

APPENDIX 7.1-A
Roberts Bank Terminal 2
Working Group Terms of Reference

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April 10, 2014

Working Group (WG) - Roberts Bank Terminal 2 Project Terms of Reference

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1.0 Introduction

On January 7th, 2014, the Federal Minister of Environment referred the environmental assessment (EA) of the proposed Roberts Bank Terminal 2 Project (the Project) to a Review Panel. To complement work that Port Metro Vancouver (PMV) will be undertaking to develop the Environmental Impact Statement (EIS), in support of the EA process, PMV has proposed a series of Working Group (WG) meetings to provide for engagement between PMV and federal, provincial and local governments and Aboriginal groups. Port Metro Vancouver anticipates filing the EIS for the Project in early 2015. An independent facilitator has been retained by PMV to provide impartial and neutral facilitation of WG meetings.

The WG engagement process will focus on the content of the EIS including the specific technical topics within the EIS that are of interest to regulators, local government and Aboriginal group participants. The meetings will focus on providing information on key physical, biophysical and socio-economic studies underway.

2.0 Goals and Objectives

The primary goal of the WG is to increase awareness and understanding of the work being undertaken by PMV for the Project environmental assessment, and to solicit input to be considered in the development of the EIS. Key objectives related to this goal include:

- Increase participants' knowledge in relation to container movement and on the Project (i.e., context/need for the Project).
- Assist PMV in developing an understanding of the specific interests of key reviewers of the EIS.
- Share information on the approach and methodology for assessing potential effects of the Project.
- Receive advice and guidance from WG members on ways to avoid or minimize potential Project-related effects.
- Enhance opportunities to address Project-related effects that cannot be avoided during development of the EIS in advance of submission.
- Discuss mitigation concepts considered for addressing potential Project-related effects (if known at time of the Working Group meetings (the availability of conceptual mitigation measures will be dependent on the Working Group topic)).

3.0 Working Group Membership

a) Composition

The membership of the WG will be comprised of representatives from federal and provincial government agencies as well as local governments and Aboriginal groups. Aboriginal groups have been identified in the Environmental Impact Statement Guidelines (EISG) issued by the Canadian Environmental Assessment Agency (the Agency) for the Project on January 7, 2014).

Each member organization is requested to designate (and replace as required) its representative(s) on the WG.

b) Term

This Terms of Reference (ToR) is reviewable by each party and, once endorsed by WG members, will be in effect through to the completion of the WG process. The anticipated timeline for the WG process is approximately five months, during development of the EIS in the Pre-Panel phase.

4.0 Roles and Responsibilities

Participation in the WG is voluntary and intended to facilitate informed preparation of the EIS. Participation in the WG will in no way limit, and is not meant to replace, WG members' ability to participate in Project review through the Panel review process. Working Group members will:

- Attend meetings and actively participate in discussions;
- Act in good faith with respect to the WG process' ToR; and
- Treat all participants in the WG process with courtesy and respect.

a) Working Group Member Responsibilities

- Identify in advance the intent to bring additional participants or staff to meetings;
- Focus on interests associated with the environmental assessment of the Project;
- Review, discuss, and provide input on focused materials to inform EIS development;
- Provide input on potential effects of the Project;
- Provide input on proposed mitigation measures (if available);
- Provide input on agenda items for future meetings;
- Distribute meeting materials to their organizations or to their invited additional participants where necessary; and
- Review materials sent out by the facilitator.

b) Independent Facilitator Responsibilities

- Guide the development of meeting agendas to allow for discussion on topics of interest to WG members, and produce agendas for each meeting;
- Provide impartial facilitation to meet WG meeting objectives;
- Facilitate discussion to ensure interests relating to technical information are raised and discussed;
- Circulate meeting agenda for each meeting;
- Produce meeting records;
- Ensure that meeting records, prepared by the Independent Facilitator, are circulated to WG members for review prior to finalising; and
- Distribute final meeting records to participants.

c) Port Metro Vancouver Responsibilities

- Provide input into the agendas;
- Consider WG input in the development of the EIS;
- Ensure that the Facilitator delivers on his responsibilities; and
- Communicates meeting records to CEAA via project registry.

5.0 Conduct of Meetings

Venue:

Meetings will be held in local communities, and are arranged by PMV.

Schedule:

In order to minimise engagement during the summer, the WG process will take place from February to June 2014 and is anticipated to include one full day meeting per month during this period. Meeting dates will be arranged in consultation with WG participants.

Facilitation:

An independent facilitator has been retained by PMV to provide impartial and neutral facilitation of WG meetings.

Agendas:

An agenda will be circulated in advance of each meeting.

Meeting Materials:

Information to be shared in meetings will consist primarily of PowerPoint presentations. Hard copies and digital versions of such presentations will be made available to participants and on the CEAA registry with final meeting records.

Confidential Information:

There may be information requested by WG members that is confidential or commercially sensitive in nature. In this case, this information would be provided in an in-camera session, and would be noted as being confidential, and will have limited distribution.

Reporting:

A summary of WG meeting discussions will be developed by the WG facilitator and shared with all WG members. The summary will include key themes, materials distributed, interests raised, and any action items or follow up required. Meeting summaries may be used by each party to report to their organizations and, other than confidential information, will be posted on the Project website <http://www.robertsbankterminal2.com/> and RBT2 CEAA registry website <https://www.ceaa-acee.gc.ca/>.

All records of WG meetings will be made available for the Review Panel's consideration.

6.0 Media Relations

As the host of the WG process, PMV will manage any media inquiries regarding the process. Media requests to WG members should be directed to PMV Media Relations at 604.665.9267 or john.parker-jervis@portmetrovanancouver.com.

APPENDIX 7.2-A
Consultation Activities by Aboriginal Group

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Appendix 7.2-A Consultation Activities by Aboriginal Group

This appendix provides a detailed description of the activities undertaken as part of Port Metro Vancouver's (PMV) engagement and consultation with each of the Aboriginal groups identified in **Section 7.2** of the Environmental Impact Statement (EIS). The consultation activities described below are presented in accordance with the Aboriginal Consultation and Engagement Methods described in **EIS Sections 7.2.2** through **7.2.4**. The individual descriptions below describe PMV's engagement and consultation with each of the respective Aboriginal groups up until December 29, 2014.

Through the course of the consultation process conducted to date, Aboriginal groups have identified interests and raised issues. A summary table of issues and interests identified by Aboriginal groups, along with PMV's responses, can be referenced in **Appendix 7.2-B**.

In addition to the activities detailed below, numerous exchanges (email, phone calls, face-to-face meetings) also occurred in the coordination of Aboriginal involvement in review of the Project. Due to the number of these interactions, and their limited breadth, they have been not included in the following descriptions.

1. Tsawwassen First Nation

In 2004, PMV entered into a Memorandum of Agreement (MOA) with the Tsawwassen First Nation (TFN). The MOA deals with compensation for past infringements on TFN's Aboriginal interests at Roberts Bank, as well as mitigation, including compensation, for potential infringements related to the RBT2 Project. The MOA also facilitates the opportunity for TFN to participate in and benefit from the Project. PMV has consulted with TFN in accordance with the protocols outlined in the MOA.

In consideration of the MOA, discussions with TFN specific to the Project began in 2011. At that time, PMV began to share information related to the expected growth in containerised trade, and PMV's proposed approach to meeting the forecasted demand. Subsequently, engagement with TFN prior to the formal announcement of the Project in 2012 was primarily focused on learning more about TFN's future economic and/or community development plans and to help identify and mitigate potential effects on the TFN community and related interests.

A. Pre-EIS Consultation and Engagement

From June 2011 through September 2013, TFN were consulted on the Project via the processes described below.

Project Information Disclosure

Between June 2011 and August 2013, PMV and TFN communicated by letter, e-mail and follow-up phone calls to discuss and exchange Project-related information. Common themes of these communications involved coordination of Project-related meetings, workshops and/or working group meetings, including the provision of meeting agendas and summaries for TFN input. PMV also made monthly updates on Project-related fieldwork available via the Project website (**EIS Section 7.1.2**). Field Study Information Sheets (available on the website) outlined the purpose, locations and schedules of the planned fieldwork. In cases when the planned fieldwork required access to TFN lands, direct requests and/or notifications were provided and appropriate approvals were obtained. When opportunities existed, additional communication also took place to coordinate TFN participation in field studies.

Port Metro Vancouver contacted TFN via phone on October 3, 2012 and via letter on October 15, 2012 with notification that they would be proceeding with the planning of the proposed Project, that it would be subject to an independent environmental assessment review, and that opportunities for Aboriginal input would be provided throughout the Project's consultation process. As part of the notification, PMV also provided TFN with a preliminary project overview, the anticipated Project and EIS schedules, and direction to the Project website.

Over the course of the Pre-EIS consultation stage, PMV provided TFN with the following Project-related information:

- Draft executive summary of the container traffic projection report (August 16, 2011);
- The public Pre-consultation Summary Report (August 26, 2011);
- A summary of fieldwork performed by TFN members (August 31, 2011);
- Comments from public consultation activities held in Delta (July 2012);
- Letter notification of the RBT2 Project and preliminary Project Overview information (October 15, 2012);

- Details on the TAG process and an invitation for TFN to contribute (October 22, 2012 and January 9, 2013);
- A copy of the Project Definition Discussion Guide (October 31, 2012);
- A description of the proposed Project footprint, as per TFN request (November 20, 2012);
- Proposed locations for sediment testing and information related to the sediment characterization study for TFN input (January 9, 2013);
- An invitation to participate in PMV's Air Quality Scoping Session (AQSS) (January 20 and February 4, 2013);
- Request for feedback on proposed noise monitoring locations for the purpose of the Noise and Vibration assessment (January 27 and May 5, 2013);
- The Draft AQSS Assessment Protocol for TFN review and input (April 22, 2013);
- Request for input on a TFN community profile drafted for the RBT2 Project Description (July 28, 2013); and
- Request for TFN participation in addressing potential gaps in PMV's proposed Traditional Use (TU) study program for the Project (August 21, 2013).

Likewise, during the Pre-EIS Consultation phase, Tsawwassen First Nation provided PMV with the following information for consideration during further project planning:

- Local traffic counts and/or projections (June 27, 2011);
- Local traffic distribution plans (July 14, 2011);
- Tsawwassen First Nation's master plan for industrial lands (August 15, 2011);
- Feedback on proposed crab survey methods (January 24, 2013);
- A list of planned and/or proposed TFN projects for consideration in cumulative effects assessment (May 8, 2013); and
- Input into TFN's community profile for the Project Description (August 22, 2013).

Direct Communication

Prior to PMV's formal decision to proceed with the EIS of the Project in 2012, PMV met with TFN on three occasions (June 22, September 6, October 23, 2011) to discuss the Project.

On June 22, 2011, TFN participated in a Pre-Consultation Multi-Stakeholder Meeting hosted by PMV. The purpose of the meeting was to provide preliminary information regarding the Project, to gain a better understanding of other local economic development plans, and to solicit feedback on how best to engage with local stakeholders and/or communities. At this time, TFN noted their interest in participating in further consultation for the Project.

During the September and October 2011 meetings, PMV presented an overview of the ongoing Container Capacity Improvement Program (CCIP) and discussed the Tsawwassen First Nation Industrial Lands Master Plan. Discussions also occurred regarding the 2004 Memorandum of Agreement (MOA) between PMV and TFN.

Between October 2012 and August 2013, PMV met with TFN an additional four times to specifically discuss the Project and TFN's ongoing participation in Project consultation (December 3, 2012, January 25 and July 12, 2013).

On December 3, 2012, PMV and TFN representatives met to discuss the Project. The purpose of this meeting was to introduce the proposed Project and provide a description of the preliminary design.

The purpose of the meeting on January 25, 2013 was to present three potential locations for temporary noise monitoring stations on TFN lands and to request access permission.

Port Metro Vancouver met with TFN representatives on July 12, 2013 to provide an update on the Project, the anticipated EA process, the TAG process and to discuss participation funding for TFN's involvement in review of the Project. PMV also provided TFN with the following Project-related information for their review:

- Project Definition Consultation Summary Report:
 - Appendix 1 – Stakeholder Notification;
 - Appendix 2 – Project Definition Consultation Discussion Guide;
 - Appendix 3 – Project Definition Consultation Multi-Stakeholder Meeting Notes (Full); and
 - Project Definition Consultation, Consideration of Consultation Input;
- Roberts Bank Terminal 2 Project Overview;
- Preliminary Container Traffic Projections for Port Metro Vancouver: 2011 to 2030 (Executive Summary), May 2011;
- Projections of Vessel Calls and Movements at Deltaport and Westshore Terminals, November 2011;
- Micro Economic Impact Study of Container Activity at Port Metro Vancouver, November 2011;
- Roberts Bank Terminal 2 Project Trade-Off Summary, February 2012;
- Port Metro Vancouver Container Forecasts, August 2012; and
- Baseline Field Studies Terms of Reference, February 2013.

Two additional meetings were held with key contacts, including the Tsawwassen First Nation Legislative Assembly (Nov 13, 2012) and the Tsawwassen First Nation Advisory Council (January 28, 2013). Over the course of these meetings, PMV provided an overview of the Project and a summary of the current Project status and key milestones. Discussions involved the 2004 MOA and TFN's participation in Project consultation, and potential Project design and alternatives. The planned environmental assessment process was discussed, including the status of ongoing field studies, and topics of interest to TFN, such as human health and traffic. PMV provided opportunities at each meeting for TFN to provide feedback with respect to content, raise questions, or further identify specific areas of interest.

Technical Workshops and/or Working Groups

Tsawwassen First Nation participated in three multi-stakeholder meetings held by PMV as part of the public consultation process (June 8 and June 22, 2011, and October 23, 2012), and a Port Community Liaison Committee meeting in which discussions on the Project occurred (June 14, 2011). For more information on these meetings, refer to **EIS Section 7.3**. PMV also invited TFN to participate in the pre-EA TAG process.

Port Metro Vancouver invited TFN to participate in an AQSS workshop held on February 13, 2013, as part of Project-related engagement with Environment Canada's Air Quality Group (**EIS Section 7.1.2.3, Federal Authority and Agency Engagement**), following which a draft AQSS assessment protocol was distributed for TFN input.

For more information on the AQSS process, also refer to **EIS Section 9.2.2.1 Air Quality, Purpose**.

PMV also continues to engage with TFN, at their request, on a regional air quality initiative. The Air Quality Working Group (AQWG) is led by TFN and involves multiple parties including Metro Vancouver and government regulators. Both TFN and PMV attended a June 14, 2013 meeting regarding this initiative.

Aboriginal Traditional Knowledge Meetings

Port Metro Vancouver held six Aboriginal Traditional Knowledge (ATK) and TU workshops with Tsawwassen elders, crabbers and/or fishers between September 2012 and April 2013 (September 6 and 10, December 12 and 13, 2012; February 25, and April 11 2013). Topics discussed included traditional food harvesting and environmental field studies. Tsawwassen First Nation participants provided input regarding changes observed in the Roberts Bank

area related to traditional uses, the health and availability of resources for food, social and ceremonial purposes, and species of importance to the TFN including crab, fish and local vegetation.

B. Project Description Consultation and Engagement

The Project Description phase consultation with TFN occurred from late September 2013 through to December 2013. TFN were consulted on the Project via the processes described below.

Project Information Disclosure

During the Project Description phase, PMV and TFN continued to communicate regularly to establish potential meeting times and coordinate information requests. PMV continued to provide TFN with regular updates on ongoing field studies, including opportunities to participate in Project-related fieldwork.

Between September and December 2013, PMV provided TFN with the following Project-related information:

- Notification of the beginning of the public Pre-design Consultation phase (September 5 and 12, 2013);
- Notification of the submittal of the Project Description (September 27, 2013);
- An invitation to participate in the RBT2 Local Government Elected Roundtable (LGER) (October 1, 2013) (**EIS Section 7.3.2**);
- Additional information regarding the Adult Chinook Salmon PCB Study as per TFN request (October 15, 2013);
- A follow-up response to TFN feedback and request for information at the RBT2 AQSS (October 17, 2013);
- A proposal outlining the potential location and specifications of a permanent noise monitor on TFN land (November 18, 2013);
- Four TAG Summary Reports with an offer to meet about the process (November 27, 2013);
- A draft workplan for the RBT2 Community and Socio-Economic Assessment for TFN's review and input (December 3, 2013);
- Notification that PMV would be applying to DFO for a permit to undertake a *Marine Fish – Sand Lance Fish Community Survey* at Roberts Bank. Also included was a Draft Field Studies Information Sheet identifying the purpose and scope of work to be undertaken (December 5, 2013); and
- The draft Archaeological Overview Assessment (AOA) for review and comment (December 16, 2013).

During this phase, TFN also provided PMV with information that was used to inform the EIS process and/or to further refine Project planning. Information provided by TFN included:

- Information related to TFN's economic development plans, including a list of projects and associated details for consideration in the Project's cumulative effects assessment (November 27, 2013); and
- TFN's response to PMV's draft workplan for the RBT2 Community and Socio-Economic Assessment (December 13, 2013)

Direct Communication

Between September and December 2013, PMV met with TFN on five occasions (September 5, October 24, and November 18, 19 and 27, 2013). Topics of discussion included:

- Updates on the Project and related EA process, including the consultation schedule;
- Participation funding and the scope of engagement pursuant to the 2004 MOA;
- Follow-up on employment obligations;
- Provision of updates and discussion of next steps related to human health, air quality and cumulative effects assessment studies;
- The RBT2 socio-economic and community assessment, and the drafting of a TFN community assessment workplan; and
- Identification of TFN developments and/or plans that could be included in the RBT2 cumulative effects assessment.

On November 18, 2013, PMV met with TFN to provide information on how potential health issues related to the Project were to be studied. Port Metro Vancouver introduced the Human Health Risk Assessment (HHRA) and noted that it was one part of how the EIS would assess potential effects on health. Port Metro Vancouver noted the HHRA was designed to assess potential health-related effects due to Project-related effects on the natural environments, particularly changes in air quality, noise and vibration, shellfish consumption and marine accidents.

Port Metro Vancouver met with TFN again on November 19, 2013 to discuss the socio-economic and socio-community assessment for the EIS. The purpose of the meeting was to provide TFN with an overview of the assessment, to discuss TFN's socio-economic and community interests, and to identify areas for collaboration.

On November 27, 2013, PMV led a community open house to provide an update on the status of the Project and provide further information on the EA process.

Technical Workshops and/or Working Groups

On September 24, 2013, TFN participated in the Port Community Liaison Committee (PCLC-Delta) process, comprised of representatives from TFN, the Corporation of Delta, industry representatives, community representatives and PMV. The PCLC-Delta meets regularly to discuss issues related to the existing port development at Roberts Bank (**EIS Section 7.3.2.1, Engagement through Information Distribution**).

Tsawwassen First Nation and PMV attended the RBT2 AQSS follow-up meeting on September 26, 2013. The purpose of the meeting was to discuss the regional air quality initiatives being undertaken by PMV, review feedback and input from the February 13, 2013 AQSS Workshop and identify and review data sources and the updated modeling methods that would be used to complete the assessment.

On October 8, 2013, TFN participated in a Local Government Elected Roundtable (LGER) meeting held by PMV (**EIS Section 7.3.2.1, Local Government Outreach Program**). The LGER is an information sharing committee that provides a forum for PMV and local elected officials to share information and discuss community interests, issues and benefits related to the proposed Project. At the meeting, TFN provided an overview of industrial, commercial and residential development projects located within TFN territory.

C. EIS Development Consultation and Engagement

Consultation with TFN during the EIS Development phase occurred from January 2014 through to December 2014. TFN were consulted on the Project via the processes described below.

Project Information Disclosure

During the EIS Development phase, PMV and TFN continued to communicate regularly via phone calls, letters and/or e-mails with regards to the Project. These communications included the exchange of the following Project-related information:

- Multiple invitations to participate in the Working Group meetings, to attend a follow-up community meeting on human health effects assessment, and to attend the two RBT2 Aboriginal VC workshops;
- Draft notes from working group meetings for comment, followed by finalised versions;
- Responses to TFN feedback provided at the human health community meeting held November 13, 2013 (January 15, 2014);

- Responses to TFN feedback provided at the community open house held November 2, 2013 (January 15, 2014);
- Responses to TFN feedback and input received on the TFN community assessment work plan (January 21, 2014);
- Invitation to and notification of the next LGER meeting (January 21, 2014);
- Provision of the *Tsawwassen Gateway Logistics Centre Conceptual Development Plan* (February 3, 2014);
- Invitation to Community Meeting regarding the Human Health Risk Assessment (March 28, 2014);
- A proposed outline for a series of air quality-related workshops for TFN review and input (April 23, 2014);
- A letter response to TFN's request (January 31) for participation funding (April 30, 2014);
- The VC selection and rationale document for TFN review and input (April 10, 2014);
- Final draft of the AOA and response to TFN input (May 6, 2014);
- A schedule of Project related Technical Data Reports and Technical Reports for the purposes of facilitating TFN's Project review planning (May 28, 2014);
- Notification of the upcoming availability of draft scientific reports (TDRs and TRs) for the EIS (June 19, 2014);
- Provision of a draft community profile for TFN review and input (July 14, 2014);
- Response to TFN's June 18, 2014 letter, requesting amendments to the 2004 MOA among other issues raised (July 17, 2014);
- Request for information and provision of a community dietary survey for the purpose of the EIS Human Health assessment (July 18, 2014);
- The proposed 2014 Fall Consultation schedule and content for TFN input (July 29, 2014);
- Provision of information on PMV's planned field studies to further investigate Musqueam and Tsawwassen First Nation's concerns regarding a black material observed in Dungeness crabs previously harvested from the Fraser River estuary (August 5, 2014);
- Project-related Information Sheets on the topics of Noise and Vibration, Container Movement, Air Quality, the ongoing Environmental Assessment Process and related Environmental Studies (August 5, 2014);
- A finalised schedule for the Fall Aboriginal workshops, and a proposal for further community-specific meetings to discuss Current Use of Lands and Resources for Traditional Purposes and Aboriginal Rights and Related Interests (August 22, 2014);

- Invitation to participate in consultation regarding Preliminary Environmental Mitigation Concepts for the Project (September 4, 2014);
- Meeting Materials for the planned Fall Workshop #1 on October 7, 2014 (September 24, 2014);
- Meeting Materials for the planned Fall Workshop #2 on October 8, 2014 (September 25, 2014);
- A draft table of comments and questions raised by Aboriginal groups in Fall Workshops #1 and 2 (October 14, 2014);
- Meeting Materials for the planned Fall Workshop #3 on October 28, 2014 (October 15, 2014);
- Meeting Materials for the planned Fall Workshop #4 on October 29, 2014 (October 20, 2014);
- A draft table of comments and questions raised by Aboriginal groups in Fall Workshops #3 and 4 (November 3, 2014);
- Meeting Materials for the planned Fall Workshop #5 on November 19, 2014 (November 6, 2014);
- Provision of an advance draft of TFN baseline and community information within **EIS Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes** for review and comment (December 9, 2014); and
- Electronic copies of preliminary EIS outcomes, previously discussed in the October 2014 Workshops, for review and comment (December 9, 2014).

In addition to the information above, PMV continued to identify potential fieldwork opportunities for TFN. Port Metro Vancouver also sent TFN regular fieldwork forecasts, notifying TFN of the purpose, activities and scheduling of fieldwork activities. When required, requests to access TFN lands were made and appropriate approvals were obtained.

During this phase, TFN also provided PMV with information that was used to inform the EIS process and/or to further refine Project planning. Information provided by TFN included:

- A copy of the TFN community survey utilised in the 2012 Tsawwassen First Nation Social Well-Being Study (January 3, 2014);
- A proposal for funding to support TFN's participation in EIS consultation (January 31, 2014);
- Access to the TFN fishing reports and data (February 3, 2014);
- Feedback and input on the draft AOA (February 7, 2014);

- Identification of TFN developments for inclusion in the Project's cumulative effects assessment (February 13, 2014);
- Input to the TFN community assessment work plan;
- Input on the draft TFN community profile for the EIS (July 30, 2014);
- Provision of the 2012 TFN Quality of Life Study for input into the economic and social effects assessment; and
- Input and feedback on the draft table of comments and questions raised by Aboriginal groups in Fall Workshops #1 and 2 (October 14, 2014).

Direct Communication

During the EIS Development phase, PMV met with TFN representatives on four occasions (April 4, April 14, July 10 and November 26, 2014) to provide Project updates, exchange information and discuss specific components of the EIS.

Port Metro Vancouver met with TFN on April 4, 2014 to discuss PMV's offer to facilitate a meeting with key stakeholder regarding an approach for regional air quality monitoring.

On April 14, 2014, PMV presented a health assessment update at a community meeting attended by TFN members and the broader TFN community, including local leaseholders. The purpose of the meeting was to provide an update on the Project and an overview of the related health studies for the EIS. Port Metro Vancouver also reported back to TFN on how their previous feedback was considered. PMV introduced the next phase of the Health Impact Assessment, which would incorporate potential social determinants of health.

As part of the RBT2 Tsawwassen First Nation Community Assessment, PMV representatives interviewed TFN community members on April 23, 2014. A TFN member was hired to assist with the interviews. Where appropriate, information gathered in the course of these interviews was incorporated into the EIS.

Port Metro Vancouver met with TFN on July 10, 2014 to provide an update on the Project. Included in discussions were the upcoming eelgrass and sea pen studies, TFN's review of draft technical reports, air quality monitoring, and participation funding.

On July 3, 2014, PMV met with TFN representatives to provide an update on the Project, discuss the outcomes of the ATK interviews with TFN hunters, and provide information on recent sea pen and eelgrass field studies.

Technical Workshops and/or Working Groups

Tsawwassen First Nation attended the four working group meetings (as described in **EIS Section 7.1.2.2, Working group Process**) held on February 25, April 15, May 27 and June 17, 2014.

Two Aboriginal group VC workshops were hosted by PMV and attended by TFN on June 6 and July 3, 2014. The purpose of these workshops was to provide information on the process conducted to select proposed economic, social and biophysical VCs. The meetings were also designed to provide an opportunity for Aboriginal groups to seek information and provide feedback on the proposed VCs.

Tsawwassen First Nation also continued to participate in LGER meetings (July 8, and Sept 16, 2014) held by PMV where discussions on the Project occurred. For more information on these meetings, refer to **EIS Section 7.3.2.1**.

Port Metro Vancouver held a further four workshops on the preliminary results of the EIS for the proposed Project. All workshops were attended by TFN. Workshops for Aboriginal groups were held on October 7, 8, 28 and 29, 2014. The purpose of these workshops was to obtain feedback on preliminary assessment results and proposed mitigation for consideration in the final EIS.

An additional workshop between PMV and TFN took place on November 26, 2014 to discuss the preliminary results of the EIS with respect to the Health Impact Assessment (HIA), and effects on current use and Aboriginal and/or Treaty rights.

Aboriginal Traditional Knowledge Meetings and Workshops

Port Metro Vancouver met with TFN elders and hunters on April 24, May 1 and 6, 2014 to collect ATK information. Hunters and Elders were asked ATK-related questions pertaining to water currents, water quality, mudflats, marine plants, coastal birds, marine mammals, and terrestrial plants. TFN feedback was incorporated into the EIS.

2. Musqueam First Nation

A. Pre-EIS Consultation and Engagement

On October 15, 2012, PMV notified Musqueam First Nation (MFN) that they would be proceeding with the planning of the proposed Project, that it would be subject to an independent environmental assessment review, and that opportunities for Aboriginal input would be provided throughout the Project consultation process. As part of the notification, PMV also provided MFN with a preliminary project overview, the anticipated Project and EIS schedules and direction to the Project website (**EIS Section 7.2.1**). From October 2012 through September 2013, MFN were consulted on the Project via the processes described below.

Project Information Disclosure

During the Initial Engagement phase, PMV and MFN communicated in part by letter, e-mail and telephone to discuss and exchange a variety of Project-related information. Common themes of these communications involved the coordination of Project-related meetings, workshops, including the provision of meeting agendas and summaries for MFN input. Over the course of the Pre-EIS consultation stage, PMV provided MFN with the following Project-related information:

- Letter notification of the RBT2 Project and preliminary Project Overview information (October 15, 2012);
- Details on the TAG process and an invitation for MFN to contribute (October 19 and 22, 2012);
- A copy of the Project Definition Discussion Guide and Project Overview information (October 31, 2012);
- Information on nocturnal birds fieldwork being undertaken in the vicinity of MFN Reserve #4 (IR#4) (December 21, 2012);
- Notification of fieldwork opportunity for MFN (March 25, 2013);
- Project Overview information (July 10, 2013);
- Letter update on the status of the proposed Project, including notification of the completion of the TAG process, the start of the Tier 4 spring/summer fieldwork program, and the drafting of the Project Description (July 12, 2013);
- Request for input on a MFN community profile drafted for the RBT2 Project Description (July 28, 2013);

- A list of all field studies completed or underway for the Project and direction to the Project website where more detailed field studies information was available (July 28, 2013); and
- Request for MFN participation in addressing potential gaps in PMV's proposed TUS program for the Project (August 20, 2013).

Direct Communication

From October 2012 through September 2013, PMV and MFN met three times to discuss the Project and MFN's ongoing participation in related consultation (November 14, 2013; July 16, and August 30, 2014). During these meetings, PMV provided Project updates, including the status of the ongoing field studies undertaken for the planned environmental assessment process. Discussions also involved capacity funding for MFN's participation in the RBT2 Project and the potential development of a related MFN TUS.

On November 14, 2012, PMV met with MFN to introduce the Project and provide copies of all Project-related materials that were available for their review. Port Metro Vancouver also presented information on the TAG process.

Port Metro Vancouver met with MFN representatives again on July 16, 2013 to provide a Project update, discuss the planned submission of the Project Description, the TAG summary reports and the need for TU-related information. PMV also provided the following Project information:

- Project Definition Consultation Summary Report:
 - Appendix 1 – Stakeholder Notification;
 - Appendix 2 – Project Definition Consultation Discussion Guide;
 - Appendix 3 – Project Definition Consultation Multi-Stakeholder Meeting Notes (Full); and
 - Project Definition Consultation – Consideration of Consultation Input;
- Roberts Bank Terminal 2 – Project Overview;
- Preliminary Container Traffic Projections for Port Metro Vancouver: 2011 to 2030 (Executive Summary) – May 2011);
- Micro Economic Impact Study of Container Activity at Port Metro Vancouver – November 2011;
- Projections of Vessel Calls and Movements at Deltaport and Westshore Terminals – November 2011;
- Roberts Bank Terminal 2 Project Trade-Off Summary – February 2012;

- Port Metro Vancouver Container Forecasts – Ocean Shipping Consultants – August 2012; and
- Baseline Field Studies – Terms of Reference – February 2013.

At the meeting on August 30, 2013, PMV and MFN representatives met to review and discuss Project-related feedback and/or issues that MFN had identified to date.

Aboriginal Traditional Knowledge Meeting

On January 18, 2013, representatives from the MFN Fisheries Department participated in a meeting with PMV to help identify information on food, social and ceremonial (FSC) fisheries (both finfish and shellfish) occurring within the Project assessment area.

B. Project Description Consultation and Engagement

Consultation with MFN during the Project Description phase occurred from late September 2013 through to December 2013. MFN were consulted on the Project via the processes described below.

Project Information Disclosure

During the Project Description Consultation phase (September through December 2013), PMV continued to communicate by letter, e-mail and follow-up phone calls to organise meetings and exchange and discuss a variety of Project-related information, including:

- Notification of the submittal of the Project Description (September 26, 2013);
- Notification of the beginning of the public Pre-design Consultation phase (September 26, 2013);
- A proposal for funding to support MFN in the development of a MFN Traditional Use Study (TUS) for the Project (October 18, 2013);
- Four TAG Summary Reports with an offer to meet about the process (November 27 and December 11, 2013);
- Notification that PMV would be applying to DFO for a permit to undertake a *Marine Fish – Sand Lance Fish Community Survey* at Roberts Bank, including a Draft Field Studies Information Sheet identifying the purpose and scope of work to be undertaken (December 5, 2013); and
- A draft AOA for review and comment (December 16, 2013).

Throughout the Project Description Consultation phase, MFN communicated regularly with PMV and provided the following information:

- Acceptance of PMV's proposal for TU related funding (December 18, 2013); and
- Acceptance of PMV's proposal for participation funding (December 18, 2013).

Direct Communication

PMV and MFN met three times during the Project Description Consultation phase (September 30, October 18 and November 27, 2013).

On September 30, 2013, PMV and MFN met to discuss the Project, funding for a MFN TUS and the potential involvement of MFN within the socio-economic and socio-community assessments for the EIS.

Port Metro Vancouver met with MFN on October 18, 2013 to provide an overview of the Project and the status of the EIS process. Also discussed was participation and TUS funding, and the summary results of the TAG process. Port Metro Vancouver also provided the following Project-related documents for MFN review:

- Roberts Bank Terminal 2 Project Description;
- Field Studies Information Sheet – October 2013;
- Pre-design Consultation Discussion Guide – October 7 – November 12, 2013;
- Funding letters;
 - Roberts Bank Terminal 2 Project Participation Funding; and
 - Roberts Bank Terminal 2 Traditional Use Funding.

In addition to Project update meetings, on November 27, 2013 PMV met with MFN to discuss the socio-economic and socio-community assessment for the EIS. The purpose of the meeting was to provide MFN with an overview of the assessment, to discuss MFN's socio-economic and community interests, and to identify areas for collaboration.

C. EIS Development Consultation and Engagement

Consultation with MFN during the EIS Development phase occurred from January 2014 through to December 2014. Musqueam First Nation was consulted on the Project via the processes described below.

Project Information Disclosure

During the EIS Development phase, PMV and MFN continued to communicate regularly via phone calls, letters and/or e-mails with regards to the Project. Whereas many of the communications were intended to establish potential meeting times, to provide status updates on environmental studies, MFN's TUS and to coordinate information requests, they also included the exchange of the following Project-related information:

- Follow-up and PMV responses to MFN comments raised at the socio-economic work planning meeting on November 27, 2013 (January 7, 2014);
- Details on a potential work opportunity for a MFN member as part of the socio-economic and community research workplan (January 28, 2014);
- Multiple invitations to participate in the Working Group meetings, to attend a follow-up community meeting on human health effects assessment, and to attend the two RBT2 Aboriginal VC workshops;
- Draft notes from working group meetings for MFN input, followed by finalised versions;
- The VC selection and rationale document for MFN review and input (April 10, 2014);
- Information required for the EIS on MFN current use of resources for traditional purposes;
- The finalised AOA in response to MFN input (May 8, 2014);
- Notification of the upcoming availability of draft scientific reports (TDRs and TRs) for the EIS (June 19, 2014);
- Provision of a draft community profile for MFN review and input (July 14, 2014);
- Provision and request for input to a community dietary survey for the purpose of the EIS Human Health assessment (July 21, 2014);
- The proposed 2014 Fall Consultation schedule and content for MFN input (July 29, 2014);
- Provision of information on PMV's planned field studies to further investigate Musqueam and Tsawwassen First Nation's concerns regarding a black material observed in Dungeness crabs previously harvested from the Fraser River estuary (August 5, 2014);
- Project-related Information Sheets on the topics of Noise and Vibration, Container Movement, Air Quality, the ongoing Environmental Assessment Process and related Environmental Studies (August 5, 2014);
- A finalised schedule for the Fall Aboriginal workshops, and a proposal for further community-specific meetings to discuss Current Use of Lands and Resources for Traditional Purposes and Aboriginal Rights and Related Interests (August 22, 2014);

- Invitation to participate in consultation regarding Preliminary Environmental Mitigation Concepts for the Project (September 4, 2014);
- Meeting Materials for the planned Fall Workshop #1 on October 7, 2014 (September 24, 2014);
- Meeting Materials for the planned Fall Workshop #2 on October 8, 2014 (September 25, 2014);
- A draft table of comments and questions raised by Aboriginal groups Fall Workshops #1 and 2 (October 14, 2014);
- Meeting Materials for the planned Fall Workshop #3 on October 28, 2014 (October 15, 2014);
- Meeting Materials for the planned Fall Workshop #4 on October 29, 2014 (October 20, 2014);
- A draft table of comments and questions raised by Aboriginal groups in Fall Workshops #3 and 4 (November 3, 2014);
- Meeting Materials for the planned Fall Workshop #6 on November 26, 2014 (November 13, 2014);
- Letter response to requests, questions and/or concerns raised by MFN during the Fall Workshop #6 on November 26, 2014 (December 5, 2014);
- Provision of an advance draft of the MFN existing conditions and community information within **EIS Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes** for review and comment (December 9, 2014); and
- Electronic copies of preliminary EIS outcomes, previously discussed in the October 2014 Workshops, for review and comment (December 9, 2014).

During this phase, MFN also provided PMV with information that was used to inform the EIS process and/or to further refine Project planning. Information provided by MFN included:

- Musqueam First Nation's review and feedback on the Draft AOA (January 13, 2014);
- Musqueam First Nation's review and feedback on the draft socio-economic work plan (February 6, 2014);
- The draft report titled *Contemporary Use Report for the Musqueam Band in South Fraser Delta* (August 19, 2014); and
- The draft report titled *Traditional Musqueam Use of the Southern Fraser Delta* (October 7, 2014).

Direct Communication

During the EIS Development phase, PMV met with MFN on two separate occasions (July 2 and 3, 2014) to exchange Project-related information and discuss the consultation process and specific components of the EIS.

Port Metro Vancouver met with MFN on July 2, 2014 to provide an update on the ongoing field study to investigate the black material observed in Dungeness crabs from the Fraser River estuary.

On July 3, 2014, PMV met face to face with MFN representatives to discuss the potential economic benefits and/or opportunities associated with the Project.

Technical Workshops and/or Working Groups

Musqueam First Nation also participated in Working Groups #1 and #3, and the two Aboriginal groups VC workshops held by PMV on June 6 and July 3, 2014. Musqueam First Nation provided written comments and questions in early August 2014.

Port Metro Vancouver held a further four workshops on the preliminary results of the EIS for the proposed Project. All workshops were attended by MFN. Workshops were held on October 7, 8, 28 and 29, 2014. The purpose of these workshops was to obtain feedback on preliminary assessment results and proposed mitigation, for consideration in the final EIS.

A meeting between PMV and MFN took place on November 17, 2014. The purpose of the meeting was to discuss the consultation process to date, review the interests and/or concerns raised by MFN and identify a mutually beneficial process for reviewing the Project.

On November 19, 2014, an additional workshop between PMV and MFN took place to discuss the preliminary results of the EIS with respect to the Health Impact Assessment and effects on current use and Aboriginal and/or Treaty rights.

Aboriginal Traditional Knowledge Meetings and Workshops

During the EIS Development Phase, PMV met with MFN representatives on four separate occasions to discuss and coordinate the development of MFN's TU and ATK studies (February 21, April 7, June 18, and August 5, 2014).

On April 7, 2014, PMV met with MFN to review the previously identified sources of ATK related to MFN for work being done to include ATK and current use in the RBT2 EIS.

3. Semiahmoo First Nation

A. Pre-EIS Consultation and Engagement

Discussions with Semiahmoo First Nation (SFN) specific to the Project began in October 2012. During the Pre-EIS phase, SFN were consulted on the Project via the processes described below.

Project Information Disclosure

Between October 2012 and August 2013, PMV and SFN communicated by letter, e-mail and follow-up phone calls to discuss and exchange Project-related information. Common themes of these communications involved coordination of Project-related meetings and/or workshops, including the provision of meeting agendas and summaries for SFN input.

Port Metro Vancouver contacted SFN via phone on October 3, 2012 and via letter on October 15, 2012 with notification that they would be proceeding with the proposed Project. As part of the notification, PMV also provided SFN with a preliminary Project overview, the anticipated Project and EIS schedules and direction to the Project website.

Over the course of the Pre-EIS consultation stage, PMV provided SFN with the following Project-related information:

- Details on the TAG process and an invitation for SFN to contribute (October 22, 2012, October 31, 2012);
- A copy of the Project Definition Discussion Guide (October 31, 2012);
- Notification of a potential work opportunity for SFN within environmental field studies (March 3, 2013);
- Letter update on the status of the proposed Project, including notification of the completion of the TAG process, the start of the Tier 4 spring/summer fieldwork program, and the drafting of the Project Description (July 12, 2013);
- Request for input on a SFN community profile drafted for the RBT2 Project Description (July 28, 2013);
- A list of all field studies completed or underway for the Project and direction to the Project website where more detailed field studies information was available (July 28, 2013);
- A list of projects that PMV has referred to SFN, as per SFN request on July 19, 2013 (August 6, 2013); and
- Request for SFN participation in addressing potential gaps in PMV's proposed TUS program for the Project (August 20, 2013).

Direct Communication

From October 2012 through September 2013, PMV and SFN met twice to discuss the Project and SFN's ongoing participation in related consultation (November 23, 2012; July 19, 2013).

In November 2012, PMV met with SFN to present the Project and provide information on the current status of the Project, including the Project rationale and scope of the Project within the EA process.

On July 19, 2013, PMV and SFN met in relation to the Project and discussed the ongoing environmental assessment for the Project, participation funding, and the collection of SFN TU information. At this meeting, SFN presented PMV with a letter requesting a Protocol and Funding Agreement.

B. Project Description Consultation and Engagement

Consultation with SFN during the Project Description phase occurred from late September 2013 through to December 2013. Semiahmoo First Nation were consulted on the Project via the processes described below.

Project Information Disclosure

During the Project Description Consultation phase (September through December 2013), PMV continued to communicate with SFN by letter, e-mail and follow-up phone calls to organise meetings and exchange and discuss a variety of Project-related information, including:

- Notification of the submittal of the Project Description (September 26, 2013);
- Notification of the beginning of the public Pre-design Consultation phase (September 26, 2013);
- A draft AOA for review and comment (October 31 and December 16, 2013);
- A proposal for participation funding to support SFN's ongoing review of the Project (November 21, 2013);
- Four TAG Summary Reports with an offer to meet about the process (November 27, 2013);
- Notification that PMV would be applying to DFO for a permit to undertake a *Marine Fish – Sand Lance Fish Community Survey* at Roberts Bank, including a Draft Field Studies Information Sheet identifying the purpose and scope of work to be undertaken (December 5, 2013); and
- A proposal of scope and/or discussion towards the development of a SFN TUS for the Project (December 10, 2013).

Direct Communication

On December 20, 2013, PMV met with SFN to provide a Project overview and updates on the EA process and to discuss potential capacity funding for SFN.

C. EIS Development Consultation and Engagement

Consultation with SFN during the EIS Development phase occurred from January 2014 through to December 2014. SFN were consulted on the Project via the processes described below.

Project Information Disclosure

During the EIS Development phase, PMV and SFN continued to communicate regularly via phone calls, letters and/or e-mails with regard to the Project. Whereas many of the communications were intended to coordinate meetings and/or workshops, discuss funding agreements and provide status updates on environmental studies (including SFN's TUS), they also included the exchange of the following Project-related information:

- A proposal for funding to support SFN's participation and/or review of the Project (January 7, 2014);
- Follow up and PMV responses to SFN comments raised at the RBT2 Update meeting on December 20, 2013 (January 9, 2014);
- Multiple invitations to participate in the RBT2 Working Group meetings, and to attend the two RBT2 Aboriginal VC workshops;
- A draft AOA for review and comment (February 13, 2014);
- A proposal for funding to support SFN's development of a TUS for the Project (February 25, 2014);
- A revised proposal for participation funding in response to SFN review and feedback (March 17 and May 12, 2014);
- The VC selection and rationale document for SFN review and input (April 10, 2014);
- The finalised AOA in response to input from Aboriginal groups (May 8, 2014);
- Notification of the upcoming availability of draft scientific reports (TDRs and TRs) for the EIS (June 19, 2014);
- Provision of a draft community profile for SFN review and input (July 14, 2014);
- The proposed 2014 Fall Consultation schedule and content for SFN input (July 29, 2014);

- Project-related Information Sheets on the topics of Noise and Vibration, Container Movement, Air Quality, the ongoing Environmental Assessment Process and related Environmental Studies (August 5, 2014);
- Provision of information on PMV's planned field studies to further investigate Aboriginal groups' concerns regarding a black material observed in Dungeness crabs previously harvested from the Fraser River estuary (August 7, 2014);
- A finalised schedule for the Fall Aboriginal workshops, and a proposal for further community-specific meetings to discuss Current Use of Lands and Resources for Traditional Purposes and Aboriginal Rights and Related Interests (August 22, 2014);
- An offer of participation funding to support SFN's participation in the planned Fall consultation (August 22 and September 02, 2014);
- Invitation to participate in consultation regarding Preliminary Environmental Mitigation Concepts for the Project (September 4, 2014);
- Meeting Materials for the planned Fall Workshop #1 on October 7, 2014 (September 24, 2014);
- Meeting Materials for the planned Fall Workshop #2 on October 8, 2014 (September 24, 2014);
- A draft table of comments and questions raised by Aboriginal groups in Fall Workshops #1 and 2 (October 14, 2014);
- Meeting Materials for the planned Fall Workshop #3 on October 28, 2014 (October 15, 2014);
- Meeting Materials for the planned Fall Workshop #4 on October 29, 2014 (October 20, 2014);
- A draft table of comments and questions raised by Aboriginal groups in Fall Workshops #3 and 4 (November 3, 2014);
- Meeting Materials for the planned Fall Workshop #6 on November 18, 2014 (November 5, 2014);
- Provision of an advance draft of the SFN existing conditions and community information within **EIS Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes** for review and comment (December 9, 2014); and
- Electronic copies of preliminary EIS outcomes, previously discussed in the October 2014 workshops, for review and comment (December 9, 2014).

