- We don't know what the **combined, cumulative effects of ship traffic and related activity** are on air quality, water quality, underwater noise, fish, qwe 'lhol mech 'ten, fisheries, sacred sites. Each new project or development claims only to increase ship traffic by a fraction, if at all.

Stop the bleeding

- Lummi is calling for a **moratorium on any additional potential stressors, including marine vessel traffic and associated development** until we know more. We need to "stop the bleeding" before we take action that could potentially cause more harm.
- We need to know what the baseline for Salish Sea vitality is, what the current level of industrial activity is doing to the web of life, and how many stressors the Salish Sea can sustain.
- That's why we need a comprehensive **cumulative assessment of marine vessel traffic and all related impacts**. Such a study needs to be holistic and interjurisdictional, with due consideration of traditional Indigenous knowledge, culture, heritage economies, and sacred sites.

Coast Salish unity

The Canadian government has been directed to **consult First Nations**. The Coast Salish language group culture, traditions, and kinship patterns do not recognize the Canadian/US border. Also: per Guidelines for the Preparation of an Environmental Impact Statement 9.1.7 *Human Environment as a Minimum*, the EIS will include a description of "any federal lands, land or water located in the United States that may be affected by the project." **Coast Salish Tribal and First Nations stand together** in protecting our shared homeland, the Salish Sea.



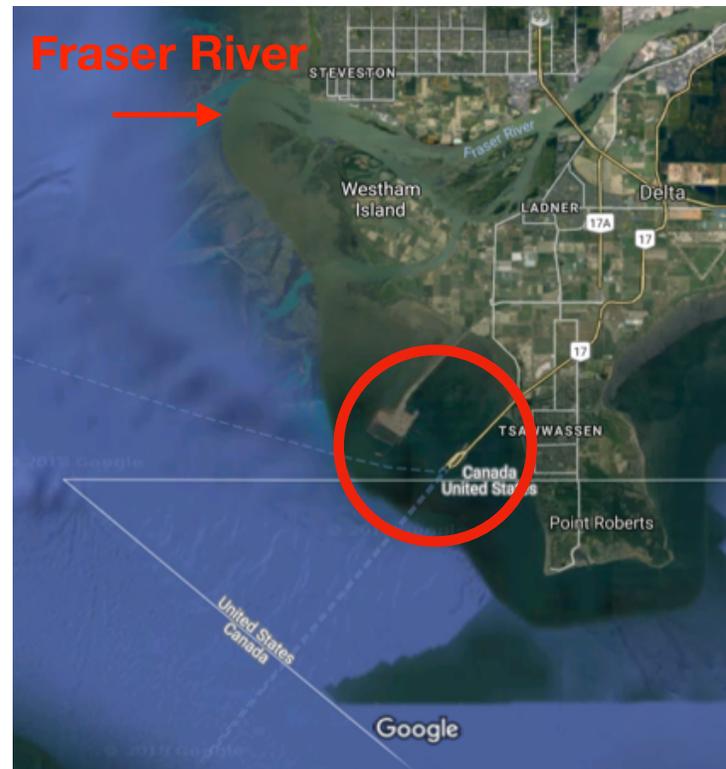
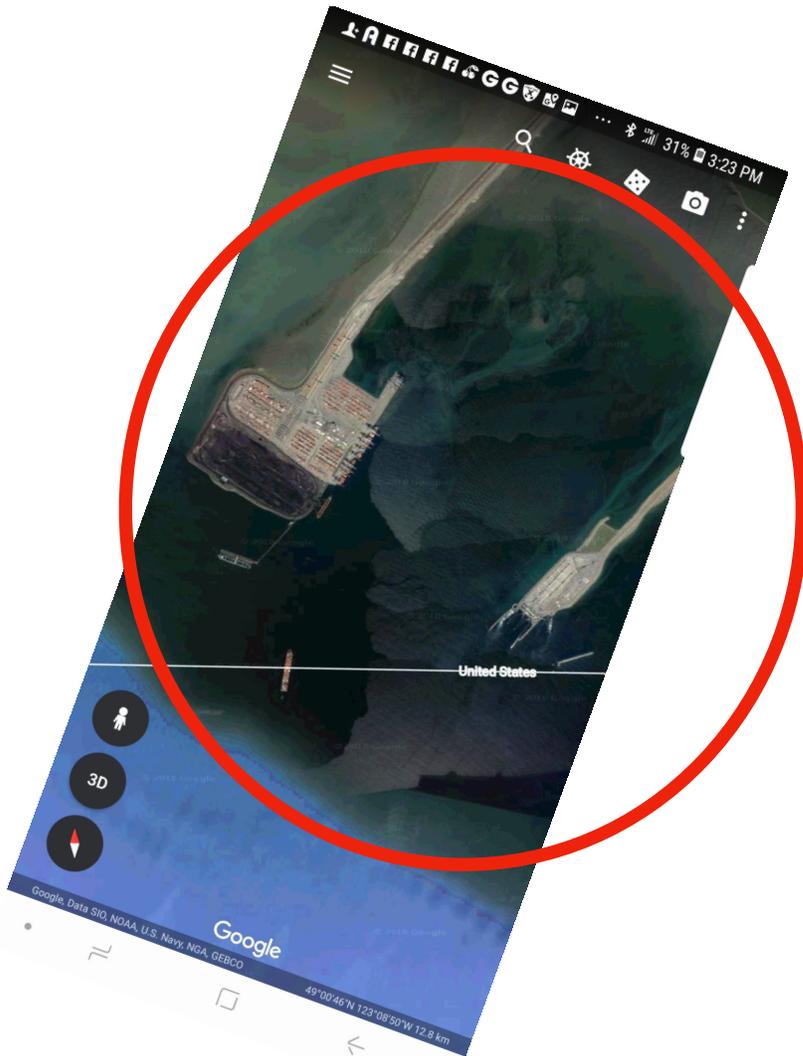
**The Cultural Significance and Management
of the
*Xwullemy*¹ (Salish Sea)
Cultural Significance of the Salish Sea**

