

APPENDIX 9.7-A
Rationale for Exclusion of Other Certain and
Reasonably Foreseeable Projects and
Activities in the Marine Water Quality
Assessment of Cumulative Change

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Appendix 9.7-A: Rationale for Exclusion of Other Certain and Reasonably Foreseeable Projects and Activities in the Marine Water Quality Assessment of Cumulative Change

The assessment included consideration of an interaction between potential Project-related changes to marine water quality and similar changes potentially resulting from other certain and reasonably foreseeable projects and activities. The rationale for exclusion of each certain and reasonably foreseeable project and activity described in **Table 8-8 Project and Activity Inclusion List**, from the assessment of cumulative change for this IC is presented in **Table 9.7-A**.

Table 9.7-A Rationale for Exclusion of Other Certain and Reasonably Foreseeable Projects and Activities in the Marine Water Quality Assessment of Cumulative Change

Other Certain and Reasonably Foreseeable Project /Activity	Rationale for Exclusion
Project	
BURNCO Aggregate Project, Gibsons, B.C.	No potential for cumulative interaction due to distant location from Roberts Bank.
Centerm Terminal Expansion, Vancouver, B.C.	No potential for cumulative interaction due to distant location from Roberts Bank.
Fraser Surrey Docks Direct Coal Transfer Facility, Surrey, B.C.	No potential for cumulative interaction due to distant location from Roberts Bank.
Gateway Pacific Terminal at Cherry Point and associated BNSF Railway Company Rail Facilities Project, Blaine, Washington	No potential for cumulative interaction due to distant location from Roberts Bank.
Gateway Program - North Fraser Perimeter Road Project, Coquitlam, B.C.	Not relevant to this IC assessment due to land-based nature of project.
George Massey Tunnel Replacement Project, Richmond and Delta, B.C.	Project is potentially relevant to this IC through potential water quality including turbidity effects (i.e., elevated TSS levels and sedimentation during construction from removal of existing tunnel or changes to riverbed morphology and sediment re-distribution following tunnel removal). Due to the preliminary stage of this project, publicly available information is limited but it is assumed that mitigation will be implemented; therefore, any change to the physical environment from this project is likely to be negligible relative to the scale of influence of RBT2 at Roberts Bank.
Kinder Morgan Pipeline Expansion Project, Strathcona County, Alberta to Burnaby, B.C.	No potential for cumulative interaction due to distant location from Roberts Bank.

Other Certain and Reasonably Foreseeable Project /Activity	Rationale for Exclusion
Lehigh Hanson Aggregate Facility, Richmond, B.C.	Project relevant to this IC through potential turbidity effects during berthing infrastructure construction; however, any change from this project is likely to be negligible (unmeasurable) relative to the RBT2 scale of influence at Roberts Bank.
Lions Gate Wastewater Treatment Plant Project, District of North Vancouver, B.C.	No potential for cumulative interaction due to distant location from Roberts Bank.
North Shore Trade Area Project – Western Lower Level Route Extension, West Vancouver, B.C.	Not relevant to this IC assessment due to land-based nature of project.
Pattullo Bridge Replacement Project, New Westminster and Surrey, B.C.	Not relevant to this IC assessment due to the fact that this is primarily a land-based project and the project is distant from Roberts Bank.
Southlands Development, Delta, B.C.	Not relevant to this IC assessment due to land-based nature of project.
Vancouver Airport Fuel Delivery Project, Richmond, B.C.	Potentially relevant to this IC, but any change to the physical environment from this project is likely to be negligible (unmeasurable) relative to the RBT2 scale of influence at Roberts Bank.
Woodfibre LNG Project, Squamish, B.C.	No potential for cumulative interaction due to the distant location from Roberts Bank.
Activity	
Incremental Road Traffic Associated with RBT2	Not relevant to this IC assessment due to land-based nature of activity.
Incremental Rail Traffic Associated with RBT2	Not relevant to this IC assessment due to land-based nature of activity.
Incremental Marine Vessel Traffic Associated with RBT2	Potentially relevant to this marine IC, but changes to the physical environment from vessel transiting and berthing activities are not anticipated.