During the same period, SFN provided PMV with information that was used to inform the EIS and/or to further refine Project planning. Information provided by SFN included:

- A draft summary of scope and work for the SFN Traditional Land and Marine Use study (TLMUS) (March 10, 2104);
- Feedback and input on PMV's proposal for participation funding (March 11, 2014);
- Acceptance of PMV's proposal for participation funding (April 2, 2014);
- Acceptance of PMV's proposal of funding for the SFN TLMUS (May 30, 2014);
- Input regarding the number and/or type of DFO commercial fishing licences owned by SFN and/or SFN members (August 25, 2014);
- Provision of the draft SFN TLMUS (September 18, 2014); and
- Acceptance of PMV's offer of participation funding to support SFN's participation in the planned Fall Consultation (October 15, 2014).

Direct Communication

Port Metro Vancouver met with SFN on August 25, 2014, to provide an overview of the Project and the status of the EIS. Also discussed was SFN's participation in the upcoming Fall Workshops, the status of SFN's TLMUS and PMV's request for input to a community dietary survey for the purpose of the EIS Human Health assessment. Port Metro Vancouver also brought the following Project-related documents for SFN review:

- The RBT2 Project Description;
- Pre-design Consultation Discussion Guide – October 7 – November 12, 2013;
- Field Studies Information Sheet- October 2013; and
- Funding letters:
 - Roberts Bank Terminal 2 Project Participation Funding; and
 - Roberts Bank Terminal 2 Traditional Use Funding.

Technical Workshops and/or Working Groups

Semiahmoo First Nation was unable to attend any of the Working Group meetings, but did attend the June 6, 2014 Aboriginal Groups VC workshop.

Port Metro Vancouver held a further four workshops on the preliminary results of the EIS for the Project. Workshops were held on October 7, 8, 28 and 29, 2014. Semiahmoo First Nation attended all four workshops. The purpose of these workshops was to obtain feedback on preliminary assessment results and proposed mitigation, for consideration in the final EIS.

An additional workshop between PMV and SFN took place on December 4, 2014 to discuss the preliminary results of the EIS with respect to the Health Impact Assessment and effects on current use and Aboriginal and/or Treaty rights.

4. Tsleil-Waututh Nation

A. Pre-EIS Consultation and Engagement

On October 15, 2012, PMV notified TWN that they would be proceeding with the proposed RBT2 Project. As part of the notification, PMV also provided TWN with a preliminary project overview, the anticipated Project and EIS schedules and direction to the Project website (**EIS Section 7.2.1**). From October 2012 through September 2013, TWN were consulted on the Project via the processes described below.

Project Information Disclosure

During the Initial Engagement phase, PMV and TWN communicated in part by letter, e-mail and telephone to discuss and exchange a variety of Project-related information. Common themes of these communications involved the coordination of Project-related meetings, and potential work opportunities related to the Project's environmental field studies. Over the course of the Pre-EIS consultation stage, PMV provided TWN with the following Project-related information:

- Letter notification of the RBT2 Project and preliminary Project Overview information (October 15, 2012);
- Details on the TAG process and an invitation for TWN to contribute (October 19 and 31, 2012);
- A copy of the Project Definition Discussion Guide and Project Overview information (October 31 and November 6, 2012);
- Notification of a potential TWN work opportunity related to the Project's environmental fieldwork (March 25, 2013);
- Letter update on the status of the proposed Project, including notification of the completion of the TAG process, the start of the Tier 4 spring/summer fieldwork program, and the drafting of the Project Description (July 12, 2013);
- A list of all field studies completed or underway for the Project and direction to the Project website where more detailed field studies information was available (July 28, 2013);
- Request for input on a TWN community profile drafted for the RBT2 Project Description (July 28, 2013); and
- Request for TWN's participation in addressing potential gaps in PMV's proposed TUS program for the Project (August 20, 2013).

During that time, TWN communicated regularly with PMV and provided information that was used to inform the EIS and/or to further refine Project planning. Information provided by TWN included:

- Letter request for participation funding to support TWN's involvement in and/or review of the Project (February 1, 2013); and
- Input to the TWN community profile drafted for the RBT2 Project Description (August 16, 2013).

Direct Communication

From October 2012 through September 2013, PMV and TWN met once to discuss the Project (November 22, 2012).

On November 22, 2012, PMV met with TWN to introduce the Project and to provide a Project overview and the Project discussion guide.

B. Project Description Consultation and Engagement

Consultation with TWN during the Project Description phase occurred from late September 2013 through to December 2013. TWN were consulted on the Project via the processes described below.

Project Information Disclosure

During the Project Description phase, PMV and TWN continued to communicate regularly to establish potential meeting times and coordinate information requests. PMV continued to provide TWN with regular updates on ongoing field studies, including opportunities to participate in Project-related fieldwork.

Between September and December 2013, PMV provided TWN with the following Project-related information:

- Notification of the beginning of the public Pre-design Consultation phase (September 10, 2013);
- Notification of the submittal of the Project Description (September 26, 2013);
- An invitation to participate in the RBT2 Local Government Elected Roundtable (LGER) (October 1, 2013) (**EIS Section 7.3.2**);
- Offers of participation and TUS-related funding (October 22, 2013);
- An offer of funding for a TWN "Knowledge Study" and/or TUS in response to TWN's November 1, 2013 feedback (November 13, 2013);

- Four TAG Summary Reports with an offer to meet about the process (November 27 and December 12, 2013);
- A draft workplan for the RBT2 Community and Socio-Economic Assessment for TWN's review and input (December 3, 2013).
- Notification that PMV would be applying to DFO for a permit to undertake a *Marine Fish – Sand Lance Fish Community Survey* at Roberts Bank, including a Draft Field Studies Information Sheet identifying the purpose and scope of work to be undertaken (December 5, 2013); and
- The draft AOA for review and input (December 16, 2013).

During this same period, TWN provided PMV with information that was used to inform the EIS and/or to further refine Project planning. Information provided by TWN included:

- An estimate of activities and costs associated with TWN's development of a "Knowledge Study" and/or TUS in response to PMV's August 22 offer (November 1, 2013);
- Acceptance of PMV's offer to support the development of a "Knowledge Study" and/or TUS for TWN (December 11, 2013); and
- Acceptance of PMV's proposal of funding for TWN's "Knowledge Study" and/or TUS (December 12, 2013).

Direct Communication

From September through December 2013, PMV and TWN met twice (September 30 and October 22, 2013) to continue identifying an efficient and effective way for TWN to participate in the review of the Project and to provide TU and/or ATK information.

The purpose of the September 30, 2013 meeting was to provide an update on the Project, and to discuss the submission of the Project Description and PMV's forthcoming participation and TU funding offers.

In October 22, 2013, PMV met with TWN to provide an overview of the Project. Also discussed was the submission of the Project Description, the anticipated EA process, the scheduling of consultation activities, and the results of the TAG process.

C. EIS Development Consultation and Engagement

Consultation with TWN during the EIS Development phase occurred from January 2014 through to December 2014. Tsleil-Waututh Nation were consulted on the Project via the processes described below.

Project Information Disclosure

During the EIS Development phase, PMV and TWN continued to communicate regularly via phone calls, letters and/or e-mails with regards to the Project. Whereas many of the communications were intended to coordinate meetings and/or workshops, and to provide status updates on environmental studies, including TWN's Knowledge Study, they also included the exchange of the following Project-related information:

- Follow-up and PMV responses to TWN comments raised at the October 22, 2013 meeting (January 7, 2014);
- Multiple invitations to participate in the Working Group meetings, and to attend the two RBT2 Aboriginal VC workshops;
- The draft AOA for review and input (January 28, 2014);
- Project-related shape file data as per TWN's January 30, 2014 request (February 21, 2014);
- Records of the completed Working Group meetings and VC workshops, including requests for input and/or feedback (multiple);
- The VC selection and rationale document for TWN review and input (April 11 and May 7, 2014);
- The finalised AOA with response to TWN's input (May 8, 2014);
- Information required for the EIS on TWN current use of resources for traditional purposes;
- Providing a draft TWN community profile for the EIS, to which TWN responded with comments;
- Notification of the upcoming availability of draft scientific reports (Technical Data Report (TDR) and/or Technical Report (TR)) for the EIS (June 19, 2014);
- A draft community profile for TWN review and input (July 14, 2014);
- Provision and request for input to a community dietary survey for the purpose of the EIS Human Health assessment (July 21, 2014);
- The proposed 2014 Fall Consultation schedule and content for TWN input (July 29, 2014);
- Project-related Information Sheets on the topics of Noise and Vibration, Container Movement, Air Quality, the ongoing Environmental Assessment Process and related Environmental Studies (August 5, 2014);
- Notification of PMV's planned field studies to further investigate Aboriginal groups' concerns regarding a black material observed in Dungeness crabs previously harvested from the Fraser River estuary (August 7, 2014);

- A finalised schedule for the Fall Aboriginal workshops, and a proposal for further community-specific meetings to discuss Current Use of Lands and Resources for Traditional Purposes and Aboriginal Rights and Related Interests (August 22, 2014);
- An offer of participation funding to support TWN's participation in the planned Fall consultation (August 22, 2014);
- Invitation to participate in consultation regarding Preliminary Environmental Mitigation Concepts for the Project (September 4, 2014);
- Meeting Materials for the planned Fall Workshop #1 on October 7, 2014 (September 24, 2014);
- Meeting Materials for the planned Fall Workshop #2 on October 8, 2014 (September 24, 2014);
- A draft table of comments and questions raised by Aboriginal groups in Fall Workshops #1 and 2 (October 14, 2014);
- Meeting Materials for the planned Fall Workshop #3 on October 28, 2014 (October 15, 2014);
- Meeting Materials for the planned Fall Workshop #4 on October 29, 2014 (October 20, 2014);
- A draft table of comments and questions raised by Aboriginal groups in Fall Workshops #3 and 4 (November 3, 2014);
- Meeting Materials for the planned Fall Workshop #6 on November 20, 2014 (November 6, 2014);
- Electronic copies of all materials from the Fall 2014 Aboriginal Groups Workshops #1 through 4 and #6 as per TWN request (November 17, 2014);
- A record of questions and comments provided by TWN at the Fall Workshop #6 for TWN review and input (November 20, 2014);
- Provision of an advance draft of the TWN existing conditions and community information within **EIS Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes** for review and comment (December 9, 2014); and
- Electronic copies of preliminary EIS outcomes, previously discussed in the October 2014 workshops, for review and comment (December 9, 2014).

During that time, TWN communicated regularly with PMV and provided information that was used to inform the EIS and/or to further refine Project planning. Information provided by TWN included:

- Input to the draft AOA (February 4, 2014);
- Input to the VC selection and rationale document (May 9, 2014);
- Provision of the *Tsleil-Waututh Nation-Knowledge Study-RBT2 Project* (May 15, 2014);
- Provision of electronic copies of the maps/figures within the TWN Knowledge Study (May 23, 2014);
- Feedback and input on the draft TWN community profile (August 14, 2014);
- Acceptance of PMV's offer of participation funding to support TWN's participation in the planned Fall consultation (September 10, 2014); and
- Provision of feedback and/or input to draft table of comments and questions raised by Aboriginal groups in Fall Workshops #3 and 4 (November 14, 2014).

Technical Workshops and/or Working Groups

Tsleil-Waututh Nation participated in Working Groups #1 and #3, and the two Aboriginal groups VC workshops held by PMV on June 6 and July 3, 2014. TWN provided written comments and questions in early August.

Port Metro Vancouver held a further four workshops on the preliminary results of the EIS for the proposed Project. Workshops were held on October 7, 8, 28 and 29, 2014. Tsleil-Waututh Nation attended all four workshops. The purpose of these workshops was to obtain feedback on preliminary assessment results and proposed mitigation for consideration in the final EIS.

An additional workshop between PMV and TWN took place on November 20, 2014 to discuss the preliminary results of the EIS with respect to the Health Impact Assessment and effects on current use and Aboriginal and/or Treaty rights.

5. Cowichan Tribes, Halalt First Nation, Penelakut Tribe, Stz'uminus First Nation

Cowichan Tribes, Halalt First Nation, Penelakut Tribe, and Stz'uminus First Nation work collectively as the Cowichan Nation Alliance (CNA) when engaging in non-treaty related discussions (e.g., EA, permitting). For the purposes of RBT2, Cowichan Tribes, Halalt First Nation, Penelakut Tribe and Stz'uminus First Nation have requested to be engaged through CNA. As a result, PMV has included CNA, as well as each member Nation, in the provision of Project-related information. Likewise, throughout this appendix, Cowichan Tribes, Halalt First Nation, Penelakut Tribe, and Stz'uminus First Nation will be referred to as CNA.

Until September 2014, Hwlitsum First Nation had participated as a member of CNA, attending meetings and providing comment in review of Project information. In September 2014, CNA notified PMV that Hwlitsum First Nation was no longer a representative member of CNA. As such, the outcomes of consultation between PMV and Hwlitsum First Nation are described separately in **EIS Section 7.2.9**. The following section describes the consultation undertaken with CNA.

A. Pre-EIS Consultation and Engagement

Discussions with CNA specific to the Project began in October 2012. Through September 2013, CNA was consulted on the Project via the processes described below.

Project Information Disclosure

Port Metro Vancouver contacted CNA via letter on October 15, 2012 with notification that they would be proceeding with the proposed Project. As part of the notification, PMV also provided the CNA with a preliminary project overview, the anticipated Project and EIS schedules and direction to the Project website. Over the course of the Pre-EIS consultation stage, PMV continued to provide additional Project-related information, including:

- A copy of the Project Definition Discussion Guide (November 6, 2012);
- Notification of a potential work opportunity within environmental field studies (March 25, 2013);
- Letter update on the status of the proposed Project, including notification of the completion of the TAG process, the start of the Tier 4 spring/summer fieldwork program, and the drafting of the Project Description (July 12, 2013); and
- Request for input on the respective CNA community profiles drafted for the RBT2 Project Description (August 9, 2013).

Direct Communication

Port Metro Vancouver met with CNA representatives from Cowichan Tribes, Penelakut Tribe, and Halalt First Nation on March 5, 2013 to discuss the proposed Project and the participation of the CNA communities in consultation and/or review of the Project. At that meeting, PMV provided a Project update including the status of the ongoing field studies undertaken for the planned environmental assessment process. Discussions also involved capacity funding for the participation of each CNA community within the Project and the potential development of a CNA TUS for use in the RBT2 EIS.

B. Project Description Consultation phase

Consultation with CNA during the Project Description phase occurred from late September 2013 through to December 2013 via the processes described below.

Project Information Disclosure

Port Metro Vancouver and the Cowichan Tribes, Halalt First Nation, Penelakut Tribe, and Stz'uminus First Nation communicated by letter, e-mail and follow-up phone calls during the Project Description phase to organise meetings and exchange and discuss a variety of Project-related information, including:

- Notification of the submittal of the Project Description (September 26, 2013);
- Notification of the beginning of the public Pre-design Consultation phase (September 26, 2013);
- A proposal for participation funding to support CNA communities in consultation and/or review of the Project (October 1, 2013);
- Four TAG Summary Reports with an offer to meet about the process (November 27, 2013; and
- The draft AOA for review and comment (December 16, 2013).

Direct Communication

During the Project Description phase, PMV met with the CNA on November 1, 2013. The purpose of the meeting was to provide an update on the Project, including details on the anticipated EA process and submission of the Project Description.

C. EIS Development Consultation and Engagement

Consultation with the CNA during the EIS Development phase occurred from January 2014 through to December 2014. Cowichan Nation Alliance was consulted on the Project via the processes described below.

Project Information Disclosure

Between January and December 2014, PMV and the CNA continued to communicate regularly via phone calls, letters and/or e-mails with regards to the Project. Whereas many of the communications were intended to coordinate meetings and/or workshops, to discuss funding agreements and to provide status updates on environmental studies (including CNA communities' TU studies), they also included the exchange of the following Project-related information:

- A proposal for funding to support CNA communities' participation and/or review of the Project (January 6, 2014);
- Follow-up and PMV responses to CNA communities' comments raised at the RBT2 Update meeting on December 20, 2013 (January 9, 2014);
- A proposal for funding to support CNA communities in the development of a TUS for the Project (January 13, 2014);
- Multiple invitations to participate in the RBT2 Working Group meetings, and to attend the two RBT2 Aboriginal VC workshops;
- The draft AOA for review and comment (February 11, 2014);
- Request for input and confirmation on the expected structure of consultation with CNA communities (February 18, 2014);
- Request for EIS-related information related to the CNA communities' current use of land and resources for traditional purposes (April 9, 2014);
- The VC selection and rationale document for the CNA communities' review and input (April 10, 2014);
- Final draft of the AOA and response to CNA communities' input (May 8, 2014);
- A schedule of Project-related Technical Data Reports and Technical Reports for the purposes of facilitating the CNA's Project review planning (June 19, 2014);
- Draft community profiles of the respective CNA communities for review and input (July 11, 2014);
- Request for information and provision of a community dietary survey for the purpose of the EIS Human Health assessment (July 18, 2014);
- The proposed 2014 Fall Consultation schedule and content for CNA communities' input (July 29, 2014);

- Project-related Information Sheets on the topics of Noise and Vibration, Container Movement, Air Quality, the ongoing Environmental Assessment Process and related Environmental Studies (August 5, 2014);
- Provision of information on PMV's planned field studies to further investigate Aboriginal groups' concerns regarding a black material observed in Dungeness crabs previously harvested from the Fraser River estuary (August 7, 2014);
- An offer of participation funding to support the CNA communities' participation in the planned Fall Consultation (August 22, 2014);
- A finalised schedule for the Fall Aboriginal workshops, and a proposal for further community-specific meetings to discuss Current Use of Lands and Resources for Traditional Purposes and Aboriginal Rights and Related Interests (August 23, 2014);
- Invitation to participate in consultation regarding Preliminary Environmental Mitigation Concepts for the Project (September 4, 2014);
- Meeting Materials for the planned Fall Workshop #1 on October 7, 2014 (September 24, 2014);
- Meeting Materials for the planned Fall Workshop #2 on October 8, 2014 (September 24, 2014);
- Meeting Materials for the planned Vancouver Island Fall Workshop #5 (Part 1) with CNA on October 22, 2014 (October 8, 2014);
- Meeting Materials for the planned Fall Workshop #3 on October 28, 2014 (October 15, 2014);
- Meeting Materials for the planned Fall Workshop #4 on October 29, 2014 (October 20, 2014);
- A draft table of comments and questions raised by CNA during the Vancouver Island Fall Workshop #5 (Part 1) on October 22, 2014 (October 24, 2014);
- Meeting Materials for the planned Vancouver Island Fall Workshop #5 (Part 2) with CNA on November 12, 2014 (November 5, 2014);
- A draft table of comments and questions raised by CNA during the Vancouver Island Fall Workshop #5 (Part 2) on November 12, 2014 (November 24, 2014);
- Meeting Materials for the planned Fall Workshop #6 on December 11, 2014 (November 28, 2014);
- Provision of an advance draft of the CNA existing conditions and community information within **EIS Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes** for review and comment (December 9, 2014); and
- Electronic copies of preliminary EIS outcomes, previously discussed in the October 2014 workshops, for review and comment (December 9, 2014).

During this phase, CNA communities also provided PMV with information that was used to inform the EIS and/or to further refine Project planning. Information provided by CNA included:

- Feedback and input to the draft AOA (March 4, 2014);
- Feedback and input to PMV's proposal for funding (April 17, 2014);
- Acceptance of TUS funding agreement (April 24, 2014);
- Feedback on and input to the VC selection and rationale document (May 23, 2014);
- Input to the draft community profiles of the respective CNA communities (August 31, 2014);
- Input regarding the number and/or type of DFO commercial fishing licences owned by CNA communities and/or members (September 2, 2014);
- Acceptance of PMV's offer of participation funding to support the CNA communities' participation in the planned Fall Consultation (September 14, 2014); and
- Provision of the draft CNA Current Use Study (October 16, 2014).

Direct Communication

During the EIS Development phase, PMV met with CNA communities on two separate occasions (Penelakut Tribe, August 18 and Halalt First Nation, September 18, 2014) to exchange Project-related information, discuss the consultation process and specific components of the EIS.

On August 18, 2014 PMV met with Penelakut Tribe on Vancouver Island to provide an update on the Project and discuss Penelakut Tribe's input on consultation to date.

Port Metro Vancouver met with Halalt First Nation elders on September 18, 2014. The purpose of the meeting was to provide an overview of the Project, the EIS, and an opportunity to ask questions and offer feedback.

Technical Workshops and/or Working Groups

Cowichan Nation Alliance members were represented within the Working Group process. Cowichan Tribes participated in Working Group #2 and Penelakut Tribe participated in Working Group #4.

Penelakut Tribe and Cowichan Tribes also participated in the Aboriginal groups VC workshops held by PMV on June 6, 2014. Similarly, Cowichan Tribes and Halalt First Nation participated on behalf of CNA in the second workshop held on July 3, 2014.

Port Metro Vancouver held a further four workshops on the preliminary results of the EIS for the proposed Project. Workshops were held on October 7, 8, 28 and 29, 2014. The purpose of these workshops was to obtain feedback on preliminary assessment results and proposed mitigation for consideration in the final EIS. Penelakut Tribe participated in the October 7 workshop on behalf of CNA.

Port Metro Vancouver held an additional two workshops on the preliminary results of the EIS for the proposed Project for Aboriginal groups affiliated with the CNA. Workshops were held on October 22 and November 12, 2014 on Vancouver Island and all CNA members attended. The purpose of these workshops was to obtain feedback on preliminary assessment results and proposed mitigation for consideration in the final EIS.

A further workshop was scheduled with all CNA member communities on December 11, 2014, however only Cowichan Tribes and Penelakut Tribe were able to attend. The purpose of the of the workshop was to discuss the preliminary results and proposed mitigation with respect to the Health Impact Assessment and effects on current use and Aboriginal and/or Treaty rights.

6. Lake Cowichan First Nation

A. Pre-EIS Consultation and Engagement

Discussions with Lake Cowichan First Nation (LCFN) specific to the Project began in October 2012. During the Pre-EIS phase, LCFN were consulted on the Project via the processes described below.

Project Information Disclosure

On October 15, 2012, PMV notified Lake Cowichan First Nation (LCFN) that they would be proceeding with the proposed RBT2 Project. Over the course of the Pre-EIS consultation stage, PMV provided LCFN with the following Project-related information:

- Letter notification of the RBT2 Project and preliminary Project Overview information (October 15, 2012);
- A copy of the Project Definition Discussion Guide and Project Overview information (November 6, 2012);
- Notification of fieldwork opportunity for LCFN (March 25, 2013);
- Letter update on the status of the proposed Project, including notification of the completion of the TAG process, the start of the Tier 4 spring/summer fieldwork program, and the drafting of the Project Description (July 13, 2013); and
- Request for input on a LCFN community profile drafted for the RBT2 Project Description (August 9, 2013).

B. Project Description Consultation and Engagement

Consultation with LCFN during the Project Description phase occurred from late September 2013 through to December 2013. During this phase, LCFN were provided the following Project-related information:

- Notification of the submittal of the Project Description (September 26, 2013);
- Four TAG Summary Reports with an offer to meet and discuss the process (November 27, 2013); and
- The draft AOA for review and comment (December 16, 2013).

C. EIS Development Consultation and Engagement

Between January 2014 and December 2014, LCFN were consulted on the Project via the processes described below.

Project Information Disclosure

Between January and December 2014, PMV and LCFN continued to communicate via phone calls, letters and/or e-mails with regards to the Project. Whereas many of the communications were intended to discuss potential participation funding, to establish/coordinate potential meeting times, and to provide status updates on environmental studies, and LCFN's TUS, they also included the exchange of the following Project-related information:

- Multiple invitations to participate in the Working Group meetings, and the two RBT2 Aboriginal VC workshops;
- The draft AOA for review and comment (February 14, 2014);
- An offer of funding to support LCFN's participation in the consultation program and review of the Project (April 8, 2014);
- An offer of funding to support the identification of information required for the EIS on LCFN current use of land and resources for traditional purposes (April 9, 2014);
- The VC selection and rationale document for LCFN review and input (April 10, 2014);
- The finalised AOA in response to Aboriginal groups input (May 8, 2014);
- Notification of the upcoming availability of draft scientific reports (TDRs and TRs) for the EIS (June 19, 2014);
- Provision of a draft EIS community profile for LCFN review and input (July 14, 2014);
- Provision and request for input to a community dietary survey for the purpose of the EIS Human Health assessment (July 21, 2014);
- The proposed 2014 Fall Consultation schedule and content for LCFN input (July 29, 2014);
- Project-related Information Sheets on the topics of Noise and Vibration, Container Movement, Air Quality, the ongoing Environmental Assessment Process and related Environmental Studies (August 5, 2014);
- Provision of information on PMV's planned field studies to further investigate Aboriginal groups' concerns regarding a black material observed in Dungeness crabs previously harvested from the Fraser River estuary (August 7, 2014);
- A revised offer of funding to support the provision of current use information following LCFN feedback and input (August 19, 2014);
- A finalised schedule for the Fall Aboriginal workshops, and a proposal for further community-specific meetings to discuss Current Use of Lands and Resources for Traditional Purposes and Aboriginal Rights and Related Interests (August 22, 2014);
- An offer of participation funding to support LCFN's participation in the planned Fall consultation (August 22, 2014);

- Invitation to participate in consultation regarding Preliminary Environmental Mitigation Concepts for the Project (September 4, 2014);
- Meeting Materials for the planned Fall Workshop #1 on October 7, 2014 (September 24, 2014);
- Meeting Materials for the planned Fall Workshop #2 on October 8, 2014 (September 25, 2014);
- Meeting Materials for the planned Vancouver Island Fall Workshop with LCFN on October 22, 2014 (October 8, 2014);
- A draft table of comments and questions raised by Aboriginal groups during the Fall Workshops #1 and 2 for LCFN review and comment (October 14, 2014);
- Meeting Materials for the planned Fall Workshop #3 on October 28, 2014 (October 15, 2014);
- Meeting Materials for the planned Fall Workshop #4 on October 29, 2014 (October 20, 2014);
- A draft table of comments and questions raised by Aboriginal groups during the Fall Workshops #3 and 4 for LCFN review and comment (November 3, 2014);
- Meeting Materials for the planned Fall Workshop #6 on December 10, 2014 (November 27, 2014);
- Provision of an advance draft of the LCFN existing conditions and community information within **EIS Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes** for review and comment (December 9, 2014); and
- Electronic copies of preliminary EIS outcomes, previously discussed in the October 2014 workshops, for review and comment (December 9, 2014).

During that time, LCFN communicated regularly with PMV and provided information that was used to inform the EIS and/or to further refine Project planning. Information provided by LCFN included:

- Accepted agreement for participation funding (April 16, 2014);
- Feedback and input to draft EIS community profile (August 6, 2014);
- Accepted agreement for current use funding (August 19, 2014);
- Accepted agreement for Fall consultation participation funding (August 26, 2014);
- The draft TUS titled: *Ts'uubaasatx Traditions: Roberts Bank Marine and Terrestrial Resource Use* (Chuuchkamalthnii, 2014) (August 28, 2014); and
- Input regarding the number and/or type of DFO commercial fishing licences owned by LCFN and/or LCFN members (September 2, 2014).

Direct Communication

During the EIS Development phase, PMV met with LCFN on two separate occasions (April 30 and August 12, 2014) to exchange Project-related information and discuss LCFN's participation in consultation and review of the Project.

On April 30, 2014, PMV met jointly with LCFN and Lyackson First Nation to provide an overview of the proposed Project and to discuss the consultation process. At the meeting, LCFN and Lyackson First Nation acknowledged that they would be jointly participating in consultation for the Project.

Port Metro Vancouver, LCFN and Lyackson First Nation met again on August 12, 2014 to discuss funding for TU studies and Fall Consultation, the exchange of studies and/or information for purposes of the EIS, and to follow up on items previously raised by LCFN and/or Lyackson First Nation.

Technical Workshops and/or Working Groups

A LCFN representative attended working group meetings #2 (April 15), #3 (May 27) and #4 (June 17), 2014 respectively.

Both Aboriginal group VC workshops (June 6 and July 3, 2014) were attended by a LCFN representative.

Port Metro Vancouver held four workshops on the preliminary results of the EIS for the proposed Project. Workshops were held on October 7, 8, 28 and 29, 2014. Lake Cowichan First Nation attended all four workshops. The purpose of these workshops was to obtain feedback on preliminary assessment results and proposed mitigation for consideration in the final EIS.

An additional workshop between PMV, LCFN and LFN took place on December 10, 2014 to discuss the preliminary results of the EIS with respect to the Health Impact Assessment and effects on current use and Aboriginal and/or Treaty rights.

7. Lyackson First Nation

A. Pre-EIS Consultation and Engagement

Discussions with Lyackson First Nation (LFN) specific to the Project began in October 2012. During the Pre-EIS phase, LFN were consulted on the Project via the processes described below.

Project Information Disclosure

On October 15, 2012, PMV notified LFN that they would be proceeding with the proposed RBT2 Project. Over the course of the Pre-EIS consultation stage, PMV provided LFN with the following Project-related information:

- Letter notification of the RBT2 Project and preliminary Project Overview information (October 30, 2012);
- A copy of the Project Definition Discussion Guide and Project Overview information (November 1, 2012);
- Notification of fieldwork opportunity for LFN (March 25, 2013);
- Letter update on the status of the proposed Project, including notification of the completion of the TAG process, the start of the Tier 4 spring/summer fieldwork program, and the drafting of the Project Description (July 11, 2013); and
- Request for input on a LFN community profile drafted for the RBT2 Project Description (August 9, 2013).

B. Project Description Consultation and Engagement

Consultation with LFN during the Project Description phase occurred from late September 2013 through to December 2013. During this phase, LFN was provided the following Project-related information:

- Notification of the submittal of the Project Description (September 26, 2013);
- Four TAG Summary Reports with an offer to meet and discuss the process (November 27, 2013); and
- The draft AOA for review and comment (December 16, 2013).

C. EIS Development Consultation and Engagement

Between January 2014 and December 2014, LFN were consulted on the Project via the processes described below:

Project Information Disclosure

Between January and December 2014, PMV and LFN continued to communicate via phone calls, letters and/or e-mails with regards to the Project. Whereas many of the communications were intended to discuss potential participation funding, to establish/coordinate potential meeting times, and to provide status updates on environmental studies, and LFN's TUS, they also included the exchange of the following Project-related information:

- Multiple invitations to participate in the Working Group meetings, and the two RBT2 Aboriginal VC workshops;
- The draft AOA for review and comment (February 14, 2014);
- An offer of funding to support the identification of information required for the EIS on LFN current use of resources for traditional purposes (April 9, 2014);
- An offer of funding to support LFN's participation in the consultation program and review of the Project (April 10, 2014);
- The VC selection and rationale document for LFN review and input (April 10, 2014);
- The finalised AOA in response to Aboriginal groups input (May 14, 2014);
- Notification of the upcoming availability of draft scientific reports (TDRs and TRs) for the EIS (June 19, 2014);
- Provision of a draft EIS community profile for LFN review and input (July 11, 2014);
- Provision and request for input to a community dietary survey for the purpose of the EIS Human Health assessment (July 21, 2014);
- The proposed 2014 Fall Consultation schedule and content for LFN input (July 29, 2014);
- Project-related Information Sheets on the topics of Noise and Vibration, Container Movement, Air Quality, the ongoing Environmental Assessment Process and related Environmental Studies (August 5, 2014);
- Provision of information on PMV's planned field studies to further investigate Aboriginal group's concerns regarding a black material observed in Dungeness crabs previously harvested from the Fraser River estuary (August 7, 2014);
- A revised offer of funding to support the provision of current use information following LFN feedback and input (August 19, 2014);
- A finalised schedule for the Fall Aboriginal workshops, and a proposal for further community-specific meetings to discuss Current Use of Lands and Resources for Traditional Purposes and Aboriginal Rights and Related Interests (August 22, 2014);
- An offer of participation funding to support LFN's participation in the planned Fall consultation (August 22, 2014);

- Invitation to participate in consultation regarding Preliminary Environmental Mitigation Concepts for the Project (September 4, 2014);
- Meeting Materials for the planned Fall Workshop #1 on October 7, 2014 (September 24, 2014);
- Meeting Materials for the planned Fall Workshop #2 on October 8, 2014 (September 25, 2014);
- A draft table of comments and questions raised by Aboriginal groups during the Fall Workshops #1 and 2 for review and comment (October 14, 2014);
- Meeting Materials for the planned Fall Workshop #3 on October 28, 2014 (October 15, 2014);
- Meeting Materials for the planned Fall Workshop #4 on October 29, 2014 (October 20, 2014);
- A draft table of comments and questions raised by Aboriginal groups during the Fall Workshops #3 and 4 for review and comment (November 3, 2014);
- Meeting Materials for the planned Fall Workshop #6 on December 10, 2014 (November 27, 2014);
- Provision of an advance draft of the LFN existing conditions and community information within **EIS Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes** for review and comment (December 9, 2014); and
- Electronic copies of preliminary EIS outcomes, previously discussed in the October 2014 workshops, for review and comment (December 9, 2014).

During that time, LFN communicated regularly with PMV and provided information that was used to inform the EIS and/or to further refine Project planning. Information provided by LFN included:

- Feedback and input to draft EIS community profile (August 6, 2014);
- Accepted agreement for current use funding (August 19, 2014);
- Input into light monitoring locations on Valdes Island (August 20, 2014);
- Accepted agreement for Fall consultation participation funding (August 25, 2014);
- Input regarding the number and/or type of DFO commercial fishing licences owned by LFN and/or LFN members (September 2, 2014);
- The LFN TUS titled: *Lyackson First Nation Knowledge and Use: Existing Data Summary Report for Port Metro Vancouver's Proposed Roberts Bank Terminal 2 Project* (Candler et al., 2014) (September 3, 2014); and
- Acceptance of PMV's offer of participation funding to support LFN's participation in the planned fall consultation (October 3, 2014).

Direct Communication

During the EIS Development phase, PMV met with LFN on two separate occasions (April 30 and August 12, 2014) to exchange Project-related information and discuss LFN's participation in consultation and review of the Project.

On April 30, 2014, PMV met jointly with LFN and Lake Cowichan First Nation to provide an overview of the proposed Project and to discuss the consultation process. At the meeting, LFN and Lake Cowichan First Nation acknowledged that they would be jointly participating in consultation for the Project.

Port Metro Vancouver, LFN and Lake Cowichan First Nation met again on August 12, 2014 to discuss funding for TU studies and Fall Consultation, the exchange of studies and/or information for purposes of the EIS, and to follow up on items previously raised by LCFN and/or LFN.

Technical Workshops and/or Working Groups

A LFN representative attended working group meetings #2 (April 15), #3 (May 27) and #4 (June 17), 2014 respectively.

Both Aboriginal group VC workshops (June 6 and July 3, 2014) were attended by a LFN representative.

Port Metro Vancouver held four workshops on the preliminary results of the EIS for the proposed Project. Workshops were held on October 7, 8, 28 and 29, 2014. A LFN representative attended all four workshops. The purpose of these workshops was to obtain feedback on preliminary assessment results, for consideration in the final EIS.

An additional workshop between PMV and LFN and LCFN representatives took place on December 10, 2014 to discuss the preliminary results of the EIS with respect to the Health Impact Assessment and effects on current use and Aboriginal and/or Treaty rights.

8. Métis Nation British Columbia

A. EIS Development Consultation and Engagement

Discussions with MNBC specific to the Project began in early 2014, following the issuance of the EIS Guidelines. To-date, PMV has consulted with MNBC via the processes described below.

Project Information Disclosure

Between January and December 2014, PMV and MNBC communicated regularly via phone calls, letters and/or e-mails with regard to the Project. Whereas many of the communications were intended to coordinate meetings and/or workshops, or to discuss potential funding agreements, they also included the exchange of the following Project-related information:

- Project Introduction Letter and Information Package (February 6, 2014), including:
 - The EIS Guidelines;
 - The RBT2 Project Description;
 - The Field Studies Information Sheet, describing the ongoing environmental and technical work;
 - The Four TAG Summary Reports; and
 - The draft AOA for review and comment.
- Multiple invitations to participate in the RBT2 Working Group meetings, and to attend the two RBT2 Aboriginal VC workshops;
- A proposal for funding to support MNBC in the collection of TU information for the Project (April 9, 2014);
- The VC selection and rationale document for MNBC review and input (April 10 and May 7, 2014);
- The finalised AOA in response to input from Aboriginal groups (May 14, 2014);
- A proposal for participation funding to support MNBC's ongoing review of the Project (May 29, 2014);
- Notification of the upcoming availability of draft scientific reports (TDRs and TRs) for the EIS (June 19, 2014);
- Provision of a draft community profile for MNBC review and input (July 14, 2014);
- Provision and request for input to a community dietary survey for the purpose of the EIS Human Health assessment (July 21, 2014);

- The proposed 2014 Fall Consultation schedule and content for MNBC input (July 29, 2014);
- Project-related Information Sheets on the topics of Noise and Vibration, Container Movement, Air Quality, the ongoing Environmental Assessment Process and related Environmental Studies (August 5, 2014);
- Provision of information on PMV's planned field studies to further investigate Aboriginal groups' concerns regarding a black material observed in Dungeness crabs previously harvested from the Fraser River estuary (August 7, 2014);
- A finalised schedule for the Fall Aboriginal workshops, and a proposal for further community-specific meetings to discuss Current Use of Lands and Resources for Traditional Purposes and Aboriginal Rights and Related Interests (August 22, 2014);
- An offer of participation funding to support MNBC's participation in the planned Fall consultation (August 22, 2014);
- Invitation to participate in consultation regarding Preliminary Environmental Mitigation Concepts for the Project (September 4, 2014);
- Meeting Materials for the planned Fall Workshop #1 on October 7, 2014 (September 24, 2014);
- Meeting Materials for the planned Fall Workshop #2 on October 8, 2014 (September 25, 2014);
- A draft table of comments and questions raised by Aboriginal groups during the Fall Workshops #1 and 2 for review and comment (October 14, 2014);
- Meeting Materials for the planned Fall Workshop #3 on October 28, 2014 (October 15, 2014);
- Meeting Materials for the planned Fall Workshop #4 on October 29, 2014 (October 20, 2014);
- A draft table of comments and questions raised by Aboriginal groups during the Fall Workshops #3 and 4 for review and comment (November 3, 2014);
- Meeting Materials for the planned Fall Workshop #5 on December 28, 2014 (November 14, 2014);
- Provision of an advance draft of MNBC existing conditions and community information within **EIS Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes** for review and comment (December 9, 2014); and
- Electronic copies of preliminary EIS outcomes, previously discussed in the October 2014 workshops, for review and comment (December 9, 2014).

During this phase, MNBC also provided PMV with information that was used to inform the EIS and/or to further refine Project planning. Information provided by MNBC included:

- Feedback on the VC selection and rationale document (April 10, 2014);
- Acceptance of PMV's proposed agreement to support MNBC in the collection of TU information (May 23, 2014);
- The *Métis Use & Occupancy Study Port Metro Vancouver Roberts Bank Terminal 2 Project 2014* (MNBC 2014) (July 2, 2014);
- Acceptance of PMV's proposed agreement for participation funding (July 8, 2014);
- Feedback on the draft MNBC community profile for the EIS (August 22, 2014);
- Input regarding the number and/or type of DFO commercial fishing licences owned by MNBC and/or MNBC members (August 25, 2014); and
- Input to the table of comments and questions raised by Aboriginal groups during the Fall Workshops # 2 (October 21, 2014).

Direct Communication

On May 23, 2014, PMV had an introductory meeting with MNBC to provide an overview of RBT2 Project activities to date, and review the Project schedule. Metis Nation British Columbia shared information about their organisation and confirmed their participation in RBT2 consultation activities.

Technical Workshops and/or Working Groups

Métis Nation British Columbia attended working group #3, held on May 27, 2014, as well as the two Aboriginal workshops on VCs.

Port Metro Vancouver held four workshops on the preliminary results of the EIS for the proposed Project. Workshops were held on October 7, 8, 28 and 29, 2014. The purpose of these workshops was to obtain feedback on preliminary assessment results, for consideration in the final EIS.

Port Metro Vancouver arranged an additional workshop on November 28, 2014, which MNBC did not attend. The purpose of the workshop was to discuss the preliminary assessment results, and potential mitigation for the EIS with respect to the Health Impact Assessment and effects on current use and Aboriginal and/or Treaty rights. In their absence, PMV provided MNBC with all meeting materials for MNBC review and comment, along with a further invitation to meet and discuss any input and/or concerns they may have. Port Metro Vancouver did not receive feedback from MNBC in time for it to be incorporated into the EIS.

9. Stó:lō Tribal Council

Discussions with Stó:lō Tribal Council specific to the Project began in October 2012.

As noted in **EIS Section 7.2.1.2, Identification of Aboriginal Groups**, Stó:lō Tribal Council consists of the 8 member groups, including:

- Seabird Island First Nation;
- Scowlitz First Nation;
- Soowahlie Band;
- Kwaw'Kwaw'Apilt First Nation;
- Kwantlen First Nation;
- Shxw'ow'hamel First Nation;
- Chawathil First Nation; and
- Cheam Indian Band.

On November 8, 2012 and again on July 15, 2014, the People of the River Referrals Office (PRRO), on behalf of Stó:lō Tribal Council, informed PMV that no review of the Project would be required from their office. The PRRO also confirmed to PMV the Stó:lō Tribal Council would defer to TFN and TWN for consultation. Since that time, PMV has continued to provide Project information to Stó:lō Tribal Council to keep them informed of the Project and related consultation.

A. Pre-EIS Consultation and Engagement

Between October 2012 and September 2013, PMV provided Stó:lō Tribal Council with the following information:

- Details on the TAG process and an invitation for Stó:lō Tribal Council to contribute (October 31, 2012); and
- A copy of the Project Definition Discussion Guide, including an overview of the Project (November 1, 2012).

B. Project Description Consultation and Engagement

Between September and December of 2013, PMV provided Stó:lō Tribal Council with the following information:

- Notification of the submission of the Project Description and PMV's anticipated Project Description Consultation process (September 27, 2013); and
- The draft AOA for review and feedback (December 16, 2013).

C. EIS Development Consultation and Engagement

Between January and December 2014, PMV provided Stó:lō Tribal Council with the following information:

- Invitations to participate in the RBT2 Working Group meetings, and to attend the two RBT2 Aboriginal VC workshops;
- A request for Stó:lō Tribal Council's participation and involvement in the provision of current TU information to inform the EIS (April 9, 2014);
- The VC selection and rationale document for Stó:lō Tribal Council review and input (April 10, 2014);
- Provision of draft profiles of Stó:lō Tribal Council communities for review and input (July 14, 2014);
- Notification of the upcoming availability of draft scientific reports (TDRs and TRs) for the EIS (July 15, 2014);
- Provision of an advance draft of Stó:lō Tribal Council existing conditions and community information within **EIS Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes** for review and comment (December 12, 2014); and
- Electronic copies of preliminary EIS outcomes, previously discussed in the October 2014 workshops, for review and comment (December 12, 2014).

During this time, PMV did not receive any Project related information from Stó:lō Tribal Council.

10. Stó:lō Nation

Discussions with Stó:lō Nation specific to the Project began in October 2012.

As noted in the EIS in **Section 7.2.1.2, Identification of Aboriginal Groups**, Stó:lō Nation consists of the 11 member groups, including:

- Aitchelitz First Nation;
- Leq'a:mel First Nation;
- Matsqui First Nation;
- Popkum First Nation;
- Skawahlook First Nation;
- Skowkale First Nation;
- Shxwha:y Village;
- Squiala First Nation;
- Sumas First Nation;
- Tzeachten First Nation; and
- Yakwekwioose Band.

On November 8, 2012 and again on July 15, 2014, the People of the River Referrals Office (PRRO), on behalf of nine Stó:lō Nation communities, informed PMV that no review of the Project would be required. Respecting that the PRRO does not represent Matsqui First Nation or Popkum First Nation, PMV continues to provide these communities with Project-related information. As such, the sections below describes the information provided independently to the PRRO, Matsqui First Nation and Popkum First Nation

A. Pre-EIS Consultation and Engagement

Between October 2012 and September 2013, PMV provided the PRRO, Matsqui First Nation and Popkum First Nation with the following information:

- Letter notification of the RBT2 Project and preliminary Project Overview information (October 15, 2012);
- Details on the TAG process and an invitation for Stó:lō Nation to contribute (October 31, 2012); and
- A copy of the Project Definition Discussion Guide and Project Overview information (November 6, 2012).

B. Project Description Consultation and Engagement

Between September and December of 2013, PMV provided the PRRO, Matsqui First Nation and Popkum First Nation with two separate notifications:

- Notification of the submission of the Project Description to provincial and federal regulators (September 17, 2013); and
- Notification that PMV would be applying to DFO for a permit to undertake a *Marine Fish – Sand Lance Fish Community Survey* at Roberts Bank, including a draft Field Studies Information Sheet identifying the purpose and scope of work to be undertaken (December 5, 2013).

C. EIS Development Consultation and Engagement

Between January and December 2014, PMV provided the PRRO, Matsqui First Nation and Popkum First Nation with the following information:

- A request for the PRRO, Matsqui First Nation and Popkum First Nation's participation and involvement in the provision of current TU information to inform the EIS (April 9, 2014);
- The VC selection and rationale document for the PRRO, Matsqui First Nation and Popkum First Nation's review and input (April 10, 2014);
- Provision of draft community profiles for the PRRO, Matsqui First Nation and Popkum First Nation's review and input (July 14, 2014);
- Notification of the upcoming availability of draft scientific reports (TDRs and TRs) for the EIS (July 15, 2014);
- Provision of an advance draft of Stó:lō Nation existing conditions and community information within **EIS Section 32.0, Potential or Established Aboriginal and Treaty Rights and Related Interests, including current use of lands and resources for traditional purposes** for review and comment (December 12, 2014); and
- Electronic copies of preliminary EIS outcomes, previously discussed in the October 2014 workshops, for review and comment (December 12, 2014).

During this time, PMV did not receive any Project related information from the PRRO, Matsqui First Nation or Popkum First Nation

11. Hwlitsum First Nation

Hwlitsum First Nation were not identified as requiring consultation within the EISG. However, on February 21, 2014, CEA Agency confirmed that Hwlitsum First Nation could participate in consultation and/or review of the Project.