- I. The Salish Sea, known in the Lummi language as *Xwullemy* has been the home of the Lummi and other tribes since time immemorial. It defines the identity of the Lummi Nation and sustains our existence. It is intimately associated with virtually all the events and patterns of events in history that have defined the Lummi Nation as a culture.
- II. The 1855 Treaty of Point Elliott, which like other treaties executed by tribal governments and the United States government, constitutes the supreme law of the land, guarantees to the people of the Lummi Nation the right to fish in their usual and accustomed places, which comprise the fresh and salt waters of the Salish Sea.
- III. The Lummi Nation holds that the Salish Sea is eligible for the National Register of Historic Places (NRHP), for listing as a National Historic Landmark, and for inclusion in the World Heritage List, for its association with the culture, traditions, and history of the Lummi people.
- IV. The fish, shellfish, marine mammals, avian life, plant life, water quality and air quality of the Salish Sea all are elements that contribute to its cultural significance, as do the traditions and traditional lifeways of the Lummi people.

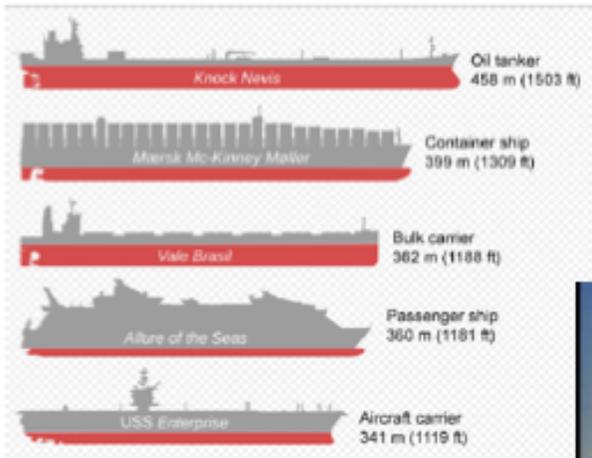
Management of the Salish Sea and its Contributing Elements

