

Notes on Robert's Bank at Tsawwassen

Proposed Project



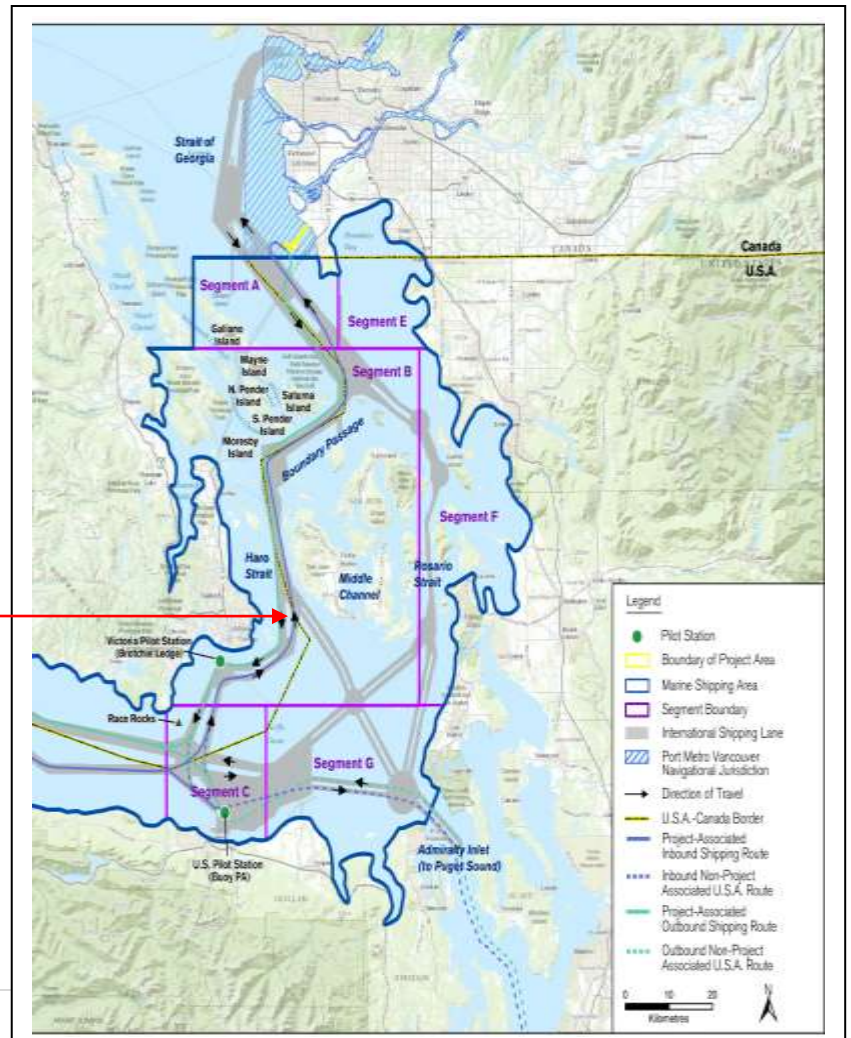
A. CEAA decided that only components of the project within the care and control of the proponent shall be included in the designated Project. This decision meant that activities or concerns in the federal marine waters south of Tsawwassen would not be factors in the Minister's decision to approve or reject the project. *(Nothing in the CEAA 2012 Act prevented the marine shipping from being included in the Project, and the Minister has the authority to overturn this ruling at any time. The omission serves only to improve the Port's chances of getting the Project approved.)*

1. Global Affairs Canada recommended that the review panel reach out to American Native Nations and organizations.
2. 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."

MARINE SHIPPING AREA

For the purposes of this report, the marine shipping area (MSA) is defined as the area outside Port Metro Vancouver's jurisdiction to the 12 nautical mile limit of Canada's territorial sea, in which container ships transit to and from the proposed Roberts Bank Terminal 2 Project. The figure to the right shows established international shipping lanes and Project-associated inbound and outbound shipping routes, as well as Segments A through G of the MSA delineated for the purposes of supporting the assessment.

Prime Killer Whale Foraging Area and Treaty Fishing Area



B. Some critical features of the project:

1. 520 ship movements per year by 2030
2. Maersk triple 3 class ships/largest in the world (1,310 feet long; draught of 15 meters)
3. Heavy fuel oil = 13549.4 cu.m; Diesel oil = 1664.4 cu m
4. Tugs have to connect to assist in waves
5. Pilots and tug masters have to cope with the slower response of the vessel
6. 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
7. **No tugs** required in **Segments A-D** seen on previous page (*Note: International inbound and outbound shipping lanes are jointly managed by Canada and USA.*)



B. One Reviewer's Comments on SRKW and Chinook

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.

C. EIS Comments on SRKW and Chinook

1. Project associated activity is expected to have significant cumulative effect of SRKW but incremental shipping increase not expected to have an impact of SRKW
2. Noise levels will at times exceed existing levels but are a “relatively small contribution.”