In addition, and as noted above in **Section 5. Cowichan Tribes, Halalt First Nation, Penelakut Tribe, Stz'uminus First Nation**, until September 2014, Hwlitsum First Nation had participated as a member of CNA, attending meetings and providing comment in review of Project information. In September 2014, CNA notified PMV that Hwlitsum First Nation was no longer a representative member of CNA. As such, the outcomes of consultation between PMV and Hwlitsum First Nation are described below.

A. Pre-EIS Consultation and Engagement

Discussions with Hwlitsum First Nation specific to the Project began in March 2013. From March through September 2013, Hwlitsum First Nation were consulted on the Project via the processes described below.

Direct Communication

On March 5, 2013, PMV met with Hwlitsum First Nation - along with Cowichan Tribes, Penelakut Tribe, and Halalt First Nation - to discuss the Project and the Hwlitsum First Nation's participation in related engagement and consultation. At that meeting, PMV provided a Project update including the status of the ongoing field studies undertaken for the planned environmental assessment process. Discussions also involved capacity funding for the participation of each group in the RBT2 Project and the potential development of a TUS for use in the RBT2 EIS.

B. Project Description Consultation phase

Consultation with Hwlitsum First Nation during the Project Description phase occurred from late September 2013 through to December 2013. Hwlitsum First Nation were consulted on the Project via the processes described below.

Project Information Disclosure

During the Project Description phase, PMV and Hwlitsum First Nation communicated by letter, e-mail and follow-up phone calls to organise meetings and exchange and discuss a variety of Project-related information including:

- Provision of the draft AOA for review and comment (December 16, 2013); and
- Provision of the four TAG Summary Reports (December 22, 2013).

Direct Communication

Port Metro Vancouver met with Hwlitsum First Nation on November 1, 2013, to provide a Project update and discuss details on the anticipated EA process, including the Project Description.

C. EIS Development Consultation and Engagement

Consultation with Hwlitsum First Nation during the EIS Development phase occurred from late January to December 2014. Hwlitsum First Nation were consulted on the Project via the processes described below.

Project Information Disclosure

Between January and December 2014, PMV provided Hwlitsum First Nation with the following information:

- PMV responses to Hwlitsum First Nation's comments raised at the Project update meeting with CNA on November 1, 2013 (January 7, 2014);
- A proposal for funding to support Hwlitsum First Nation in the development of a TUS for the Project (January 13, 2014);
- An offer of funding to support Hwlitsum First Nation's participation in the Project's consultation process (January 29, 2014);
- Invitations to participate in the RBT2 Working Group meetings, and to attend the two RBT2 Aboriginal VC workshops;
- The draft AOA for Hwlitsum First Nation review and input (March 19 and 25, 2014);
- The VC selection and rationale document for review and input (April 10, 2014);
- Final draft of the AOA and response to Hwlitsum input (May 8, 2014);
- A schedule of Project-related Technical Data Reports and Technical Reports for the purposes of facilitating Hwlitsum First Nation's Project review planning (June 19, 2014);
- A draft Hwlitsum First Nation community profile for review and input (July 14, 2014);

- Request for information and provision of a community dietary survey for the purpose of the EIS Human Health assessment (July 21, 2014);
- The proposed 2014 Fall Consultation schedule and content for Hwlitsum First Nation's input (July 29, 2014);
- Project-related Information Sheets on the topics of Noise and Vibration, Container Movement, Air Quality, the ongoing Environmental Assessment Process and related Environmental Studies (August 5, 2014);
- Provision of information on PMV's planned field studies to further investigate Aboriginal group's concerns regarding a black material observed in Dungeness crabs previously harvested from the Fraser River estuary (August 7, 2014);
- A finalised schedule for the Fall Aboriginal workshops, and a proposal for further community-specific meetings to discuss Current Use of Lands and Resources for Traditional Purposes and Aboriginal Rights and Related Interests (August 22, 2014);
- An offer of participation funding to support Hwlitsum First Nation's participation in the planned Fall Consultation (August 22, 2014);
- Invitation to participate in consultation regarding Preliminary Environmental Mitigation Concepts for the Project (September 4, 2014);
- Meeting Materials for the planned Fall Workshop #1 on October 7, 2014 (September 24, 2014);
- Meeting Materials for the planned Fall Workshop #2 on October 8, 2014 (September 25, 2014);
- A draft table of comments and questions raised by Aboriginal groups during the Fall Workshops #1 and 2 for review and comment (October 14, 2014);
- Meeting Materials for the planned Fall Workshop #3 on October 28, 2014 (October 15, 2014);
- Meeting Materials for the planned Fall Workshop #4 on October 29, 2014 (October 20, 2014);
- A draft table of comments and questions raised by Aboriginal groups during the Fall Workshops #3 and 4 for review and comment (November 3, 2014);
- Electronic copies of all materials provided to participants at Aboriginal Groups Workshops #1 through 4, as per Hwlitsum First Nation's request;
- Provision of an advance draft of Hwlitsum First Nation existing conditions and community information within **EIS Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes** for review and comment (December 12, 2014); and
- Electronic copies of preliminary EIS outcomes, previously discussed in the October 2014 workshops, for review and comment (December 12, 2014).

During this phase, Hwlitsum First Nation communities also provided PMV with information that was used to inform the EIS and/or to further refine Project planning. Information provided by Hwlitsum First Nation included:

- Acceptance of PMV's participation funding agreement (February 13, 2014);
- Notification and copy of a letter sent by Hwlitsum First Nation to CEA Agency in response to Hwlitsum First Nation's exclusion from the EIS Guidelines (March 5, 2014);
- Feedback and input to the draft AOA (March 19, 2014);
- Feedback and input to the VC selection and rationale document (April 17 and May 23, 2014);
- Acceptance of PMV's TUS funding agreement (April 24, 2014);
- Feedback and input to draft Hwlitsum First Nation community profile for the EIS (August 1, 2014);
- Provision of a current use study titled: *The Hwlitsum First Nation's Traditional Use and Occupation in the Area Now Known as British Columbia*, Volume 1. (Wilson et al. 2014) (August 26, 2014); and
- Acceptance of PMV's offer of participation funding to support Hwlitsum First Nation's participation in the planned Fall Consultation (August 29, 2014).

Direct Communication

During the EIS Development phase, PMV met twice with Hwlitsum First Nation (March 6, and July 3, 2014) to discuss their role in reviewing the Project and to provide Project updates.

Port Metro Vancouver and Hwlitsum First Nation - along with the CNA representative members - met via teleconference on July 23, 2014 to further discuss the Project. The discussion addressed the development of a TUS, PMV's request for dietary survey information, and planned Fall Consultation for Aboriginal groups. Capacity funding to support all of these activities was discussed and PMV committed that a funding offer would be provided at a later date.

Technical Workshops and/or Working Groups

Hwlitsum First Nation was represented within the Working Group process, participating in Working Groups #2, 3, and #4.

Port Metro Vancouver invited Hwlitsum First Nation to participate in the four workshops on the preliminary results of the EIS for the proposed Project. Hwlitsum First Nation attended two of the workshops on October 28 and 29, 2014. In their absence from the October 7 and 8 meetings, PMV provided Hwlitsum First Nation the meeting materials, along with an invitation to meet and discuss any input and/or concerns they may have. Port Metro Vancouver did not receive feedback from Hwlitsum First Nation in time for it to be incorporated into the EIS.

Similarly, Hwlitsum First Nation were unable to participate with PMV in an additional workshop to discuss the preliminary results of the EIS and potential mitigation with respect to the Health Impact Assessment and effects on current use and Aboriginal and/or Treaty rights. In their absence, PMV provided Hwlitsum First Nation with all meeting materials, along with an invitation to meet and discuss any input and/or concerns they may have. Port Metro Vancouver did not receive feedback from Hwlitsum First Nation in time for it to be incorporated into the EIS.

APPENDIX 7.2-B
Aboriginal Groups Issues and Interests Table

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Summary Table of Responses to Comments Received from Aboriginal Groups through Consultation during Preparation of the Environmental Impact Statement

The following table is a summary of comments received from Aboriginal groups regarding the Roberts Bank Terminal 2 and responses from Port Metro Vancouver.

The following table is sorted by topic which largely correspond to sections within the EIS, except when a comment touches on more than one topic. Where appropriate, references are provided in the last column of the table that indicate where in the EIS to locate detailed data, methods and analysis that complement or inform each response. In order to avoid duplication, PMV has combined or re-stated some comments and has endeavoured to ensure that the meaning of the comments are reflected accurately. For each comment (or grouping of similar comments) a list of the Aboriginal groups that either raised the comment, or participated in a sub-sequent discussion related to the comment, is provided.

PROJECT OVERVIEW AND ENVIRONMENTAL ASSESSMENT PROCESS

Table 1 Project Planning, Development, and Implementation

ID#	Comment	Aboriginal Group	Response	EIS Section
1	<p>Concerns regarding terminal design, and configuration, including:</p> <ul style="list-style-type: none">• Land creation;• Design of the causeway;• Design of the inner harbour;• Design of the Tug Basin; and• Request for information specific to the toe of the causeway dyke/containment dyke. <p>Requests for information that describes not only the Project footprint, but the construction, staging and storage facilities that are planned for construction.</p>	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation</p>	<p>The engineering design of the Project components, as well as construction phase activities are described in detail in Section 4.0 Project Description. Section 5.0 Alternative Means of Carrying out the Project provides a summary of alternative design options that were considered, and the rationale for the selected option.</p> <p>The proposed Roberts Bank Terminal 2 Project consists of three main components:</p> <ol style="list-style-type: none">1. A new three-berth marine container terminal;2. A widened causeway to accommodate additional road and rail infrastructure; and3. An expanded tug basin to accommodate a second tug operations contractor. <p>The marine terminal would be located immediately west of the existing Roberts Bank terminals, approximately 5.5 kilometres from the east end of the causeway. The terminal would be rectangular in shape, approximately 1,700 metres long and 700 metres wide, and would support moorage of three container ships on the south side, container storage in the centre, and rail intermodal yards on the north side. The total usable above-water area of the marine terminal would be 108 hectares.</p> <p>The Roberts Bank causeway would be widened to link existing road and rail networks to the marine terminal and to accommodate additional road and rail infrastructure. Widening would range from 0 metres to approximately 140 metres at the widest point.</p> <p>An expansion of the existing tug basin would accommodate additional tug boats, necessary to efficiently and safely assist in the arrival and departure of ships calling at the new terminal. The expansion would allow for separate access gangways and pontoon floats, and would include sufficient moorage for the existing and an additional tug operation contractor.</p> <p>Project construction is anticipated to take five-and-a-half-years, and is scheduled to start in 2018, subject to environmental approvals, permits, market conditions, and a final investment decision to proceed. The construction schedule and work activities would accommodate fisheries closure periods. In addition, stoppages of marine-based work stoppages would occur for specific marine mammal sightings, in accordance with a Marine Mammal Observation Plan.</p> <p>Project component construction activities include containment dykes, dredging, soil densification, sand storage and reclamation, caisson installation, and piling, as well as development of buildings, equipment, and road and rail infrastructure.</p> <p>Temporary construction infrastructure and facilities, necessary for the construction of the new terminal and widened causeway, would be removed once all Project components are complete.</p>	<p>4.0 Project Description:</p> <ul style="list-style-type: none">• 4.4.1 Construction-phase Activities• 4.2.2 Project Component Details, Widened Causeway• 4.2.3 Expanded Tug Basin <p>5.0 Alternative Means of Carrying out the Project</p>

ID#	Comment	Aboriginal Group	Response	EIS Section
2	<p>Interest in alternatives to the Project, and getting the most out of existing facilities before expanding.</p> <ul style="list-style-type: none">Concern about the process/methods of identifying and/or assessing Project alternatives.Concern that the process for identifying and selecting alternatives did not involve Aboriginal input. <p>Concern that the main reason the Project has been deemed feasible is for economic and logistical reasons alone.</p>	<p>Tsawwassen First Nation Cowichan Tribes Halalt First Nation Stz'uminus First Nation Hwiltsum First Nation</p>	<p>Port Metro Vancouver's approach for identifying and selecting alternatives was undertaken internally. As part of this process, PMV reviewed and considered Aboriginal input provided as part of the environmental assessment processes for prior projects at Roberts Bank.</p> <p>Alternatives to the Project are described in the EIS (Section 5.0). Port Metro Vancouver considered the following alternatives for creating container capacity to meet the forecasted demand, both within and outside of its jurisdiction:</p> <ul style="list-style-type: none">Incremental capacity and efficiency increases are underway or in planning at Deltaport Terminal and Centerm. These projects will help meet short-term container demand to the early 2020s, but would not meet forecasted longer-term requirements.Lease tenures on properties adjacent to the Vanterm property will persist until at least the late 2020s, and converting them to containers would displace other trade-related activities. If improvements at Vanterm were feasible, expansion would not be anticipated until sometime after 2030, and therefore would not meet the need to deliver additional container capacity required by the mid-2020s.Larger container ships, such as those visiting Deltaport Terminal, Centerm, and Vanterm, cannot be accommodated in the Fraser River channel due to draught requirements and length (ability to turn around in the river). Fraser Surrey Docks is not expected to be a major source of container capacity to meet demand beyond 2018.Conversion of the Lynnterm terminal to handle containers is not technically or financially feasible, due to road constraints and conflict with current handling operations.Development of Port Metro Vancouver's Fraser Richmond properties to provide large-scale container capacity is not technically feasible due to road and rail capacity constraints and issues with larger container ships in the Fraser River channel.Planned expansions at the Fairview Terminal in Prince Rupert will help meet short-term west coast container demand to the early 2020s, but will not meet forecasted longer-term requirements. <p>The results of Port Metro Vancouver's analysis concludes that the Roberts Bank Terminal 2 Project is the only technically and financially feasible option to meet long-term demand for container capacity on Canada's west coast. Feasibility of the RBT2 Project will also be determined by the outcome of the environmental assessment process, and the decisions by provincial and federal ministers of the environment.</p>	<p>5.0 Alternative Means of Carrying out the Project</p> <ul style="list-style-type: none">5.3.1 Increase Capacity and Efficiency of Existing Container Terminals within Port Metro Vancouver Jurisdiction <p>7.0 Engagement and Consultation</p> <ul style="list-style-type: none">7.2.1 Aboriginal Groups Engagement and Consultation, Engagement and Consultation Process Overview
3	<p>Concern that the causeway design does not include venting to generate more flow into and out of the inter-causeway area.</p> <ul style="list-style-type: none">Concern with potential Project-related effects on water flow and intertidal health.Concern that the Project design will impact water flow, making fishing more difficult.	<p>Tsawwassen First Nation Musqueam First Nation Lyackson First Nation Métis Nation BC Halalt First Nation Hwiltsum First Nation</p>	<p>The extent of widening along the causeway is determined by road and rail infrastructure requirements for the Project. To minimise the marine footprint, widening will vary from 0 m to approximately 140 m.</p> <p>Past experience at Roberts Bank has indicated that the tidal flats are sensitive to disturbance. In particular, past development has resulted in localised development and expansion of tidal channels and associated changes in the degree of influence of the Fraser River outflow plume on the inter-causeway area.</p> <p>During Project design, the addition of a flow passage channel (i.e. an opening) between the existing Westshore Terminals and the Project was evaluated to determine if the volume of water that would otherwise flow around the northwest corner could be reduced. It was determined that a 100-m-wide flow passage would slightly reduce flow velocities at the northwest corner, but it would generate additional local scour in the passage itself and adjacent areas unless other mitigation measures were installed. An independent technical study, "Potential Effects of Opening the Causeway," was undertaken for the Vancouver Port Authority in 2005 to clarify issues related to physical processes and hydraulic behaviour in the causeway area of Roberts Bank. This report determined that there is a substantial risk that a new opening in the causeway could initiate a new sequence of morphological changes on the tidal flats, which could adversely affect the existing habitat conditions. The report is available on the Project website: http://www.robertsbankterminal2.com/wp-content/uploads/RBT2-Potential-Effects-of-Opening-the-Causeway-June-2005-NHC-Memo-January-2014.pdf. Based on the findings of this report, and the evaluation of adding a flow passage channel, Port Metro Vancouver does not propose to open the Roberts Bank causeway.</p>	<p>See Project website for more information: http://www.robertsbankterminal2.com/wp-content/uploads/RBT2-Potential-Effects-of-Opening-the-Causeway-June-2005-NHC-Memo-January-2014.pdf.</p>

ID#	Comment	Aboriginal Group	Response	EIS Section
4	Interest in the type and size of vessels expected to call at RBT2.	Lyackson First Nation Halalt First Nation Hwlitsum First Nation	The Project design, as well as vessel types and sizes, is described in Section 4.0 Project Description. The Project design provides for the maximum simultaneous moorage of one Maersk Triple-E Class ship, approximately 400 m in length with the capacity for 18,000 TEUs, and two Panamax 2104-class vessels, approximately 366 m in length with capacities of 12,000 TEUs each.	4.0 Project Description <ul style="list-style-type: none">4.2.1 Marine Terminal, Table 4-2 Project Design Ship Parameters
5	Concern with the lack of habitat enhancement being presented as part of the Project.	Lake Cowichan First Nation Lyackson First Nation	The EIS considers clear, enforceable measures that are technically and economically feasible that would mitigate any adverse effects of the Project, as required by the RBT2 <i>EIS Guidelines</i> . The approach to considering mitigation measures for adverse effects is described in Section 8.0 Effects Assessment Methods. The proposed approach for mitigation to address Project-related effects to marine biophysical valued components is described in Section 17.0.	8.0 Effects Assessment Methods <ul style="list-style-type: none">8.1.6 Mitigation Measures 17.0 Mitigation for Marine Biophysical Valued Components
6	Concern the proposed Project will change to include the handling of oil and/or coal.	Semiahmoo First Nation Lyackson First Nation	The proposed Project is a container terminal and does not include any coal-related elements. There are no plans to modify the RBT2 Project to handle bulk oil or coal. The Project will not contribute to coal dust. Coal dust from Westshore Terminals (the existing coal terminal at Roberts Bank) was included in the examination of air quality existing conditions and air quality cumulative effects assessment. The human health assessment considered the potential for contamination of edible shellfish related to Project activities resulting in re-suspension of historical deposits of coal in sediments. The assessment concluded that there were no risks to human health related to re-suspension of sediments containing coal.	4.0 Project Description 9.2 Air Quality 27.0 Human Health
7	Concern that the shore power component of the terminal design will result in adverse effects on other First Nations in the province, through the increased demand of hydroelectric power.	Lyackson First Nation	The implementation of shore power at RBT2 would be done in consultation with BC Hydro, such that adequate electrical capacity will be available so as not to affect power supply. Consideration of Project-related demand on municipal power supply is not included in the EIS.	Not included

Table 2 Environmental Assessment Process and Regulatory Framework

ID#	Comment	Aboriginal Group	Response	EIS Section
8	Interest in the role of the Province of B.C. with respect to the Project. Concern that the lack of commitment by the Province may result in the need for an additional review process.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation	On November 5, 2014, the B.C. Environmental Assessment Office confirmed the Project is reviewable under Part 8 of the <i>Reviewable Projects Regulation</i> , B.C. <i>Environmental Assessment Act</i> . On December 19, 2014, the B.C. Minister of Environment issued an order under s. 14 of the Act establishing the Province’s procedures and methods for conducting the EA for the Project. The Minister ordered that the scope of the Project is as defined by the CEA Agency in the <i>EIS guidelines</i> ; the scope of the assessment must include factors established by the federal Minister and potential adverse environmental, economic, social, heritage, and health effects, including cumulative effects, and practicable means to mitigate such potential adverse environmental effects, and potential adverse effects on Aboriginal groups; the EAO will principally rely on the EA to be conducted by the federal review panel and on consultation conducted by the CEA Agency with Aboriginal groups, whose interests are potentially affected by the Project; and, the EAO must make a recommendation to the Minister within 30 days of receiving notice of the decision from the federal Minister. The information presented in the EIS is intended to satisfy both federal and provincial EA requirements. More information regarding the federal environmental assessment for the Project can be found on the Canadian Environmental Assessment Agency website at www.ceaa-acee.gc.ca , Reference Number: 80054. More information regarding the provincial environmental assessment for the Project can be found on the British Columbia Environmental Assessment Office’s Project Information Centre (e-PIC) website at http://a100.gov.bc.ca/appsdata/epic/html/deploy/epic_project_home_410.html .	6.0 Environmental Assessment and Permitting Process <ul style="list-style-type: none">6.2 Provincial Involvement and Process

ID#	Comment	Aboriginal Group	Response	EIS Section
9	Concern about the Project decision being political rather than based on a science-based rigorous assessment.	Tsawwassen First Nation Cowichan Tribes	While the environmental assessment of the Project will inform the decisions made by the Federal and Provincial governments, the EIS itself comprises a science-based rigorous assessment. Further, the Project is undergoing a federal environmental assessment by an independent review panel, under the <i>Canadian Environmental Assessment Act, 2012</i> .	Not included
10	Interest in the permitting process and requirements for the Project. <ul style="list-style-type: none">Interest in whether the Project will require a TERMPOL review.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation	A summary of the permitting process and requirements for the Project is included in Section 6.0 Environmental Assessment and Permitting Process of the EIS. The Project is undergoing a federal environmental assessment by an independent review panel, under the <i>Canadian Environmental Assessment Act, 2012</i> . The Project is also undergoing an assessment under the British Columbia <i>Environmental Assessment Act</i> . The Project requires other permits and authorisations before it can proceed. Technical Review Process of Marine Terminal Systems and Transshipment Sites (TERMPOL) is a voluntary review process in which proponents involved in building and operating a marine terminal system for bulk handling of oil, chemicals and liquefied gases can participate. A TERMPOL review was not required for the Project, as RBT2 is a proposed terminal that will handle containers only, not bulk fuel.	6.0 Environmental Assessment and Permitting Process
11	Interest in the role of other regulators with respect to permitting (i.e., DFO). Interest if the DFO permitting process will protect the availability of food fish in the Roberts Bank area.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation	The EIS describes the need for other permits that will be required for the Project. Other regulators (e.g., Fisheries and Oceans Canada (DFO), Environment Canada) will review the EIS and may require additional information from PMV. Federal powers, duties, or functions that may be exercised with respect to the Project, and the federal departments and agencies involved in the EA process and their respective specialist or expert knowledge are identified in Section 6.0. The regulation and management of commercial, recreational, and Aboriginal fisheries is described in Section 16.0.	6.0 Environmental Assessment and Permitting Process <ul style="list-style-type: none">6.1 Federal Involvement and Process 16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries <ul style="list-style-type: none">16.1 Component Overview and Regulatory Setting
12	Interest in when the final decisions on proposed mitigation measures will go ahead or not. Concern about the availability of resources for mitigation, and requests for TFN to be made aware of all the proposed options, and to know how they are ranked.	Tsawwassen First Nation	Decisions on mitigation measures will be made following a recommendation by the independent review panel and decision by the Federal Minister of Environment. If approved, the decision statement issued by the Minister of Environment would specify the mitigation measures that PMV would be required to implement if the Project were to proceed. Similarly, the EA certificate, if one is issued by the province, would also specify mitigation measures that must be implemented by the proponent. Permits issued in respect of the Project by other regulatory agencies may specify additional mitigation measures that must be implemented by the proponent. All proposed mitigation measures in the EIS were evaluated based on technical feasibility, likely effectiveness, and consideration of indirect effects that each mitigation measure may have on other VCs. A numerical ranking system was not used.	8.0 Effects Assessment Methods <ul style="list-style-type: none">8.1.6 Mitigation Measures 35.0 Effects Assessment Summaries <ul style="list-style-type: none">Table 35-2 Summary of Environmental Mitigation Measures and Commitments
13	Interest in who is the responsible authority in addressing the multiple and overlapping First Nation assertions over the Project area. Concern with inclusion of certain Aboriginal groups identified in the <i>EIS Guidelines</i> .	Musqueam First Nation	The CEA Agency is responsible for Crown consultation under the CEA Agency process, including identification of Aboriginal groups for inclusion in the <i>EIS Guidelines</i> .	Not included

Table 3 Engagement and Consultation

ID#	Comment	Aboriginal Group	Response	EIS Section
14	<p>Concern about the lack of clarity between the roles of PMV and CEA Agency and who is ultimately responsible for Crown consultation(s). Additional interest in the role of the Province of B.C.:</p> <ul style="list-style-type: none">Aboriginal groups need more time with CEA Agency to talk about their interests.The need for a direct line of communication between Aboriginal groups and the Crown.Crown consultation is a first priority for Aboriginal groups.	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation</p>	<p>The CEA Agency is responsible for Crown consultation under the CEA Agency process. By means of this response, PMV advises the CEA Agency of this concern.</p>	<p>Not included</p>
15	<p>Concern about lack of PMV consultation on the Project with Aboriginal groups, and that consultation is not meaningful:</p> <ul style="list-style-type: none">Concern about the increasing level of information being provided to Aboriginal groups to review and comment on, and the short timelines in which to respond.Request for complete meeting records (including presenter responses) from workshops.Request for meeting materials in advance of workshops.Concern that the format of consultation workshops does not enable participants to ask questions meaningfully.Request to be informed of when the EIS will be submitted. Interest if/how PMV's responses to questions and comments will be provided.Concern with schedule and location of meetings.Concern with limited inclusion of Aboriginal groups in Working Group meetings.	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Cowichan Tribes Penelakut Tribe Semiahmoo First Nation Halalt First Nation Stz'uminus First Nation Hwlitsum First Nation</p>	<p>Since January 2011, Port Metro Vancouver has consulted with Aboriginal groups regarding Project planning, components and activities, selection of VCs, the potential effects of the Project, proposed mitigation measures, and potential changes to the environment related to the Project. Port Metro Vancouver also held technical workshops with Aboriginal groups at which PMV and technical specialists engaged directly with members of Aboriginal groups, discussing specific areas of Aboriginal interest and reviewing related technical topics.</p> <p>The intent of the fall 2014 workshops, as described in Section 7.2.2 and detailed in Appendix 7.2-A, was to provide preliminary EIS results and proposed mitigations and obtain feedback in a simplified presentation and plain language format. Materials were provided to Aboriginal groups approximately two weeks in advance of workshops, to provide time to read the material so that questions and comments could be raised in the workshops. Port Metro Vancouver also provided an opportunity to provide further comment following the workshops.</p> <p>Most questions asked during consultation are addressed in this appendix. Some questions, comments and requests were addressed at the workshops or through follow up communications.</p> <p>The process identified for responding to Aboriginal interests and/or issues is provided in the EIS. Port Metro Vancouver continues to be open to hear concerns and will notify Aboriginal groups when the EIS is submitted.</p>	<p>7.0 Engagement and Consultation</p> <ul style="list-style-type: none">7.2.2 Pre-EIS Submission Consultation ProcessAppendix 7.2-A Consultation Activities by Aboriginal GroupAppendix 7.2-B Aboriginal Groups Interests and Issues Table
16	<p>Feedback that MFN and TWN do not view any meetings with PMV regarding the Project as consultation but as information sharing sessions only.</p> <p>Requested for an independent process for MFN, including a Terms of Reference to move forward with consultation.</p>	<p>Musqueam First Nation Tsleil-Waututh Nation</p>	<p>This concern is noted in the EIS. Port Metro Vancouver will continue to engage with MFN regarding a potential Terms of Reference.</p>	<p>7.0 Engagement and Consultation</p> <ul style="list-style-type: none">7.2.2 Pre-EIS Submission Consultation ProcessAppendix 7.2-A Consultation Activities by Aboriginal Group

ID#	Comment	Aboriginal Group	Response	EIS Section
17	Request that it be noted that the scope of the Project has changed from what was originally discussed with TFN in 2004, which has resulted in discussions and/or potential amendments to the 2004 Memorandum of Agreement (MOA).	Tsawwassen First Nation	The change of Project scope, related to the TFN MOA, is noted in the EIS.	7.0 Engagement and Consultation <ul style="list-style-type: none">7.2.1 Engagement and Consultation Process Overview
18	<p>Request for further consultation and information related to field studies, potential valued components, preliminary EIS findings and proposed mitigation.</p> <ul style="list-style-type: none">Request to review the draft EIS sections of importance to Aboriginal groups, prior to submission of the EIS.Request to review technical reports and EIS. <p>Concern that Aboriginal groups be provided the opportunity to define themselves, their respective communities.</p> <ul style="list-style-type: none">Feedback that Aboriginal groups should also be afforded the opportunity to describe perceived adverse effects, concerns, issues and valued components.	<p>Tsawwassen First Nation Musqueam First Nation Semiahmoo First Nation Penelakut Tribe Lyackson First Nation Tsleil-Waututh Nation Métis Nation BC Hwiltsum First Nation</p>	<p>Since January 2011, Port Metro Vancouver has consulted with Aboriginal groups regarding Project planning, components and activities, selection of VCs, the potential effects of the Project, proposed mitigation measures, and potential changes to the environment related to the Project. Aboriginal groups were also provided draft community profiles and rights and Current Use information for their review and comments. Feedback received was incorporated into the EIS.</p> <p>Port Metro Vancouver also held technical workshops with Aboriginal groups at which PMV and technical specialists engaged directly with members of Aboriginal groups, discussing specific areas of Aboriginal interest and reviewing related technical topics.</p> <p>Participation funding agreements have been negotiated between PMV and Aboriginal groups, either individually or through associations representing the Aboriginal groups, and were designed to support the consultation process for the Project. Additional agreements were reached to support Aboriginal groups in the collection of Current Use information and ATK to inform Project planning, effects assessment, and identification of proposed mitigation measures.</p> <p>Throughout the consultation process, PMV has provided Aboriginal groups with reasonable opportunities to present and communicate their interests and issues in relation to the Project to both PMV and relevant regulatory agencies.</p>	7.0 Engagement and Consultation <ul style="list-style-type: none">7.2 Aboriginal Engagement and Consultation7.2.2 Pre-EIS Submission Consultation Process7.2.3 Future Planned Engagement and ConsultationAppendix 7.2-A Consultation Activities by Aboriginal Group
19	Concern that participation funding provided by PMV is insufficient.	<p>Tsleil-Waututh Nation Musqueam First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Stz'uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Stz'uminus First Nation Hwiltsum First Nation</p>	<p>Port Metro Vancouver has provided or offered funding support to ensure the ongoing participation of Aboriginal groups involved in the Project's consultation processes. Additional agreements were also initiated to support the development of studies regarding the current use of lands and resources for traditional purposes. As a result of these engagement and consultation activities, Aboriginal groups have provided traditional use information relating to the Project area.</p> <p>Port Metro Vancouver participation funding agreements have been negotiated between Port Metro Vancouver and Aboriginal groups, either individually or through associations representing the Aboriginal groups. Port Metro Vancouver has provided participation funding to 12 Aboriginal groups or associations representing these groups: Tsawwassen First Nation; Musqueam First Nation; Semiahmoo First Nation; Tsleil-Waututh Nation; Cowichan Tribes; Penelakut Tribe; Halalt First Nation; Stz'uminus First Nation; Lake Cowichan First Nation; Lyackson First Nation; Metis Nation British Columbia; and Hwiltsum First Nation.</p>	7.0 Engagement and Consultation <ul style="list-style-type: none">7.2 Aboriginal Engagement and ConsultationAppendix 7.2-A Consultation Activities by Aboriginal Group
20	<p>Concern about the amount of CEA Agency funding provided to Aboriginal groups.</p> <p>Request that more funding should be allocated to groups with rights in the area.</p>	Tsawwassen First Nation	By means of this response, PMV advises the CEA Agency of this concern.	Not included
21	Expectation that PMV's consultation process be established and/or undertaken in accordance with Tsleil-Waututh Nation's Stewardship Policy.	Tsleil-Waututh Nation	<p>Port Metro Vancouver's consultation and engagement process for RBT2 is outlined in the EIS, in section 7.2. In addition to summarising consultation activities that have taken place to date, the section outlines the proposed ongoing consultation with Aboriginal groups following submission of the EIS.</p> <p>Port Metro Vancouver has modified its consultation approach in order to meet the individual needs of each Aboriginal group, including TWN, and will continue to do so.</p>	7.0 Engagement and Consultation <ul style="list-style-type: none">7.2 Aboriginal Engagement and Consultation7.2.3 Future Planned Engagement and ConsultationAppendix 7.2-A Consultation Activities by Aboriginal Group

ID#	Comment	Aboriginal Group	Response	EIS Section
22	Concerned that Métis Nation BC has been categorised as a less affected group. <ul style="list-style-type: none">Request for Métis Nation BC to be treated equally as an Aboriginal group.	Métis Nation BC	The list of Aboriginal groups identified within the <i>EIS Guidelines</i> as potentially being affected by the Project (including Métis Nation BC) is presented within Section 7.2. The CEA Agency identified Métis Nation BC as requiring a “moderate” depth of consultation. As described in Section 7.2 and Appendix 7.2-A, PMV has consulted with Métis Nation BC in the same fashion as all other Aboriginal groups identified by the CEA Agency as requiring moderate consultation.	7.0 Engagement and Consultation <ul style="list-style-type: none">7.2 Aboriginal Engagement and ConsultationAppendix 7.2-A Consultation Activities by Aboriginal Group
23	Interest in the Technical Advisory Group process, including who participated, and whether or not there was Aboriginal participation.	Tsawwassen First Nation Hwiltsum First Nation Tsleil-Waututh Nation Lyackson First Nation	Port Metro Vancouver established the Technical Advisory Group (TAG) process in 2012 to engage and consult with leaders in the technical and scientific community to provide guidance on four key topic areas – southern resident killer whales, biofilm and shorebirds, coastal geomorphology and productive capacity. The TAG Terms of Reference and Summary Reports are available on the Project website: http://www.robertsbankterminal2.com/information-centre/project-documents/ . The following Aboriginal groups were invited to contribute to the TAG process: <ul style="list-style-type: none">Tsawwassen First Nation;Musqueam First Nation;Semiahmoo First NationTsleil-Waututh Nation;Stó:lō Nation; andStó:lō Tribal Council. The TAG process was also discussed in meetings with Aboriginal groups, and summary reports on the TAG process were provided to all Aboriginal groups for review and comment.	7.0 Engagement and Consultation <ul style="list-style-type: none">Appendix 7.2-A Consultation Activities by Aboriginal Group7.4 Technical Advisory Group Process (2012 to 2013)

Table 4 Effects Assessment Methods

ID#	Comment	Aboriginal Group	Response	EIS Section
24	Section 5.1 (a) of <i>CEAA 2012</i> is important to everyone, not just First Nations. Concern that PMV will only be considering Section 19 of <i>CEAA 2012</i> .	Hwiltsum First Nation	The EIS considers all of the potential effects described in sections 5(1) and 5(2) of <i>CEAA 2012</i> . In particular, a summary of changes to components of the environment as per section 5.1(a) of <i>CEAA 2012</i> is included in the EIS.	29.0 Summary of Residual Environmental Effects <ul style="list-style-type: none">29.1 Changes to Components of the Environment within Federal Jurisdiction
25	Concern about the process used to identify VCs, particularly the determination between ICs and VCs. <ul style="list-style-type: none">What is the complete list of VCs and sub-components?Explain the rationale used to select VC sub-components. Specifically, are eulachon and sturgeon captured in the assessment?	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Cowichan Tribes Penelakut Tribe Halalt First Nation Semiahmoo First Nation Hwiltsum First Nation	Intermediate components (ICs), valued components (VCs), and VC sub-components are identified in Section 8.0 Effects Assessment Methods. Section 8.0 describes the overall 3-step VC selection process, including the rationale for focusing the assessment on VC sub-components. The rationale for selection of specific ICs, VCs and VC sub-components is described in each assessment section. For example, discussion regarding sub-component selection relative to species of importance to Aboriginal groups, including eulachon and sturgeon, is captured in Section 13.0 Marine Fish.	8.0 Effects Assessment Methods <ul style="list-style-type: none">8.1.2 Selection of Valued ComponentsFigure 8-1 Valued Component Selection ProcessAppendix 8-A Valued Component Selection Rationale 13.0 Marine Fish <ul style="list-style-type: none">13.2 Selection of Marine Fish Valued Component
26	Is the methodology used to assess effects on VCs different from that used to assess asserted or established Aboriginal and treaty rights and related interests, and Current Use? Is there a significance rating?	Tsleil-Waututh Nation Tsawwassen First Nation Musqueam First Nation	The methods used to assess potential effects of the Project on the ability of Aboriginal groups to exercise Current Use of Land and Resources for Traditional Purposes (Current Use), and potential impacts on Aboriginal and treaty rights and related interests are described in the EIS. Because residual Project-related effects on Current Use were predicted to be negligible, further assessment, including a determination of significance, was not conducted. A significance determination was not made with respect to potential impacts on Aboriginal and treaty rights.	8.0 Effects Assessment Methods 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes

ID#	Comment	Aboriginal Group	Response	EIS Section
27	Concern about, and request for more information related to existing conditions, effects assessment methods, residual effects, cumulative effects and mitigation.	Tsawwassen First Nation Musqueam First Nation Tsleil-Waututh Nation Lake Cowichan First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Stz'uminus First Nation Métis Nation BC Lyackson First Nation Hwlitsum First Nation Semiahmoo First Nation	<p>The methods used to assess the potential effects of the Project, including mitigation measures, residual effects and cumulative effects, are described in the EIS (Section 8.0).</p> <p>The environmental assessment for the Project was developed to meet the requirements specified in the <i>EIS Guidelines</i> and consistent with existing guidance documents, including the <i>Operational Policy Statement Assessing Cumulative Environmental Effects Under the Canadian Environmental Assessment Act, 2012</i> and <i>Determining Whether a Project is Likely to Cause Significant Adverse Environmental Effects</i>, the <i>Cumulative Effects Assessment Practitioners' Guide</i>, and the <i>Guideline for the Selection of Valued Components and Assessment of Potential Effects</i>, among others.</p> <p>Descriptions of existing pre-Project conditions relevant to each valued component and intermediate component were developed based on existing information, field studies, data analysis, and modelling. The description of existing conditions considered how intermediate components and valued components have been already affected by other projects and activities that have been carried out.</p> <p>Expected conditions were also determined where substantial changes are expected to occur to a valued component or intermediate component in the future prior to Project construction or operation, such as from changes in regulation or as a result of other projects or activities currently underway.</p> <p>Potential Project-related effects that may persist after the implementation of mitigation measures are called residual effects. The EIS identifies Project-related residual effects and their significance. The determination of significance is specific to each valued component and the EIS presents the rationale for the significance thresholds applied.</p> <p>Where measurable residual effects to a valued component have been predicted to result from the Project, a cumulative effects assessment was conducted to determine whether Project-related residual effects are likely to interact cumulatively with the effects of other projects and activities. Similarly, where Project-induced changes to an intermediate component were expected, the potential for those changes to combine cumulatively with changes caused by other projects and activities was assessed.</p> <p>Where the Project was predicted to contribute to cumulative effects, additional mitigation measures were considered. Port Metro Vancouver then determined the significance and likelihood of any adverse residual cumulative effects following the implementation of mitigation measures.</p> <p>Where it was determined that potential adverse effects could occur, technically and economically feasible mitigation measures to avoid, reduce, or offset potential adverse effects to an acceptable level have been proposed. The design and implementation of proposed mitigation measures considers input received from regulators, Aboriginal groups, local government, and the public.</p> <p>The methods used to assess the potential effects of the Project, including mitigation measures, residual effects and cumulative effects, are described in the EIS.</p> <p>Port Metro Vancouver has consulted with Aboriginal groups regarding Project components and activities, selection of VCs, the potential effects of the Project, proposed mitigation measures, and potential changes to the environment related to the Project. Aboriginal groups were also provided draft community profiles and rights and Current Use information for their review and comments. Feedback received was incorporated into the EIS.</p>	8.0 Effects Assessment Methods <ul style="list-style-type: none">8.1 Environmental Assessment Methods:<ul style="list-style-type: none">8.1.6 Mitigation Measures8.1.7 Characterisation of Residual effects and Context8.1.8 Determination of Significance of Residual Adverse Effects8.1.9 Cumulative Effects Assessment
28	Concern about the role of offsetting within the determination of residual effects.	Stz'uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe	<p>Project-related effects on marine biophysical VCs that cannot be fully mitigated through avoidance or reduction or other mitigation measures will be addressed through offsetting. Offsetting proposed for this Project is focused on the creation and enhancement of biophysical habitats that currently support species of the Roberts Bank ecosystem. The concepts proposed are consistent with current legislation and policy and are based on well-established techniques that have been successfully implemented at Roberts Bank, elsewhere in B.C., and in the Pacific Northwest. The EIS includes a description of onsite habitat concepts to offset potential decreases in productivity, including the identification of beneficial habitat types for each of the VC sub-components, and representative species and groups where applicable.</p>	17.0 Mitigation for Marine Biophysical Valued Components <ul style="list-style-type: none">17.3 Offsetting Potential Effects

ID#	Comment	Aboriginal Group	Response	EIS Section
29	Concern that the EIS relies too heavily on existing conditions to determine significance. If an effect is deemed not significant, it means that there is no need for action or mitigation to be undertaken. TFN is of the view that identifying something as not significant does not mean that it does not necessitate mitigation, because there is still an effect on the local population.	Tsawwassen First Nation	As described in the EIS, the assessment process considered the effectiveness of mitigation measures to be used to avoid, reduce, offset or otherwise mitigate each potential adverse Project-related effect. A determination of significance was undertaken only for the adverse effects that are expected to persist after the implementation of mitigation measures (i.e., residual effects). Therefore, mitigation is applied before the determination of significance.	8.0 Effects Assessment Methods <ul style="list-style-type: none">8.1 Effects Assessment Methods, Environmental Assessment Methods<ul style="list-style-type: none">8.1.6 Mitigation Measures8.1.7 Characterisation of Residual Effects and Context8.1.8 Determination of Significance of Residual Adverse Effects
30	Concern about the effects of port developments creating changes to Semiahmoo territory (i.e. Boundary Bay), particularly with respect to increased sedimentation. Spatial boundaries of the local assessment areas for coastal birds, marine fish, marine invertebrates, marine vegetation and biofilm, marine mammals and geomorphology should be inclusive of Boundary Bay.	Semiahmoo First Nation	The local study areas for coastal geomorphology, water quality, and surficial geology and marine sediment encompassed the anticipated maximum spatial extent where Project-related changes may occur. Sturgeon Bank and Boundary Bay were also included in the local study areas for marine water quality and for surficial geology and marine sediment. The local study areas extended south of the international border to Point Roberts, U.S.A. Measurable Project-related changes to sedimentation from construction activities or changes associated with altered coastal processes resulting from terminal placement are predicted to be localised at Roberts Bank. During the selection of local assessment areas for marine vegetation, marine invertebrates, marine fish, marine mammals, and coastal birds, the predicted extent of changes from any physical changes and the resultant anticipated effects to the VC and its sub-components were taken into consideration. Therefore, the selection of spatial boundary limits depends upon the area of anticipated Project effects, and the characteristics of the VC being assessed.	9.0 Physical Setting <ul style="list-style-type: none">9.5.8 Coastal Geomorphology, Future Conditions with the ProjectTable 9.5-6 Predicted Morphological Changes from the Project FootprintFigure 9.5-35 Approximate Spatial Extent of Potential Changes Associated with the Project Footprint9.6.8 Surficial Geology and Marine Sediment, Future Conditions with the Project9.7.8 Marine Water Quality, Future Conditions with the Project
31	Request that the EIS include an environmental net benefit analysis.	Tsleil-Waututh Nation	The nature, scope, and extent of the information required to be addressed in the RBT2 Environmental Impact Statement is outlined in the <i>Guidelines for the Preparation of an Environmental Impact Statement</i> , issued by the Canadian Environmental Assessment Agency in January 2014. As required by the <i>EIS Guidelines</i> , each valued component assessment presented within the EIS provides conclusions with respect to Project-related adverse or positive effects. While the EIS describes the benefits of the Project to Canadians, neither an environmental net benefit analysis nor an economic net benefit analysis is included, and neither are required by the <i>EIS Guidelines</i> .	34.0 Benefits to Canadians

ID#	Comment	Aboriginal Group	Response	EIS Section
32	Interest in whether the results of the DP3 adaptive management program informed the RBT2 EA, and whether an adaptive management approach would be taken again.	Tsawwassen First Nation Lyackson First Nation Tsleil-Waututh Nation Hwlitsum First Nation	<p>Onsite habitat selection considered lessons learned from previous habitat creation programs (e.g., Deltaport Third Berth Project (DP3)). The effectiveness monitoring reports for DP3 increased the understanding of the successes and challenges of previous habitat projects. The concepts presented in the EIS have been presented to communities, stakeholders, Aboriginal groups, public, and regulators in fall 2014.</p> <p>The expected benefits to species productivity from proposed onsite offsetting concepts have been evaluated in the marine biophysical VCs, where relevant.</p> <p>An adaptive management approach will be taken as indicated in Section 33.5 RBT2 Follow-up Program.</p> <p>Port Metro Vancouver is committed to developing and implementing a Follow-up Program for the Project. The purpose of the Follow-up Program is to verify the accuracy of residual effect predictions made in the environmental impact statement, and determine the effectiveness of any measures taken to mitigate the adverse environmental effects of the Project.</p> <p>To ensure the Program’s elements adequately reflect conditions of Project approvals, final designs, and construction or operation approaches, as well as public, Aboriginal group, and regulator feedback received during the review of the environmental impact statement, Port Metro Vancouver will lead the development of the Follow-up Program after the submission of the environmental impact statement.</p> <p>The Follow-Up Program will include:</p> <ul style="list-style-type: none">• An evaluation of the adequacy of existing data to provide a benchmark against which to test Project-related effects;• A monitoring design drawing on the measurable parameters identified to be field-tested;• A methodological approach for using field-collected data to measure and verify the accuracy of the effects predicted in the EIS;• A reporting framework that defines frequency of reporting, distribution and feedback mechanisms; and• Details of Port Metro Vancouver’s approach to adaptive management for the Project through construction and operation. <p>The Follow-Up Program will be developed in consultation with federal agencies, including the Canadian Environmental Assessment Agency, Fisheries and Oceans Canada, and Environment Canada. Complete drafts of the Roberts Bank Terminal 2 Project Follow-up Program will be made available prior to the start of field measurements to ensure parties consulted on the program and approving agencies have an opportunity to evaluate and approve the Program. Feedback from Aboriginal groups regarding the draft Program will be sought through Port Metro Vancouver’s ongoing engagement initiatives.</p>	33.0 Environmental Management Program <ul style="list-style-type: none">• 33.5 Roberts Bank Terminal 2 Follow-up Program
33	Concern that the scope of the EIS is limited to PMV’s area of jurisdiction.	Lyackson First Nation	The scope of the Project is defined by the CEA Agency in the <i>EIS Guidelines</i> .	Not included