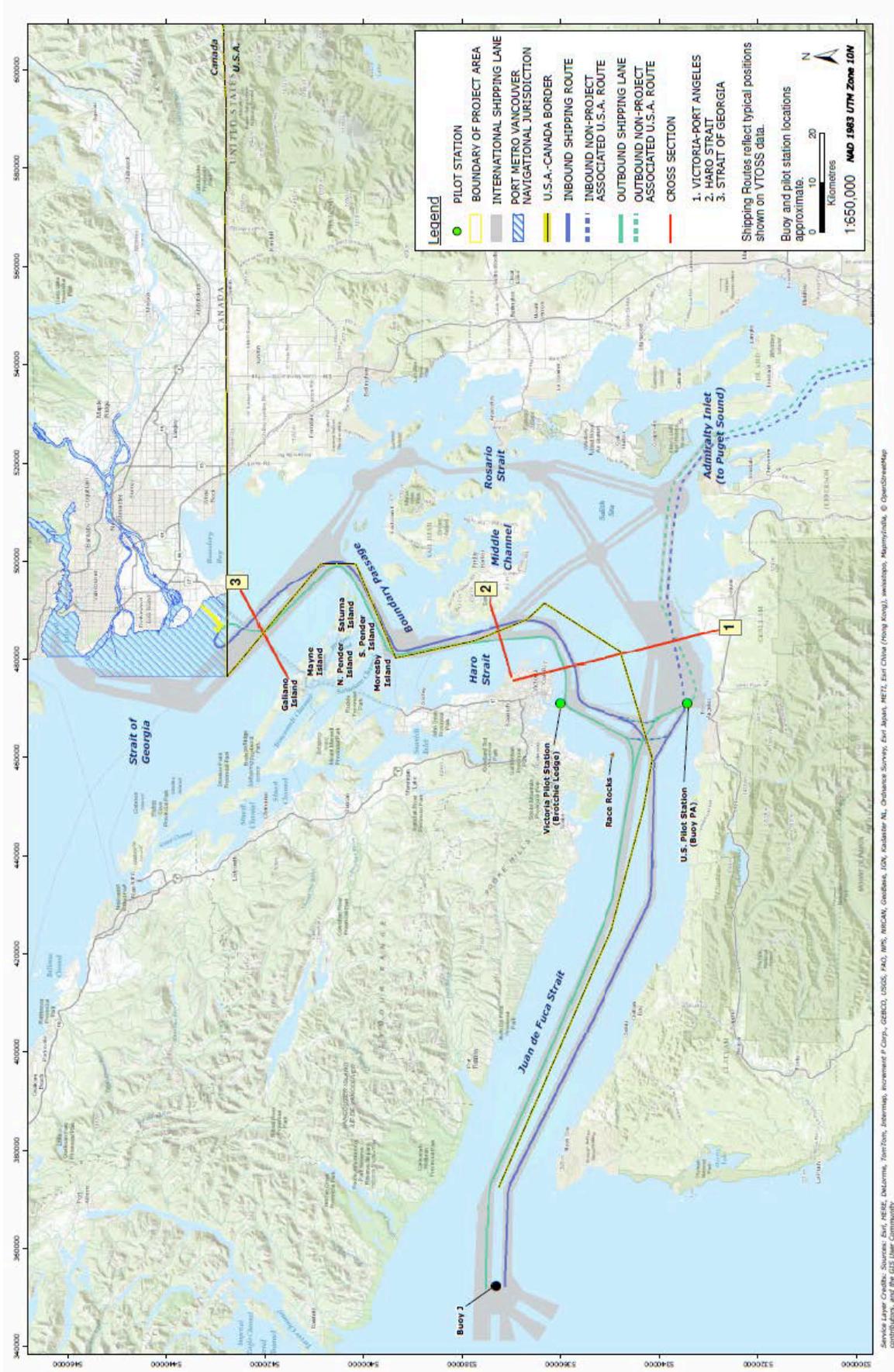
- I. In their compliance with federal and state laws the Lummi Nation expects agencies of the federal, state, and local governments to consult in good faith (i.e., adhere to the principles of full, prior, and informed consent) with the Lummi Nation to avoid adverse effects on the tangible and intangible cultural properties of the Salish Sea, and to adopt such measures as are agreed upon to restore culturally significant aspects of the Salish Sea that have deteriorated or been adversely affected by human activities over the years. Until such time as there is meaningful consultation with the Lummi Nation and it formally agrees with the proposed measures, our position should be construed as opposed to the proposed activity. Any action contrary to this position would be in violation of our treaty, the Supreme Law of the Land.
- II. The Lummi Nation expects that such consultation will be carried out with full respect for the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).
- III. While the Lummi Nation does and will cooperate with other tribes and governments to ensure the proper management of the Salish Sea and its contributing elements, no one but the Lummi Nation is authorized to speak for the Lummi Nation without the Lummi Nation's explicit agreement. We expect all agencies to adhere to the protocols of government-to-government relations.

