

Attachment 1

1. Terminal 2 would significantly increase the barrier to juvenile chinook migration from the Fraser River, past the causeway and terminals, through to the open ocean. This would directly affect the survival of the SRKWs. The increase in shipping in the Salish Sea due to Terminal 2 would further affect SRKW survival.
2. The effects of the Deltaport causeway and terminals as barriers to juvenile chinook migration to the open ocean are poorly known. Studies of effects from the previous Deltaport expansions have not been performed. The juvenile chinook arrive at the estuary in rearing phase, with little incentive to move into deeper, more saline waters with more predators. No evidence has been provided that the juveniles currently move effectively around the causeway and terminals and then turn south to reach the near-shore inter-causeway habitats.
3. Terminal 2 would further complicate juvenile chinook migration.
4. The potential effects of T2-related noise and lighting on chinook behavior have not been fully assessed by the Port. Increased noise and changes to lighting could increase susceptibility to predation and reduced foraging success.
5. Haro Strait is considered high navigational risk due to its narrow confines, strong currents and high vessel traffic. Container ship spills and accidents occur frequently. A representative container ship carries about 2 million US gallons of fuel oil on a voyage from the west coast to Asia. A spill can have a devastating environmental impact.