Table 5 Cumulative Effects Assessment

ID#	Comment	Aboriginal Group	Response	EIS Section
34	What is the difference between VCs and ICs with respect to residual effects and cumulative effects? How will effects that are not residual be captured in the cumulative effects assessment?	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation	<p>The methods used to assess the potential effects of the Project, including both residual effects of the Project and cumulative effects, are described in Section 8.0 Effects Assessment Methods.</p> <p>The environmental assessment for the Project was developed to meet the requirements specified in the <i>EIS Guidelines</i> and consistent with existing guidance documents, including the <i>Operational Policy Statement Assessing Cumulative Environmental Effects Under the Canadian Environmental Assessment Act, 2012, Determining Whether a Project is Likely to Cause Significant Adverse Environmental Effects</i>, the <i>Cumulative Effects Assessment Practitioners’ Guide</i>, and the <i>Guideline for the Selection of Valued Components and Assessment of Potential Effects</i>, among others.</p> <p>Where measurable residual effects to a valued component have been predicted to result from the Project, a cumulative effects assessment was conducted to determine whether Project-related residual effects are likely to interact cumulatively with the effects of other projects and activities. Similarly, where Project-induced changes to an intermediate component were expected, the potential for those changes to combine cumulatively with changes caused by other projects and activities was assessed.</p> <p>In most cases, the assessment of future cumulative effects was conducted within the boundaries of the regional assessment area identified for the valued component. For certain valued components, however, the cumulative effects assessment boundaries differed. In all cases, the rationale supporting the selection of spatial boundaries for the assessment of cumulative effects or changes on a valued or intermediate component is provided in the corresponding section of the EIS.</p> <p>Where the Project was predicted to contribute to incremental cumulative effects, additional mitigation measures were considered. Port Metro Vancouver then determined the significance and likelihood of any adverse residual cumulative effects following the implementation of mitigation measures.</p>	8.0 Effects Assessment Methods <ul style="list-style-type: none">8.19 Cumulative Effects Assessment
35	Does the cumulative effects assessment take shipping into account and how it will impact Aboriginal fisheries in the area?	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Halalt First Nation Semiahmoo First Nation	<p>Reasonably foreseeable projects and activities related to marine shipping, including incremental marine vessel traffic associated with RBT2, is considered in the cumulative effects assessment.</p> <p>The potential cumulative effects of the Project in combination with other projects and activities that have been and will be carried out, including existing and future shipping, on Aboriginal fisheries are discussed in the EIS (Sections 16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries; Section 21.0 Marine Commercial Use; and Section 32.2 Current Use of Land and Resources for Traditional Purposes).</p>	8.0 Effects Assessment Methods <ul style="list-style-type: none">Table 8-8 Project and Activity Inclusion List8.1.9 Effects Assessment Methods, Environmental Assessment Methods, Cumulative Effects Assessment 16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries 21.0 Marine Commercial Use 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">32.2 Current Use of Land and Resources for Traditional Purposes
36	Concern that the temporal scope of EIS studies, and the description of existing conditions is incremental, not cumulative. TFN measures Project-related effects by comparing against the natural and unchanged environment, not change since the most recent development.	Tsawwassen First Nation	<p>The methods used to assess the potential effects of the Project, including both residual effects of the Project and cumulative effects, are described in Section 8.0 Effects Assessment Methods. These methods are consistent with existing federal guidance.</p> <p>The description of existing conditions for each VC considers the conditions of the VC as they have been affected by other projects and activities to date.</p>	8.0 Effects Assessment Methods <ul style="list-style-type: none">8.1.3 Establishment of Assessment Boundaries

ID#	Comment	Aboriginal Group	Response	EIS Section
37	Concern about cumulative increase in volume of ships, trucks, trains from the Project and other developments (including Tsawwassen First Nation developments).	Tsawwassen First Nation (ships) Musqueam First Nation Semiahmoo First Nation	<p>The methods used to assess the potential effects of the Project, including both residual effects of the Project and cumulative effects, are described in Section 8.0 Effects Assessment Methods. These methods are consistent with existing federal guidance.</p> <p>The cumulative effects assessment takes into consideration the potential residual effects of the Project in combination with the effects of other projects and activities that have been or will be carried out, including incremental road, rail, and marine vessel traffic associated with RBT2 and other projects.</p> <p>A list of planned and/or proposed development projects was provided by TFN for consideration within the cumulative effects assessment.</p>	<p>8.0 Effects Assessment Methods</p> <ul style="list-style-type: none">8.1.9 Effects Assessment Methods, Environmental Assessment Methods, Cumulative Effects Assessment <p>VC Effects Assessment Sections:</p> <ul style="list-style-type: none">Biophysical VCs (Sections 11.0 through 16.0)Socio-economic VCs (Sections 19.0 through 28.0)
38	Concern about the cumulative effects of port development on Aboriginal communities, and if previous studies/commitments from other projects have been considered.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Semiahmoo First Nation Hwlitsum First Nation	<p>The cumulative effects assessment takes into consideration the potential residual effects of the Project in combination with the effects of other projects and activities that have been or will be carried out, including effects on local and Aboriginal communities.</p> <p>A review of previous studies, effects assessments, and commitments from other projects was conducted and has informed the Project's environmental assessment, as discussed in the EIS. Projects and activities contributing to existing and expected conditions in the Project area are identified and described. Information sources considered in the characterisation and assessment of each IC and VC are identified in the respective effects assessment section.</p>	<p>3.0 Geographical Setting</p> <ul style="list-style-type: none">3.4 Geographical Setting, Projects and Activities Contributing to Existing and Expected Conditions <p>IC Effects Assessment Sections:</p> <ul style="list-style-type: none">Physical ICs (Section 9.2 through 9.8)Population (18.4) <p>VC Effects Assessment Sections:</p> <ul style="list-style-type: none">Biophysical VCs (Sections 11.0 through 16.0)Socio-economic VCs (Sections 19.0 through 28.0)
39	<p>Interest in which projects were included on the draft Project Inclusion List (for cumulative effects)</p> <ul style="list-style-type: none">Interest in which projects are no longer designated following changes to the <i>Canadian Environmental Assessment Act</i> in 2012.	Tsawwassen First Nation Halalt First Nation Hwlitsum First Nation	<p>The list of certain and reasonably foreseeable projects and activities that have the potential to interact cumulatively with the Project-related effects is in Table 8-8. This list includes all projects with the potential for a cumulative interaction with the Project. The CEA Agency is the appropriate authority to address questions related to <i>CEAA 2012</i> and designated projects.</p> <p>By means of this response, PMV advises the CEA Agency of this question.</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">Appendix 9.5-B: Table 9.5-B Rationale for Exclusion of Other Certain and Reasonably Foreseeable Projects in the Cumulative Change Assessment of Coastal Geomorphology
40	<p>Feedback that the natural landscape and TWN connection to it is sacred.</p> <p>Concern that the natural landscape should be the baseline for assessing Project-related effects.</p>	Tsleil-Waututh Nation	<p>The methods used to assess the potential effects of the Project, including both residual effects of the Project and cumulative effects, are described in Section 8.0 Effects Assessment Methods. These methods are consistent with existing federal guidance.</p> <p>The effects of other projects and activities that have been carried out are reflected in the existing (and expected) conditions of the ICs and VCs. By assessing potential Project-related effects against those conditions, the cumulative effects of the Project and other past projects and activities are inherently considered. The EIS also includes historical data, where available and applicable, to assist interested parties to understand the potential effects, including cumulative effects, of the Project.</p>	<p>8.0 Effects Assessment Methods</p>

ENVIRONMENTAL SETTING

Table 6 Weather and Climate

ID#	Comment	Aboriginal Group	Response	EIS Section
41	<p>Interest in if/how PMV will address climate change-related effects and/or reduce the carbon footprint in the area.</p> <ul style="list-style-type: none">Concern about the lack of green space and/or shade cover on the new infrastructure and the potential for related effects on climate change.Interest in whether PMV can mandate that all ships plug in to reduce air emissions.	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation</p>	<p>The Project design places priority on the safe and efficient handling of containers and provision of a functional interface with intermodal carriers, consistent with the current design of other such terminals worldwide.</p> <p>Project-related changes in greenhouse gases and climate-forcing particulate matter are assessed in the air quality assessment. The carbon footprint for the Project will be reduced through the use of electrically-powered equipment at the terminal and shore power for berthed vessels.</p> <p>Shore power is a part of Port Metro Vancouver’s overall Air Action Program, which also includes projects that minimise emissions of trucks, cargo handling equipment and trains. Port Metro Vancouver has already provided shore power connections for cruise ships at Canada Place and is actively working on increasing the use of shore power to include cargo ships.</p> <p>The Project has been designed to include connections for vessel shore power. Shore power connections will enable ships to be plugged into electrical power sources at the wharf so that their diesel engines and associated electrical generators can be turned off, thus reducing air and noise emissions.</p> <p>Electrical services for tug shore power connections will be extended, or added from the existing tug basin services. Mitigation measures related to air quality are included in Section 27.0 Human Health, and in Section 35.0 Effects Assessment Summaries.</p>	<p>4.0 Project Description</p> <ul style="list-style-type: none">4.2.1 Project Component Details, Marine Terminal4.4.2 Project Activities, Operation-phase Activities <p>9.0 Physical Setting</p> <ul style="list-style-type: none">9.2.8 Air Quality, Future Conditions with the Project <p>27.0 Human Health</p> <ul style="list-style-type: none">27.7 Mitigation Measures <p>35.0 Effects Assessment Summaries</p> <ul style="list-style-type: none">Table 35-2 Proposed Mitigation Measures and Commitments

INTERMEDIATE COMPONENTS

Table 7 Air Quality

ID#	Comment	Aboriginal Group	Response	EIS Section
42	<p>Concerns about air quality, parameters and methods of the air quality study, monitoring at different times in order to capture different wind directions. Request for more air quality monitoring of current conditions.</p> <p>Concerns about increased vessel emissions and if/how this will be assessed in the EIS.</p> <p>Concern about the increase in vehicle emissions and how that is considered within the Air Quality study.</p> <p>Interest in how local and provincial air pollution control activities are integrated.</p> <p>Interest in if/how coal dust will be considered in the air quality assessment.</p> <p>Concern about whether or not the locations of the current air quality monitoring stations are producing the most accurate results.</p>	<p>Tsawwassen First Nation</p> <p>Musqueam First Nation</p> <p>Tsleil-Waututh Nation</p> <p>Semiahmoo First Nation</p> <p>Lyackson First Nation</p> <p>Lake Cowichan First Nation</p> <p>Cowichan Tribes</p> <p>Penelakut Tribe</p> <p>Halalt First Nation</p> <p>Stz’uminus First Nation</p> <p>Métis Nation BC</p> <p>Hwlitsum First Nation</p>	<p>An assessment was carried out to predict potential changes in air quality as a result of the Project. The results of the air quality assessment were used in the assessments of human health and Current Use of land and resources for traditional purposes.</p> <p>The assessment modelled Project-related emission sources during the construction phase, and fuel combustion during the construction and operation phases, and compared them to modelled existing conditions and future expected conditions.</p> <p>Existing conditions considered emissions from marine vessels, trains, trucks, vehicles, and equipment from the existing Westshore Terminals, Deltaport Terminal, and B.C. Ferries Terminal, while emissions from industrial, commercial and residential sources within Delta were represented through measured air quality levels in Tsawwassen. A general trend of decreasing concentrations of contaminants has been observed and is expected in the Lower Fraser Valley for some criteria air contaminants, as well as for some trace organic contaminants. Coal dust is also included in the assessment of air quality in existing conditions, in the future with the Project, and in the cumulative effects assessment.</p> <p>Hypothetical maximum emissions scenarios were used to conservatively estimate existing conditions and potential changes from the Project. Estimated emissions and predicted ambient concentrations did not account for the inclusion of shore power as part of the Project, which is expected to decrease future emissions from ships at berth ultimately improving air quality.</p> <p>The assessment concludes that:</p> <ul style="list-style-type: none">• Air quality will improve in the future, with or without the Project, as a result of improvements in engine technologies and the use of cleaner fuels.• Cumulative changes, incorporating the Project and other certain and reasonably foreseeable projects and activities, are predicted to be small relative to expected future ambient air quality levels.• Project construction activities are predicted to cause a small increase in concentrations of some contaminants.• Criteria air contaminant (i.e., carbon monoxide, nitrogen oxides, sulphur dioxide, particulate matter, and ground-level ozone) and trace organic contaminant (i.e., formaldehyde and other contaminants related to fuel combustion) levels are predicted to be below air quality criteria on land, with limited exceptions.• The Project is expected to have a negligible effect on future ozone levels and to increase greenhouse gas emissions (i.e., carbon dioxide, methane, and nitrous oxide).• Although Project activities would emit black carbon, black carbon is expected to decrease in the future with the Project due to equipment fleet turnover at existing Roberts Bank terminals to newer engines that meet more stringent emission standards for particulate matter. <p>The Project is not expected to result in any significant adverse effect on human health, including from changes in air quality. During operation, it is unlikely that Project-related exposures to air emissions would result in health effects. The only residual effect associated with air quality changes would be experienced by individuals on the water near the terminal during construction due to short-term and infrequent dust generation.</p> <p>The benefits of existing initiatives are realised in the existing emissions monitored at local air quality stations in Metro Vancouver. Future benefits, such as improvements in fuel, are described based on their anticipated level of benefit to future air quality emissions.</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">• 9.2.5 Air Quality, Methods• Appendix 9.2-A Air Quality Study Main Report<ul style="list-style-type: none">▫ Appendix A - Emissions Inventory and▫ Appendix B – Existing Air Quality▫ Appendix -C - Air Dispersion Modelling▫ Appendix F - Ships Underway• 9.2.6 Existing Conditions<ul style="list-style-type: none">▫ Table 9.2-4 Air Quality Criteria for Criteria Air Contaminants▫ Table 9.2-5 Air Quality Criteria for Toxic Organic Contaminants• 9.2.7 Air Quality Existing Conditions• 9.2.8 Future Conditions with the Project• 9.2.9 Future Conditions with the Project and Other Projects and Activities<ul style="list-style-type: none">▫ Appendix 9.2-A Air Quality Study:▫ Appendix H – Westshore Coal Dust Assessment

ID#	Comment	Aboriginal Group	Response	EIS Section
			<p>Through its ongoing Air Action Program, Port Metro Vancouver is constantly looking at addressing air quality and climate change, by focusing on the use of technologies and the promotion of operational efficiencies to reduce air emissions from port operations, such as those mitigations suggested during consultation. Key components of the Air Action Program include the EcoAction Program, the Northwest Ports Clean Air Strategy, the Landside Air Emissions Inventory, and environmental requirements through the Truck Licensing Program. Information regarding Port Metro Vancouver’s Air Action Program can be found at http://www.portmetrovancover.com/en/environment/initiatives/Air.aspx.</p> <p>As part of the Deltaport Third Berth Project, Port Metro Vancouver funded the establishment of the Tsawwassen Air Quality Monitoring Station. The location of the station, at Pebble Hill Reservoir located at 411 Milsom Wynd in Delta, was chosen by the Delta Air Quality Monitoring Technical Working Group (composed of representatives from Corporation of Delta, Environment Canada, Metro Vancouver, Tsawwassen First Nation, and Port Metro Vancouver).</p> <p>The station is comprised of state-of-the-art monitoring equipment including ozone and particulate monitoring technologies. Since this station is part of Metro Vancouver’s regional air quality monitoring network, results from the station can be viewed in real-time at www.bcairquality.ca/readings.</p>	

Table 8 Noise and Vibration (See Table 13 for comments regarding Underwater Noise)

ID#	Comment	Aboriginal Group	Response	EIS Section
43	<p>Interest in the type and sources of noise being considered within the assessment.</p> <p>Interest in how the effects of noise from a potential increase in vessel traffic will be assessed and mitigated.</p> <p>Concern with potential effects related to noise and vibration felt from trains (i.e., shunting).</p> <ul style="list-style-type: none">Concern with increased noise and PMV’s process for resolving excessive noise issues. <p>Concern with noise and vibration related effects on humans as well as on wildlife and marine fish.</p> <ul style="list-style-type: none">Concern with potential effects on quality of life, particularly related to sound over water	<p>Tsawwassen First Nation</p> <p>Musqueam First Nation</p> <p>Tsleil-Waututh Nation</p> <p>Semiahmoo First Nation</p> <p>Lyackson First Nation</p> <p>Lake Cowichan First Nation</p> <p>Cowichan Tribes</p> <p>Penelakut Tribe</p> <p>Stz’uminus First Nation</p> <p>Halalt First Nation</p> <p>Métis Nation BC</p> <p>Hwlitsum First Nation</p>	<p>The potential changes in noise and vibration that may be caused by the Project, and the potential effects of those changes on biophysical VCs and human health are considered in the EIS. Mitigation measures to address noise-related effects are also described in the EIS.</p> <p>The noise and vibration assessment examined potential changes in noise and vibration as a result of the Project. The results of the noise and vibration assessment were used in the assessments of coastal birds, marine commercial use, outdoor recreation, human health, and Current Use of land and resources for traditional purposes.</p> <p>The assessment considered the potential changes in noise and vibration that may result from the Project and the potential cumulative changes in noise and vibration that are likely to result from the Project in combination with other certain and reasonably foreseeable projects and activities, including incremental marine vessel traffic.</p> <ul style="list-style-type: none">The assessment considers noise and vibration from trains, as a source contributing to existing conditions, as well as a potential Project-related source of noise and vibration and a potential source of cumulative change in noise and vibration.Mitigation measures related to noise are included in the human health assessment (Section 27.9.2). <p>The assessment considered Project-related sources of noise and vibration, including construction equipment, container ships at berth, container handling activities, and movement of trains and trucks on the terminal and causeway. The assessment focused on continuous noise, low frequency noise, transient and impulsive noise, and ground-borne vibration.</p> <p>The assessment concluded that:</p> <ul style="list-style-type: none">Project-related changes in annual average noise levels in communities near the Project are expected to be minor and, for the most part, not perceptible.The Project, in combination with other certain and reasonably foreseeable projects and activities, is expected to result in minimal incremental cumulative changes to noise in areas close to road and rail corridors.Some changes in noise conditions that could be perceptible include:<ul style="list-style-type: none">Increased noise during periods of peak construction activity.The number of intermittent noises during operation would increase, but the noise levels would be the same or lower than from the existing Roberts Bank terminals.Increased noise in marine areas is expected to be perceptible close to the terminal.	<p>9.3 Noise and Vibration</p> <ul style="list-style-type: none">9.3.7 Existing Conditions9.3.9 Future Conditions with the Project;9.3.6 Methods9.3.10 Future Conditions with the Project and Other Certain and Reasonably Foreseeable Projects and Activities <p>9.8 Underwater Noise</p> <p>13.0 Marine Fish</p> <ul style="list-style-type: none">13.6.3 Future Conditions with the Project, Potential Effect - Changes in Productivity <p>14.0 Marine Mammals</p> <ul style="list-style-type: none">14.6 Future Conditions with the Project <p>15.0 Coastal Birds</p> <ul style="list-style-type: none">15.7.2 Future Conditions with the Project, Potential Effect - Changes in Productivity <p>27.0 Human Health</p> <ul style="list-style-type: none">27.6 Future Conditions With the Project - Potential Project-Related Effects:<ul style="list-style-type: none">27.6.3 Potential Effect #2 – Adverse Health Effects Related to Noise27.6.4 Potential Effect # 3 – Adverse Health Effects Due to Stress and Annoyance27.6.5 Potential Effect # 4 – Adverse Health Outcomes due to Changes in Health Inequity27.7.2 Mitigation Measures, Mitigation Measure #2 - Measures to Address Noise-related Effects

ID#	Comment	Aboriginal Group	Response	EIS Section
			<ul style="list-style-type: none">• The construction and operation of the marine terminal and causeway is not expected to result in perceptible increases in levels of ground-borne vibration. <p>Suggested mitigations were considered in the development of proposed mitigation for Project-related changes in noise. Noise Management Plans would be developed for construction and operation phases and would integrate with Port Metro Vancouver’s existing noise monitoring programs.</p> <p>Mitigation of construction-related noise would include:</p> <ul style="list-style-type: none">• Scheduling of higher-noise generating activities during weekdays, and during the daytime;• Shutdown of equipment and vehicles when not in use;• Utilisation of equipment that produces less noise; and• Awareness and training for construction crews. <p>Mitigation for operation-related noise would include:</p> <ul style="list-style-type: none">• Optimised tonality of equipment alarms to limit audibility on shore while meeting safety requirements;• Operator awareness and training; and• Regular maintenance of equipment (e.g., lubrication of pulleys and other moving parts, replacement of deteriorated exhaust mufflers, maintaining efficiencies of engines through servicing).	
44	Interest in whether noise and vibration was assessed in Canoe Passage	Penelakut Tribe	<p>The spatial boundaries for the noise and vibration assessment, and the rationale for their selection, is included in the EIS (Section 9.3 Noise and Vibration).The upland study area extends to Canoe Passage. The marine study area includes all marine areas within 10 kilometre of the proposed terminal, including areas at the mouth of the Fraser river and Canoe Passage, north of the northern tip of Westham island. The spatial boundaries for the noise and vibration assessment, and the rationale for their selection, is included in the EIS (Section 9.3 Noise and Vibration).</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">• 9.3 Noise and Vibration

Table 9 Light

ID#	Comment	Aboriginal Group	Response	EIS Section
45	Concerns regarding potential effects from terminal light and any increase in light from RBT2. Concerns with if/how light pollution will be mitigated. Concern with the potential adverse effects of light pollution on fish, wildlife, and cultural activities.	Tsawwassen First Nation Tsleil-Waututh Nation Lake Cowichan First Nation Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation Hwlitsum First Nation Lyackson First Nation Cowichan Tribes Halalt First Nation Stz’uminus First Nation Métis Nation BC Hwlitsum First Nation	<p>The potential changes in light that may be caused by the Project, and the potential effects of those changes on VCs and on Current Use of land and resources for traditional purposes are considered in the EIS.</p> <p>The results of the light assessment informed the assessments of marine fish, coastal birds, visual resources and human health, and Current Use of land and resources for traditional purposes.</p> <p>The assessment focused on two aspects of light:</p> <ul style="list-style-type: none">• Light trespass, the amount of light that strays from its intended purpose onto neighbouring areas; and• Sky glow, the unwanted illumination of the night sky that affects the visibility of stars. <p>The assessment concluded that:</p> <ul style="list-style-type: none">• Overall, the Project is not expected to change the general light environment of the Lower Mainland and the Gulf Islands and no measurable incremental cumulative changes related to light are expected.• Project-related lighting is expected to result in a minimal increase in light trespass levels.• Increases in sky glow levels are expected, but are not anticipated to result in a noticeable change from existing conditions. <p>Suggested mitigations were considered in the effects assessment. Mitigation measures to address effects on visual resources and coastal birds consist of implementation of Environmental Management Plans, including Light Management Plans, for construction and operation phases. The Light Management Plans will describe measures to reduce excess lighting and sky glow, including:</p> <ul style="list-style-type: none">• Orienting lights downwards and away from residential and marine areas;• Using shielding to minimise light trespass;• Controlling light levels and limiting light use to areas where activities are occurring;• Where possible, using fixtures that emit light at wavelengths shown to minimise disorienting effects to birds;• During construction, ensuring dredge lighting system shields light from spilling outside the basic working footprint of the dredge; and• During operation, establishing a centralised lighting control system to select lighting where required.	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">• 9.4.4 Light, Relevant Guidelines• 9.4.8 Light, Future Conditions with the Project <p>13.0 Marine Fish</p> <ul style="list-style-type: none">• 13.6.3 Future Conditions with the Project, Potential Effect - Changes in Productivity,• 13.7.5 Mitigation Measures, Mitigation #4 for Changes in the Light Environment <p>15.0 Coastal Birds</p> <ul style="list-style-type: none">• 15.7.2 Future Conditions with the Project - Potential Effect - Changes in Productivity – Artificial Lighting• 15.8.3 Mitigation Measures, Mitigation #2 - Measures to Address Productivity Loss due to Changes in Habitat Quality – Artificial Lighting <p>25.0 Visual Resources</p> <ul style="list-style-type: none">• 25.6 Future Conditions with the Project - Potential Project-related Effects• 25.7.2 Mitigation Measures, Mitigation Measure #2 – Lighting Design and Operation – Light Management Plans <p>27.0 Human Health</p> <ul style="list-style-type: none">• 27.6.4 Future Conditions with the Project, Potential Effect # 3 – Adverse Health Effects Due to Stress and Annoyance• 27.7.3 Mitigation Measures, Mitigation Measure #3 – Measures to Decrease Stress and Annoyance <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• 32.2.1 Current Use of Land and Resources for Traditional Purposes, Indicators• 32.2 Current Use of Land and Resources for Traditional Purposes <p>33.0 Environmental Management Program</p> <ul style="list-style-type: none">• 33.3.5 Construction EMP, Light Management Plan• 33.4.3 Operation EMP, Light Management Plan <p>35.0 Effects Assessment Summaries</p> <ul style="list-style-type: none">• Table 35-2 Proposed Mitigation Measures and Commitments

ID#	Comment	Aboriginal Group	Response	EIS Section
46	Concern about light trespass and if/how it is regulated. <ul style="list-style-type: none">Are there any regulations on lighting, for e.g., limits on how much you're allowed to light up the sky? If there isn't, why not?"	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation	There are no specific federal or provincial regulatory requirements or limits associated with light trespass and sky glow. Port Metro Vancouver cannot speculate on why such regulations have not been established.	9.0 Physical Setting <ul style="list-style-type: none">9.4.4 Light, Relevant GuidelinesAppendix 9.4-A Roberts Bank Terminal 2 Light Assessment Study
47	Concern that the light study did not consider the night sky with cloud cover as this increases the light effects over the water. Concern about how the locations for monitoring light effects were selected, with specific reference to Galiano and Valdes islands.	Lyackson First Nation Penelakut Tribe	Measurements of sky glow depend on the visibility of the stars, and were taken on nights with no or low cloud cover, where possible. The rationale for the assessment methods is included in the EIS and technical report. The rationale for selection of the Points of Reception (PORs) is included in the EIS (Section 9.4 Light). The light assessment included a POR on Galiano Island and on Valdes island. The measurements taken from, and predictions made for, these PORs are intended to be representative of surrounding areas.	9.0 Physical Setting <ul style="list-style-type: none">9.4.2 Light, Assessment Purpose and Approach9.4.5 MethodsAppendix 9.4-A Roberts Bank Terminal 2 Light Assessment Study, Study Methods

Table 10 Coastal Geomorphology

ID#	Comment	Aboriginal Group	Response	EIS Section
48	Concern about potential adverse effects of the Project on water flow/currents. Concern the design of the Project will increase sedimentation. Concerns regarding wave motion along the shoreline and potential siltation/sediment effects on the shoreline. Concern about the effects of port developments have affected Aboriginal groups' ability to fish, particularly with respect to increased sedimentation in the area.	Tsawwassen First Nation Penelakut Tribe Hwlitsum First Nation Semiahmoo First Nation	Coastal geomorphology considers the physical processes such as waves and currents that change or maintain the physical environment of coastal areas. An assessment was undertaken to determine potential changes to coastal geomorphology as a result of the Project. The assessment consisted of three study approaches to determine the potential effects of changes to natural processes from the Project footprint in subtidal and intertidal areas. Studies were informed by dialogue with the Coastal Geomorphology Technical Advisory Group. The results of the coastal geomorphology assessment were considered in the assessments of surficial geology and marine sediment, marine water quality, marine vegetation, marine invertebrates, marine fish, marine mammals, coastal birds, ongoing productivity of commercial, recreational, and Aboriginal fisheries, and archaeological and heritage resources. The Project layout and configuration has been modified to reduce the potential for a number of adverse changes to geomorphology during Project construction and operation. For example, developing the terminal almost entirely within the subtidal zone of Roberts Bank will largely avoid changes to geomorphology. Changes to coastal geomorphology are not expected from terminal development activities, but are related to the terminal footprint itself. The footprint will interact with tidal currents and wind-generated waves resulting in alterations to sediment transport, sediment erosion and deposition, and water flow exchange in the construction and operation phases. During causeway construction, drainage channels are expected to form on the tidal flats adjacent to the causeway. This change will occur during construction only, and will be temporary and reversible. Port Metro Vancouver will ensure the study and management of potential channel formation related to drainage of tidal waters through the causeway dyke during the construction phase. Changes will be incorporated in detail design, as required. Changes from the expansion of the tug basin include the conversion of local tidal flats to subtidal waters. Although the formation of additional tidal channels is not anticipated, a small increase in the size of an existing channel is likely. No incremental cumulative changes in coastal geomorphology are anticipated to result from the Project in combination with other projects and activities. Disposal at sea activities will occur subject to Environment Canada's DAS permit requirements under the <i>Canadian Environmental Protection Act, 1999</i> .	9.5 Coastal Geomorphology <ul style="list-style-type: none">9.5.8 Future Conditions with the ProjectTable 9.5 5-6 Predicted Morphological Changes from the Project FootprintFigure 9.5-35 Approximate Spatial Extent of Potential Changes Associated with the Project Footprint 9.5 Surficial Geology and Marine Sediment <ul style="list-style-type: none">9.6.8 Future Conditions with the Project. 9.7 Marine Water Quality <ul style="list-style-type: none">9.7.8 Marine Water Quality, Future Conditions with the Project. 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, including Current Use of lands and resources for traditional purposes 35.0 Effects Assessment Summaries <ul style="list-style-type: none">Table 35-2 Proposed Mitigation Measures and Commitments

ID#	Comment	Aboriginal Group	Response	EIS Section
49	Concern about changes in hydrology impacting Canoe Passage. Concern about physical disruption of sediment and water movement in and around the mouth of the Fraser River as a result of Project construction and operations. Concern about increasing sediment build up in the Roberts Bank and Fraser River areas causing a reduction in out flow from the Fraser River.	Tsawwassen First Nation Musqueam First Nation Tsleil-Waututh Nation Semiahmoo First Nation Lyackson First Nation Lake Cowichan First Nation Métis Nation BC	Field studies, air photo review, and modelling of sediment deposition at Roberts Bank (including Canoe Passage) were undertaken during the Project assessment, as described in the EIS. A Canoe Passage discharge channel location and sediment distribution (e.g., bar formation or buildup of sand) were modelled to assess variation pre and post-terminal construction. Potential changes associated with the configuration of RBT2 were assessed in relation to Roberts Bank, including the Canoe Passage discharge channel. Project-related changes to coastal geomorphological processes on Roberts Bank are predicted to be associated with the terminal footprint. However, the Project is not anticipated to alter sediment dynamics or water movement in and around the mouth of the Fraser River. Changes are anticipated around the terminal and within the intertidal zone shoreward of the terminal. The effects of these changes on VCs are considered in the EIS.	9.5 Coastal Geomorphology <ul style="list-style-type: none"> 9.5.6 Existing Conditions 9.5.8 Future Conditions with the Project Table 9.5-6 Predicted Morphological Changes from the Project Footprint Figure 9.5-35 Approximate Spatial Extent of Potential Changes Associated with the Project Footprint
50	Concern about changes in hydrology resulting in habitat changes.	Musqueam First Nation	Changes in hydrology are predicted to affect salinity and turbidity levels, and increase sediment deposition as a result of the Project, but these changes are anticipated to be minimal relative to existing natural variability. These localised indirect effects of changes in hydrology on habitat are evaluated in the marine biophysical component effects assessments, including marine vegetation, marine invertebrates, marine fish, and coastal birds.	9.0 Physical Setting <ul style="list-style-type: none"> 9.5.8 Coastal Geomorphology, Future Conditions with the Project 9.6.8 Surficial Geology and Marine Sediment, Future Conditions with the Project 9.7.8 Marine Water Quality, Future Conditions with the Project 11.0 Marine Vegetation <ul style="list-style-type: none"> 11.6 Future Conditions with the Project 12.0 Marine Invertebrates <ul style="list-style-type: none"> 12.6 Future Conditions with the Project 13.0 Marine Fish <ul style="list-style-type: none"> 13.6 Future Conditions with the Project 15.0 Coastal Birds <ul style="list-style-type: none"> 15.7 Future Conditions with the Project
51	Concern about the effects of vessel traffic, berthing activities, ship wakes, and propeller/thruster currents on Lyackson First Nation marine and foreshore environments (Valdes Island).	Lyackson First Nation	Changes to the physical environment, including currents, from transiting and berthing activities associated with the Project were considered. A detailed analysis of potential changes to geomorphology at Roberts Bank from ship wake was not conducted as the number and size of waves generated by the additional shipping in the area was anticipated to be very small relative to the overall wind-induced wave climate in the area. Analysis of potential changes to geomorphology on Le'eyqsun and surrounding islands was not conducted as these areas are outside of the scope of the assessment (Project-related changes are not anticipated in these areas).	9.5 Coastal Geomorphology <ul style="list-style-type: none"> 9.5.9 Future Conditions with the Project and Other Certain and Reasonably Foreseeable Projects and Activities
52	Concern about the effects of port developments on coastal geomorphology, including: <ul style="list-style-type: none"> The pre-existing causeways and their effects on coastal geomorphology; and Interest in whether modelling would also show the cumulative impact of the RBT2 Project. 	Stz'uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Lyackson First Nation Hwlitsum First Nation Musqueam First Nation	The EIS describes existing conditions on Roberts Bank, including the past influences of the Roberts Bank causeway and B.C. Ferries Terminal causeway on the Roberts Bank ecosystem. The potential effects of the Project on ocean currents (hydrodynamics), wave climate, and local seabed scour and deposition (morphodynamics) were investigated using the TELEMAC numerical modelling system. Since no reasonably foreseeable projects or activities were identified during the assessment that will influence or change the conditions of coastal geomorphology within proximity of the Project, an assessment of future incremental cumulative changes to coastal geomorphology was not undertaken.	9.5 Coastal Geomorphology <ul style="list-style-type: none"> 9.5.5 Methods 9.5.6 Existing Conditions 9.5.9 Future Conditions with the Project and Other Projects and Activities Appendix 9.5-B Rationale for Exclusion of Other Certain and Reasonably Foreseeable Projects in the Cumulative Change Assessment of Coastal Geomorphology
53	Concern about the cumulative effects of wave action from increasing usage of local shipping lanes.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Semiahmoo First Nation	The EIS considers the potential interactions between predicted Project-related changes to coastal geomorphology and similar changes potentially resulting from other projects and activities, including ship traffic, as described in the EIS. The EIS describes the general wave climate and potential changes to wave action at Roberts Bank as a result of the terminal. A detailed analysis of potential changes to geomorphology at Roberts Bank from ship wake was not conducted as the number and size of waves generated by the additional shipping in the area was anticipated to be very small relative to the overall wind-induced wave climate in the area.	9.5 Coastal Geomorphology <ul style="list-style-type: none"> 9.5.9 Future Conditions with the Project and Other Certain and Reasonably Foreseeable Projects and Activities Appendix 9.5-B Rationale for Exclusion of Other Certain and Reasonably Foreseeable Projects in the Cumulative Change Assessment of Coastal Geomorphology

ID#	Comment	Aboriginal Group	Response	EIS Section
54	Interest in whether there will be impacts from geomorphology processes in the U.S., and if PMV is engaging with the U.S.	Tsawwassen First Nation	<p>Project-related changes to coastal geomorphology in the U.S. are not anticipated.</p> <p>Port Metro Vancouver has undertaken initial engagement with the U.S. Environmental Protection Agency (U.S. EPA) and the Washington State Department of Ecology by introducing the Project and Port Metro Vancouver. Project information was shared through key website links (Project website and CEA Agency Project website). In addition, Port Metro Vancouver discussed the Project with the U.S. EPA (Region 10) and offered to provide additional information about the Project, if requested.</p> <p>Port Metro Vancouver will take direction from the CEA Agency and the B.C. EAO regarding trans-boundary engagement with U.S. agencies during all phases of the proposed Project.</p>	9.5 Coastal Geomorphology <ul style="list-style-type: none">9.5.8 Future Conditions with the Project

Table 11 Surficial Geology and Marine Sediment

ID#	Comment	Aboriginal Group	Response	EIS Section
55	<p>Concern about the content/make-up of dredgeate and dredging/dumping activities, including:</p> <ul style="list-style-type: none">Interest in the sediment characterisation studies;Interest in the presence (or not) of PCBs and hydrocarbons in samples;Interest in what contaminants the sediment samples were tested for;How/where the dredgeate would be disposed of;Interest in the potential effects the disposal would have on the sea bed;Concern about the location and suitability of disposal sites. <p>Concern about how the marine sediment and water quality study was incorporated into the EIS and how it considered and/or informed other assessments (i.e., fin fish).</p> <p>Concern with the effects of increased sedimentation on water quality, specifically effects on nutrient cycling within the Project area.</p> <p>Concern about the disposal of dredgeate and related effects on marine life relied upon by LFN members in the Salish Sea.</p> <p>Interest in the Maintenance Dredging Plan.</p>	<p>Tsleil-Waututh Nation</p> <p>Tsawwassen First Nation</p> <p>Lake Cowichan First Nation</p> <p>Métis Nation BC</p> <p>Musqueam First Nation</p> <p>Lyackson First Nation</p> <p>Semiahmoo First Nation</p> <p>Hwlitsum First Nation</p> <p>Penelakut Tribe</p> <p>Halalt First Nation</p> <p>Stz’uminus First Nation</p> <p>Cowichan Tribes</p>	<p>Dredging and disposal at sea-related activities are described in the EIS and considered in the assessment of potential effects on marine physical and biophysical components.</p> <p>As described in the EIS, the physical and chemical characteristics of sediments that will be affected by construction activities, including sediments that will be re-suspended during dredging activities, were investigated and results were compared to recommended quality guidelines and regulatory criteria.</p> <p>Disposal at sea (DAS) activities will occur subject to Environment Canada’s DAS permit requirements under the <i>Canadian Environmental Protection Act, 1999</i>.</p> <p>Outcomes from the marine water quality assessment regarding total suspended sediment concentrations associated with dredging and dumping activities informed the assessment of marine vegetation, marine invertebrates, marine fish, marine mammals, coastal birds, ongoing productivity of commercial, recreational and Aboriginal fisheries, and outdoor recreation.</p>	4.0 Project Description <ul style="list-style-type: none">4.4.1 Project Activities, Construction Phase ActivitiesTable 4-5 Source and Quantities of Material Requiring Disposal at SeaFigure 4-21 Intermediate Transfer Pit and Disposal at Sea Candidate Locations 8.0 Effects Assessment Methods <ul style="list-style-type: none">Table 8-1 Intermediate Component and Valued Component Linkages 9.0 Physical Setting <ul style="list-style-type: none">9.6 Physical Setting, Surficial Geology and Marine Sediment9.6.5 Methods9.6.6 Surficial Geology and Marine Sediment, Existing Conditions9.6.8 Future Conditions with the ProjectAppendix 9.6-C Roberts Bank Terminal 2 Technical Report, Dredging Studies – Dispersion Modelling9.7 Physical Setting, Marine Water Quality 11.0 Marine Vegetation <ul style="list-style-type: none">11.6.3 Potential Effect – Changes in Productivity 12.0 Marine Invertebrates <ul style="list-style-type: none">12.6.3 Potential Effect – Changes in Productivity 13.0 Marine Fish <ul style="list-style-type: none">13.6.3 Potential Effect – Changes in Productivity

ID#	Comment	Aboriginal Group	Response	EIS Section
56	<p>Concern about effects on marine species as a result of changes to marine sediment and/or water quality.</p> <ul style="list-style-type: none">• Interest if a change in salinity can have an effect on marine mammals, marine fish, and marine vegetation such as eelgrass.• Request for the current baseline levels of heavy metals, contaminants, and pollutants in sediment along the causeway, and the effects of those on clams and other shellfish.	<p>Musqueam First Nation Stz'uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Métis Nation BC</p>	<p>Existing conditions, including the effects of the existing Roberts Bank causeway on nearshore habitat and species that use that habitat, are described in the relevant marine biophysical VC sections. In general, the existing causeway has diversified habitat at Roberts Bank. In developing its offsetting framework for RBT2, PMV has explored habitat creation and enhancement options, including onsite habitat offsetting concepts along the widened causeway.</p> <p>Current levels and potential changes in marine sediment and water quality, including changes in salinity and contaminants, were evaluated as described in the intermediate component assessment sections of the EIS (Section 9.6). Potential changes to marine water quality and sediment quality or sediment deposition due to the Project are expected to be minimal, relative to existing natural variability in the ecosystem. Sediments that will be re-suspended or disposed of during construction activities are not contaminated. With the exception of temporary, reversible changes in the biofilm community assemblage from salinity changes during freshet, the potential effects of Project-related changes in marine water quality and sediment quality on marine vegetation, marine invertebrates, marine fish and marine mammals are considered to be negligible due to the range of conditions that marine species naturally experience.</p> <p>Baseline levels of heavy metals and other contaminants along the causeway are included in Section 9.6 Surficial Geology and Marine Sediment.</p> <p>Port Metro Vancouver used an ecosystem model to predict changes to marine species productivity at Roberts Bank. The model takes into account potential future changes in the environmental factors (i.e., salinity, depth, bottom current, wave height, and hard or soft substrate). The model findings informed the assessment of Project-related effects on marine species productivity.</p> <p>Eelgrass beds are highly productive habitats in the Roberts Bank ecosystem, serving numerous critical functions, such as food, shelter, and rearing habitat for numerous species.</p> <p>Eelgrass was a sub-component of the marine vegetation assessment. The assessment concludes that changes in productivity of eelgrass are predicted to be negligible (i.e., not measurable or detectable). Increases in productivity of eelgrass are anticipated with the implementation of standard management practices and environmental management plans, and the creation of onsite habitat. Approximately three hectares of native eelgrass will be established through transplants in the inter-causeway area.</p> <p>Port Metro Vancouver conducted an eelgrass workshop in 2014 with local and international specialists in eelgrass enhancement. The workshop focused on eelgrass enhancement successes and lessons learned regarding large-scale eelgrass transplant projects.</p>	<p>9.6 Surficial Geology and Marine Sediment</p> <ul style="list-style-type: none">• 9.6.6 Existing Conditions• 9.6.8 Future Conditions with the Project• 9.7.6 Marine Water Quality, Existing Conditions• 9.7.8 Future Conditions with the Project <p>10.0 Biophysical Setting</p> <ul style="list-style-type: none">• 10.3 Overview of Assessing Ecosystem Productivity <p>11.0 Marine Vegetation</p> <ul style="list-style-type: none">• 11.6.3 Potential Effect – Changes in Productivity <p>12.0 Marine Invertebrates</p> <ul style="list-style-type: none">• 12.6.3 Potential Effect – Changes in Productivity <p>13.0 Marine Fish</p> <ul style="list-style-type: none">• 13.6.2 Negligible Effects <p>14.0 Marine Mammals</p> <ul style="list-style-type: none">• 14.6.2 Potential Effects of the Project on Southern Resident Killer Whales• 14.6.4 Potential Effects of the Project on Steller Sea Lions <p>17.0 Mitigation for Marine Biophysical Valued Components</p> <ul style="list-style-type: none">• 17.3.2 Offsetting Potential Effects, Offsetting Framework
57	<p>Concern about disturbance of already contaminated sediments adjacent to the existing port facilities.</p>	<p>Lyackson First Nation</p>	<p>Surficial geology and marine sediment considers the physical and chemical characteristics of sediment that influence the estuarine ecosystem. An assessment was carried out to determine changes to surficial geology and marine sediment as a result of the Project.</p> <p>The assessment focused on the types and distribution of sediment on the seafloor to determine how Project-related changes could potentially influence the estuarine ecosystem. Studies focused on a number of sediment parameters, including acidity or basicity (pH), moisture, total organic carbon, grain size, metals and metalloids, plant-available nutrients, total sulfides, contaminants of concern, and coal content.</p> <p>Modelling was undertaken to predict future changes to marine sediments including sediment deposition and grain size distribution from Project construction activities and Project footprint-related effects.</p> <p>Changes to surficial geology and marine sediment during Project construction activities are expected to be minimal or undetectable relative to natural variability. Changes in sediment contaminant levels are not expected.</p> <p>The terminal footprint is predicted to alter tidal currents and interactions with Fraser River waters. Initially, it is predicted to cause seabed erosion and sediment deposition near the terminal. Subsequently, it is predicted to increase fine sediment deposition on portions of the tidal flat, but within the range of existing natural variability.</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">• 9.6.6 Surficial Geology and Marine Sediment, Existing Conditions• 9.6.10 Summary of Assessment