¹ *Xwullemy* is the language term that historically referred to the glaciers that existed in our area and now refers to the glacial peaks and the waters left behind by the receded glaciers to become the sea and fresh water and includes other bioregion properties. Thus, *Xwlem'Ich'oSen* as a language-based term(s) for many if not all aspects of our bioregion. The *Xwullemy* or Salish Sea can be viewed as having both the practical side of our *Lhaqtemish* people but also have our spiritual and religious significance as yet the another side.



Roberts Bank Superport is a twin-terminal port facility. **Westshore Terminals** opened in 1970 and is North America's busiest coal export terminal; recent upgrades have boosted capacity to 29 million tonnes a year. The **GCT Deltaport** container facility opened in 1997 and is a major hub for container truck companies. The Tswassen Ferry Terminal lies immediately to the southeast. **Both ferry and port facilities are built at the mouth of the Fraser River, and are within Treaty-protected fishing grounds.**





Map data source: Canadian Hydrographic Service, Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, iCubD, FHO, WGS, NRCAN, Creative Commons, IGN, Institut N. Océanique Français, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, Mapbox, Mapbox, © OpenStreetMap contributors, and the GIS User Community.

Resources

- Lummi Nation's Salish Sea Manifesto
 - <https://sacredsea.org/wp-content/uploads/2019/01/Salish-Sea-Statement.pdf>
- EIS Executive Summary
 - <https://www.ceaa-acee.gc.ca/050/documents/p80054/101575E.pdf>
- Both Tsleil-Waututh Nation (Feb 2018) and Pacheedaht First Nation (2015) have submitted comprehensive Information Requests
 - <https://www.ceaa-acee.gc.ca/050/documents/p80054/121848E.pdf>
 - <https://www.ceaa-acee.gc.ca/050/documents/p80054/116162E.pdf>
 - <https://www.ceaa-acee.gc.ca/050/documents/p80054/123698E.pdf>
- The Port of Vancouver and Government Canada have website information
 - <http://www.robertsbankterminal2.com>
 - <https://www.ceaa-acee.gc.ca/050/evaluations/proj/80054?culture=en-CA>
- WA Dep't Ecology vessel traffic risk assessment study, updated 2015
 - <https://fortress.wa.gov/ecy/publications/documents/1708009.pdf>
- Executive Summary of Ecology's vessel traffic study:
 - <https://fortress.wa.gov/ecy/publications/SummaryPages/1708007.html>
- Feasibility study on designating the Salish Sea as a Particularly Sensitive Sea Area (PSSA). "A PSSA is defined as, 'an area that needs special protection through action by the International Maritime Organization (IMO) because of significance for recognized ecological, socioeconomic or scientific reasons and because it may be vulnerable to being damaged by international shipping activities'."
- <http://sanjuans.org/wp-content/uploads/2016/10/PSSASalishSeaFeasibilityReport-1.pdf>
- for stats on how much fuel container ships hold: <https://response.restoration.noaa.gov/about/media/how-much-oil-ship.html>