

## Robert's Bank Situation Analysis



### A. Project Description Highlights (Marine Shipping Report)

1. Marine Shipping Report “provides the assessment of potential changes to the physical, biophysical, and human environment resulting from marine shipping associated with the Project in the Marine Shipping Area (MSA).”
2. Canadian Environmental Assessment Agency decided that only components of the project within the care and control of the proponent shall be included in the designated Project. **This decision meant that activities or concerns in the federal marine waters south of Tsawwassen would not be factors in the Minister’s decision to approve or reject the project.**<sup>1</sup>
3. Proposes a three-berth container terminal for 1,310-foot long Maersk Triple Three-Class container ships with draught of 15 meters (pictured above)
  - a) Each ship 1,310-feet long with draught of 15 meters
  - b) The vessels are sensitive to wind; together with the larger wind areas (22.5 per cent increase of lateral area), this has consequences for the role of the tugs when maneuvering in ports
  - c) Tugs have to connect to assist in waves
  - d) Each ship carries heavy fuel oil = 13549.4 cu.m (3,579,373 US gallons)  
diesel oil = 1664.4 cu m (439,688 US gallons)
4. 520 ship movements per year between 2025-2030 (three ship movements every two days—6% increase in Segment B<sup>2</sup>)
5. Marine Shipping Area includes 7 segments from Robert’s Bank through the Straits of Juan de Fuca (see Enclosure)
6. No tugboat escort required while transiting through Segments A to D.

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<sup>1</sup> **Nothing in the Canadian Environmental Assessment Act prevented the marine shipping from being included in the Project**, and the Minister has the authority to overturn this ruling at any time. (It is safe to assume that this omission serves only to improve the Port’s chances of getting the Project approved.)

<sup>2</sup> With all future vessels transiting the MNSA, including Project-associated traffic there is a cumulative vessel traffic increase of 36%.

- a) Global Affairs Canada recommended that the review panel reach out to American Native Nations and organizations.
- b) 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.”

## B. Summary of Effects Assessments for Marine Shipping Activities

1. Wave Action: In Segment B will exceed calm wave conditions 40%, 46%, and 25% of the time in three zones in this Segment.
2. Underwater Noise: Will exceed current existing levels but is a “relatively small contribution compared to overall underwater noise levels in the MSA.”
3. Marine Fish and Fish Habitat: Negligible impact on fish habitat; potential impact on Pacific herring but located within 20 meters of a container ship and short duration
4. Marine Mammals: a) incremental marine shipping associated with the Project is not anticipated to have an adverse impact on SRKW, b) Project-associated vessel activity in combination with existing and future vessel activity, is expected to continue to result in a significant cumulative effect to SRKW.
5. Marine Commercial: Potential effects on all types of marine commercial uses were determined to be negligible (including use and access, availability of fish and seafood, etc.)
6. Archaeology: All potential incremental effects were determined to be negligible
7. Aboriginal and Treaty rights Effects Assessment: Project is expected to result in a minor incremental adverse impact on the ability of Aboriginal groups to exercise Aboriginal or treaty rights within the MSA without mitigation.

## C. Conclusion of the Marine Shipping Supplemental Report

1. Project is not likely to result in any significant adverse residual effects to any of the valued components assessed.
2. No adverse cumulative effects are anticipated with the exception of potential effects to SRKW.
3. SRVW have already been significantly adversely affected by past projects and activities; therefore, cumulative effects are expected to remain significant.