ID#	Comment	Aboriginal Group	Response	EIS Section
58	Concern of potential effects of coal on the bio-physical environment.	Métis Nation BC	<p>The proposed Project is a container terminal and does not include any coal-related elements. The Project will not contribute to coal dust.</p> <p>Coal dust from Westshore Terminals (the existing coal terminal at Roberts Bank) was included in the examination of air quality existing conditions and air quality cumulative effects assessment.</p> <p>The human health assessment considered the potential for contamination of edible shellfish related to Project activities resulting in re-suspension of historical deposits of coal in sediments. The assessment concluded that there were no risks to human health related to re-suspension of sediments containing coal.</p> <p>Because sediments that will be re-suspended and deposited as a result of construction-phase activities are not contaminated, changes in contaminant concentrations bioavailable to the food chain are not anticipated.</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">9.6.8 Surficial Geology and Marine Sediment, Future Conditions with the Project <p>12.0 Marine Invertebrates</p> <ul style="list-style-type: none">12.6.2 Negligible Effects
59	Concern that the quality of potable water is not addressed in the EIS.	Tsawwassen First Nation	<p>The EIS provides a description of the local and regional potable groundwater sources. In the Roberts Bank area, there are three potable groundwater wells permitted by the B.C. Ministry of Environment within Tsawwassen First Nation Lands along Tsawwassen Drive North, north of the inter-causeway area. Project-related changes to coastal processes that influence water quality are not anticipated within the inter-causeway, therefore, potential future use or quality of water from these wells are not expected to change.</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">9.1.2 Coastal Conditions

Table 12 Marine Water Quality

ID#	Comment	Aboriginal Group	Response	EIS Section
60	Concern about planned discharge of treated sewage and storm water effluent.	Lyackson First Nation	<p>Marine water quality considers the physical and chemical characteristics of waters that influence the estuarine ecosystem. An assessment was carried out to determine potential changes to marine water quality as a result of the Project.</p> <p>The results of the marine water quality assessment were considered in the assessments of marine vegetation, marine invertebrates, marine fish, marine mammals, coastal birds, and ongoing productivity of commercial, recreational, and Aboriginal fisheries.</p> <p>Studies were undertaken to determine existing conditions for several water quality parameters, including temperature, acidity or basicity (pH), dissolved oxygen, conductivity, salinity, oxidation reduction potential, total dissolved solids, total suspended solids, turbidity, water hardness, nutrients, and metals.</p> <p>The assessment concludes that:</p> <ul style="list-style-type: none">The Project is expected to result in changes to marine water quality, but no incremental cumulative changes are anticipated.Construction activities are not expected to temporarily alter water contaminant or nutrient levels, pH, dissolved oxygen, or temperature.Increases in total suspended solids levels from construction activities are expected to be temporary and minimal relative to existing natural variability.As a result of the terminal footprint, localised changes in salinity and turbidity are predicted in the intertidal zone, but within the natural ranges currently experienced. <p>The discharge of treated wastewater and storm water is not expected to change marine water quality.</p> <p>Sanitary discharge will be collected from serviced buildings and piped to a wastewater treatment plant on the east side of the terminal. Treated effluent will meet B.C. Ministry of Environment effluent standards prior to discharge via ocean outfall. Stormwater will be collected by a stormwater system that includes oil interceptors to trap surface oil and grit that reaches the drainage collection system, and five outfalls located at the wharf face. Further information regarding the Project’s treated wastewater and stormwater systems is presented in the EIS.</p>	<p>4.0 Project Description</p> <ul style="list-style-type: none">4.2.1 Project Component Details, Marine Terminal <p>9.7 Marine Water Quality</p> <ul style="list-style-type: none">9.7.8 Future Conditions with the Project

Table 13 Underwater Noise

ID#	Comment	Aboriginal Group	Response	EIS Section
61	<p>Interest in the scope/methods of the underwater noise study.</p> <p>Concern with effects related to underwater noise and vibration.</p> <ul style="list-style-type: none">Interest in what species were considered as being affected by underwater noise.Interest if effects of underwater noise on marine invertebrates is assessed.	<p>Tsleil-Waututh Nation</p> <p>Tsawwassen First Nation</p> <p>Lake Cowichan First Nation</p> <p>Métis Nation BC</p> <p>Lyackson First Nation</p> <p>Hwlitsum First Nation</p> <p>Semiahmoo First Nation</p> <p>Penelakut Tribe</p> <p>Stz’uminus First Nation</p> <p>Cowichan Tribes</p> <p>Halalt First Nation</p>	<p>The scope and methods of the underwater noise study are summarised in the EIS section, and detailed in the supporting appendix.</p> <p>Underwater noise considers the level of underwater sound in the marine environment. An assessment was undertaken to determine potential changes in underwater noise as a result of the Project and focused on construction and operation activities that would produce underwater noise. Modelling was undertaken to predict future underwater noise as a result of construction activities, such as dredging, pile driving, vibro-densification, and movements of support vessels, and operation activities, such as movements of container ships and tug boats associated with terminal approach and departure, and berthing and unberthing.</p> <p>The assessment concludes that:</p> <ul style="list-style-type: none">Underwater noise levels during construction are predicted to be comparable on average to existing levels measured at Roberts Bank, with the exception of some periods when certain activities, such as dredging, pile-driving, vibro-densification, or construction support vessel movement, would occur.Overall, average underwater noise from Project construction and operation activities is expected to be comparable to average existing levels of underwater noise due to existing high levels, but will at times exceed existing conditions. Underwater noise related to conservative levels of Project commercial vessel movements is predicted to increase over existing underwater noise levels for only approximately three per cent of a year for vessel berthing and unberthing, and for approximately two percent of a year for vessel approach and departure.Future cumulative increases in commercial vessel traffic in the region are expected to make a relatively small incremental contribution to overall underwater noise levels. This prediction reflects the existing high levels of vessel traffic within the study area and the already-dominant contribution of commercial vessel traffic noise to the acoustic environment. <p>The results of the underwater noise assessment were considered in the assessments of marine fish, marine mammals, and coastal birds. An interaction between Project-related underwater noise and marine invertebrates is not anticipated, and therefore was not assessed.</p>	<p>9.8 Underwater Noise</p> <ul style="list-style-type: none">9.8.2 Assessment of Purpose and Approach9.8.6 Underwater Noise, MethodsAppendix 9.8-A Construction and Terminal Activity Underwater Noise Modelling Study Technical ReportAppendix 9.8-B Regional Commercial Vessel Traffic Underwater Noise Modelling Study Technical Report <p>13.0 Marine Fish</p> <ul style="list-style-type: none">13.6 Future Conditions with the Project <p>14.0 Marine Mammals</p> <ul style="list-style-type: none">14.6 Future Conditions with the Project <p>15.0 Coastal Birds</p> <ul style="list-style-type: none">15.7 Future Conditions with the Project
62	<p>Noise and vibration from passing ships can be felt in the Lyackson First Nation area of the Gulf Islands.</p>	<p>Lyackson First Nation</p>	<p>As defined in the <i>EIS Guidelines</i>, issued by the CEA Agency, the scope of the Project includes marine transportation within Port Metro Vancouver’s jurisdiction.</p> <p>Ship traffic through the Gulf Islands is outside of the scope of the Project. The spatial boundaries of the Noise and Vibration (Section 9.3) and Underwater Noise (Section 9.8) assessments are included in the EIS. Project-related changes to noise and vibration, both above water and underwater, are not expected to extend from the Project area into this area.</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">9.3.9 Noise and Vibration9.8.8 Underwater Noise

BIOPHYSICAL VALUED COMPONENTS

Table 14 Marine Vegetation

ID#	Comment	Aboriginal Group	Response	EIS Section
63	Concern about scope/methods of the marine vegetation study and if a third-party review of the assessment would take place.	Stz’uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe	<p>In January 2014, the federal Minister of Environment referred the Project for an environmental assessment by an independent review panel. The entire EIS, including the marine vegetation assessment, will be subject to an independent review.</p> <p>The scope and methods of the marine vegetation study are presented in the EIS.</p> <p>The assessment of marine vegetation focused on eelgrass, intertidal marsh, macroalgae, biomat, and biofilm. Studies were informed by engagement with the Shorebirds-Biofilm Technical Advisory Group and regulatory agencies. The local assessment area included Roberts Bank, and the regional assessment area included Roberts Bank, Roberts Bank North, the lower Fraser River, Canoe Passage, and Boundary Bay.</p> <p>Existing conditions were characterised for representative species for each of eelgrass, intertidal marsh, macroalgae, biomat, and biofilm. Existing conditions for marine vegetation are influenced by previous developments, including the development of the Roberts Bank and B.C. Ferries terminals, the dynamic natural environment, and species that forage on marine vegetation.</p> <p>Overall, net productivity of marine vegetation is expected to increase with the Project, without mitigation, and would be further increased with the implementation of environmental management plans and the creation of habitat. The overall productivity increase is due to sheltering of the intertidal zone shoreward of the terminal, which would optimise physical conditions for marine vegetation.</p> <p>During Project construction and operation, changes in productivity of eelgrass, biofilm and biomat are predicted to be negligible (i.e., not measurable or detectable), while increases in productivity of intertidal marsh is expected. Productivity of rockweed, a macroalgae, is predicted to decrease during construction and operation. This decrease can be mitigated through the creation of onsite subtidal rock reef habitat.</p> <p>The Project is expected to temporarily influence community composition of biofilm during freshet from terminal footprint-related changes in salinity but is expected to return to existing conditions outside of the annual freshet period.</p> <p>The assessment concludes that there are no significant adverse residual effects from the Project to marine vegetation, as it will continue to maintain its existing ecological functions. The Project is not expected to result in any incremental cumulative effects to marine vegetation.</p>	11.0 Marine Vegetation

ID#	Comment	Aboriginal Group	Response	EIS Section
64	Interest in the monitoring of potential effects and mitigation as part of the marine vegetation assessment.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Lyackson First Nation Hwlitsum First Nation Semiahmoo First Nation Stz'uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe	<p>The mitigation requirements, and monitoring and follow-up programs to be undertaken with respect to marine vegetation, are described in the EIS in Section 11.0 Marine Vegetation, and in Appendix 33-A.</p> <p>Proposed measures to avoid, reduce or offset effects for marine vegetation include:</p> <ul style="list-style-type: none">• Placing marine terminal in subtidal waters to eliminate direct effects to intertidal habitats (predominantly native eelgrass and biofilm);• Minimising causeway widening and optimising the footprint within the upper intertidal biofilm zone to reduce direct losses; and• Rounding of northwest terminal corner to reduce the potential area of scour. <p>Incorporating rocky shoreline in portions of the terminal perimeter and causeway perimeters. Port Metro Vancouver is committed to developing and implementing a Follow-up Program for the Project. The purpose of the Follow-up Program is to verify the accuracy of residual effect predictions made in the environmental impact statement, and determine the effectiveness of any measures taken to mitigate the residual environmental effects of the Project.</p> <p>To ensure the Program's elements adequately reflect conditions of Project approvals, final designs, and construction or operation approaches, as well as public, Aboriginal group, and regulator feedback received during the review of the environmental impact statement, Port Metro Vancouver will lead the development of the Follow-up Program after the submission of the environmental impact statement.</p> <p>The Follow-Up Program will include:</p> <ul style="list-style-type: none">• An evaluation of the adequacy of existing data to provide a benchmark against which to test Project-related effects;• A monitoring design drawing on the measurable parameters identified to be field-tested;• A methodological approach for using field-collected data to measure and verify the accuracy of the effects predicted in the EIS;• A reporting framework that defines frequency of reporting, distribution and feedback mechanisms; and• Details of Port Metro Vancouver's approach to adaptive management for the Project through construction and operation. <p>The Follow-Up Program will be developed in consultation with federal agencies, including the Canadian Environmental Assessment Agency, Fisheries and Oceans Canada, and Environment Canada. Complete drafts of the Roberts Bank Terminal 2 Project Follow-up Program will be made available prior to the start of field measurements to ensure parties consulted on the program and approving agencies have an opportunity to evaluate and approve the Program. Feedback from Aboriginal groups regarding the draft Program will be sought through Port Metro Vancouver's ongoing engagement initiatives.</p>	<p>11.0 Marine Vegetation</p> <ul style="list-style-type: none">• 11.7 Mitigation Measures• 11.12 Monitoring and Follow-up Programs <p>33.0 Environmental Management Program</p> <ul style="list-style-type: none">• 33.3.1 Construction Compliance Monitoring Plan• 33.4.1 Operation Compliance Monitoring Plan• 33.5 Environmental Management Program, Roberts Bank Terminal 2 Follow-up Program• Appendix 33-A Proposed Draft Follow-up Program Elements <p>35.0 Effects Assessment Summaries</p> <ul style="list-style-type: none">• Table 35-2 Proposed Mitigation Measures and Commitments

ID#	Comment	Aboriginal Group	Response	EIS Section
65	<p>Concern about whether or not biomat and biofilm should be considered as a Species At Risk, given their rarity, and the lack of knowledge about them.</p> <p>Concern about effects on biofilm and marsh.</p> <ul style="list-style-type: none">Interest in biofilm and/or biomat, its role in the local ecosystem and how it was considered within the EIS, particularly with respect to marine vegetation and coastal and/or migratory birds.	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Lake Cowichan First Nation Semiahmoo First Nation Hwlitsum First Nation</p>	<p>Designation of species at risk is conducted by provincial and federal governments according to established processes. The assessment addresses potential Project-related effects to currently designated species at risk, as well as other environmental attributes, such as biofilm and biomat, considered important to the Roberts Bank ecosystem.</p> <p>Biofilm, a thin dense layer of microscopic photosynthetic algae and bacteria, sediment and organic matter, is found within the upper intertidal zone and is an important food source for invertebrates, fish, and bird species (including migratory western sandpiper and dunlin). Biomat is described as microbial mat, which can take different forms and be composed of a variety of single and multi-cellular organisms, which for the purposes of the Marine Vegetation Effects Assessment, is defined as blue-green algae and associated diatoms. Biomat, located in the upper intertidal area of Roberts Bank, is a primary producer and is likely consumed by higher trophic levels.</p> <p>Biofilm, biomat, and intertidal marsh are considered in the effects assessment as sub-components of the marine vegetation VC. The existing conditions (including ecological function) for biomat and biofilm in the Project area and the potential effects of the Project on these marine vegetation sub-components, as well as on coastal birds, are described in the EIS.</p> <p>The assessment concludes that, overall, net productivity of marine vegetation is expected to increase with the Project, without mitigation, and would be further increased with the implementation of environmental management plans and the creation of habitat. During Project construction and operation, changes in the productivity of biofilm and biomat would be negligible (i.e., not measurable or detectable), while increases in the productivity of intertidal marsh are expected. The Project is expected to temporarily influence community composition of biofilm during freshet from terminal footprint-related changes in salinity. Biofilm community composition is expected to return to existing conditions outside of the annual freshet period.</p> <p>As described in the EIS, the temporary, reversible changes in the biofilm community assemblage from salinity changes during freshet are not predicted to affect shorebirds.</p>	<p>11.0 Marine Vegetation</p> <ul style="list-style-type: none">11.5.4 Existing Conditions, Biomat11.5.5 Existing Conditions, Biofilm11.6. Future Conditions with the Project11.6.4 Potential Effect – Changes in Biofilm Assemblage Composition <p>15.0 Coastal Birds</p> <ul style="list-style-type: none">15.7.2 Potential Effect – Changes in Productivity
66	<p>Concern about recent deterioration of the intertidal marsh and if marsh deterioration will be addressed in the EIS.</p>	<p>Hwlitsum First Nation Métis Nation BC</p>	<p>The EIS describes existing conditions for marine vegetation at Roberts Bank, including the sub-component intertidal marsh. Existing conditions were characterised for representative species for each of eelgrass, intertidal marsh, macroalgae, biomat, and biofilm. Existing conditions for marine vegetation are influenced by previous developments, including the development of the Roberts Bank and B.C. Ferries terminals, the dynamic natural environment, and species that forage on marine vegetation.</p> <p>The potential effects of the Project on this sub-component are also described.</p> <p>Although marine vegetation productivity losses due to Project construction and operation are not anticipated for intertidal marsh, onsite creation on intertidal marsh is proposed as mitigation for potential effects of the Project on other VCs (e.g., marine invertebrates, marine fish, and coastal birds).</p>	<p>11.0 Marine Vegetation</p> <ul style="list-style-type: none">11.5.2 Existing Conditions, Intertidal Marsh11.6.3 Potential Effect – Changes in ProductivityTable 11-17 Summary of Roberts Bank Ecosystem Model Productivity Results for Marine Vegetation11.7.2 Reduction and Offsetting Measures <p>17.0 Mitigation for Marine Biophysical Valued Components</p> <ul style="list-style-type: none">17.3.2 Offsetting Potential Effects, Offsetting Framework
67	<p>Interest in eelgrass, its relationship with biofilm and how it is considered within the marine vegetation study.</p> <p>Interest in how the expanded tug basin will affect the distribution of eelgrass in the area.</p>	<p>Stz’uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Lyackson First Nation Hwlitsum First Nation</p>	<p>Eelgrass and biofilm are both considered in the effects assessment as sub-components of the marine vegetation VC. The existing conditions for eelgrass and biofilm (including ecological function) in the Roberts Bank area and the potential effects of the Project on these marine vegetation sub-components are described in the EIS. Eelgrass and biofilm have specific habitat preferences and occur where these conditions exist. Native eelgrass at Roberts Bank occurs in areas containing finer sediments in the higher intertidal zone. Biofilm is found on mudflats within the upper intertidal zone. Expansion of the tug basin is not expected to affect the distribution of eelgrass in the inter-causeway area.</p>	<p>11.0 Marine Vegetation</p> <ul style="list-style-type: none">11.5.1 Existing Conditions, Eelgrass11.5.5 Existing Conditions, Biofilm11.6 Future Conditions with the Project

ID#	Comment	Aboriginal Group	Response	EIS Section
68	Concerns about potential effects on eelgrass habitat for crabs and other species.	Tsawwassen First Nation Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Hwlitsum First Nation Semiahmoo First Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe	Potential effects on eelgrass habitat, as well as on crabs and other species that use eelgrass habitat, are described in the EIS. Eelgrass beds are highly productive habitats in the Roberts Bank ecosystem, serving numerous critical functions, such as food, shelter, and rearing habitat for numerous species. Eelgrass is a sub-component of the marine vegetation assessment. The assessment concludes that changes in productivity of eelgrass are predicted to be negligible (i.e., not measurable or detectable). Increases in productivity of eelgrass are anticipated with the implementation of standard management practices and environmental management plans, and the creation of onsite habitat. Approximately three hectares of native eelgrass will be established through transplants in the inter-causeway area.	11.0 Marine Vegetation <ul style="list-style-type: none">11.6.3 Potential Effect – Changes in Productivity11.7.2 Reduction and Off-setting Measures 12.0 Marine Invertebrates <ul style="list-style-type: none">12.6.3 Potential Effect – Changes in Productivity12.7.2 Mitigation #1 for Direct Mortality
69	Interest if there are any established management areas for vegetation in the project vicinity (e.g., sea asparagus or glasswort).	Tsawwassen First Nation	The Roberts Bank Wildlife Management Area has been established to conserve and allow for the management of important habitat for the benefit of fish and wildlife species, including marine vegetation. Roberts Bank, along with Sturgeon Bank and Boundary Bay, are designated as an Important Bird Area and a Ramsar site.	11.0 Marine Vegetation <ul style="list-style-type: none">11.1 Component Overview and Regulatory Setting 3.0 Geographical Setting <ul style="list-style-type: none">3.2 Natural Elements
70	Interest if some species of marine vegetation are more highly valued than others. Interest if there is an increase in productivity predicted for a less desirable species of marine vegetation, if mitigation against it would be considered. Interest if transplants undertaken as mitigation will displace other types of vegetation already found to be in the transplant location.	Hwlitsum First Nation Lyackson First Nation Semiahmoo First Nation	The EIS provides a description of the marine vegetation sub-components, including eelgrass, intertidal marsh, macroalgae (seaweed), biomat, and biofilm, and the importance of each to maintaining the physical form and function of the Roberts Bank ecosystem. Non-native eelgrass and English cordgrass (<i>Spartina anglica</i>) are considered to be a less desirable species. Following terminal construction, there is an opportunity to transplant up to 3 ha of native eelgrass within the Roberts Bank study area as a mitigation measure. The proposed transplant site overlaps with an existing stand of sparse eelgrass (i.e., less than 30 per cent cover). The existing presence of eelgrass at this location is an indication of suitable conditions for establishment and growth of eelgrass.	9.0 Physical Setting <ul style="list-style-type: none">9.5.6 Coastal Geomorphology, Existing Conditions 11.0 Marine Vegetation <ul style="list-style-type: none">11.2.1 Sub-componentsFigure 11-2 Roberts Bank Marine Vegetation Habitat Map (2012)11.6 Future Conditions with the Project 17.0 Mitigation for Marine Biophysical Valued Components <ul style="list-style-type: none">17.3. 2 Offsetting Potential Effects, Offsetting FrameworkFigure 17-1 Overview of Proposed Onsite Habitat Concept Locations

Table 15 Marine Invertebrates

ID#	Comment	Aboriginal Group	Response	EIS Section
71	Concern about the loss of shellfish habitat and productivity as a result of the Project. <ul style="list-style-type: none">Interest if shellfish monitoring has been considered within the assessment.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Lyackson First Nation Hwlitsum First Nation Semiahmoo First Nation Musqueam First Nation	Bivalve shellfish (e.g., clams and cockles) were assessed as a sub-component of the marine invertebrates assessment. Productivity decreases for bivalve shellfish are predicted and can be partially mitigated through the implementation of environmental management plans (including salvaging and transplanting), the creation of onsite intertidal marsh habitat, and other offsetting measures. While the Project is predicted to cause losses of productivity of bivalve shellfish, the scale of change is minor in the context of natural variability and will not compromise population integrity or ecological function. Mitigation to reduce Project-related effects to bivalve shellfish would also mitigate potential changes in the availability of preferred Current Use resources for Aboriginal groups. Port Metro Vancouver is committed to developing and implementing a Follow-up Program for RBT2. The Follow-up Program will be developed after the submission of the EIS, in consultation with federal agencies, including the CEA Agency, DFO, and Environment Canada. Consultation with these regulatory agencies will ensure that the Program will deliver the type, quantity and quality of information required to reliably verify predicted effects (or absence of them), and to confirm both the assumptions and the effectiveness of mitigation. The need for shellfish monitoring will be considered in consultation with these agencies.	12.0 Marine Invertebrates <ul style="list-style-type: none">12.2 Selection of Marine Invertebrates Valued Component12.6 Future Conditions with the Project 33.0 Environmental Management Program <ul style="list-style-type: none">33.5 Roberts Bank Terminal 2 Follow-up Program
72	Concern about effects on shellfish related to the increased number of ships anchoring in the Gulf Island area.	Hwlitsum First Nation	The scope of the Project, as defined in the <i>EIS Guidelines</i> issued by the CEA Agency, includes vessel movements within PMV jurisdiction, including approach, berthing, unberthing and departure from the terminal. The assessment does not include anchoring of ships in the Gulf Island area.	12.0 Marine Invertebrates <ul style="list-style-type: none">12.6.3 Potential Effect – Changes in Productivity
73	Concern about potential Project-related effects on sea pens.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Lyackson First Nation Hwlitsum First Nation Semiahmoo First Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe	Orange sea pens are a soft coral species that depend on habitat with strong tidal outflows and oceanic currents for food delivery. Sea pen beds provide habitat for many benthic (bottom dwelling) species and likely play a role in maintaining productive near-shore communities for clams, sea stars, marine worms, Dungeness crabs, and several fish species. Orange sea pens were assessed as a sub-component of the marine invertebrate valued component. The assessment concludes that a decrease in the productivity of orange sea pens due to direct mortality and changes in habitat availability is expected as a result of permanent loss of subtidal sand habitat associated within the terminal footprint. This decrease can be partially mitigated through the implementation of environmental management plans, including the collection and transplantation of orange sea pens to nearby undisturbed sites identified as suitable through habitat modelling. While the Project is predicted to cause losses of productivity of orange sea pens, the scale of change is minor in the context of natural variability and will not compromise the population integrity or ecological function. The residual effect was determined to be not significant.	12.0 Marine Invertebrates <ul style="list-style-type: none">12.6.3 Potential Effect – Changes in ProductivityTable 12-8 Summary of Roberts Bank Ecosystem Model Productivity Results for Marine InvertebratesTable 12-10 Habitat Suitability (ha) for Orange Sea Pens in the Local Assessment Area in Future Cases With and Without Roberts Bank Terminal 212.7.2 Mitigation #1 for Direct Mortality12.8.1 Residual Effect – Characterisation of Productivity Losses12.9.2 Significance DeterminationTable 12-15 Summary of Determination of Significance of Residual Effects for Marine Invertebrates

ID#	Comment	Aboriginal Group	Response	EIS Section
74	Concern about effects on crabs, particularly in relation to black material observed in crabs harvested in the area.	Tsawwassen First Nation Musqueam First Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Hwlitsum First Nation Semiahmoo First Nation	Potential Project-related effects on Dungeness crabs are described in the EIS. An Edible Shellfish Study was undertaken to quantify bivalve shellfish and Dungeness crab soft tissue contaminant concentrations. The results of this study are provided in the EIS in the marine invertebrates and human health sections. In late 2014, samples of crab were collected by Aboriginal crab harvesters concerned about contamination, and PMV has submitted these for tissue testing for various substances of concern, including PAHs, metals, and fungus. Preliminary observational results indicate that the cause of black colouration of crabs is consistent with shell disease, and not likely related to contamination from coal dust (Appendix 27-C, Section 4.76). The detailed results of laboratory tests will be shared with Aboriginal groups when available.	12.0 Marine Invertebrates <ul style="list-style-type: none">12.4.1 Desktop and Field StudiesTable 12-4 Marine Invertebrates Studies to Support the Assessment12.5.3 Existing Conditions, Dungeness Crabs12.6.2 Future Conditions with the Project, Negligible Effects 27.0 Human Health <ul style="list-style-type: none">27.6.4 Potential Effect # 3 – Adverse Health Effects due to Stress and Annoyance - Perceived ContaminationAppendix 27-C Shellfish Harvesting Potential and Contaminant-related Consumption Risks at Roberts Bank
75	Concern that PMV operations and related vehicle traffic has contributed to shellfish closures in the Roberts Bank area Concern that that B.C. Ferries and Deltaport causeways are a contributing cause of the shellfish harvesting closure in the area Interest in whether the closure is valid in specific areas around the causeways Interest if shellfish depuration, would successfully remove all contaminants from shellfish in the Project area.	Lyackson First Nation Semiahmoo First Nation	No bivalve harvesting is currently allowed within the local or regional assessment areas of marine invertebrates, due to both Sanitary and Biotoxin Shellfish Closures imposed by DFO over concerns regarding discharges from sanitary, stormwater, or industrial sources. Fisheries and Oceans Canada is the proper authority to determine the validity of shellfish closures. Assessment of the effectiveness of shellfish depuration is outside of the scope of this environmental assessment.	12.0 Marine Invertebrates <ul style="list-style-type: none">12.5.2 Existing Conditions, Bivalve Shellfish
76	Concern about the process of determining significance of effects to Marine Invertebrates. <ul style="list-style-type: none">Referred to the Preliminary Determination of Significance. “In previous environmental assessments, DFO was protective of who gets to decide what is determined to be significant. Do the recent changes to DFO’s legislation affect who they rely on to determine significance?”Asked how assessment conclusions can be reached without yet knowing if or how much dredging will be required.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Lyackson First Nation Hwlitsum First Nation Semiahmoo First Nation	As required in the <i>EIS Guidelines</i> (part 2, section 13), the EIS presents a detailed analysis of the significance of the residual environmental effects on valued components, including marine invertebrates, consistent with the approach described in the CEA Agency’s Reference Guide <i>Determining Whether a Project is Likely to Cause Significant Adverse Environmental Effects</i> . Recent changes to the Fisheries Act did not affect the requirement to include a determination of significance of residual effects in a federal environmental assessment. Dredging during Project construction, information on the source and quantities of material requiring disposal at sea, and changes in water quality and sedimentation are described in the EIS. The assessment of potential Project-related effects from these activities on marine invertebrates was undertaken based on this information. Disposal at sea activities will occur subject to Environment Canada’s Disposal at Sea permit requirements under the <i>Canadian Environmental Protection Act, 1999</i> .	8.0 Environmental Assessment Methods 4.0 Project Description <ul style="list-style-type: none">4.4.1 Construction-phase Activities:Table 4-5 Source and Quantities of Material Requiring Disposal at Sea 12.0 Marine Invertebrates <ul style="list-style-type: none">12.6 Future Conditions with the Project

Table 16 Marine Fish

ID#	Comment	Aboriginal Group	Response	EIS Section
77	<p>Concern that the existing infrastructure (Deltaport Third Berth) and the current Project will continue to negatively affect the health and/or availability of fish.</p> <ul style="list-style-type: none">Request for information regarding the predicted change in biomass of each of the species in the food webConcern about the Project-related effects on the viability of reef fish.	<p>Tsawwassen First Nation Musqueam First Nation Tsleil-Waututh Nation Semiahmoo First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Stz’uminus First Nation Lake Cowichan First Nation Lyackson First Nation Métis Nation BC</p>	<p>Existing infrastructure at Roberts Bank, including the existing Roberts Bank terminals, are described in the EIS. The contribution of this infrastructure to existing conditions is considered, as appropriate, for each valued component, including marine fish.</p> <p>An assessment was undertaken to determine the effects of the Project on the productivity of marine fish.</p> <p>The assessment of marine fish focused on five sub-components:</p> <ul style="list-style-type: none">Pacific salmon, represented by chinook salmon and chum salmon but considering all five species, including sockeye salmon, coho salmon, and pink salmon;Reef fish, represented by lingcod and rockfish species;Forage fish, represented by Pacific sand lance, surf smelt, Pacific herring, and shiner perch;Flatfish, represented by English sole and starry flounder; andDemersal fish (fish living near or on the seabed), represented by threespine stickleback and Pacific staghorn sculpin. <p>The following are highlights of the marine fish assessment:</p> <ul style="list-style-type: none">Overall, marine fish are expected to experience a minor decrease in productivity with the Project.Minor decreases in productivity resulting from direct mortality and disturbance from underwater noise during Project construction, and permanent loss of subtidal sand habitat associated with the terminal footprint, can be partially mitigated through the implementation of environmental management plans and the creation of habitat.Residual effects are anticipated for flatfish and forage fish as a result of subtidal sand habitat loss and underwater noise. Residual effects for reef fish are not anticipated.The Project is not expected to result in any significant adverse residual effects to marine fish.The Project is not expected to result in measurable incremental adverse cumulative effects to marine fish. <p>The results of the marine fish assessment were considered in the assessments of marine mammals, coastal birds, ongoing productivity of commercial, recreational, and Aboriginal fisheries, marine commercial use, outdoor recreation, human health, and Current Use of land and resources for traditional purposes.</p>	<p>3.0 Geographical Setting</p> <ul style="list-style-type: none">3.4 Projects and Activities Contributing to Existing and Expected Conditions <p>13.0 Marine Fish</p> <ul style="list-style-type: none">13.2 Selection of Marine Fish Valued Component13.2.1 Sub-components13.4.1 Information Sources, Desktop and Field Studies13.5 Existing Conditions13.6 Future Conditions with the ProjectTable 13-6 Desktop and Field Studies Related to Marine Fish to Support the AssessmentTable 13-10 Summary of Roberts Bank Ecosystem Model Productivity Results for Marine Fish13.6.3 Potential Effect - Changes in Productivity

ID#	Comment	Aboriginal Group	Response	EIS Section
78	<p>Concern if/how other Pacific salmon, particularly sockeye salmon, have been considered within the marine fish assessment.</p> <ul style="list-style-type: none">Concern about effects of geomorphology on marine fish, including effects to salmon migrating in and out of the Fraser River through Canoe Passage.Concern about potential Project-related effects on migrating sockeye that use Roberts Bank as a holding area prior to entering the Fraser River.Concerns regarding fish being redirected from Canoe Passage due to increased underwater noise from ships and/or Project activities.Interest in potential mitigations for returning adult salmon.Concern that salmon have a four/five year cycle, and that the assessment considers data from more than just a single peak year. <p>Interest if on-site habitat enhancement for juvenile salmon has been considered within the EIS.</p> <p>Concern if/how freshet effects on different fish life stages (i.e., juvenile fish) have been considered within the assessment.</p>	<p>Tsawwassen First Nation Musqueam First Nation Tsleil-Waututh Nation Semiahmoo First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Stz'uminus First Nation Lake Cowichan First Nation Lyackson First Nation Métis Nation BC Hwiltsum First Nation</p>	<p>Field studies, air photo review, and modelling were undertaken during the coastal geomorphology assessment at Roberts Bank, including Canoe Passage. Changes are anticipated around the terminal and within the intertidal zone shoreward of the terminal. The potential effects of these changes on marine fish are considered in the EIS.</p> <p>An assessment was undertaken to determine the effects of the Project on the productivity of marine fish, including Pacific salmon. The assessment of marine fish, as well as marine vegetation and invertebrates upon which fish depend, consider seasonal influences, and potential Project-related changes on these influences.</p> <p>Terminal footprint-related changes to coastal process such as currents and freshwater-marine water mixing near and shoreward of the terminal are anticipated. Project-related changes in salinity and turbidity are discussed with respect to marine water quality. A discussion of the potential effects of these changes on marine fish, including different fish life stages, is presented in the marine fish assessment.</p> <p>Potential Project-related effects on marine fish, including all five species of Pacific salmon, are considered in the EIS. Chum and chinook salmon are evaluated as being representative of all Pacific salmon species, as they are the most estuarine-dependent species of salmon, and therefore most likely to be affected by the Project.</p> <p>A field sampling program for salmon was conducted at Roberts Bank in 2012 and 2013. While it is possible that 2012 to 2013 seasonal surveying for the Project did not capture all salmon species present at Roberts Bank, historical survey data add to the weight of evidence, suggesting a realistic representation of species composition and abundance at Roberts Bank.</p> <p>Potential underwater noise-related effects on marine fish during both Project construction and operation phases are considered in the EIS.</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">9.5.8 Coastal Geomorphology, Future Conditions with the Project9.7.8 Marine Water Quality, Future Conditions with the Project <p>13.0 Marine Fish</p> <ul style="list-style-type: none">13.2 Selection of Marine Fish Valued Component13.2.1 Sub-components13.4.1 Information Sources, Desktop and Field Studies13.5.1 Existing Conditions, Pacific Salmon13.6 Future Conditions with the ProjectTable 13-6 Desktop and Field Studies Related to Marine Fish to Support the AssessmentTable 13-10 Summary of Roberts Bank Ecosystem Model Productivity Results for Marine Fish13.6.3 Potential Effect - Changes in Productivity
79	<p>Concern with if/how sturgeon will be assessed/considered within the EIS.</p>	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Lyackson First Nation Hwiltsum First Nation Semiahmoo First Nation</p>	<p>Potential Project-related effects on sturgeon (white sturgeon and green sturgeon) are considered in the marine fish assessment within the demersal fish (fish living near or on the seabed) sub-component. Sturgeon species were not selected as a representative species due to their rarity in the Roberts Bank area.</p> <p>Representative species in the demersal fish sub-component include three-spine stickleback and Pacific staghorn sculpin. Based on qualitative and empirical evidence considered during the marine fish assessment, minor, short-term decreases in productivity to demersal fish species are anticipated due to direct mortality (e.g., entrainment of larvae) and acoustic disturbance (i.e., if impact pile driving is used) during the Project's construction phase. Effects on demersal fish associated with changes in water quality and lighting are considered negligible.</p>	<p>13.0 Marine Fish</p> <ul style="list-style-type: none">13.2 Selection of Marine Fish Valued Component13.2.1 Sub-components13.4.1 Information Sources, Desktop and Field Studies13.6.3 Potential Effect - Changes in Productivity
80	<p>Concern that the Project has been determined as not having a measurable effect on eulachon in Canoe Passage.</p> <ul style="list-style-type: none">Eulachon is a species of particular concern to TFN, and there is concern that any impact, however small, might be the tipping point for the wellbeing of the species.	<p>Tsawwassen First Nation</p>	<p>Potential Project-related effects on eulachon are considered in the marine fish assessment within the forage fish sub-component. Eulachon was not assessed directly as a representative species within the forage fish sub-component due to the rarity of eulachon in the Roberts Bank area. The assessment recognises eulachon as a species of high economic, societal, and cultural importance to Aboriginal communities.</p> <p>Representative species in the forage fish sub-component include Pacific sand lance, surf smelt, Pacific herring, and shiner perch. Qualitative and empirical evidence indicates that there will be minor decreases in forage fish productive potential driven by loss of subtidal sand habitat and disturbance of Pacific herring from underwater noise.</p>	<p>13.0 Marine Fish</p> <ul style="list-style-type: none">13.2 Selection of Marine Fish Valued Component13.2.1 Sub-components13.4.1 Information Sources, Desktop and Field Studies13.6.3 Potential Effect - Changes in Productivity

ID#	Comment	Aboriginal Group	Response	EIS Section
81	Concern if/how herring have been considered within the EIS. Interest in why herring, are expected to experience a slight to moderate increase in productivity.	Tsawwassen First Nation Musqueam First Nation Tsleil-Waututh Nation Semiahmoo First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Stz'uminus First Nation Lake Cowichan First Nation Lyackson First Nation Métis Nation BC Hwlitsum First Nation	Pacific herring is considered as a representative species in the forage fish sub-component of the marine fish assessment, as presented in the EIS. Qualitative and empirical evidence indicates that there will be minor decreases in forage fish productive potential driven by loss of subtidal sand habitat and disturbance of Pacific herring from underwater noise. Pacific herring are expected to experience a short-term decrease in productive potential (i.e., -2%) due to direct mortality from construction activities (i.e., entrainment) and minor acoustic effects (if either vibratory or impact pile driving is used), and long-term minor decreases due to reduction in the availability and quality of subtidal and intertidal sand habitat.	13.0 Marine Fish <ul style="list-style-type: none">13.2 Selection of Marine Fish Valued Component13.2.1 Sub-components13.4.1 Information Sources, Desktop and Field Studies13.5.3 Existing Conditions, Forage Fish13.6 Future Conditions with the ProjectTable 13-6 Desktop and Field Studies Related to Marine Fish to Support the AssessmentTable 13-10 Summary of Roberts Bank Ecosystem Model Productivity Results for Marine Fish13.6.3 Potential Effect - Changes in ProductivityTable 13-12 Marine Fish Productivity Summary (Prior to Mitigation) Based on Weight of Evidence
82	Interest if reef fish were present in the Project area prior to artificial reefs being constructed as part of the Deltaport Third Berth Project (DP3).	Tsawwassen First Nation Musqueam First Nation Tsleil-Waututh Nation Semiahmoo First Nation Lake Cowichan First Nation Lyackson First Nation Métis Nation BC Hwlitsum First Nation	Reef fish are considered as a sub-component in the marine fish assessment, as presented in the EIS. Reef fish are anticipated to low in number relative to other species, occurring in limited areas of rocky structure at Roberts Bank. Lingcod, a representative species of reef fish, can occur in shallower subtidal waters and have existed off the riprap of B.C. Ferries and Deltaport since at least the late 1980's, along with other reef fish, prior to artificial reefs. Based on DP3 report information, in areas where riprap existed at depth (base of the second berth ~22m) there were copper and juvenile yelloweye rockfish. With the artificial reefs, these reef fish numbers have increased.	13.0 Marine Fish <ul style="list-style-type: none">13.2 Selection of Marine Fish Valued Component13.2.1 Sub-components13.4.1 Information Sources, Desktop and Field Studies13.5.2 Existing Conditions, Reef Fish13.6 Future Conditions with the ProjectTable 13-6 Desktop and Field Studies Related to Marine Fish to Support the AssessmentTable 13-10 Summary of Roberts Bank Ecosystem Model Productivity Results for Marine Fish13.6.3 Potential Effect - Changes in Productivity
83	Interest in whether the assessment area spans multiple DFO fisheries management areas. Concern that if there is an adverse effect in one area, and a positive in another, that the results reflect the effect as being neutral.	Tsawwassen First Nation	DFO Fisheries Management Areas in the Project area are described in the EIS. The potential Project-related effects on marine fish and on commercial, recreational and Aboriginal fisheries are considered within the area of maximum extent of potential adverse effects, and not by DFO Fisheries Management Area.	13.0 Marine Fish <ul style="list-style-type: none">13.3.1 Spatial Boundaries 16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries <ul style="list-style-type: none">16.3.1 Spatial Boundaries
84	Interest in how conservation and/or management concerns related to marine fish species might be affected by the Project.	Tsawwassen First Nation	Conservation and management of marine fish sub-components are described with respect to existing conditions in the Project area and are taken into consideration in the assessment of potential effects of the Project.	13.0 Marine Fish <ul style="list-style-type: none">13.5 Existing Conditions13.6 Future Conditions with the Project

ID#	Comment	Aboriginal Group	Response	EIS Section
85	Concern about the impact 24-hour lighting has on fish, such as herring, which may come to the surface at night, becoming more susceptible to artificial prey opportunities, and less available to traditional Lyackson First Nation fishing practices that use light as an attractant. Interest in potential effects related to Project infrastructure (i.e., caissons and night lighting) creating a false predator-prey scenario for seal and salmon.	Lyackson First Nation Tsawwassen First Nation Musqueam First Nation Tsleil-Waututh Nation Semiahmoo First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Stz'uminus First Nation Lake Cowichan First Nation Métis Nation BC	The effects of the Project on marine fish from aspects such as artificial lighting, including on herring, are considered in the EIS. Changes in light conditions, in the form of shading during the day, or artificial lighting at night from overwater structures (e.g., the marine terminal) and associated activities (e.g., moored vessels), may affect individual marine fish performance. Project-related increases in illuminance are anticipated to raise the ambient brightness from low to medium. Exposure to periods of high or intermediate light (such as those brought about by artificial lighting at night) may cause temporary blindness as juvenile salmon may take up to 30 minutes to adjust their vision, with similar implications on foraging success and predator avoidance. Potential effects of the Project on fish related to light are described in more detail in the EIS. The potential effects to current Aboriginal use of this resource are also assessed (see response to Comment # 173 for further details).	13.0 Marine Fish <ul style="list-style-type: none">13.6.3 Potential Effect - Changes in Productivity13.7.5 Mitigation #4 for Changes in the Light Environment 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">32.2 Current Use of Land and Resources for Traditional Purposes
86	Interest in a third party of review of the marine fish assessment.	Stz'uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe	In January 2014, the federal Minister of Environment referred the Project for an environmental assessment by an independent review panel. The entire EIS, including the marine fish assessment will be subject to review.	Not included

Table 17 Marine Mammals

ID#	Comment	Aboriginal Group	Response	EIS Section
87	Concern about the methodology of the marine mammal modelling, including: <ul style="list-style-type: none">Uncertainty about the data visually representing whale density per unit effort in RAA;Concern if/how grey whale is considered in the assessment;Concern about scope of assessment being limited to PMV's jurisdictional area.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Lyackson First Nation Hwlitsum First Nation Semiahmoo First Nation Musqueam First Nation	The EIS describes the models used to support the assessment of potential effects on marine mammals, and discusses uncertainty and level of confidence in the effect predictions. The marine mammal sub-component, baleen whales, including grey whale, are represented by humpback whales in the marine mammals assessment. While the scope of the Project, as set out in the <i>EIS Guidelines</i> , includes vessel traffic within PMV jurisdiction, the scope of assessment is not limited to PMV jurisdiction. The EIS provides an assessment of potential Project-related effects to the maximum spatial extent of where they are expected to occur. The local assessment area encompasses the area in which Project-related effects (direct or indirect) to marine mammals could potentially occur. This boundary was established based on the zone of audibility for all representative species from modelled underwater noise from Project construction and operation. The regional assessment area for SRKWs includes all critical habitat protected under <i>SARA</i> , as well as U.S. critical habitat protected under the <i>Endangered Species Act</i> , excluding Puget Sound. As there is no critical habitat designated near the Project for baleen whales or pinnipeds, the RAA for North Pacific humpback whales and Steller sea lions includes a smaller area consisting of most of the southern Strait of Georgia, Haro Strait, and Rosario Strait.	14.0 Marine Mammals <ul style="list-style-type: none">Table 14-7 Marine Mammal Modelling Studies Contributing to Project-related Predictions14.1 Component Overview and Regulatory Setting14.2 Selection of Marine Mammals Valued Component14.3 Assessment Boundaries14.5 Existing ConditionsFigure 14-1 Local and Regional Assessment Areas for Southern Resident Killer WhaleFigure 14-2 Local and Regional Assessment Areas for Humpback Whales and Steller Sea Lions
88	Interest in the scope/methods of the marine mammal's noise study. <ul style="list-style-type: none">Interest in participating in the ECHO program.	Stz'uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Tsleil-Waututh Nation Lyackson First Nation Semiahmoo First Nation Musqueam First Nation	The methods used to study underwater noise and the results of the assessment of potential underwater noise-related effects on marine mammals are described in the EIS. The Enhancing Cetacean Habitat and Observation (ECHO) Program has been established by Port Metro Vancouver, in collaboration with government agencies, Aboriginal groups, marine industry users, non-government organisations and scientific experts, to better understand and manage the potential impacts to cetaceans (whales, porpoises and dolphins) from commercial vessel activities throughout the southern coast of British Columbia. Further information about ECHO can be found at: http://www.portmetrovanancouver.com/en/environment/initiatives/marine-mammals	9.0 Physical Setting <ul style="list-style-type: none">9.8.2 Underwater Noise, Assessment Purpose and ApproachAppendix 9.8-A Construction and Terminal Activity Underwater Noise Modelling StudyAppendix 9.8-B Regional Commercial Vessel Traffic Underwater Noise Modelling Study 14.0 Marine Mammals <ul style="list-style-type: none">14.4.4 Information Sources, Critical Habitat Feature - Acoustic EnvironmentTable 14-7 Marine Mammal Modelling Studies Contributing to Project-related Predictions14.6 Future Conditions with the Project14.10 Cumulative Effects Assessment

ID#	Comment	Aboriginal Group	Response	EIS Section
89	Concern about the potential effects from marine traffic, including collisions with whales.	Tsleil-Waututh Nation Lake Cowichan First Nation Lyackson First Nation Hwlitsum First Nation	<p>The assessment considers the potential effects on marine mammals of marine vessel traffic associated with Project construction and operation, including the potential for physical disturbance due to a Project-related vessel strike. As described in the EIS, as a result of mitigation measures during construction and operation, no detectable/measurable residual adverse effects from vessel strikes are predicted for marine mammals.</p> <p>The marine mammal assessment considers the potential for cumulative effects with respect to the potential residual effect (i.e., increased underwater noise produced by container ships and support tugs during Project operation), in combination with other projects and activities within the RAA, including underwater noise from incremental marine vessel traffic outside PMV jurisdiction.</p>	14.0 Marine Mammals <ul style="list-style-type: none">• 14.6 Future Conditions with the Project• 14.6.2 Potential Effects of the Project on Southern Resident Killer Whales• 14.6.3 Potential Effects of the Project on North Pacific Humpback Whale• 14.6.4 Potential Effects of the Project on Steller Sea Lions• Table 14-19 Injury and Disturbance Radii for Steller Sea Lions during Impulsive Construction Noise• 14.10 Cumulative Effects Assessment
90	Concern about underwater noise effects on marine mammals, such as grey whale.	Lyackson First Nation Semiahmoo First Nation Musqueam First Nation	<p>The assessment considers the potential effects of Project-related changes in underwater noise on marine mammals. The marine mammal sub-component, baleen whales, including grey whale, are represented by humpback whales in the marine mammal’s assessment. The assessment includes the potential cumulative effects on marine mammals of the Project in combination with other projects and activities, including noise from existing and incremental marine vessel traffic.</p>	14.0 Marine Mammals <ul style="list-style-type: none">• 14.6.3 Potential Effects of the Project on North Pacific Humpback Whale• 14.10 Cumulative Effects Assessment
91	Concern about Project-related effects on unique environmental features associated with sea mammals (whales and sea lions). Interest in mitigation for marine mammals, other than for those related to underwater noise.	Lyackson First Nation Tsleil-Waututh Nation	<p>The EIS provides an assessment of potential Project-related effects based on a characterisation of existing conditions, including unique environmental features.</p> <p>Measure to avoid, reduce or offset potential effects to marine mammals include:</p> <ul style="list-style-type: none">• Placing marine terminal in subtidal waters;• Minimising causeway widening and optimising the footprint within the upper intertidal zone;• Rounding of the northwest terminal corner to reduce scour;• Incorporating rocky shoreline in portions of the terminal perimeter and causeway perimeters;• Creating onsite habitat for marine fish, to help contribute to protection of marine mammal habitat and to help to maintain healthy levels of the availability of SRKW prey, including Chinook and chum salmon;• Aligning construction activities to avoid fisheries-sensitive windows for juvenile salmon; and• Implementing various Construction Environmental Management Plans and Operation Environment Management Plans, including the Underwater Noise Management Plan.• Distribution of a marine mammal awareness pamphlet, “Marine Mammals of the Roberts Bank Area” to marine pilots working within PMV jurisdiction. <p>Further details on mitigation measures for potential Project-related effects on marine mammals are included in the EIS.</p>	14.0 Marine Mammals <ul style="list-style-type: none">• 14.5 Existing Conditions• 14.6 Future Conditions with the Project• 14.7 Mitigation Measures• 14.10 Cumulative Effects Assessment
92	Concern with the determination that the residual effect to the population of Southern Resident Killer Whale (SRKW) is ranked as “not significant”. Concern that a small effect of the Project could be the tipping point that leads to population collapse, given its already small numbers. TFN suggests identifying the threshold under which the population can sustain impacts should be important.	Tsawwassen First Nation	<p>Project-related adverse residual effects to southern resident killer whales (and all toothed whales) are expected to be not significant. The Project contribution of effects above existing conditions is very small and is not anticipated to adversely affect individuals or affect critical habitat features (acoustic environment, the availability of prey, and water and sediment quality) when needed by southern resident killer whales for their life functions of foraging, mating, resting, or socialising. Destruction of southern resident killer whale critical habitat from Project construction and operation is not anticipated, and the Project will not limit the survival or recovery of southern resident killer whales.</p> <p>Cumulative effects to baleen whales and seals and sea lions are expected to be not significant. However, due to their Endangered status and lack of recovery of the population, PMV has assumed that past activities and projects, including those described in the recovery strategy issued by Fisheries and Oceans Canada, have had a significant adverse effect on southern resident killer whales. Therefore, the Project, in combination with past projects and activities that have been carried out, and certain and reasonably foreseeable projects that will be carried out, will result in a continued significant cumulative effect to southern resident killer whales.</p>	14.0 Marine Mammals <ul style="list-style-type: none">• 14.9 Determination of Significance of Residual Adverse Effects

Table 18 Coastal Birds

ID#	Comment	Aboriginal Group	Response	EIS Section
93	<p>Interest in the scope/methods of the coastal birds study, including:</p> <ul style="list-style-type: none">Request for additional information about the models used in the assessment for Coastal Birds;Concern that humans have not been considered in the Shorebird Opportunity Model;Interest in if/how tundra and trumpeter swans use the Project area, and whether or not they were considered in the assessment; andConcern that the biomass of some species is deemed not significant being it’s annualised and they’re migratory birds. <p>Concern about potential effects on migratory birds and their habitat.</p>	<p>Tsawwassen First Nation Tsleil-Waututh Nation Semiahmoo First Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Lyackson First Nation Métis Nation British Columbia Hwiltsum First Nation</p>	<p>The Fraser River estuary is an important area to many coastal birds because of the abundant food sources. The Roberts Bank area supports an abundance and diversity of bird species. An assessment was undertaken to determine the effects of the Project on coastal birds.</p> <p>The scope and methods of the coastal birds assessment is described in the EIS. The Shorebird Opportunity Model evaluates food availability (biofilm and benthic invertebrates) for foraging shorebirds under different levels of predation risk, and assesses changes in physical factors (e.g., water velocity, wave height) on their ability to forage.</p> <p>The assessment of coastal birds focused on seven sub-components:</p> <ul style="list-style-type: none">Shorebirds, represented by Pacific dunlin and western sandpiper;Waterfowl, represented by American wigeon and brant;Hérons, represented by great blue heron;Diving birds, represented by surf scoter and western grebe;Raptors, represented by bald eagle, barn owl and peregrine falcon;Gulls and terns, represented by Caspian tern and glaucous-winged gull; andPasserines, also known as songbirds, represented by barn swallow. <p>Anticipated Project-related changes to coastal birds were assessed by considering potential changes in productivity, abundance, density, species diversity, distribution and suitable habitat area, for the seven sub-components. For some sub-components, foraging opportunity and contaminant levels were also examined.</p> <p>The use of the Fraser River estuary and the Project area by trumpeter swan and tundra swan is described in the EIS.</p> <p>The assessment concludes that the Project is not expected to result in any significant adverse residual effects or significant residual cumulative effects to coastal birds.</p> <p>Changes in the productive potential of shorebirds, herons, raptors, gulls and terns, and passerines are not anticipated.</p> <p>Decreases to the productive potential of waterfowl and diving birds are expected to be minor. Effects to diving birds can be partially offset through the creation of onsite eelgrass and subtidal rock reef habitats, which would create habitat for their prey, which include mussels and other invertebrates.</p>	<p>15.0 Coastal Birds</p> <ul style="list-style-type: none">15.2 Selection of Coastal Birds Valued Component15.5.4 Existing Conditions, Waterfowl15.7.2 Future Conditions with the Project, Potential Effect – Changes in ProductivityAppendix 15-B Shorebird Foraging Opportunity during MigrationAppendix 15-C Overwintering Dunlin Foraging Opportunity
94	<p>Concern about the potential contamination of ducks and geese due to coal/coal dust.</p>	<p>Tsawwassen First Nation Lyackson First Nation</p>	<p>The proposed Project is a container terminal and does not include any coal-related elements. The Project will not contribute to coal dust.</p> <p>Coal dust from Westshore Terminals (the existing coal terminal at Roberts Bank) was included in the examination of air quality existing conditions and air quality cumulative effects assessment.</p> <p>The potential for contamination of coastal birds due to sediment re-suspension during Project construction is considered in the coastal birds’ assessment in the EIS. Contamination is not anticipated as sediments that will be re-suspended and deposited as a result of construction-phase activities are not contaminated (based on characterisation of the existing environment).</p>	<p>15.0 Coastal Birds</p> <ul style="list-style-type: none">15.7.1 Future Conditions with the Project, Negligible Effects <p>9.6 Surficial Geology and Marine Sediment</p>
95	<p>Concern about the potential for effects of artificial light on birds.</p>	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Hwiltsum First Nation Semiahmoo First Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe</p>	<p>It is recognised that nocturnal behavior of birds varies in response to lighting conditions. A review of documented effects of both natural and artificial light on birds is provided in the EIS. The potential effects on coastal birds of changes in artificial light related to the Project are considered in the EIS.</p> <p>A Light Management Plan will be included in the Construction EMP and the Operation EMP, to reduce artificial light-related effects on coastal birds.</p>	<p>15.0 Coastal Birds</p> <ul style="list-style-type: none">15.7.2Future Conditions with the Project, Potential Effect- Changes in Productivity15.8.3 Mitigation #2 – Measures to Address Productivity Loss due to Changes in Habitat Quality <p>33.0 Environmental Management Program</p> <ul style="list-style-type: none">33.3.5 Construction EMP, Light Management Plan33.4.3 Operation EMP, Light Management Plan

ID#	Comment	Aboriginal Group	Response	EIS Section
96	Concern about potential effects of noise on birds.	Lyackson First Nation Hwilitsum First Nation Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Semiahmoo First Nation	Existing conditions and potential effects of Project-related changes in airborne noise and underwater noise on coastal birds are considered in Section 15.0 (Coastal Birds) of the EIS. The assessments of potential Project-related changes in noise and vibration and underwater noise are included in Sections 9.3 and 9.8 respectively.	9.0 Physical Setting <ul style="list-style-type: none">9.3 Physical Setting, Noise and Vibration9.8 Physical Setting, Underwater Noise 15.0 Coastal Birds <ul style="list-style-type: none">15.7.2 Future Conditions with the Project, Potential Effect – Changes to Productivity
97	Concern about potential effects on birds related to increased emissions and/or contaminants. <ul style="list-style-type: none">Concern that toxins emitted as a result of the Project could accumulate and affect raptor species. Request for information from other sections on toxins.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Hwilitsum First Nation	With the exception of air emissions, routine construction and operation activities are not expected to result in the discharge of pollutants or other deleterious substances to the environment. The EIS considers potential changes to air quality related to the Project, and to the Project in combination with other certain and reasonably foreseeable projects and activities. Air quality will improve in the future, with or without the Project, as a result of improvements in engine technologies and the use of cleaner fuels. The EIS considers effects on coastal birds related to contaminants (i.e., disturbance of marine sediments and the potential re-suspension of contaminants during construction; and changes in water quality, including total suspended sediment levels and effluent discharge (e.g., wastewater, stormwater, hydrocarbons, bilge and ballast water)). Due to the implementation of management and treatment measures, and adherence to regulatory requirements and guidelines, no changes to discharges to marine waters are expected. Consequently, no adverse effects to coastal birds related to effluent discharges are expected.	30.0 Potential Accidents or Malfunctions <ul style="list-style-type: none">30.4 Potential Marine-based Accidents and Malfunctions30.5 Potential Land-based Accidents and Malfunctions30.6 Assessment of Plausible Worst-case Scenarios 9.2 Air Quality <ul style="list-style-type: none">9.2.8 Future Conditions with the Project 15.0 Coastal Birds <ul style="list-style-type: none">15.7.1 Future Conditions with the Project, Negligible Effects
98	Concern about the potential effects of bird collisions with power lines as a result of the Project.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Hwilitsum First Nation	No new overhead transmission lines are required for the Project. All new electrical and communications cables required for the Project will be distributed through the site via underground ducts and conduits, as described in the EIS. Consequently, effects on coastal birds related to collisions with power lines associated with the Project are not anticipated.	4.0 Project Description <ul style="list-style-type: none">4.4.1 Project Activities, Construction-phase Activities 15.0 Coastal Birds <ul style="list-style-type: none">15.5 Existing Conditions
99	Concern about the development of mitigation for effects on birds. <ul style="list-style-type: none">Concern about whether or not the planting of trees as mitigation could create the opportunity for more bird strikes, by attracting more birds.Request that the effect of light on birds at night (i.e., owls) be addressed/filled in at some point.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Halalt First Nation Hwilitsum First Nation	Vehicle collision-related mortalities are expected to be very low compared to population size and are not expected to affect the short- and long-term population viability of coastal birds, with the exception of barn owls. In the absence of mitigation, minor effects to the productive potential of the local assessment area to support barn owl are predicted. Port Metro Vancouver will work with transportation authorities and the Canadian Wildlife Service to develop and implement measures to mitigate potential effects to barn owls from vehicle collisions. All new electrical and communications cables required for the Project will be distributed through the site via underground ducts and conduits, as described in the EIS. Consequently, effects on coastal birds related to collisions with power lines associated with the Project are not anticipated. A review of documented effects of both natural and artificial light on birds is provided in the EIS. The EIS considers the potential effects of artificial light on coastal birds, including the potential for increased risk of predation on shorebirds by nocturnal raptors (i.e., owls). A Light Management Plan will be included in the Construction EMP and the Operation EMP, to reduce potential artificial light-related effects on coastal birds.	4.0 Project Description <ul style="list-style-type: none">4.4.1 Project Activities, Construction-phase Activities 15.0 Coastal Birds <ul style="list-style-type: none">15.7.3 Future Conditions with the Project, Potential Effect – Changes in Productivity15.8 Mitigation MeasuresTable 15-12 Summary of Mitigation Measures to Address Adverse Project-related Effects on Coastal Birds 33.0 Environmental Management Program <ul style="list-style-type: none">33.3.5 Construction EMP, Light Management Plan33.4.3 Operation EMP, Light Management Plan

Table 19 Roberts Bank Ecosystem

ID#	Comment	Aboriginal Group	Response	EIS Section
100	<p>Concern about introduction of invasive species, including:</p> <ul style="list-style-type: none">Concerns about effects of foreign species/invasive plants (all types) from increased international shipping traffic.Concern that invasive species (i.e., Blue Crab) will be transferred via ballast water; andConcern that invasive plant species can be transferred via containers. <p>Concern about rats arriving via ships and/or containers and how that issue is being addressed.</p>	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation</p>	<p>Port Metro Vancouver was the first port in North America to prohibit in-port ballast water exchange without prior mid-ocean exchange, a practice which became the basis of government requirements now enforced by Transport Canada.</p> <p>To prevent the invasion of foreign species into local waters, international regulations, through the International Maritime Organization (IMO), are managed by Transport Canada. All commercial deep sea vessels are required to carry out a ballast water exchange prior to entering Canadian waters. This is done outside the exclusive economic zone of 200 nautical miles (nm) and in water deeper than 2,000 metres. By requiring vessels to complete this ballast “flush” well outside Canadian waters, the aim is to prevent any foreign organisms from entering into the local ecosystem. The U.S.A. has similar requirements, and vessels arriving from the Puget Sound area need to forward the completed U.S.A. forms to Canadian authorities prior to entry into Canadian waters.</p> <p>Import containers are generally not opened at the terminal. Canada Border Services Agency inspects the contents of a percentage of import containers off-terminal in Richmond, and in the future will be done at the facility on TFN land currently being developed. All ships use rat guards on their mooring lines to ensure that rats and other rodents do not crawl up or down the mooring lines between the ship and the wharf.</p> <p>Port Metro Vancouver is a part of the B.C. <i>Spartina</i> Working Group, which maps, tests eradication methods, and supports the removal of invasive English cordgrass from the Fraser River estuary.</p>	<p>4.0 Project Description</p> <ul style="list-style-type: none">4.4.2 Operation-phase Activities <p>9.7 Marine Water Quality</p> <ul style="list-style-type: none">9.7.8 Future Conditions with the Project
101	<p>Interest in the scope/methods of the Ecosystem Productivity Approach, including:</p> <ul style="list-style-type: none">Concern that humans were not included in the food web as a species that consumes chum salmon; andInterest in whether there will be effects from the Project on the ecosystem that extend to the American side of the border. <p>Interest in whether the ecosystem assessment will be subject to a third party review process.</p>	<p>Tsawwassen First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Stz’uminus First Nation Lyackson First Nation Hwlitsum First Nation</p>	<p>The ecosystem model is described in the EIS. The model incorporated predator-prey relationships (biotic factors) and environmental factors within the marine environment, and does not incorporate anthropogenic influences such as fishing. Since changes are determined by comparing productivity in the future with the Project, to the future without the Project, the level of human influence is deemed to be the same with and without the Project, and humans are not included in the food web. No productivity changes, as determined by the ecosystem model, are anticipated outside of Canadian waters, as productivity-related effects result from construction activities, the Project footprint itself, and indirect localised changes to coastal processes around the terminal.</p> <p>In January 2014, the federal Minister of Environment referred the Project for an environmental assessment by an independent review panel. The entire EIS will be subject to review by this panel. In addition, comprehensive sensitivity analyses were conducted to evaluate the model predictions. These sensitivity analyses generally demonstrated that the model is robust to sources of uncertainty in the original model inputs and settings.</p>	<p>10.0 Biophysical Setting</p> <ul style="list-style-type: none">10.3 Overview of Assessing Ecosystem ProductivityAppendix 10.3-A Roberts Bank Ecopath with Ecosim and Ecospace Model Parameter EstimatesAppendix 10.3-B Roberts Bank Ecosystem Model Development and Key RunAppendix 10.3-C Roberts Bank Spatial Ecosystem Model Sensitivity AnalysisAppendix 10-D Roberts Bank Spatial Ecosystem Model Sensitivity Analysis
102	<p>Concern about intertidal ecosystem health.</p>	<p>Tsawwassen First Nation</p>	<p>Field and modelling studies have been conducted by PMV to identify and characterise physical and biophysical components at Roberts Bank, including marine water and sediment quality, marine vegetation, invertebrates, and fish, and coastal birds. Information relating to both intertidal and subtidal areas is considered in the EIS with respect to potential Project effects on the Roberts Bank ecosystem. Ecosystem modelling was one tool used to assess productivity of the ecosystem; productivity is a measure of ecosystem health.</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">9.6 Surficial Geology and Marine Sediment9.7 Marine Water Quality <p>10.0 Biophysical Setting</p> <ul style="list-style-type: none">10.3 Overview of Assessing Ecosystem Productivity <p>11.0 Marine Vegetation</p> <p>12.0 Marine Invertebrates</p> <p>13.0 Marine Fish</p> <p>15.0 Coastal Birds</p>

Table 20 Ongoing Productivity of Commercial, Recreational and Aboriginal (CRA) Fisheries

ID#	Comment	Aboriginal Group	Response	EIS Section
103	Concern about the scope/methods of the CRA Fisheries study, including: <ul style="list-style-type: none">Concern with the lack of data on recreational fisheries and request that such a study be included within the EIS; andConcern with quality of available DFO data.	Tsawwassen First Nation Musqueam First Nation Stz'uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Lake Cowichan First Nation	<p>The assessment of ongoing productivity of commercial, recreational, and Aboriginal fisheries focuses on Project-related effects on the productivity of species and habitats that support these fisheries. Results of this assessment were considered in the assessments of marine commercial use, outdoor recreation, human health, and current use of land and resources for traditional purposes.</p> <p>The assessment of marine fish focused on five sub-components:</p> <ul style="list-style-type: none">Pacific salmon, represented by chinook and chum species;Groundfish, represented by lingcod and rockfish;Forage fish, represented by Pacific herring and surf smelt; andCrab, represented by Dungeness crab. <p>Numerous literature and data sources, in addition to DFO, were consulted for information on commercial, recreational, and Aboriginal (CRA) fisheries, as described in the EIS, in addition to consultation with Aboriginal groups and publicly available Aboriginal traditional marine use or harvest data reports.</p> <p>Further detail on the rationale for the scope, methods and information sources used in the CRA Fisheries assessment is provided in the EIS.</p>	16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries <ul style="list-style-type: none">16.2 Selection of Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries Valued Component16.4 Information Sources16.5.2 Existing Conditions, Recreational Fisheries
104	Concern that the EIS should include species of emerging fisheries, such as lingcod, that are not currently regulated. Request that groundfish be considered within the CRA study.	Tsawwassen First Nation Musqueam First Nation	Lingcod was selected as a representative species for the reef fish sub-component of the marine fish assessment. The EIS also included an assessment of potential effects on Commercial, Recreational, and Aboriginal fisheries. This assessment considers potential effects of the Project on the ongoing productivity of the groundfish fishery, including fisheries for lingcod and rockfish.	13.0 Marine Fish <ul style="list-style-type: none">13.5.2 Existing Conditions, Reef Fish13.6 Future Conditions with the Project 16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries <ul style="list-style-type: none">16.5 Existing Conditions
105	Concern about the potential Project-related economic effects on salmon fisheries. <ul style="list-style-type: none">As example, Project infrastructure (i.e., caissons and night lighting) creating a false predator-prey scenario for seal and salmon.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation Halalt First Nation	<p>Project-related effects on salmon, including the potential for loss of productivity due to changes in biotic interactions such as predation, are considered in the marine fish assessment.</p> <p>The effects of the Project on the ongoing productivity of CRA fisheries, as well as marine commercial use, in turn, are assessed in the context of predicted changes in productivity with respect to marine fish sub-components, including Pacific salmon.</p> <p>Potential effects on fish related to light are assessed in the EIS (Section 13.0 Marine Fish).</p>	13.0 Marine Fish <ul style="list-style-type: none">13.6.3 Future Conditions with the Project, Potential Effect - Changes in Productivity 16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries <ul style="list-style-type: none">16.6.1 Future Conditions with the Project, Negligible Effects 21.0 Marine Commercial Use <ul style="list-style-type: none">21.7 Future Conditions with the Project - Potential Project-related Effects
106	Concern if/how eulachon was considered in the CRA fisheries study.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Hwlitsum First Nation	While recognising that other fisheries have historically occurred or currently occur at or near Roberts Bank, the assessment of Project-related effects on the ongoing productivity of commercial, recreational, and Aboriginal fisheries focuses on fisheries that are most likely to interact with the Project or for which there is sufficient site-specific data on presence and habitat use at Roberts Bank to permit assessment. For these reasons, fisheries such as those for eulachon, sturgeon, shrimp, and octopus are not directly included in the CRA fisheries assessment.	16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries <ul style="list-style-type: none">16.2.1 Sub-components

ID#	Comment	Aboriginal Group	Response	EIS Section
107	<p>Concern about the methods of determining which fishery species are included within the assessment, particularly the exclusion of sockeye salmon.</p> <ul style="list-style-type: none">Concern that the exclusion of sockeye salmon as a focal species, the economic component to its catch value is not adequately assessed.	<p>Cowichan Tribes Halalt First Nation Hwlitsum First Nation Lake Cowichan First Nation Lyackson First Nation Métis Nation BC Musqueam First Nation Penelakut Tribe Stz'uminus First Nation Tsawwassen First Nation Tsleil-Waututh Nation</p>	<p>Sockeye salmon was not selected as a representative species within the Pacific salmon sub-component, as studies indicate that juvenile sockeye salmon do not use the Roberts Bank area in high abundance, relative to chum and chinook salmon (which have been selected as representative species in the assessment). Since chum and chinook are the most estuarine-dependent species of salmon, the potential for Project-related interactions with these species is greatest. Results of the assessment based on these two species represent a more conservative approach, given the life histories and habitat use of chum and chinook. Therefore, potential Project-related effects on sockeye salmon are considered within the assessment through the assessment on the sub-component Pacific salmon, as represented by chum and chinook.</p> <p>Sockeye salmon are considered in the assessment of marine commercial use as the primary species of salmon sought in the assessment area. The economic component of sockeye fishing is addressed in this section (Section 21.0).</p>	<p>13.0 Marine Fish</p> <ul style="list-style-type: none">13.2.1 Sub-components <p>16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries</p> <ul style="list-style-type: none">16.2.1 Sub-components <p>21.0 Marine Commercial Use</p> <ul style="list-style-type: none">21.5.2 Existing Conditions, Aboriginal Commercial Fishing and Seafood Harvesting
108	<p>Concern with the data utilised within the CRA study and that Aboriginal groups have not been provided an opportunity to review it.</p>	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Hwlitsum First Nation</p>	<p>Numerous literature and data sources (e.g., DFO) were consulted for information on CRA fisheries, as described in the EIS, in addition to consultation with Aboriginal groups and publicly available Aboriginal traditional marine use or harvest data reports.</p> <p>Project-specific studies with respect to Current Use and/or Traditional Knowledge provided by the following Aboriginal groups were also used:</p> <ul style="list-style-type: none">Cowichan Nation Alliance;Cowichan Tribes;Hwlitsum First NationLake Cowichan First Nation;Lyackson First Nation;Métis Nation British Columbia;Musqueam First Nation;Semiahmoo First Nation; andTsleil-Waututh Nation. <p>Aboriginal Groups were provided with an opportunity to review a portion of Section 32.0 concerning current use and draft community profiles for their group. In addition, Musqueam First Nation, Tsawwassen First Nation, and Tsleil-Waututh Nation reviewed the portion of Section 21.0 concerning Aboriginal Commercial Fishing and Seafood Harvesting.</p>	<p>7.0 Engagement and Consultation</p> <ul style="list-style-type: none">7.2.1 Aboriginal Groups Engagement and Consultation, Engagement and Consultation Process Overview <p>16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries</p> <ul style="list-style-type: none">16.4 Information Sources
109	<p>Concern with the effects of overfishing or overharvesting within the Project area by other commercial and recreational fishers.</p>	<p>Semiahmoo First Nation Lake Cowichan First Nation Penelakut Tribe Musqueam First Nation Tsawwassen First Nation</p>	<p>Regulation and management of these fisheries occurs through the <i>Fisheries Act</i>, and is enforced by Fisheries and Oceans Canada.</p>	<p>16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries</p> <ul style="list-style-type: none">16.5 Existing Conditions16.6 Future Conditions with the Project

SOCIAL AND ECONOMIC VALUED COMPONENTS

Table 21 Labour Market

ID#	Comment	Aboriginal Group	Response	EIS Section
110	Interest in whether PMV follows the federal procurement policies and procedures for hiring Aboriginal people.	Musqueam First Nation	<p>PMV is subject to the <i>Employment Equity Act</i>. PMV maintains the following commitment to diversity and employment equity:</p> <p>PMV is committed to providing services and employment opportunities that are fair and equitable. This commitment:</p> <ul style="list-style-type: none">• increases PMV’s responsiveness to the needs of a diverse and international customer base;• positions PMV as a preferred employer by enhancing PMV’s reputation for fairness and equal opportunity;• broadens PMV’s access to a wider pool of qualified job applicants; and• brings in a wide range of opinions and experience, encouraging new and innovative ways of doing things. <p>In support of this commitment, PMV encourages any applicant who requires a workplace accommodation to attend an interview to direct the request to the Human Resources Department, indicating the accommodation needed.</p> <p>Annually, PMV conducts an accounting of any activities that have provided opportunities for Aboriginal peoples including targeted recruitment (for summer student positions), contracts through Infrastructure Delivery, community investment in Aboriginal communities, participation in Aboriginal-focused job fairs, participation in Aboriginal business development activities, <i>etc.</i> PMV also reports internally on any Aboriginal peoples who have self-identified through the Employment Equity Survey conducted on hiring. Additionally, employment opportunities are advertised widely, including in such locations as the Native Education Centre and Aboriginal employment offices.</p>	See PMV website for more information: http://www.portmetrovanancouver.com/opportunities/jobs.aspx
111	Concern about the scope/methods of the labour market and economic development studies, particularly the exclusion of Aboriginal members and/or communities located outside the Metro Vancouver region.	Stz’uminus First Nation Lyackson First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe	The local assessment area (LAA) for labour market and economic development was defined as Metro Vancouver. The LAA was structured to capture the Project’s potential labour market and economic development effects that will occur locally and are measureable or detectable. While there may be members of Aboriginal groups located outside of Metro Vancouver that participate in one or more aspects of Project employment, or other economic effects, the effects on the labour market and economies of these Aboriginal groups were not considered to be measurable or detectable.	19.0 Labour Market <ul style="list-style-type: none">• 19.3.1 Spatial Boundaries 20.0 Economic Development <ul style="list-style-type: none">• 20.3.1 Spatial Boundaries
112	Interest in procurement, training, employment, and other economic opportunities related to the Project. Interest in receiving information about upcoming opportunities early, to ensure time for community preparation to respond. Interest in revenue sharing between Cowichan Nation Alliance and PMV.	Tsawwassen First Nation Musqueam First Nation Tsleil-Waututh First Nation Semiahmoo Frist Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe Lyackson First Nation Lake Cowichan First Nation Hwiltsum First Nation	<p>Opportunities for training and employment opportunities related to the Project are described in EIS, Section 32.3.3.</p> <p>As accommodation for any potential effects to specified Aboriginal groups' ability to exercise their Aboriginal rights, PMV proposes to assist these Aboriginal groups in accessing opportunities resulting from the Project. In addition to making contracting opportunities available to specified Aboriginal groups, PMV will ensure that construction employment opportunities are also made available. To support these Aboriginal groups in preparing for employment opportunities, PMV will provide training funding and undertake specific job-related information sharing activities, such as job fairs. Through ongoing engagement, PMV will seek input from these Aboriginal communities with respect to plans to ensure access to Project-related benefits.</p> <p>PMV has consulted and will continue to engage with Aboriginal groups regarding opportunities to benefit economically and socially from the Project.</p> <p>PMV and Tsawwassen First Nation have a MOA in place to accommodate Tsawwassen First Nation for effects from the Project.</p> <p>Port Metro Vancouver and Musqueam First Nation met in November 2014 to discuss Musqueam First Nation interests and concerns raised by Musqueam and to identify a mutually beneficial process for reviewing the Project. PMV is working with Musqueam First Nation to draft Terms of Reference to guide future discussions related to accommodation.</p>	20.0 Economic Development 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">• 32.3.3 Mitigation Measures 35.0 Effects Assessment Summaries <ul style="list-style-type: none">• Table 35-2 Proposed Mitigation Measures and Commitments

Table 22 Economic Development

ID#	Comment	Aboriginal Group	Response	EIS Section
113	Concern about the scope/methods of the economic development assessment. In particular, concern about the conclusion that there will be no residual adverse effects, resulting from economic growth.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Hwlitsum First Nation	<p>The economic development assessment evaluated potential Project-related effects on local and regional economies, and focused on:</p> <ul style="list-style-type: none">• Business revenues associated with the direct supply of materials, goods and services to the Project for construction and operation;• Business revenues associated with supply of inputs to the businesses that are directly supplying goods and services to the Project;• Induced revenues for businesses related to household spending by workers employed as a result of the Project;• Construction sand supply and consumption; and• Consistency with economic development plans. <p>The economic development assessment concluded that:</p> <ul style="list-style-type: none">• The Project is expected to result in the following positive effects on economic development in Metro Vancouver:<ul style="list-style-type: none">▫ During the 5.5 year construction phase:<ul style="list-style-type: none">▪ \$837 million in additional gross revenues to businesses in Metro Vancouver▪ \$238 million in induced household spending in Metro Vancouver▫ During operation:<ul style="list-style-type: none">▪ \$31 million annually in materials, good, and services contracting revenue to the economy of Metro Vancouver▪ \$71 million of annual induced household spending in in Metro Vancouver• The Project is expected to result in an increase in materials, goods and services contracting revenues for Aboriginal businesses located in Metro Vancouver.• The Project is expected to result in negligible effects on construction sand availability and price.• The Project is consistent with economic development strategies in Metro Vancouver’s Regional Growth Strategy, the economic development objectives of the Corporation of Delta, and the general directions set out in the Tsawwassen Land Use Plan of Tsawwassen First Nation. <p>The Project is expected to result in positive effects to economic development in Metro Vancouver; therefore, the Project is not expected to result in measurable adverse residual effects. The Project is not expected to result in incremental adverse cumulative effects on economic development.</p> <p>The Economic Development assessment includes assessment of potential adverse effects on local sand supply, resulting from the Project-related demand, as well as potential adverse effects on labour market balance (including wage inflation or labour shortages). Further details on rationale for the scope, methods and conclusions are provided in the EIS.</p>	<p>19.0 Labour Market</p> <ul style="list-style-type: none">• 19.7.3 Potential Effect #3 -Potential Change in Labour Market Balance <p>20.0 Economic Development</p> <ul style="list-style-type: none">• 20.6.1 Rationale for Negligible Effect – Change in Construction Aggregate Availability and Price• 20.6.2 Potential Effect #1 – Change in Materials, Goods, and Services Contracting Revenues• 20.6.3 Potential Effect #2 – Change in Induced Output (Revenues)• 20.6.4 Potential Effect #3 – Consistency with Economic Development Plans• 20.8 Characterisation of Residual Effects and Context

ID#	Comment	Aboriginal Group	Response	EIS Section
114	<p>Concern regarding if/how potential social/community effects are considered within the economic development assessment:</p> <ul style="list-style-type: none">Concern about how the economic development effects assessment fits into the larger socio-economic assessment;Concern if potential effects from the Project on other industries (e.g. fishing) are assessed;Concern about effects related to the growth of Delta, a largely agricultural community, being filled in by other types of economic activity; andConcern about the quality of life and how traditional economic activities will be affected by the Project.	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut First Nation Hwlitsum First Nation</p>	<p>An overview of the multiple components that make up the larger socio-economic assessment is provided in Section 18.0 Social and Economic Setting.</p> <p>Project-related effects on the fishing industry are assessed in Section 21.0 Marine Commercial Use.</p> <p>The assessment of potential Project-related effects on the Economic Development VC concluded that the Project will be consistent with the economic development objectives of the Corporation of Delta. An assessment of potential Project-related effects on traditional activities is provided in Section 32.2.</p>	<p>18.0 Social and Economic Setting 21.0 Marine Commercial Use 26.0 Land and Water Use</p> <ul style="list-style-type: none">26.7.2 Potential Effect #1 – Consistency with Land Use Planning Designations <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Land and Resources for Traditional Purposes
115	<p>Concern with approach taken to conducting research with MFN for the socio-economic existing conditions study.</p>	<p>Musqueam First Nation</p>	<p>In 2014, the Project team conducted research with the MFN for an existing socio-economic conditions study under the terms of a Research Permit titled “<i>Musqueam Indian Permit to Conduct Research Within Musqueam Traditional Territory</i>” (Permit Number MIB-14-112-MB). Port Metro Vancouver worked to address MFN concerns regarding adherence to the research permit conditions. Musqueam First Nation reviewed a draft of the socio-economic existing conditions study, provided comments that were incorporated into the report, and provided consent to PMV to include the report as an appendix to the EIS.</p>	<p>18.0 Social and Economic Setting</p> <ul style="list-style-type: none">Appendix 18-B Existing Social and Economic Conditions of Musqueam First Nation Community

Table 23 Marine Commercial Use

ID#	Comment	Aboriginal Group	Response	EIS Section
116	<p>Interest in the scope/methods of the Marine Commercial Use study, including:</p> <ul style="list-style-type: none">Concern that the assessment only considers effects to crab fisheries;Concern that the Fraser River is not included within the assessment;Concern that the assessment did not include input from all Aboriginal groups; andConcern that the cumulative effects of development activity on Marine Commercial Use within the lower Fraser River over the last 40 years are not included within the EIS.	<p>Tsleil-Waututh Nation Cowichan Tribes Halalt First Nation Métis Nation British Columbia Penelakut Tribe Stz’uminus First Nation</p>	<p>A description of the scope and methods of the Marine Commercial Use assessment is provided in Section 21.0 of the EIS.</p> <ul style="list-style-type: none">The Marine Commercial Use assessment considers potential effects on marine fish harvesting, seafood harvesting (including crab), guided sport fishing, and marine-based tourism.The rationale for the selection of the Marine Commercial Use assessment spatial boundaries is provided in the EIS.Relevant information was sought from all Aboriginal groups that hold commercial fishing licences.The cumulative effects assessment takes into consideration the potential residual effects of the Project in combination with the effects of other projects and activities that have been or will be carried out, including those in the lower Fraser River.	<p>8.0 Effects Assessment Methods</p> <ul style="list-style-type: none">8.1.9 Effects Assessment Methods, Environmental Assessment Methods, Cumulative Effects Assessment <p>21.0 Marine Commercial Use</p> <ul style="list-style-type: none">21.2 Selection of Marine Commercial Use Valued Component21.3.1 Spatial Boundaries

ID#	Comment	Aboriginal Group	Response	EIS Section
117	<p>Concerns regarding Project-related effects and/or restrictions on Aboriginal fishing and crabbing.</p> <p>Concern about effects to accessing fishing and/or crabbing areas.</p> <p>Concern regarding crab harvesting and scarcity.</p> <p>Concern that any loss of marine habitat would impact Aboriginal Marine Commercial Use.</p>	<p>Musqueam First Nation</p> <p>Semiahmoo First Nation</p> <p>Métis Nation BC</p> <p>Lyackson First Nation</p> <p>Penelakut Tribe</p> <p>Hwlitsum First Nation</p>	<p>Marine commercial use, or the use of marine waters and resources to generate revenue, has been identified as an important economic factor in local and regional communities, and for Aboriginal groups.</p> <p>The marine commercial use assessment included four sub-components:</p> <ul style="list-style-type: none">• Seafood harvesting;• Marine fish harvesting;• Guided sport fishing; and• Marine-based tourism. <p>Potential effects on marine commercial use include displacement of commercial crab harvesting during construction and operation, resulting in a potential change of harvesting area, total harvest, and revenue, due to the Project footprint and the proposed expansion of the area closed to commercial crabbing.</p> <p>PMV will work with DFO to engage commercial crab harvesters to identify and implement feasible mitigation measures; and will implement construction and operation environmental management plans related to construction phase communication, construction monitoring and crab salvages effects from displacement of commercial crab harvesting during construction and operations.</p> <p>The Project is anticipated to result in a negligible effect to marine fish harvesting, guided sport fishing and marine-based tourism. These negligible effects are related to changes in area, access, resource availability and harvesting revenues.</p> <p>The Project is expected to result in a residual effect of changes to seafood harvesting area, harvest and revenue. The residual effect is determined to be not significant, as Dungeness crab are known to move substantial distances to baited traps, and harvest activity can be moved to another open area. Other planned or reasonably foreseeable projects and activities would also displace crab harvesting, and this effect would combine with that of the Project to result in an incremental cumulative effect on commercial crab fishing. This adverse incremental cumulative effect is determined to be not significant.</p>	<p>12.0 Marine Invertebrates</p> <p>16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries</p> <p>21.0 Marine Commercial Use</p> <ul style="list-style-type: none">• 21.6 Future Conditions with the Project – Potential Project-related Effects <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• 32.2 Current Use of Land and Resources for Traditional Purposes• 32.2.6 Future Conditions With the Project - Potential Project-Related Effects
118	<p>Concern that commercial fisheries and Aboriginal Fisheries Strategy (AFS) fisheries are being assessed collectively, including:</p> <ul style="list-style-type: none">• Feedback that AFS fisheries are not 'economic opportunities';• Economic opportunity and commercial fishing are not the same fishery, and need to be addressed differently; and• Concern that Tsleil-Waututh Nation AFS data (i.e., Allocations by Aboriginal group) is not publicly available information and should not be presented in the EIS.	<p>Tsawwassen First Nation</p> <p>Tsleil-Waututh Nation</p> <p>Semiahmoo first Nation</p> <p>Lake Cowichan First Nation</p> <p>Métis Nation BC</p> <p>Musqueam First Nation</p> <p>Lyackson First Nation</p> <p>Hwlitsum First Nation</p>	<p>The Marine Commercial Use effects assessment includes commercial marine fish and seafood harvesting, including activities under communal commercial licenses held by Aboriginal groups.</p> <p>Fish and seafood harvesting for food, social, ceremonial and domestic purposes (as per the AFS) by Aboriginal groups is considered in Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests.</p> <p>Tsleil-Waututh Nation AFS data is not presented in the EIS.</p>	<p>21.0 Marine Commercial Use</p> <ul style="list-style-type: none">• 21.5.2 Aboriginal Commercial Fishing and Seafood Harvesting <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• 32.2.6 Future Conditions With the Project - Potential Project-Related Effects

ID#	Comment	Aboriginal Group	Response	EIS Section
119	Concern that a reduction in fishing in the Project area will create subsequent burdens on other fishing areas.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Hwlitsum First Nation	<p>The EIS describes potential effects on fishing activity (Section 21.0 Marine Commercial Use, and Section 24.0 Outdoor Recreation) and effects in other areas (e.g., Boundary Bay) that are not otherwise directly affected by the Project but that may be affected by displacement are considered in Section 32.2 Current Use of Land and Resources for Traditional Purposes.</p> <p>Mitigation measures to reduce effects on outdoor recreation include:</p> <ul style="list-style-type: none">• Working with DFO to engage with recreational crab harvesters to identify and implement feasible mitigation measures; and• Implementation of construction environmental management plans related to construction phase communication and crab salvages. <p>Mitigation measures to reduce effects on marine commercial use include:</p> <ul style="list-style-type: none">• Working with DFO to engage with commercial crab harvesters to identify and implement feasible mitigation measures; and• Implementation of construction and operation environmental management plans related to construction phase communication, construction monitoring and crab salvages.	<p>21.0 Marine Commercial Use</p> <ul style="list-style-type: none">• 21.7.1 Seafood harvesting - Mitigation Measure #1 - Changes in Area, Harvest and Revenue <p>24.0 Outdoor Recreation</p> <ul style="list-style-type: none">• 24.7.1 Recreational Seafood Harvesting Mitigation Measure #1 – Changes in Harvesting Area Use and Displacement <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• 32.2 Current Use of Land and Resources for Traditional Purposes
120	<p>Concern with the determination that the residual effect to Marine Commercial Use is "not significant" when license holders in the area will be displaced.</p> <p>Concern that displacement will not be limited to commercial license holders only (i.e. AFS fishers).</p>	Musqueam First Nation	<p>In the Marine Commercial Use assessment, a residual effect is considered significant when all of the following conditions are met:</p> <ul style="list-style-type: none">• The effect occurs to a known area of commercial marine-based activity or potential;• The effect displaces or excludes commercial marine-based activities from a known use area;• There are associated adverse harvest or revenue effects due to the displacement; and• The displaced commercial marine-based activity cannot move to known alternative activity areas due to regulatory reasons. <p>The Project is expected to result in a residual effect of changes to seafood harvesting area, harvest and revenue. This residual effect is determined to be not significant, however, as Dungeness crab are known to move substantial distances to baited traps, and harvest activity can be moved to another open area.</p> <p>The potential for an adverse effect related to changes in access to preferred Current Use locations for crab is discussed in the EIS (Section 32.2.6). With the implementation of mitigation measures (Section 32.2.7), residual Project-related effects on Current Use are expected to be negligible (Section 32.2.8).</p>	<p>21.0 Marine Commercial Use</p> <ul style="list-style-type: none">• 21.7 Future Conditions with the Project – Potential Project-related Effects• 21.10 Determination of Significance of Residual Adverse Effects• Table 21-10 Summary of Determination of Significance of Residual Effects for Marine Commercial Use <p>24.0 Outdoor Recreation</p> <ul style="list-style-type: none">• 24.6 Future Conditions with the Project – Potential Project-related Effects <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• 32.2.6 Current Use of Land and Resources for Traditional Purposes, Future Conditions with the Project – Potential Project-related Effects• 32.2.7 Current Use of Land and Resources for Traditional Purposes, Mitigation Measures• Current Use of Land and Resources for Traditional Purposes, Characterisation of Residual Effects and Context
121	Concern that any benefit enhancement measures aimed at enhancing whale watching activities would be considered a negative effect on Aboriginal fishing.	Musqueam First Nation	<p>The Marine Commercial Use section of the EIS (Section 21.0) includes an assessment of potential Project-related effects on marine-based tourism activities, including whale watching. A negligible effect (not measurable or detectable) is anticipated related to marine based tourism. Therefore, mitigation is not required and no benefit enhancement measures are proposed.</p>	<p>21.0 Marine Commercial Use</p> <ul style="list-style-type: none">• 21.7 Future conditions with the Project – Potential Project-related Effects

Table 24 Outdoor Recreation

ID#	Comment	Aboriginal Group	Response	EIS Section
122	Concern about the potential adverse economic effects of lighting on LFN's commercial campground on the eastern side of Le'eyqsun.	Lyackson First Nation	The assessment of changes to light (light trespass and sky glow) includes the area of the commercial campground on Le'eyqsun. Economic effects associated with changes in light are not assessed in the EIS; however, changes in light are not anticipated to result in a change in zone classification (describing general light conditions) for sky glow or light trespass at the location of interest.	9.0 Physical Setting <ul style="list-style-type: none">9.4.8 Light, Future Conditions with the Project 24.0 Outdoor Recreation <ul style="list-style-type: none">24.6.4 Other Land-based Outdoor Recreation – Rationale for Negligible Effect 25.0 Visual Resources <ul style="list-style-type: none">25.5.2 Project Setting and Prominent Visual Features

Table 25 Visual Resources

ID#	Comment	Aboriginal Group	Response	EIS Section
123	Concern about the scope/methods of the visual resources assessment, particular the consideration of night-time conditions. Concern about the residual effect on visual resources and if/how it will be assessed and/or mitigated.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Semiahmoo First Nation Stz'uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe	The visual resources assessment included both daytime and nighttime components and was based on the B.C. Visual Landscape Inventory guidelines. The daytime component was based on the character and extent of visual changes as a result of the Project. The nighttime component focused on changes in light trespass and sky glow. While the prominence of port-related structures is expected to increase from several viewsapes, the Project is not expected to result in a change in the overall quality of daytime visual resources, as the expected changes are consistent with the character of existing views of port facilities. Mitigation related to lighting design and operation, such as directing light only to where it is required, and use of a centralised light control system, is expected to substantially reduce adverse effects on nighttime visual resources. However, the visibility of more light sources at night would not be fully mitigated, and would be a non-significant residual adverse effect for sites in the southern Gulf Islands. In consideration of the minor level of overall change to the viewscape and the similarity of the Project to the existing viewscape, the residual effect of the Project alone on visual resources is considered not significant.	25.0 Visual Resources <ul style="list-style-type: none">25.7 Mitigation Measures25.8 Characterisation of Residual Effects and Context
124	Interest in the causeway vegetation buffer as a proposed mitigation measure for effects on daytime visual resources and desire that it includes the planting of native plant species.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Lyackson First Nation Semiahmoo First Nation	The use of a vegetation buffer along the causeway as a proposed mitigation measure for effects on daytime visual resources was excluded from further assessment after consideration of feedback received during consultation with Aboriginal groups, as well as inter-disciplinary input on technical feasibility. It was concluded that a vegetation buffer would have limited, if any, effectiveness as mitigation for adverse effects on visual resources, and could result in a predation risk to shorebirds from raptors. Past experience with a vegetation buffer on the causeway have been unsuccessful due to soil conditions.	25.0 Visual Resources <ul style="list-style-type: none">25.7 Mitigation Measures
125	Interest in the potential effects of stacking and/or storing containers at locations throughout Metro Vancouver, in terms of their presence changing the landscape.	Tsawwassen First Nation Hwlitsum First Nation	The potential effects of stacking and/or storing containers in locations outside of the Project area (off-dock facilities) is beyond the scope of the Project, as defined by CEA Agency in the <i>EIS Guidelines</i> , and has not been considered in the EIS.	Not included

Table 26 Land and Water Use

ID#	Comment	Aboriginal Group	Response	EIS Section
126	Requested that the Westham Island area be included in the study area for land and water use.	Hwlitsum First Nation	<p>The local study areas for land and water encompasses the anticipated maximum spatial extent where Project-related changes may occur. The local assessment area for land use consisted of a one kilometre radius from the eastern end of the Roberts Bank causeway, and the regional assessment area included land within the Corporation of Delta and Tsawwassen First Nation.</p> <p>The local assessment area for water use included the marine area within the Corporation of Delta, from the Canada-United States border to Canoe Passage, including the B.C. Ferries terminal. The regional assessment area included water within the Corporation of Delta and Tsawwassen First Nation.</p> <p>A rationale for the spatial boundaries of the land and water use assessment is included in the EIS.</p>	<p>26.0 Land and Water Use</p> <ul style="list-style-type: none">• 26.3 Assessment Boundaries

Table 27 Human Health

ID#	Comment	Aboriginal Group	Response	EIS Section
127	<p>Concern about whether the right health indicators are being looked at for Aboriginal groups, and that employment is not necessarily the most important.</p> <p>Concern that adverse health-related effects from the Project are most likely to be experienced locally, whereas positive effects such as increased employment opportunities will not necessarily be experienced locally.</p> <p>Comment that adverse health effects due to changes in food security and food sources is significant and of concern.</p> <p>Concern about the deterioration of mental wellbeing within the local community.</p>	<p>Tsawwassen First Nation</p> <p>Musqueam First Nation</p> <p>Semiahmoo First Nation</p> <p>Penelakut Tribe</p> <p>Lyackson First Nation</p> <p>Lake Cowichan First Nation</p>	<p>An assessment was conducted to determine potential Project-related effects on human health. The assessment was carried out using both a quantitative human health risk assessment and a qualitative health impact assessment and considered:</p> <ul style="list-style-type: none">• Exposure to air emissions;• Exposure to noise and vibration;• Exposure to shellfish contamination;• Stress and annoyance;• Employment and income;• Food security, including potential changes in availability of traditional food; and• Health inequity, referring to the distribution of Project-related risks and benefits. <p>The sub-component of health inequity assessed potential effects related to unequal distribution of Project-related benefits and Project-related adverse effects.</p> <p>The sub-components of stress and annoyance and employment and income assessed factors related to mental wellbeing.</p> <p>The rationale for selection of VC subcomponents and indicators is provided in the EIS.</p> <p>The human health assessment concludes that:</p> <ul style="list-style-type: none">• The Project is not expected to result in any significant adverse effects on human health. Incremental adverse cumulative effects to human health are expected to be negligible.• Potential Project-related effects on human health are expected to be fully or partially mitigated through the implementation of environmental management plans and additional mitigation measures.• The Project would result in measurable residual effects for exposure to air emissions during construction and exposure to noise during construction and operation.• Mitigation is expected to reduce all other residual effects to a negligible (i.e., not measureable) level.	<p>27.0 Human Health</p> <ul style="list-style-type: none">• 27.6.1 Rationale for Determination of Negligible Effects• 27.6.5 Potential Effect #4 – Adverse Health Outcomes due to Changes in Health Inequity

ID#	Comment	Aboriginal Group	Response	EIS Section
128	<p>Concern that communities were not consulted on, and/or represented within, the health assessment data collection.</p> <p>Concern that there have been few health studies done specific to TFN Lands and population, and those that have been done have been tied to development. Subsequently, the methods employed were better suited to larger populations that cover a larger geographic area.</p> <ul style="list-style-type: none">Concern that the outcomes of the Health assessment do not accurately reflect effects to the health of Aboriginal communities. <p>Concern about potential health effects on the Hwiltsum First Nation community and if/how they will be considered within the EIS.</p> <p>Concern about the health assessment data not representing the proportion of Aboriginal people consuming traditional foods in the Project area.</p>	<p>Tsawwassen First Nation</p> <p>Musqueam First Nation</p> <p>Tsleil-Waututh Nation</p> <p>Semiahmoo First Nation</p> <p>Penelakut First Nation</p> <p>Cowichan Tribes</p> <p>Hwiltsum First Nation</p>	<p>The health assessment included a focus on Aboriginal communities, and relied upon information from various consultation and engagement activities (described in Appendix 7.2-A). It also relied upon written sources of information provided by Aboriginal groups directly, as well as information from the First Nations Health Authority.</p> <p>Information about traditional food consumption was gathered through existing literature (summarised in Section 27.0) as well as engagement activities (summarised in Section 7.0). A summary of the traditional foods consumed by each Aboriginal group is included in Section 32.2 of the EIS.</p> <p>A discussion of study methods is included in the EIS, including a summary of the human health risk assessment (HHRA) and health impact assessment (HIA). These studies relied on information provided directly from TFN during consultation and through a community wellbeing study provided to PMV, as well as other published information and data sources related to health in B.C. Aboriginal communities.</p> <p>The human health assessment considered the subsistence food consumption of individual Aboriginal groups, as summarised in Section 32.2 Current Use of Land and Resources for Traditional Purposes. This information was included in the evaluation of potential effects on food security, as well as health inequity.</p>	<p>7.0 Engagement and Consultation</p> <ul style="list-style-type: none">7.2.2 Pre-EIS Submission Consultation ProcessAppendix 7.2-A Consultation Activities by Aboriginal Group <p>27.0 Human Health</p> <ul style="list-style-type: none">27.4 Information Sources27.4.2 Desktop and Field Studies27.5.7 Food Security27.6 Future Conditions with the Project – Potential Project-related EffectsAppendix 27-A Air Quality HHRA Technical Report; Appendix 27-B Noise and Vibration HHRA Technical Report <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Land and Resources for Traditional Purposes
129	<p>TFN has residential development planned for its land, and is concerned the Human Health assessment doesn't account for effects to future residents and/or plans.</p> <ul style="list-style-type: none">Concern that the air quality health assessment concludes that the maximum point of impingement on land is not near residences, when there may be residences there in the future.	<p>Tsawwassen First Nation</p>	<p>The predicted maximum point of impingement over land is located near the eastern edge of the causeway, where causeway widening construction activities will occur. There are no known plans for residential development in this area, which is zoned Agricultural Land Reserve on the north side of Deltaport Way, and designated as industrial use by the Tsawwassen First Nation Land Use Plan on the south side of Deltaport Way in Tsawwassen First Nation Lands (Figure 26-8 Tsawwassen First Nation Land Use Plan)</p>	<p>27.0 Human Health</p> <ul style="list-style-type: none">27.6.2 Potential Effect #1 – Adverse Health Effects Related to Air Emissions in Construction PhaseAppendix 27-A Air Quality HHRA Technical Report<ul style="list-style-type: none">Figure 1 - Twenty Four Hour Air Concentrations of PM10 (µg/m3) During an Average and Peak Construction DayFigure 2 - Twenty Four Hour Air Concentrations of PM2.5 (µg/m3) During an Average and Peak Construction Day
130	<p>Requests for further information on adverse health effects due to changes in health equity, how economic benefit equates with health inequity and how mitigation for health inequality will be addressed.</p> <ul style="list-style-type: none">Feedback that the continuation of cultural interests is very significant and that food purchasing power does not equate with cultural activities.Feedback that the cultural context to health-related effects is missing, and does not reflect how Aboriginal groups might think about the equity between income and subsistence gathering.	<p>Musqueam First Nation</p> <p>Tsleil-Waututh Nation</p>	<p>As discussed throughout Section 27.0, the Project is expected to result in both positive effects (such as economic benefits) and adverse health effects (such as potential effects on cultural activities such as subsistence food harvesting), and the distribution of these effects may vary across population groups. This raises the concept of health inequity: the extent to which the distribution of positive and adverse health effects is fair and equitable.</p> <p>Concerns related to health inequity are addressed in the human health effects assessment; however, the assessment of potential effects on health inequity does not rank the relative importance of the various determinants of health (e.g., purchasing power and cultural activities). Cultural aspects related to subsistence gathering are considered in Section 32.2 Current Use of Land and Resources for Traditional Purposes.</p>	<p>27.0 Human Health</p> <ul style="list-style-type: none">27.6.5 Potential Effect #4 – Adverse Health Outcomes due to Changes in Health Inequity <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Land and Resources for Traditional Purposes

ID#	Comment	Aboriginal Group	Response	EIS Section
131	Concern about cumulative air quality effects of RBT2 and TFN developments. Concern about potential air quality effects on MFN, in particular during construction.	Tsawwassen First Nation Musqueam First Nation	Assessment of potential Project-related changes (including cumulative changes) to air quality and the potential for effects of those changes on human health, is included in the EIS. The Project is not expected to result in any significant adverse effect on human health, including from changes in air quality. During operation, it is unlikely that Project-related exposures to air emissions would result in health effects. The only residual effect associated with air quality changes would be experienced by individuals on the water near the terminal during construction due to short-term and infrequent dust generation.	9.2 Air Quality 27.0 Human Health <ul style="list-style-type: none">27.6 Future Conditions With the Project – Potential Project-Related Effects27.7 Mitigation Measures27.8 Characterisation of Residual Effects and Context27.11 Human Health, Summary of Residual Effects and Residual Cumulative Effects for Human Health, Table 27-24Appendix 27-A Air Quality HHRA Technical Report
132	Concern about health of community members related to black dust, and a request for lung capacity testing.	Tsawwassen First Nation	The air quality parameters relevant to the RBT2 Project are included in the Human Health Risk Assessment for Air Quality. Pulmonary function testing is part of the mandate of the Health Authorities.	27.0 Human Health <ul style="list-style-type: none">Appendix 27-A Air Quality HHRA Technical Report
133	Concern with community health related to the consumption of clams and crabs exposed to coal/coal dust.	Tsawwassen First Nation Tsleil-Waututh Nation Lake Cowichan First Nation Métis Nation BC Lyackson First Nation Hwlitsum First Nation Semiahmoo First Nation Halalt First Nation Musqueam First Nation	Coal dust from Westshore Terminals (the existing coal terminal at Roberts Bank) was included in the characterisation of air quality existing conditions and the assessment of potential cumulative changes to air quality. Release of coal dust into the environment is not Project-related; however, re-suspension of sediments containing historical coal dust deposits may occur during the construction phase, potentially leading to short-term uptake of contaminants by both bivalve shellfish and Dungeness crab. To address concerns about the health of these species, studies on both bivalve shellfish (including clams) and Dungeness crabs examined the edible tissue concentrations of coal dust-derived contaminants (including polycyclic aromatic hydrocarbons (PAHs) and heavy metals). Results from lab analyses demonstrate that bivalve shellfish (including clams) do uptake PAHs found in the surrounding sediments; however, a human health risk assessment found concentrations in edible tissues were not high enough to pose a consumption risk. The assumptions used to estimate the consumption risk (i.e., total Incremental Lifetime Cancer Risk (ILCR)) are relatively conservative: The maximum observed PAH tissue concentration and a very high annual shellfish consumption rate. The total ILCR for exposure to potentially carcinogenic PAHs was estimated to be approximately on the order of magnitude lower than 1 in 100,000, the valued considered by Health Canada and the B.C. Ministry of Environment to be an acceptable low risk potential. On this basis, it was concluded that PAHs in Roberts Bank edible bivalve tissues pose a negligible consumption human health risk.	27.0 Human Health <ul style="list-style-type: none">27.5.4 Exposure to Shellfish ContaminationAppendix 27-C Shellfish Harvesting Potential and Contaminant-related Consumption Risks at Roberts Bank
134	Concern that Semiahmoo Bay was not included within the sampling and assessment of shellfish contamination in the EIS.	Semiahmoo First Nation	The focus of the Shellfish Harvesting Potential and Contaminant Related Consumption Risks study was port-related contaminants at Roberts Bank, and the information gathered on contaminants in crab muscle and edible bivalve tissues for the areas sampled at Roberts Bank were specifically intended to capture worst-case conditions based on historical and current port activities. Bivalve shellfish samples were collected in intertidal areas at Roberts Bank, from the B.C. Ferries Terminal in the south to Canoe Passage in the north, and included Boundary Bay as a reference site. The Dungeness crab study area encompassed shallow subtidal areas at Roberts Bank, from the B.C. Ferries Terminal in the south towards Canoe Passage in the north, including a reference site near Canoe Passage. For both bivalve shellfish and crab, areas closer to the Westshore Terminals were the focus of sampling. The study focused on determining whether historical and current port activities on Roberts Bank are resulting in contaminant uptake to safe or unsafe levels.	27.0 Human Health <ul style="list-style-type: none">Appendix 27-C Shellfish Harvesting Potential and Contaminant-related Consumption Risks at Roberts Bank

ID#	Comment	Aboriginal Group	Response	EIS Section
135	<p>Concern about shellfish closures in relation to the Project, including:</p> <ul style="list-style-type: none"> Interest in when a study was last conducted on the conditions of shellfish; and Concern about permanent closure of the area, because the studies indicate the conditions at Roberts Bank aren’t improving. 	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Hwlitsum First Nation Semiahmoo First Nation</p>	<p>Commercial and recreational crab harvesting closures associated with the Roberts Bank terminals are considered in the Marine Commercial Use (Section 21.0) and Outdoor Recreation (Section 24.0) assessments. DFO bivalve harvesting closures related to proximity to sanitary outfalls are considered in Appendix 27-C. An assessment of current shellfish harvesting potential and contaminant-related consumption risks is provided in the EIS in Section 27.0 Human Health and Appendix 27-C.</p> <p>Port Metro Vancouver conducted two studies of levels of potential contaminants of concern (related to the Project) in edible shellfish tissue in 2014.</p> <p>A field study was conducted in early 2014, including sampling and lab analysis of bivalve shellfish and crabs. External examination of both external and internal surfaces of Dungeness crab did not yield any indication of coal particulate accumulation. However, twelve crabs did have external black spots on their shell, indicative of shell disease that is routinely observed in Dungeness crabs following cuticle damage as a result of fights with other crabs or other species.</p> <p>PMV also has been working with Aboriginal groups to collect additional crab samples to investigate the presence and composition of the black material reported by Aboriginal crab harvesters at Roberts Bank. In late 2014, samples of crab were collected by Aboriginal crab harvesters concerned about contamination, and PMV has submitted these for tissue testing for various substances of concern, including PAHs (related to coal), metals, and fungus. The detailed results of laboratory tests of these crabs will be shared with Aboriginal groups when available.</p>	<p>21.0 Marine Commercial Use</p> <ul style="list-style-type: none"> 21.5.1 Commercial Fish and Seafood Harvesting <p>27.0 Human Health</p> <ul style="list-style-type: none"> 27.5.4 Exposure to Shellfish Contamination 27.6.1.3 Negligible Effects Related to Shellfish Contamination Appendix 27-C Shellfish Harvesting Potential and Contaminant-related Consumption Risks at Roberts Bank
136	<p>Concern about the discrepancy between health study findings which indicate bivalve shellfish are safe to eat, yet DFO maintains a permanent bivalve shellfish closure.</p> <p>Concern with the outcomes of the assessment on bivalves and bivalve harvesting.</p>	<p>Tsawwassen First Nation Semiahmoo First Nation Lyackson First Nation Lake Cowichan First Nation</p>	<p>Food safety associated with edible bivalve consumption requires that the bivalve tissues be safe based on all three of the following:</p> <ul style="list-style-type: none"> General absence of toxins produced by harmful algal blooms that can result in paralytic shellfish poisoning (PSP) and amnesic shellfish poisoning (ASP); General absence of microorganisms in the shellfish tissues (viruses, bacteria, protistans) that are potentially pathogenic to humans; and Presence of trace elements (e.g., cadmium) and chemical contaminants such as petroleum hydrocarbon residues at levels lower than thresholds of unacceptable health risk if consumed by humans. <p>The shellfish consumption risk assessment directly addresses the third of these factors. In contrast, the DFO Area 29 sanitary shellfish closure is driven mostly by concerns associated with the second of these factors. Fisheries and Oceans Canada is the proper authority to determine the validity of shellfish closures.</p>	<p>27.0 Human Health</p> <ul style="list-style-type: none"> Appendix 27-C Shellfish Harvesting Potential and Contaminant-related Consumption Risks at Roberts Bank: 5.1 Human Health Risk Assessment (HHRA), Context
137	<p>Concern that the model for assessing adverse health effects from exposure to contaminants in shellfish was based on consumption rates for European Canadians and did not consider Coast Salish people.</p>	<p>Tsleil-Waututh Nation</p>	<p>The consumption rates assumed for bivalves and crabs were based on the available information on west coast Aboriginal diets; for example, as documented in the First Nations Food, Nutrition, and Environment Study (referenced in the human health assessment). The human health risk assessment related to potential shellfish contamination assumes much higher routine and upper range consumption rates than typical for European Canadians.</p>	<p>27.0 Human Health</p> <ul style="list-style-type: none"> 27.5.4 Exposure to Shellfish Contamination Appendix 27-C Shellfish Harvesting Potential and Contaminant-related Consumption Risks at Roberts Bank
138	<p>Interest in whether reports from past port developments were reviewed in development of health assessment.</p>	<p>Tsawwassen First Nation</p>	<p>The human health effects assessment relied upon assessments of past port development at Roberts Bank, as well as other port developments internationally. A summary of information sources is provided in the EIS.</p>	<p>27.0 Human Health</p> <ul style="list-style-type: none"> 27.4 Information Sources 27.13 References
139	<p>SFN perception of PMV’s lack of commitment to improving environmental conditions for shellfish and shellfish harvesting in the Roberts Bank area.</p>	<p>Semiahmoo First Nation</p>	<p>The EIS provides an assessment of potential Project-related effects on shellfish harvesting, and proposes mitigation for the specific adverse effects expected to directly or indirectly result from the Project. This includes measures to avoid, reduce or offset potential effects by:</p> <ul style="list-style-type: none"> Placing marine terminal in subtidal waters to eliminate direct effects to intertidal habitats; Minimising causeway widening and optimising the footprint within the upper intertidal zone; Rounding of the northwest terminal corner to reduce the potential area of scour; Incorporating rocky shoreline in portions of the terminal perimeter and causeway perimeters; Creating onsite habitat, including eelgrass, intertidal marsh, mudflat, and sandy gravel beach; and Implementing various Construction Environmental Management Plans and Operation Environment Management Plans. <p>Further details on mitigation measures for potential Project-related effects on marine invertebrates are included in the EIS.</p>	<p>11.0 Marine Invertebrates 16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries</p>

ID#	Comment	Aboriginal Group	Response	EIS Section
140	Interest in the predicted locations of air emissions effects over land during the construction phase.	Tsawwassen First Nation	<p>The focus of the assessment included locations on land where people may be exposed to contaminants. The local study area was a 19 kilometre by 16 kilometre area, beyond which the Project is not likely to have an influence on air quality.</p> <p>The locations of predicted ground-level concentrations of criteria air contaminants over land are described in detail in the EIS.</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">9.2.8.1 Air Quality, Future Conditions with the Project, Construction Phase <p>27.0 Human Health</p> <ul style="list-style-type: none">27.6.2 Potential Effect #1 – Adverse Health Effects Related to Air Emissions in Construction Phase;Appendix 27-A Air Quality HHRA Technical Report, Figures 7 and 8
141	<p>Concern about monitoring of health effects, noting that five years may not be long enough to gauge change.</p> <ul style="list-style-type: none">Feedback that TFN involvement in the decision making around health-related monitoring programs to address TFN concerns would go a long way, and would help the community see it as a legitimate process.	Tsawwassen First Nation	<p>Port Metro Vancouver is committed to developing and implementing a Follow-up Program for the Project. The purpose of the Follow-up Program is to verify the accuracy of residual effect predictions made in the environmental impact statement, and determine the effectiveness of any measures taken to mitigate the adverse environmental effects of the Project.</p> <p>To ensure the Program’s elements adequately reflect conditions of Project approvals, final designs, and construction or operation approaches, as well as public, Aboriginal group, and regulator feedback received during the review of the environmental impact statement, Port Metro Vancouver will lead the development of the Follow-up Program after the submission of the environmental impact statement.</p> <p>The Follow-Up Program will include:</p> <ul style="list-style-type: none">An evaluation of the adequacy of existing data to provide a benchmark against which to test Project-related effects;A monitoring design drawing on the measurable parameters identified to be field-tested;A methodological approach for using field-collected data to measure and verify the accuracy of the effects predicted in the EIS;A reporting framework that defines frequency of reporting, distribution and feedback mechanisms; andDetails of Port Metro Vancouver’s approach to adaptive management for the Project through construction and operation. <p>The Follow-Up Program will be developed in consultation with federal agencies, including the Canadian Environmental Assessment Agency, Fisheries and Oceans Canada, and Environment Canada. Complete drafts of the Roberts Bank Terminal 2 Project Follow-up Program will be made available prior to the start of field measurements to ensure parties consulted on the program and approving agencies have an opportunity to evaluate and approve the Program. Feedback from Aboriginal groups regarding the draft Program will be sought through Port Metro Vancouver’s ongoing engagement initiatives.</p> <p>Drawing on the elements described in Appendix 33-A and ongoing post-EIS submission regulator consultation, PMV will lead the development of the RBT2 Follow-up Program document, which will include details on the duration and frequency of field data collection, based on an evaluation of the length of time needed to detect effects given observed environmental variability, likely magnitude of environmental effect, and desired level of statistical confidence in the results.</p>	<p>27.0 Human Health</p> <ul style="list-style-type: none">27.7.1 Mitigation Measure #1 – Measures to Address Air Emissions-related Effects27.12 Human Health, Monitoring and Follow-Up ProgramsAppendix 27-A Air Quality HHRA Technical Report, Figures 7 and 8 <p>33.0 Environmental Management Program</p> <ul style="list-style-type: none">33.3.3 Construction Environmental Management Plans, Air Quality and Dust Control Plan33.5 Roberts Bank Terminal 2 Follow-up ProgramAppendix 33-A Proposed Draft Follow-up Program Elements

ID#	Comment	Aboriginal Group	Response	EIS Section
142	Concern that the effect of noise on the MFN community be considered cumulatively. Feedback that the existing noise assessment is only concerned with the incremental effects of the Project rather than the cumulative effect experienced by community members.	Musqueam First Nation	<p>The noise and vibration assessment considers the noise anticipated to result from the Project in combination with other existing sources of noise, as well as the total future noise, including noise from the Project in combination with noise from existing sources and from other certain and reasonably foreseeable projects and activities.</p> <p>The human health assessment considers the potential health effects experienced by community members as a result of cumulative noise as well. No health effects related to noise are expected within the MFN community at IR 2.</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">9.3.10 Noise and Vibration, Future Conditions with the Project and Other Certain and Reasonably Foreseeable Projects and ActivitiesTable 9.3-22 Potential Changes to Noise and Vibration from Other Certain and Reasonably Foreseeable Projects and Activities <p>27.0 Human Health</p> <ul style="list-style-type: none">27.5.3 Existing Conditions, Exposure to Noise and Vibration27.6.3 Potential Effect #2 – Adverse Health Effects Related to Noise27.8.2 Characterisation of Residual Effect #2 - Exposure to Noise27.10 Cumulative Effects Assessment
143	Request by MFN to have their own experts review the health assessments, so that Musqueam can provide PMV with questions.	Musqueam First Nation	<p>The conclusions of the human health assessment, and the three human health risk assessment reports that formed the basis of the assessment, are included in the EIS.</p> <p>Port Metro Vancouver welcomes any questions or comments MFN may have.</p>	<p>27.0 Human Health</p> <ul style="list-style-type: none">Appendix 27-A Air Quality HHRA Technical ReportAppendix 27-B Noise and Vibration HHRA Technical ReportAppendix 27-C Shellfish Harvesting Potential and Contaminant-related Consumption Risks at Roberts Bank
144	Concern that mitigation measures described for traditional food harvesting/gathering are not very specific and if/how PMV plans to preserve subsistence food sources.	Musqueam First Nation	<p>Measures to avoid, reduce or offset include:</p> <ul style="list-style-type: none">Awareness and education measures regarding contamination levels in food sources <p>Mitigation related to productivity of marine invertebrates includes:</p> <ul style="list-style-type: none">Placing marine terminal in subtidal waters to eliminate direct effects to intertidal habitats;Minimising causeway widening and optimising the footprint within the upper intertidal zone;Rounding of the northwest terminal corner to reduce the potential area of scour; andIncorporating rocky shoreline in portions of the terminal perimeter and causeway perimeters;Creating onsite habitat, including eelgrass, intertidal marsh, mudflat, and sandy gravel beach; andImplementing various Construction Environmental Management Plans and Operation Environment Management Plans. <p>Details on proposed mitigation measures for potential effects on the Current Use of land and resources for traditional purposes, including food harvesting/gathering, are described in the EIS.</p> <p>Proposed mitigation measures for potential effects on the Current Use of land and resources for traditional purposes, including food harvesting/gathering, are described in the EIS.</p>	<p>27.0 Human Health</p> <ul style="list-style-type: none">27.7.3 Mitigation Measure #3 – Measures to Decrease Stress and Annoyance <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2.7 Mitigation MeasuresTable 32-7 Summary of Mitigation Measures to Address Adverse Project Effects on Current Use

ID#	Comment	Aboriginal Group	Response	EIS Section
145	Interest who drafted the Aboriginal procurement policy, and whether it considered input from Aboriginal communities.	Musqueam First Nation	<p>PMV’s Aboriginal Procurement approach is part of the Sustainable Procurement Guidelines included in the Procurement Policy. All of PMV’s corporate policies are approved by the PMV Board of Directors.</p> <p>The language used is based upon the Federal Aboriginal Procurement language used by various Federal departments. The language was developed by PMV’s Procurement Administrator and subsequently approved by both the PMV Executive and Board of Directors and came into effect on January 13, 2013. PMV has shared the Aboriginal Procurement language below with several First Nations upon request. The definition of an Aboriginal Business is also included on the PMV website in relation to the Aboriginal Business Directory.</p> <p>The language in the PMV policy currently reads as follows:</p> <p>3.0 Aboriginal Procurement</p> <p><i>VFPA is committed to identifying greater development and employment opportunities for Aboriginal entrepreneurs and businesses that may assist in building capacity within Aboriginal communities. To be considered an Aboriginal business the following criteria must be met:</i></p> <p><i>At least 51 percent of the business is owned and controlled by Aboriginal people, and at least one third of the employees are aboriginal.</i></p> <p><i>If the business is a sole proprietorship, it must be wholly owned by an Aboriginal person.</i></p> <p><i>In the case of a joint venture or consortium, at least 51 percent of the joint venture or consortium must be controlled and beneficially owned by an Aboriginal business or businesses, as defined above. Additionally, at least one-third of the value of the work performed under a contract is completed by an Aboriginal business, either by the Aboriginal partner/contractor or by an Aboriginal sub-contractor.</i></p> <p><i>In the spirit of satisfying the goals of this section, when entering into an agreement with an Aboriginal business, the employment and development opportunities for Aboriginal communities or members will be an important factor.</i></p> <p><i>VFPA may, where the capacity/ability within the local aboriginal community is demonstrated, directly award a contract to that aboriginal business to assist in the development of the community and to foster improved communication with the Port. Where capabilities are known by more than one aboriginal business in the local community, a limited competitive process may also be followed. In accordance with the Procurement Policy, when single sourcing applies additional levels of approval must be obtained.</i></p> <p><i>For projects where it is deemed beneficial, proponents may be asked in the solicitation documents to demonstrate in their submission how aboriginal participation and representation will be met and maintained during the contract period.</i></p> <p><i>When considering sourcing options with an aboriginal business, consultation with VFPA’s Manager, Aboriginal Affairs and/or an Aboriginal Affairs Advisor is recommended.</i></p>	Not included
146	Feedback that there are times when noise from current PMV operations/activities is audible to the Musqueam community, and asks if noise was measured at or near Musqueam.	Musqueam First Nation	<p>Musqueam IR 4 falls within the Noise and Vibration study area. Measurement Site #2 is closest to Musqueam IR 4, and based on scoping feedback from the Noise and Vibration Social Survey, ground borne vibration but not noise was measured at this site..¹ Musqueam IR 2 is outside of the Noise and Vibration study area. Rationale for spatial boundaries and monitoring locations is included in the EIS.</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">9.3.6.2 Noise and Vibration, Study AreaAppendix 9.3-A Noise and Vibration Technical Report: 2.1 Methods, Study Area

ID#	Comment	Aboriginal Group	Response	EIS Section
147	<p>Feedback that fishing is a major part of Aboriginal culture, and that any effects to their ability to fish would be considered a negative effect.</p> <p>Concern that effects to Aboriginal groups' ability to fish are not adequately addressed in the Health Impact Assessment.</p> <p>Request that the EIS identify that the Project area is highly used crab fishery area, an activity that would see fishers in the area for extended periods of time(with respect to exposure to air emissions related to the Project).</p>	Musqueam First Nation Penelakut Tribe	<p>The potential effects, including cumulative effects, of the Project on the productivity of commercial, recreational and Aboriginal fisheries, on Marine Commercial Use (including Aboriginal fishing), on Outdoor Recreation (including recreational fishing), and on Current Use are described in the EIS.</p> <p>Potential effects related to the ability to fish are addressed in the human health assessment through the sub-components of stress and annoyance, food security, and health inequity.</p> <p>The air quality HHRA reflects the information provided through consultation that fishers could be present in the vicinity of the Project for extended periods.</p>	<p>16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries</p> <p>21.0 Marine Commercial Use</p> <p>24.0 Outdoor Recreation</p> <p>27.0 Human Health</p> <ul style="list-style-type: none">• 27.6 Future Conditions with the Project – Potential Project-Related Effects• Appendix 27-A Air Quality HHRA Technical Report <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• 32.2 Current Use of Land and Resources for Traditional Purposes Assessment
148	<p>Concerns regarding uncertainty of long-term effects on health and safety of the local community for children.</p> <ul style="list-style-type: none">• Concern for health related effects on community members at an individual level. <p>Interest in how effects on health due to pollution will be mitigated.</p> <ul style="list-style-type: none">• Interest in whether the health assessment considers increased incidence of asthma.	Tsawwassen First Nation	<p>The expected duration of anticipated residual effects on health is included in the EIS, as well as a determination of the likelihood of residual effects occurring, and the confidence in these determinations. The sub-component of Health Inequity includes consideration of vulnerable sub-populations, including children; however, the potential Project-related effects on human health are assessed for the general population including children.</p> <p>The EIS includes information about what health effects would result at the individual level or on a broader scale at the population level, as part of the residual effect criteria rating of 'magnitude'.</p> <p>The human health assessment sub-component of 'exposure to air emissions' considers incidence of asthma.</p> <p>Mitigation measures related to potential Project-related effects on human health are included in the EIS. Measures are presented for potential effects related to exposure to air emissions, noise, stress and annoyance, and health inequity.</p>	<p>27.0 Human Health</p> <ul style="list-style-type: none">• 27.7 Mitigation Measures• 27.8 Human Health, Characterisation of Residual Effects and Context
149	<p>Concern about the determination that the Project is not expected to result in detectable effects on Human Health.</p>	Penelakut Tribe	<p>The following are highlights of the human health assessment:</p> <ul style="list-style-type: none">• Seven potential mechanisms for human health effects were assessed: air emissions, noise and vibration, shellfish contamination, stress and annoyance, employment and income, food security, and health inequity.• Potential Project-related effects on human health are expected to be fully or partially mitigated through the implementation of environmental management plans and additional mitigation measures.• The Project is not expected to result in any significant adverse residual effects on human health.• The Project is not expected to result in measurable incremental residual cumulative effects to human health. <p>With mitigation, all potential Project-related effects are expected to be negligible (not measurable), with the exception of residual effects on human health related to exposure to air emissions during construction, and exposure to noise during construction and operation. These effects are predicted to be not significant. A rationale for the determination is provided in Section 27.0 Human Health.</p>	<p>8.0 Effects Assessment Methods</p> <p>27.0 Human Health</p> <ul style="list-style-type: none">• 27.6 Future Conditions with the Project – Potential Project-Related Effects• 27.7 Mitigation Measures• 27.8 Characterisation of Residual Effects and Context• 27.9 Determination of Significance of Residual Adverse Effects
150	<p>Interest if the food security studies and health considered the difference in nutritional value between traditional foods and store-bought foods.</p>	Semiahmoo First Nation	<p>The human health assessment of potential Project-related effects on food security considered the difference in nutritional value between traditional foods and store bought foods in that a reduction in consumption of traditional foods, as compared to store bought alternatives, would be considered an adverse health effect, due to the high nutritional value of traditional foods.</p>	<p>27.0 Human Health</p> <ul style="list-style-type: none">• 27.5.7 Food Security

Table 28 Archaeological and Heritage Resources

ID#	Comment	Aboriginal Group	Response	EIS Section
151	<p>Concern about the scope/methods of the Archaeological and Heritage Resources assessment.</p> <ul style="list-style-type: none">Concern about the exclusion of Aboriginal groups from consideration of past use of the area within the assessment;Feedback that all Aboriginal interests in the Project area should be addressed equally.	<p>Stz’uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe</p>	<p>The purpose of the archaeological and heritage resources assessment was to determine whether there is potential for archaeological and heritage resources to exist in the assessment area, and to determine any Project-related effects on these resources, if they are present.</p> <p>The assessment was supported by an Archaeology Overview Assessment, which included an ethnographic overview of the area and a review of the potential for undocumented heritage sites to exist in the local assessment area.</p> <p>The results of the archaeological and heritage resources assessment were considered in the assessment of Current Use of land and resources for traditional purposes (Section 32.0).</p> <p>The local assessment area included the physical footprint of the Project plus a 100 metre buffer zone, as well as a zone of coastal-geomorphological influence. The regional assessment area considered a four kilometre area around the Project area.</p> <p>No archaeological sites were identified in the local assessment area, either using the B.C. Archaeology Branch’s online heritage registry or through the Archaeological Overview Assessment. If archaeological or historical materials remain in the intertidal area, it is likely that they have been preserved in the sediment layers, if not affected by previous construction.</p> <p>The Project may affect archaeological resources, namely, fish trap stakes, if present in the Project area. Direct effects could result from Project-related construction activities, and indirect effects could result from changes to sediment deposition or erosion.</p> <p>Through mitigation, including excavation of test trenches prior to construction activities and the implementation of an Archaeological Monitoring and Management Plan, potential damage to archaeological resources would be avoided and the opportunity for future archaeological study would be protected. The Project is not expected to result in significant residual effects to archaeological and heritage resources. The Project is not expected to result in any incremental cumulative effects to archaeological and heritage resources.</p> <p>A description of the past use of the Roberts Bank area by Aboriginal groups is provided in Section 32.0. The presentation of information on past use of the area in the assessment of archaeological and heritage resources is tailored to those Aboriginal groups whose past uses is directly linked to the type of physical archaeological resources that have the potential to be present in the study area, and have the potential to be affected by the Project.</p> <p>The scope/methods of the Archaeological and Heritage Resources assessment are described in the EIS.</p>	<p>28.0 Archaeological and Heritage Resources</p> <ul style="list-style-type: none">28.2 Selection of Archaeological and Heritage Resources VC28.3 Assessment Boundaries28.4 Information Sources <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Land and Resources for Traditional Purposes</p>
152	<p>Concern about increased vessel traffic resulting in cumulative effects on shoreline erosion impacting archaeological sites (including on islands).</p> <ul style="list-style-type: none">Concern that an increase in ship wakes will impact cultural and spiritual sites, including burials in coastal areas on Le’eyqsun and surrounding islands.	<p>Lyackson First Nation</p>	<p>The local assessment area of the archaeological and heritage resources assessment includes areas with potential for presence of archaeological or heritage resources that have the potential to interact with the Project components or activities. As defined in the <i>EIS Guidelines</i>, the scope of the Project includes marine transportation within Port Metro Vancouver’s jurisdiction. Consideration of waves from vessels travelling near the islands is not within the scope of this assessment.</p> <p>The potential for shoreline erosion was considered in the coastal geomorphology study, from the perspective of changed currents/waves from the new facility. This consideration resulted in an enlarged LAA to capture the historical channel in the Canoe Passage area.</p> <p>Project-related changes to coastal geomorphology in the study area, including wave action along the shoreline, and subsequent changes in water turbidity and deposition of fine sediments, are described in the EIS. A detailed analysis of potential changes to geomorphology at Roberts Bank from ship wake was not conducted as the number and size of waves generated by the additional shipping in the area was anticipated to be very small relative to the overall wind-induced wave climate in the area. Analysis of potential changes to geomorphology on Le’eyqsun and surrounding islands was not conducted, as these areas are outside of the scope of the assessment (Project-related changes are not anticipated in these areas).</p>	<p>9.0 Physical Setting</p> <ul style="list-style-type: none">9.5.8 Coastal Geomorphology, Future Conditions with the ProjectTable 9.5-6 Predicted Morphological Changes from the Project FootprintFigure 9.5-35 Approximate Spatial Extent of Potential Changes Associated with the Project Footprint9.6.8 Surficial Geology and Marine Sediment, Future Conditions with the Project. <p>28.0 Archaeological and Heritage Resources</p> <ul style="list-style-type: none">28.3 Assessment Boundaries

ID#	Comment	Aboriginal Group	Response	EIS Section
153	<p>Interest in Archaeological monitoring, including:</p> <ul style="list-style-type: none">Request for more detail on the methodology for the monitoring;Concern that archaeological fixtures or elements are unlikely to be detected during mitigation test trench; andRequest that an archaeologist be on site during construction.	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Musqueam First Nation Lyackson First Nation Hwlitsum First Nation</p>	<p>Mitigation measures, including proposed archaeological monitoring, are described in the EIS. Mitigation for effects on heritage and archaeological resources includes the following measures:</p> <ul style="list-style-type: none">PMV will excavate a test trench, or series of trenches, across the eastern end of the causeway expansion area within the area of moderate archaeological potential (historic drainage channel) to enable concurrent inventory (and preservation where possible) of potential fish trap stakes and mitigate future Project-related effects of crushing or degradation of stakes, or reduced access for future study.PMV will ensure annual monitoring, for a period of four years, of predicted erosion of the historic tidal channel (northwest of the terminal, formerly draining Canoe Passage) to mitigate potential exposure of potential fish trap stakes. Any stakes found will be inventoried and preserved where possible. <p>In addition, the Construction Environmental Management Plan will include an Archaeological Monitoring and Management Plan, describing the procedures to be followed by the Infrastructure Developer in the event that an archaeological site is discovered during Project construction (also referred to as a 'chance find'). The plan will also describe the role and responsibilities of a professional archaeologist designated by the Infrastructure Developer to conduct archaeological monitoring, as needed.</p>	<p>28.0 Archaeological and Heritage Resources</p> <ul style="list-style-type: none">28.7.2 Mitigation Measure #2 – Mitigation for Exposure of Potential Fish Trap Stakes <p>33.0 Environmental Management Program</p> <ul style="list-style-type: none">33.3.4 Archaeological Monitoring and Management Plan
154	<p>Concern that the Archaeological assessment only considers fish weirs for sturgeon.</p> <p>Interest whether there is archaeological evidence that other types of weirs (e.g. for salmon) would be in the area.</p>	<p>Musqueam First Nation Halalt First Nation</p>	<p>Ethnographic information including ATK suggests that salmon were traditionally caught using methods other than those using wooden stakes. These methods, trawl nets and harpooning, are not likely to have left archaeological evidence if they were used.</p>	<p>28.0 Archaeological and Heritage Resources</p> <ul style="list-style-type: none">28.5.1.2 Ethnography
155	<p>Concern about the technical limitations of the Archaeological assessment</p> <p>Interest in why sub-surface testing of the intertidal zone was unfeasible due to saturated sediments</p> <p>Concern that only areas identified as medium or high potential are being tested</p>	<p>Musqueam First Nation Tsleil-Waututh Nation Lyackson First Nation Hwlitsum First Nation</p>	<p>Rationale for the spatial boundaries of the assessment of archaeological and heritage resources is included in the EIS (Section 28.0) and in the Archaeological Overview Assessment (AOA) that was conducted to support the EIS. The draft AOA was provided to Aboriginal groups for review.</p>	<p>28.0 Archaeological and Heritage Resources</p> <ul style="list-style-type: none">28.4 Information SourcesAppendix 28-A Roberts Bank Terminal 2 Technical Report: Archaeological Overview Assessment
156	<p>Interest in how far back the assessment goes and if it factored in other archaeological assessments in the area.</p>	<p>Tsleil-Waututh Nation Lyackson First Nation Hwlitsum First Nation</p>	<p>The RBT2 assessment of heritage and archaeological resources was based upon past archaeological surveys in the Roberts Bank area. A list of information sources is included in section 28.0 Archaeological and Heritage Resources.</p>	<p>28.0 Archaeological and Heritage Resources</p> <ul style="list-style-type: none">28.4 Information Sources

POTENTIAL OR ESTABLISHED ABORIGINAL AND TREATY RIGHTS AND RELATED INTERESTS

Table 29 Current Use of Lands and Resources for Traditional Purposes

ID#	Comment	Aboriginal Group	Response	EIS Section
157	Concern about if/how historical infringements on traditional uses and/or rights will be addressed (i.e., where will the baseline be established?). Concern about the effects on Current Use(s) and or Aboriginal rights that have already occurred due to PMV and B.C. Ferries developments on Roberts Bank.	Musqueam First Nation Semiahmoo First Nation Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Lyackson First Nation Penelakut Tribe	The methods used to assess the potential effects of the Project, including both residual effects of the Project and cumulative effects, are described in Section 8.0 Effects Assessment Methods. These methods are consistent with existing federal guidance. The effects of other projects and activities that have been carried out are reflected in the existing (and expected) conditions of the ICs and VCs, and in Section 32.0. By assessing potential Project-related effects against those conditions, the cumulative effects of the Project and other past projects and activities are inherently considered. The EIS also includes historical data, where available and applicable, to assist interested parties to understand the potential effects, including cumulative effects, of the Project. The EIS does not include an assessment of historical infringements on the ability of Aboriginal groups to exercise rights or impacts to traditional use.	32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes32.3 Potential Adverse Impacts on Aboriginal and Treaty Rights and Related Interests Analysis
158	Concern about how CEA Agency’s requirements are defined (or not); particularly with respect to ‘traditional purposes’: TFN does not distinguish between traditional and contemporary uses of resources, in that Current Use/harvesting is a contemporary expression of an activity that’s been carried out for thousands of years. TFN requests that harvesting as defined by the TFN harvesting agreement be incorporated into the assessment for Current Use of lands and resources for traditional purposes.	Tsawwassen First Nation	The assessment of Current Use for traditional purposes was carried out in accordance with the <i>EIS Guidelines</i> . Harvesting, as defined by the TFN Harvest Agreement, is consistent with the assessment of Current Use of lands and resources for traditional purposes. The agreement is also considered in Section 21.0 Marine Commercial Use.	21.0 Marine Commercial Use 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes
159	Concerns regarding potential effects on Tsawwassen First Nation food sources.	Tsawwassen First Nation	Potential effects on TFN’s traditional food sources are assessed in the EIS. Potential direct effects on marine resources are assessed in several bio-physical VCs. Potential effects of changes in marine resources (as a subsistence food source) on health is included in Section 27.0 Human Health. Information on which marine resources constitute food sources for specific Aboriginal groups is included in Section 32.2 Current Use of Lands and Resources for Traditional Purposes.	11.0 Marine Vegetation 12.0 Marine Invertebrates 13.0 Marine Fish 14.0 Marine Mammals 15.0 Coastal Birds 16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries 27.0 Human Health 32.0 Potential or Established Aboriginal And Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes

ID#	Comment	Aboriginal Group	Response	EIS Section
160	<p>Feedback that fishing is a major part of MFN culture, and that any effects to their ability to fish would be considered a negative effect.</p> <p>Concern with the effects of noise and vibration on Aboriginal fisheries.</p> <p>Concern that effects to MFN ability to fish are not adequately addressed in the Health Impact Assessment.</p> <p>Concern that further expansion of a physical structure into the small fishing area imposed on Musqueam by DFO is going to have a direct effect on other aboriginal group's ability to practice fishing, which is a major and important cultural practice that dates back thousands of years.</p> <p>Request that the EIS identify that the Project area is highly used for the Musqueam crab fishery, an activity that would see fishers in the area for extended periods of time.</p>	Musqueam First Nation	<p>Potential effects on Current Use of lands and resources for traditional purposes and potential impacts on Aboriginal rights and related interests with respect to MFN are addressed in the EIS.</p> <p>Potential Project-related effects on Aboriginal fishing areas are assessed in Section 21.0 Marine Commercial Use, Section 26.0 Land and Water Use, and Section 32.2 Current Use of Lands and Resources for Traditional Purposes.</p> <p>Information related to the Musqueam crab fishery was considered in the assessment of marine commercial use (section 21.0) and in Section 32.2, Current Use of Lands and Resources for Traditional Purposes. The Human Health effects assessment considers the duration of Aboriginal fishing presence near the terminal in the assessment of potential health effects related to exposure to noise and air emissions.</p> <p>The description of MFN Current Use of the Project area is based on a study provided to PMV by MFN. In addition, a draft of the relevant section was provided to MFN and their comments were incorporated.</p>	<p>21.0 Marine Commercial Use</p> <p>26.0 Land and Water Use</p> <p>27.0 Human Health</p> <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes32.3 Potential Adverse Effects on Aboriginal and Treaty Rights and Related Interests Analysis
161	<p>Feedback that it is primarily TFN and MFN who harvest crab in the Project area and that only Musqueam (under <i>Sparrow</i>) and Tsawwassen (under Treaty) have the right to be there.</p> <p>Request that that be given strong consideration in the assessment.</p>	Musqueam First Nation	<p>Tsawwassen First Nation and MFN rights to harvest crab in the Project area are acknowledged in the EIS. Potential impacts on established and/or treaty rights are addressed in the EIS.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes32.3 Potential Adverse Effects on Aboriginal and Treaty Rights and Related Interests Analysis
162	<p>Feedback that Aboriginal groups have not had access to traditional foods (i.e., shellfish) for a considerable time.</p> <ul style="list-style-type: none">Feedback that a lack of reported use of a particular resource does not imply there is not desired or aspirational use of by aboriginal groups.	Semiahmoo First Nation Tsleil-Waututh Nation Musqueam First Nation Tsawwassen First Nation	<p>Potential effects on access to traditional foods are addressed in Section 27.0 Human Health, in terms of potential effects on food security, stress and annoyance, and health inequity. These sub-components address the potential effects of the absence of a traditional food source from the diet.</p> <p>Potential effects related to access to traditional foods are also assessed in Section 32.2 Current Use of Lands and Resources for Traditional Purposes.</p>	<p>27.0 Human Health</p> <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes
163	<p>Concern about potential effects on crabs and crab habitat, particularly with respect to the MFN food fishery.</p> <p>Concern about the location of the intermediate transfer pit, and the Project activities in this area during construction.</p> <p>Concern that there will be a serious impact on crabs (health, brooding females) and on TFN crab harvesting and in the area.</p>	Musqueam First Nation Tsawwassen First Nation	<p>Potential effects on MFN's and TFN's traditional food sources, and crab harvesting activities, are assessed in the EIS. Potential direct effects on marine resources are assessed in several bio-physical VCs. Potential effects of changes in marine resources (as a subsistence food source) on health is included in Section 27.0 Human Health. Information on which marine resources constitute food sources for specific Aboriginal groups is included in Section 32.2 Current Use of Lands and Resources for Traditional Purposes.</p> <p>Dungeness crabs were assessed as a sub-component of the marine invertebrates assessment.</p> <p>Productivity decreases for Dungeness crab are predicted and can be partially mitigated through the implementation of environmental management plans (including salvaging), and the creation of onsite eelgrass and tidal marsh habitat.</p> <p>While the Project is predicted to cause losses of productivity of Dungeness crab, the scale of change is minor in the context of natural variability and will not compromise population integrity or ecological function.</p>	<p>32.0 Potential or Established Aboriginal And Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <p>12.0 Marine Invertebrates</p> <p>16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries</p> <p>21.0 Marine Commercial Use</p> <p>27.0 Human Health</p>

ID#	Comment	Aboriginal Group	Response	EIS Section
164	Noted the EIS should focus on Current Use of lands and resources for traditional purposes.	Tsawwassen First Nation	An assessment of the potential effects on each identified Aboriginal group’s Current Use of Lands and Resources for Traditional Purposes is included in the EIS.	32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes
165	Concern about potential adverse Project-related effects on crabbing. <ul style="list-style-type: none">Concern that there will be a detectable effect to TFN’s crab harvesting for traditional purposes in or near the Project area as a result of potential Project-related changes in access during the construction phase of the Project.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Semiahmoo First Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation Hwlitsum First Nation Penelakut Tribe	The assessment of Current Use of lands and resources for traditional purposes includes evaluation of potential effects to crab harvesting related to changes in access. The assessment concludes that after the implementation mitigation, a negligible residual effect is anticipated. A determination of significance is not made on negligible residual effects, as the effect is not measurable or detectable.	21.0 Marine Commercial Use 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes32.3 Potential Adverse Effects on Aboriginal and Treaty Rights and Related Interests Analysis
166	Concern about the extent to which Project-related effects could mean the difference between being able to fish or not fish.	Tsawwassen First Nation	The assessment of marine commercial use (Section 21.0) evaluates potential effects on fishing for commercial purposes. This assessment concludes that a residual effect related to displacement of commercial crab harvesting is anticipated. The assessment of Current Use of lands and resources for traditional purposes (Section 32.2) evaluates potential effects on fishing for domestic or food, social, and ceremonial purposes. The assessment concludes that after the implementation mitigation, a negligible residual effect is anticipated.	21.0 Marine Commercial Use 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes32.3 Potential Adverse Effects on Aboriginal and Treaty Rights and Related Interests Analysis
167	Feedback that MFN’s traditional fishing and/or management area extends beyond their traditional territory. Request that the EIS reflect MFN’s entire fishing use area.	Musqueam First Nation	The assessment of Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes (Section 32.0) considers MFN’s traditional territory as the local assessment area. Adjacent secondary use areas, which PMV understands to be primary harvesting areas for certain marine species, were also considered. However, because the spatial extent of potential project effects to fish are only anticipated within the Marine Fish local assessment area, the focus of the assessment on potential impacts to Musqueam fishing largely corresponds to that area.	32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes
168	Interest in information on cumulative effects and any resulting changes to harvesting on water and lands.	Lyackson First Nation	An assessment of potential effects, including cumulative effects, of the Project on each Aboriginal group’s Current Use of Lands and Resources for Traditional Purposes, is included in the EIS.	32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes32.2.9 Cumulative Effects

ID#	Comment	Aboriginal Group	Response	EIS Section
169	<p>Concern about the effects of increased large marine vessel traffic and berthing activities (increased underwater noise, ship wakes, and propeller/thruster currents) on Lyackson First Nation’s ability to use preferred harvesting areas using small craft, and preferred water routes, especially between Le’eyqsun and the mouth of the Fraser.</p> <p>Concern about an increase in larger shipping vessel traffic from the Project disrupting the safe travel and navigation of smaller vessels (e.g., crabbing and fishing vessels).</p>	<p>Lyackson First Nation Tsleil-Waututh Nation Lake Cowichan First Nation Halalt First Nation Hwiltsum First Nation</p>	<p>Project-related changes to coastal geomorphology in the study area, including wave action along the shoreline, and subsequent changes in water turbidity and deposition of fine sediments, are described in the EIS. A detailed analysis of potential changes to geomorphology at Roberts Bank from ship wake was not conducted as the number and size of waves generated by the additional shipping in the area was anticipated to be very small relative to the overall wind-induced wave climate in the area.</p> <p>The assessment of Current Use of lands and resources for traditional purposes includes the potential effects of the Project on the ability of Aboriginal groups to access and use preferred harvesting areas.</p> <p>A quantitative risk assessment was conducted to determine the risk of potential accidents related to small vessels (Section 30.0).</p> <p>A Land and Marine Traffic Management Plan is included in the Environmental Management Program (Section 33.0) in order to mitigate potential marine vessel traffic issues.</p>	<p>30.0 Potential Accidents and Malfunctions</p> <ul style="list-style-type: none">30.4 Potential Marine-Based Accidents and Malfunctions <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes <p>33.0 Environmental Management Program</p> <ul style="list-style-type: none">33.3.9 Land and Marine Traffic Management Plan
170	<p>Concern about sensory disturbance: lights, noise, smell and vibrations, audible or perceivable on Le’eyqsun and in surrounding foreshore and waters, and associated with impacts on Lyackson First Nation use of preferred areas, including ability to harvest.</p>	<p>Lyackson First Nation</p>	<p>An assessment of Project-related changes to light and noise and vibration and the potential effect of those changes on a Current Use of lands and resources for traditional purposes is included in the EIS. The EIS does not include an assessment of potential effects related to smell.</p> <p>A point of reception on Valdes island was added to the scope of the light and visual resources assessments in order to address Lyackson First Nation concerns about the scope of the light study. The findings of this study are included in the Current Use assessment, as the quality of experience of carrying out traditional uses is included as an indicator in this assessment.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes
171	<p>Concern about Project-related effects on the environment impacting both marine resources and Lyackson First Nation use of preferred areas, including ability to harvest. This includes sockeye salmon that are only harvestable within Lyackson First Nation territory in the vicinity of the Project.</p>	<p>Lyackson First Nation</p>	<p>Potential Project-related effects on marine fish, including all five species of Pacific salmon, are considered in the EIS. In addition, the potential effects of the Project with respect to the ongoing productivity of commercial, recreational and Aboriginal fisheries are evaluated in the EIS.</p> <p>This is further addressed specifically in relation to potential effects on LFN’s Current Use of lands and resources for traditional purposes and potential impacts on Aboriginal rights and related interests, which are addressed in the EIS.</p>	<p>13.0 Marine Fish Effects Assessment</p> <ul style="list-style-type: none">13.6 Future Conditions with the Project <p>16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries</p> <ul style="list-style-type: none">16.6 Future Conditions with the Project <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p>
172	<p>Concern that harvesting activities other than fishing (i.e., plants, birds) are being overlooked.</p> <p>Concern about the lack of information provided and available for the hunting and trapping of smaller animals.</p> <p>Concern about impacts to hunting waterfowl.</p>	<p>Hwiltsum First Nation Métis Nation BC Tsawwassen First Nation Musqueam First Nation Semiahmoo First Nation</p>	<p>The harvesting of plants, birds (including waterfowl) hunting and trapping of smaller animals, as well as other harvesting activities, are included in section 32.2 Current Use of Lands and Resources for Traditional Purposes. The Project is not predicted to have an effect on the Current Use related to harvest of plants or birds, or on hunting and trapping of waterfowl and smaller animals.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes
173	<p>Light pollution has an adverse effect on local harvesters and hunters.</p>	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation</p>	<p>An assessment of potential Project-related changes to light and the potential effects of those changes on Current Use of land and resources for traditional purposes is included in the EIS. Residual effects on the quality of experience of carrying out Current Use activities (including disturbance from light) are not anticipated.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes

ID#	Comment	Aboriginal Group	Response	EIS Section
174	<p>Concern about the determination that the Project is not expected to result in detectable effects of the specified Aboriginal groups' Current Use of the Project area.</p> <ul style="list-style-type: none">Concern that future use is not being considered as part of the assessment on Current Use.Concern that the information sources used within the assessment on Rights and Current Use are inadequate.	<p>Tsleil-Waututh Nation Semiahmoo First Nation Cowichan Tribes Penelakut Tribe Lyackson First Nation Lake Cowichan First Nation</p>	<p>The methods used to assess the potential effects of the Project on Current Use are consistent with existing federal guidance, including the <i>EIS Guidelines</i> issued by the CEA Agency.</p> <p>The rationale for the determination of negligible residual effects to Current Use is included in the EIS.</p> <p>Information sources used in Section 32 are listed in 32.2.3, with Project-specific studies appearing in 32.2.3.1. A full list of references cited appears in Section 32.4.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p>
175	<p>Concern that TU studies provided by their respective Aboriginal groups were constrained by funding and scheduling challenges, and that the information provided was incomplete.</p>	<p>Cowichan Tribes Penelakut Tribe Lyackson First Nation Lake Cowichan First Nation</p>	<p>Port Metro Vancouver provided funding to the specified Aboriginal groups to support consultation. Additionally, PMV provided funding to support completion of TU studies to these Aboriginal groups and all groups provided a TU study. Further information, provided during fall 2014 consultation and in writing, has been incorporated into the EIS. Port Metro Vancouver will continue to consult with appropriate Aboriginal groups and there will be further opportunities to provide information through the CEA Agency process.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p>
176	<p>Feedback that the TU reports provided by MFN are in draft form and are not comprehensive of the entire MFN use of the area. Request that MFN be afforded more time to address these gaps.</p>	<p>Musqueam First Nation</p>	<p>Further information provided by Musqueam during fall 2014 consultation and in writing, has been incorporated into the EIS. Port Metro Vancouver will continue to consult with MFN and there will be further opportunities to provide information through the CEA Agency process. Port Metro Vancouver would like to receive MFN final TU reports.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Land and Resources for Traditional Purposes
177	<p>Concern that the cumulative effects assessment take into account shipping and vessel traffic and the potential for related effects on Aboriginal fisheries in the area.</p> <p>Concern with how cumulative effects are assessed and applied to impacts to Rights.</p>	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation</p>	<p>The potential cumulative effects of the Project in combination with other projects and activities that have been and will be carried out, including existing and future shipping, on Aboriginal fisheries are considered in the EIS (Sections 16.0 Ongoing Productivity of Commercial, Recreational, and Aboriginal Fisheries; Section 21.0 Marine Commercial Use; and Section 32.2 Current Use of Lands and Resources for Traditional Purposes).</p> <p>The <i>EIS Guidelines</i> issued by the CEA Agency do not require a cumulative effects assessment on the ability of Aboriginal groups to exercise their asserted or established treaty or Aboriginal rights.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes32.2.9 Current Use of Lands and Resources for Traditional Purposes, Cumulative Effects
178	<p>Concern that the description of CNA's members historical settlement and use is not described in a way that is respectful to each of the member nations.</p> <ul style="list-style-type: none">Concern that the description of CNA's historical settlements is not accurate.Concern that CNA's historical use of crabs, eulachon and smelts is not included.	<p>Cowichan Tribes Penelakut Tribe</p>	<p>Port Metro Vancouver provided draft summaries of past and current use and community information within EIS Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes for review by each Aboriginal group and comments received were incorporated.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p>
179	<p>Concern that potential Project effects on other cultural considerations, such as culturally and/or spiritually important sites should be considered.</p>	<p>Tsleil-Waututh Nation Hwiltsum First Nation</p>	<p>Cultural considerations, including culturally and/or spiritually important sites are included in the assessment of asserted or established Aboriginal or treaty rights, including the Current Use of lands and resources for traditional purposes (Section 32.0), where information relating to these sites was provided by Aboriginal groups, in accordance with CEA Agency technical guidance (May 2014).</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes32.3 Potential Adverse Impacts on Aboriginal and Treaty Rights and Related Interests Analysis

ID#	Comment	Aboriginal Group	Response	EIS Section
180	<p>Interest in potential Project related effects on resource harvesting on traditional species found within the project area including:</p> <ul style="list-style-type: none">• Salmon;• Trout;• Coastal black tail deer;• Ducks;• Geese;• Squirrel; and• Berries and medicinal plants.	Musqueam First Nation	<p>Since the Project area does not extend into the upland area eastward of the Roberts Bank causeway, with the exception of a 450 m narrow strip (approximately 1 ha) on the existing British Columbia Railway (BCR) right-of-way for tie-in purposes to the existing mainline rail network via the Roberts Bank Rail Corridor, there is little potential for Project-related effects to terrestrial plant and wildlife species (i.e. coastal black tail deer, squirrel, and berries and medicinal plants). Potential effects to marine fish and coastal birds are addressed in the EIS, as are potential effects on the quality of experience of carrying out traditional use in upland areas, based in part on the findings of the light, noise and vibration, and human health assessments.</p> <p>Based in part on the findings of the assessment of marine biophysical valued components, potential Project-related effects on resource harvesting of traditional species are assessed in Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes.</p>	<p>Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• 32.2 Current Use of Lands and Resources for Traditional Purposes• 32.3 Potential Adverse Impacts on Aboriginal and Treaty Rights and Related Interests Analysis

Table 30 Potential or Established Aboriginal and Treaty Rights and Related Interests

ID#	Comment	Aboriginal Group	Response	EIS Section
181	<p>Request that boundary identified as “Tsleil-Waututh Nation Asserted Traditional Territory” in preliminary mapping be removed and that PMV instead reference the TWN “Consultation Area” map.</p>	Tsleil-Waututh Nation	<p>The <i>EIS Guidelines</i> require that the EIS include a map showing TWN asserted traditional territory and therefore TWN’s Statement of Intent (SOI) filed with the B.C. Treaty Commission has been included. In response to TWN’s request, a map showing the Consultation Area as per the Tsleil-Waututh Stewardship Policy was also included.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• Figure 32-4 Tsleil-Waututh Nation Consultation Area and Local Assessment Areas of Linked Biophysical VCs
182	<p>Request that PMV and the EIS refer to “culture” as it is defined in the <i>Tsawwassen First Nation Final Agreement</i> (2009). Concern that the definition drafted and tabled by the Province of B.C. is not supported by TFN.</p>	Tsawwassen First Nation	<p>The EIS notes that the definition of culture included in the <i>Tsawwassen First Nation Final Agreement</i> was tabled by the Province and is not supported by TFN.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• 32.2.4 Tsawwassen First Nation
183	<p>Concern about impacts to culture and traditions within Aboriginal communities related to lack of access to traditional foods.</p>	Semiahmoo First Nation Lake Cowichan First Nation Tsawwassen First Nation	<p>The Current Use assessment considers the quality of the experience of carrying out Current Use activities, which considers cultural aspects. The assessment of impacts on rights also considers cultural aspects and practices. The importance of traditional foods to culture and tradition is considered in the Current Use assessment (Section 32.2).</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• 32.2 Current Use of Lands and Resources for Traditional Purposes
184	<p>Based on available information, thresholds of significant adverse environmental change on Lyackson First Nation practice of rights, including use and occupancy, have already occurred in the area of Tl’uqtnus and the mouth of the Fraser. The Project, both on its own, and in combination with other developments and foreseeable changes in the environment, would contribute further adverse effects in these areas, and in the area of Le’eyqsun and its surrounding foreshore and waters.</p>	Lyackson First Nation	<p>As presented in the EIS, the Project is not expected to result in adverse residual effects on Tl’uqtnus and the mouth of the Fraser River, or the area of Le’eyqsun and its surrounding foreshore and waters.</p>	<p>8.0 Effects Assessment Methods</p> <p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p>

ID#	Comment	Aboriginal Group	Response	EIS Section
185	Concern that development and high traffic along the Fraser River is affecting Aboriginal rights and access to harvesting.	Musqueam First Nation	The Project is not located on the Fraser River and no Project-related effects are predicted on the Fraser River.	32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes32.3 Potential Adverse Effects on Aboriginal and Treaty Rights and Related Interests Analysis
186	Concern about potential Project-related effects on Musqueam First Nation’s rights under the <i>Sparrow</i> decision. Concern that the <i>Sparrow</i> decision is not referenced within the EIS as an information source. Feedback that <i>Sparrow</i> should be one of the main, key sources of information utilised by the EIS when assessing any effects. Concern that PMV interprets <i>Sparrow</i> too narrowly. Feedback that MFN’s right to fish is legal right under <i>Sparrow</i> . Requests that effects to MFN’s traditional harvesting be looked at within the context of Musqueam under <i>Sparrow</i> , rather than in the context of other Aboriginal groups.	Musqueam First Nation	It is PMV’s understanding that Musqueam First Nation has an established right to fish for food, social, and ceremonial (FSC) purposes in Canoe Passage pursuant to <i>R. v. Sparrow</i> [1990], 1 S.C.R. 1075 and it is included as an information source with respect to MFN rights and interests. Port Metro Vancouver further understands that MFN also assert an Aboriginal right to fish for FSC purposes over a broader area than Canoe Passage. Potential impacts of the Project on MFN's established Aboriginal right to fish for food, social and ceremonial purposes (pursuant to <i>Sparrow</i>) are addressed in the EIS, specifically within Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, separately from potential effects to other Aboriginal groups.	32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes32.3 Potential Adverse Effects on Aboriginal and Treaty Rights and Related Interests Analysis
187	Concern about potential effects on Musqueam First Nation’s Treaty process if MFN appears to be contributing directly to the EIS.	Musqueam First Nation	The EIS makes no conclusions with respect to the potential implications for Aboriginal groups’ treaty processes or participation in consultation regarding the Project.	Not included
188	Concern about Project construction and operation resulting in reduced visibility of the night sky, and impacts on LFN sense of place related to sacred oral traditions and practices relating to the night sky. A decrease in lighting in August 2014 was noted as compared to previous years.	Lyackson First Nation	The assessment of Current Use of Lands and Resources for Traditional Purposes (Section 32.2) includes consideration of potential effects on the quality of experience of carrying out traditional uses, including effects related to light. Project-related changes to light are not anticipated to affect the visibility of the night sky from <i>Le’eyqsun</i> .	32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes
189	Concern that the EIS looks at effects in isolation and that this diminishes the EIS’s ability to accurately assess the overall impact on the environment. Concern that this process does not allow TFN to confirm that there won’t be measureable effects on their exercise of Treaty Rights.	Tsawwassen First Nation	The methods used to assess the potential effects of the Project, are described in Section 8.0 Effects Assessment Methods. The use of Valued Components together with other aspects of the assessment methodology allow the assessment to focus on those components of the natural and human environment and the potential effects that are most important. These are well-established methods consistent with existing federal guidance for environmental assessment. The assessment of potential effects of the Project takes into account relationships between various components of the natural and human environment, including dependencies, such as predator-prey relationships and food webs. The EIS also uses complex ecosystem modeling to model and predict effects on ecosystem productivity. An assessment of potential impacts of the Project on TFN’s established treaty rights is included in the EIS. PMV will continue to consult with Aboriginal groups and there will be further opportunities to provide information through the CEA Agency process.	8.0 Effects Assessment Methods 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes

ID#	Comment	Aboriginal Group	Response	EIS Section
190	Interest in whether the terminal operator will be required to recognise the significance of an accident or malfunction that results in an effect to TFN’s right to harvest.	Tsawwassen First Nation	The potential effects of accidents or malfunctions on Current Use are addressed in Section 30.0. The EIS describes the parties who would be notified and assume responsibility as On Scene Commander for spill clean-up in the event of a marine spill within PMV jurisdiction, including Roberts Bank. These parties include the Canadian Coast Guard and the Western Canada Marine Response Corporation (WCMRC). Port Metro Vancouver’s role following a spill would be to maintain situational awareness and coordinate the incident response.	30.0 Potential Accidents or Malfunctions
191	Concern about if/how the EIS is considering potential effects to vegetation within the upland areas. Requests that if upland areas have been or will be addressed in the EIS document, that it be reflected in the section on effects to Musqueam rights.	Musqueam First Nation	Since the Project area does not extend into the upland area eastward of the Roberts Bank causeway, with the exception of a 450 m narrow strip (approximately 1 ha) on the existing British Columbia Railway (BCR) right-of-way for tie-in purposes to the existing mainline rail network via the Roberts Bank Rail Corridor, there is little potential for Project-related effects to terrestrial plant and wildlife species. However, the EIS does consider potential effects on Current Use of vegetation. The project is not expected to have any interaction with terrestrial vegetation. As such, terrestrial vegetation was not selected as a valued component. Section 8.0 includes a summary of the VC selection process. Upland vegetation was considered within the assessment of surficial geology and marine sediment (Section 9.6).	8.0 Effects Assessment Methods 9.0 Physical Setting <ul style="list-style-type: none">9.6 Surficial Geology and Marine Sediment 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes
192	Concern about PMV’s ability to regulate its tenants and/or operators. Concern this will affect PMV’s ability to implement and/or enforce Project mitigation.	Tsawwassen First Nation Semiahmoo First Nation	Section 33.0 of the EIS describes the proposed Environmental Management framework, including compliance monitoring and reporting requirements to federal and provincial environmental regulators for both the construction and operation phases. PMV is committed to implementing all mitigation recommended by the Minister of Environment if the Project is approved. PMV takes a precautionary approach and upholds a high level of environmental protection within PMV jurisdiction that meets or exceeds legislative requirements.	http://portmetrovancover.com/en/project-and-environmental-review-renewal 33.0 Environmental Management Program
193	Concern that Aboriginal title is not considered in the assessment on Aboriginal rights.	Semiahmoo First Nation	Potential Project-related effects on asserted Aboriginal title are not directly assessed in the EIS; however, the asserted traditional territory of each Aboriginal group (other than TFN) is identified in the EIS. Potential Project-related effects to areas that are or have been used for fishing, hunting, or otherwise using resources, including access to those areas, are considered in Section 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, including Current Use of Lands and Resources for Traditional Purposes.	32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes
194	Request the map representing Semiahmoo Traditional Territory be updated to show the complete extent of SFN Traditional Territory.	Semiahmoo First Nation	The EIS includes the map showing Semiahmoo asserted traditional territory, which was updated to show the entire extent of that territory (i.e., including area in the U.S.).	32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">Figure 32-3 Semiahmoo First Nation Asserted Traditional Territory and Local Assessment Areas of Linked Biophysical Valued Components
195	Requests the EIS include a map of the current fishing management area Musqueam has with DFO. Request to note that the MFN secondary use area is not captured in the map.	Musqueam First Nation	A map of the current fishing management area Musqueam has with DFO is included in Section 21.0 Marine Commercial Use. The map does not reflect secondary use areas, as per Musqueam’s request.	21.0 Marine Commercial Use <ul style="list-style-type: none">Figure 21-7 Tsawwassen and Musqueam Harvesting Areas
196	Concern regarding potential effects to MFN’s access to traditional resources including historical fishing areas, village sites, and significant archaeological sites.	Musqueam First Nation	Potential Project-related effects to Musqueam’s access to traditional resources including historical fishing areas, village sites, and archaeological sites, are considered in the assessment of asserted or established Aboriginal or treaty rights, including the Current Use of lands and resources for traditional purposes (Section 32.0), where information relating to these areas and sites was available. Archaeological sites in the vicinity of the Project area also considered in Section 28.0 Archaeological and Heritage Resources.	28.0 Archaeological and Heritage Resources 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes <ul style="list-style-type: none">32.2 Current Use of Lands and Resources for Traditional Purposes32.3 Potential Adverse Effects on Aboriginal and Treaty Rights and Related Interests Analysis

SUMMARY SECTIONS

Table 31 On-Site Habitat Enhancement

ID#	Comment	Aboriginal Group	Response	EIS Section
197	Request that mitigation for the Project be undertaken as close to the Project as possible.	Tsawwassen First Nation	<p>PMV has adopted the use of the following mitigation hierarchy to address Project effects:</p> <ol style="list-style-type: none">1. Avoidance, such as through Project placement and design, and adherence to fisheries-sensitive windows;2. Reduction, such as through the implementation of standard management practices and Environmental Management Plans; and3. Offsetting, which involves the creation and enhancement of biophysical habitats that support species of the Roberts Bank ecosystem. <p>Marine sub-components or representative species that undergo decreases in productivity will be offset to the extent feasible using onsite offsetting.</p>	<p>17.0 Mitigation for Marine Biophysical Valued Components</p> <ul style="list-style-type: none">• 17.1 Avoiding Potential Effects• 17.2 Reducing Potential Effects• 17.3.2 Offsetting Framework• 17.5 Mitigation Summary for Potential Marine Biophysical Valued Component Productivity Losses
198	Request for information related to PMV’s plan for implementing habitat offsetting. Interest in the role of Aboriginal groups within the habitat offsetting process.	Tsleil-Waututh Nation Tsawwassen First Nation	<p>Onsite habitat is intended to soften the perimeter of the Project’s shoreline to be more ecologically representative of the existing estuary, to create similar habitat to those that will be affected by the Project, and to create habitat that generally enhances the productivity of the Roberts Bank ecosystem.</p> <p>The five habitat types considered for onsite offsetting include:</p> <ul style="list-style-type: none">• Intertidal marsh: Important for shoreline stabilisation, gas and nutrient regulation, contaminant filtering, and nutrient supply, as well as providing structural habitat used for shelter and food by organisms. Some of the species that use intertidal marsh habitat at Roberts Bank include bivalve shellfish, Dungeness crabs, juvenile chinook salmon, shiner perch, sand lance, and waterfowl. Approximately 15 hectares of intertidal marsh is proposed along the widened causeway and in the S-bend of the new terminal.• Sandy gravel beach: Provides spawning area for forage fish including surf smelt, Pacific herring and sand lance. Two sandy gravel beaches, totalling approximately 4.5 hectares, are proposed along the widened causeway. The beaches are intended to provide attachment-type habitat and substrate suitable for marine vegetation and invertebrates, and to benefit some of their predators (e.g., juvenile chinook salmon, waterfowl and American wigeon).• Mudflat: Plays a role in dissipating wave energy and supports large numbers of birds and fish. Mudflats also support biofilm, an important component of the foodweb in estuarine and coastal ecosystems. Approximately 4.5 hectares of mudflats is proposed along the widened causeway and in the S-Bend of the new terminal. Biofilm, invertebrates, waterfowl, and shorebirds will benefit from this habitat.• Subtidal rock reefs: Support rockfish populations and assist in meeting fisheries management objectives to alleviate historic declines of regional populations. The creation of approximately two hectares of reef habitat will benefit macroalgae vegetation, and provide refuge, feeding, and spawning habitat for invertebrates, fish, and birds.• Eelgrass: Eelgrass beds are highly productive habitats in the Roberts Bank ecosystem, serving numerous critical functions, such as food, shelter, and rearing habitat for numerous species. Approximately three hectares of native eelgrass will be established through transplants in the inter-causeway area. <p>The onsite habitat concepts presented in Section 17.0 of the EIS have been presented to Aboriginal groups, the community, stakeholders, and the public in open houses and small group meetings that took place in the fall of 2014. The feedback received from Aboriginal groups has been considered in the finalisation of the EIS.</p>	<p>17.0 Mitigation for Marine Biophysical Valued Components</p> <ul style="list-style-type: none">• 17.3.2 Offsetting Potential Effects, Offsetting Framework

ID#	Comment	Aboriginal Group	Response	EIS Section
199	Interest in reviewing the effect of the current causeway on nearshore habitat and how PMV can enhance this.	Lyackson First Nation	Effects of the current causeway on nearshore habitat, as well as on species that use that habitat, are provided in the relevant marine biophysical VC sections. In general, the causeway has diversified habitat at Roberts Bank. Port Metro Vancouver has looked at enhancement options through its Offsetting Plan for the Project, which includes habitat concepts along the causeway.	11.0 Marine Vegetation <ul style="list-style-type: none">• 11.5 Existing Conditions 12.0 Marine Invertebrates <ul style="list-style-type: none">• 12.5 Existing Conditions 13.0 Marine Fish <ul style="list-style-type: none">• 13.5 Existing Conditions 15.0 Coastal Birds <ul style="list-style-type: none">• 15.5 Existing Conditions 17.0 Mitigation for Marine Biophysical Valued Components <ul style="list-style-type: none">• 17.3.4 Offsetting Potential Effects, Offsetting Framework
200	Concern about the development and/or effectiveness of previous onsite habitat mitigation options (i.e., DP3) and if/how they have been considered within the EIS.	Tsawwassen First Nation Musqueam First Nation Tsleil-Waututh Nation Semiahmoo First Nation Lake Cowichan First Nation Lyackson First Nation Cowichan Tribes Penelakut Tribe Halalt First Nation Métis Nation BC Hwiltsum First Nation	Onsite habitat selection considered lessons learned from previous habitat creation programs (e.g., Deltaport Third Berth Project (DP3)). The effectiveness monitoring reports for DP3 increased the understanding of the successes and challenges of previous habitat projects. The concepts presented in the EIS have been presented to communities, stakeholders, Aboriginal groups, public, and regulators in fall 2014. The expected benefits to species productivity from proposed onsite offsetting concepts have been evaluated in the marine biophysical VCs, where relevant.	11.0 Marine Vegetation <ul style="list-style-type: none">• 11.7.2 Reduction and Offsetting Measures 12.0 Marine Invertebrates <ul style="list-style-type: none">• 12.7.4 Mitigation #3 for Productivity Losses - Offsetting 13.0 Marine Fish <ul style="list-style-type: none">• 13.7.6 Mitigation #5 Offsetting Plan 15.0 Coastal Birds <ul style="list-style-type: none">• 15.8.2 Mitigation #1 – Measures to Address Productivity Loss due to Changes in Habitat Quantity 17.0 Mitigation for Marine Biophysical Valued Components <ul style="list-style-type: none">• 17.3.2 Offsetting Potential Effects, Offsetting Framework
201	Interest in potential eelgrass enhancements Concern with the limited ability of planted eelgrass to take root. Request for an alternative plan to be developed if eelgrass transplants are unsuccessful.	Tsleil-Waututh Nation Tsawwassen First Nation Lyackson First Nation Semiahmoo First Nation Hwiltsum First Nation	Onsite eelgrass habitat creation is proposed through transplanting in an area approximating 3 ha. Based on the review of previous habitat creation programs (e.g., Deltaport Third Berth Project (DP3)), eelgrass transplants are considered to be an effective means of increasing productivity of marine vegetation. PMV will implement a Follow-up Program, which will include monitoring to confirm that all offsetting measures meet intended objectives and function as designed. Monitoring will include methods and success measures to confirm that offsetting measures have been effective. The <i>Fisheries Act</i> Authorisation will require that functional objectives are met.	17.0 Mitigation for Marine Biophysical Valued Components <ul style="list-style-type: none">• 17.3.2 Offsetting Potential Effects, Offsetting Framework• 17.6 Mitigation for Marine Biophysical Valued Components, Monitoring and Reporting
202	Concern with the potential for species using habitat mitigation along the causeway to be contaminated by pollutants from the Project (i.e. truck emissions).	Penelakut First Nation	There is not anticipated to be a Project interaction between air emissions from truck traffic on the causeway, and uptake of contaminants in soils, plants, or species relying on soils and plants. Rationale for this conclusion is included in the Air Quality Human Technical Report (Appendix 27-A).	27.0 Human Health <ul style="list-style-type: none">• Appendix 27-A Air Quality HHRA Technical Report

Table 32 Potential Accidents and Malfunctions

ID#	Comment	Aboriginal Group	Response	EIS Section
203	Concern about container trucks using Tsawwassen First Nation community roads, and the potential for increased accidents.	Tsawwassen First Nation	<p>As defined in the <i>EIS Guidelines</i>, the scope of the Project includes marine, road, and rail transportation within Port Metro Vancouver’s jurisdiction.</p> <p>The scope of the assessment is the potential effects of the Project components and activities included within the scope of the Project wherever they occur, including effects that extend beyond Port Metro Vancouver’s jurisdiction. The scope of assessment is different for the various components being assessed, depending on the range of potential effects for each component.</p> <p>The effects of truck and train traffic beyond the Roberts Bank causeway is not within the scope of the Roberts Bank Terminal 2 Project EA as defined by the <i>EIS Guidelines</i>. However incremental truck traffic travelling outside of PMV jurisdiction, but within the assessment areas of various VCs, is an activity considered in the assessment of cumulative effects. Recognising concerns regarding the effects of trade-related transportation on communities, Port Metro Vancouver has initiated conversations as part of the Gateway Transportation Collaboration Forum to identify, prioritise, and deliver infrastructure required to meet the requirements of increased goods movement throughout Metro Vancouver.</p>	Not included
204	<p>Concern about accidents including spills.</p> <p>Concern if/how the assessment considers all of the hazardous materials shipped in containers.</p> <p>Concern about increased risk of accidents and malfunctions, including spills and leaks from ships.</p>	<p>Tsawwassen First Nation</p> <p>Semiahmoo First Nation</p> <p>Métis Nation British Columbia</p> <p>Lyackson First Nation</p> <p>Lake Cowichan First Nation</p> <p>Cowichan Tribes</p> <p>Halalt First Nation</p> <p>Penelakut Tribe</p> <p>Stz’uminus First Nation</p> <p>Hwilitsum First Nation</p>	<p>Potential spills of deleterious materials (e.g., hydrocarbons) and their environmental effects are discussed in the EIS. Plausible worst-case scenarios involving a marine vessel, motor vehicle, and train accident, each assumed to result in a spill of deleterious materials, are assessed. The regulatory management framework, standard practices, and Project-specific measures to reduce the risk of accidents or malfunctions, including spills, as well as the emergency response and mitigation measures to be implemented in the event of a spill are described.</p> <p>Three worst-case scenarios involving hydrocarbon spills were assessed: a container ship impact incident at the terminal, a tanker truck accident on Roberts Bank Way North, and a yard locomotive derailment on the widened causeway. The assessment determined that a ship impact scenario involving a marine spill of heavy fuel oil at the terminal would result in adverse residual effects to all marine biophysical valued components, as well as marine commercial use, outdoor recreation, and land and water use. While the residual effects on southern resident killer whales, coastal birds, and Current Use of land and resources for traditional purposes were considered significant, due to the extremely low probability of such a scenario, all residual effects were considered unlikely.</p> <p>Since the diesel spill in each of the land-based scenarios would occur away from the marine environment, no potential interactions with marine biophysical valued components were identified. Further, no residual adverse effects were identified with respect to socio-economic valued components, including services and infrastructure and human health. As with any activity, the potential for unplanned incidents during Project construction and operation exists. Port Metro Vancouver, its tenants, contractors, operators, and intermodal partners are committed to continue to improve port-wide operational practices and procedures to ensure the safety of workers and the public, and protection of the environment.</p> <p>The composition and number of hazardous goods containers handled at Deltaport Terminal in 2012 was reviewed during the development of the Quantitative Risk Assessment (see Table B-4 (Appendix B) of Appendix 30-A).</p> <p>The estimated probability and potential consequences of a range of accidents or malfunctions, including spills of deleterious materials from ships during Project construction and operation, are described in the EIS.</p>	<p>30.0 Potential Accidents or Malfunctions</p> <ul style="list-style-type: none">• Appendix 30-A Marine Vessel Incidence Prediction Inputs to the Quantitative Risk Assessment• Appendix B - Tables

ID#	Comment	Aboriginal Group	Response	EIS Section
205	<p>Concern about increased risk of future accidents and malfunctions including chronic low magnitude accidents and rare, but potentially very high magnitude accidents and malfunctions including spills of hydrocarbons and other contaminants impacting the marine environment and potentially extending to Le’eyqsun, Tl’uqtinus, and the surrounding waters.</p> <p>Risk of spills, collisions, or other accidents are a major concern for Lyackson First Nation members. Due to the proximity of shipping channels to Le’eyqsun and the location of the Project in the Tl’uqtinus area, accidents and malfunctions related to the Project have the potential to be devastating for Lyackson First Nation members.</p>	Lyackson First Nation	<p>The EIS includes an assessment of potential effects of accidents and malfunctions related to the Project within PMV jurisdiction. The potential dispersion and fate and effect of spills are considered in an appendix to that assessment section.</p> <p>Potential spills of deleterious substances (e.g., hydrocarbons) and their environmental effects are discussed. Both low magnitude incidents with a moderate to high probability of occurrence, and plausible worst-case scenarios are assessed. The regulatory management framework, standard practices, and Project-specific measures to be used to reduce the risk of such accidents or malfunctions, as well as the emergency response and mitigation measures to be implemented in the event of a spill are described.</p>	30.0 Potential Accidents or Malfunctions <ul style="list-style-type: none">Appendix 30-B Estuarine/Marine Fate of Spill-type Accidents
206	<p>Concern that a quantitative risk assessment should be undertaken to identify safety risks on small vessels.</p> <ul style="list-style-type: none">Interest in whether fishing and/or recreational vessels were included when modeling potential collisions in the water, or if modeling was just limited to commercial traffic. <p>Concern that the determination of a negligible effect on small vessel safety is wrong.</p> <ul style="list-style-type: none">Request to review the assessed data to verify the determination of a negligible effect.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Lake Cowichan First Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation Hwlitsum First Nation	<p>A quantitative risk assessment of potential accidents and malfunctions related to marine vessel traffic, including the risk of a collision between a container ship and small craft (i.e., fishing and recreational vessels), was undertaken and is described in the Potential Accidents or Malfunctions section (Section 30.0), as well as the Quantitative Risk Assessment (Appendix 30-A) .</p>	30.0 Potential Accident and Malfunctions <ul style="list-style-type: none">30.4.4 Vessel CollisionAppendix 30-A Marine Vessel Incidence Prediction Inputs to the Quantitative Risk Assessment
207	<p>Concern that PMV manages marine traffic in the spill area, but it does not address who is responsible for the clean-up.</p>	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation	<p>The EIS describes the parties who would be notified and assume responsibility as On Scene Commander for spill clean-up in the event of a marine spill within PMV jurisdiction, including Roberts Bank. These parties include the Canadian Coast Guard and the Western Canada Marine Response Corporation (WCMRC). Port Metro Vancouver’s role following a spill would be to maintain situational awareness and coordinate the incident response.</p>	30.0 Potential Accidents or Malfunctions <ul style="list-style-type: none">30.3.3 Port Metro Vancouver Practices and Procedures
208	<p>Interest in who is responsible for the cost of a spill clean-up.</p>	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation	<p>Generally the owner of the vessel from which the spill originates is responsible, in accordance with the <i>Marine Liability Act</i>.</p>	30.0 Potential Accidents or Malfunctions

ID#	Comment	Aboriginal Group	Response	EIS Section
209	Question about if the assessment factors in accidents involving non-hazardous materials.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation	The EIS considers incidents involving both non-hazardous (e.g., aggregate, non-hazardous container cargo) and hazardous (e.g., hydrocarbons, dangerous goods) materials.	30.0 Potential Accidents or Malfunctions <ul style="list-style-type: none">30.4 Potential Marine-based Accidents and Malfunctions30.5 Potential Land-based Accidents and Malfunctions
210	Concern about machinery and equipment failure.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation	The EIS considers the potential for marine- and land-based incidents involving malfunctions (i.e., machinery and equipment failure) during the Project’s construction and operation phases.	30.0 Potential Accidents or Malfunctions <ul style="list-style-type: none">30.4 Potential Marine-based Accidents and Malfunctions30.5 Potential Land-based Accidents and Malfunctions
211	Question if the incident at Westshore in 2012 is included in the assessment.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Stz’uminus First Nation Cowichan Tribes Halalt First Nation	The EIS describes a range of previous construction- and operation-related accidents and malfunctions that have occurred at the Roberts Bank terminals, including the incident involving the Cape Apricot at the Westshore Terminals in December 2012.	30.0 Potential Accidents or Malfunctions <ul style="list-style-type: none">30.4.3 Vessel Allision
212	Concern about PMV’s jurisdictional boundaries and responsibility for dealing with potential accidents and malfunctions.	Stz’uminus First Nation Cowichan Tribes Halalt First Nation Penelakut Tribe	<p>Port Metro Vancouver maintains routine situational awareness through its Operations Centre, which is on task 24 hours per day, 7 days per week. Port activities are monitored via camera feeds and a fleet of dedicated patrol vessels. Through its port surveillance activities and vessel inspections, the Operations Centre safeguards the Port environment, enforces safety practices and procedures, and in the event of a marine incident, assumes a coordinating role in port-related emergency response situations, working closely with first responders, the community, and stakeholders.</p> <p>Federal legislation provides a regulatory framework for the prevention and management of marine related accidents and malfunctions. The <i>Canada Shipping Act, 2001</i>, for example, incorporates international shipping conventions developed by the International Maritime Organization and implemented by Canada, such as the <i>International Regulations for Preventing Collisions at Sea</i> 1972 and the <i>International Convention for the Prevention of Pollution from Ships</i> (MARPOL) standards for the prevention of pollution from ships. Provisions of the Act that are particularly relevant to the prevention of accidents and malfunctions include the management and control of oil or oily water mixtures and marine pollutants in packaged form, and the requirement for shipboard oil pollution emergency plans and environmental response arrangements.</p> <p>The EIS includes an assessment of potential effects of accidents and malfunctions related to the Project. Section 30.0 (Potential Accidents or Malfunctions) includes a summary of the responsibilities of various parties, including PMV, in the event of an accident or malfunction.</p>	30.0 Potential Accidents or Malfunctions

ID#	Comment	Aboriginal Group	Response	EIS Section
213	Concern that the assessment for accidents and malfunctions considers extreme weather events, not only ideal/normal weather patterns.	Cowichan Tribes Penelakut Tribe Stz'uminus First Nation Halalt First Nation	<p>A description of how local conditions and natural hazards, such as severe or extreme weather conditions and weather-related events, could adversely affect the Project, and how these in turn, could affect the environment, is presented in Section 31.0 Effects of the Environment on the Project. Project design and management measures capable of mitigating the effects of extreme weather conditions on the Project also will effectively address any potential effects associated with ideal/normal weather patterns.</p> <p>As described in Section 9.1 Physical Setting, Climate, Coastal Conditions, and Geotechnical Considerations, climate is recognised as one of the primary drivers in shaping the Roberts Bank ecosystem. The influence of weather patterns typical for south coast B.C. and Roberts Bank are considered as an aspect of the Project's physical setting in existing conditions, expected conditions, and future conditions in the assessment of Project-related effects on the intermediate components and valued components.</p>	<p>31.0 Effects of the Environment on the Project</p> <ul style="list-style-type: none">31.2.1 Extreme Weather and Weather-related Events <p>9.0 Physical Setting</p> <ul style="list-style-type: none">9.1Climate, Coastal Conditions, and Geotechnical Considerations <p>IC Effects Assessment Sections:</p> <ul style="list-style-type: none">Physical ICs (Section 9.2 through 9.8)Population (18.4) <p>VC Effects Assessment Sections:</p> <ul style="list-style-type: none">Biophysical VCs (Sections 11.0 through 16.0)Socio-economic VCs (Sections 19.0 through 28.0)

Table 33 Effects of the Environment on the Project

ID#	Comment	Aboriginal Group	Response	EIS Section
214	Concern with the effect of spills and/or contamination from the Project as a result of seismic activity	Tsawwassen First Nation Lyackson First Nation Lake Cowichan First Nation Hwlitsum First Nation	<p>Potential effects related to a spill in the marine environment are addressed in Section 30.0 Potential Accidents or Malfunctions. Seismic events are considered in Section 31.0 Effects of the Environment on the Project.</p> <p>Effects of the environment on the Project related to extreme weather and weather-related events, and any subsequent effects on the environment, would be avoided or reduced through application of design criteria and implementation of standard management practices, work procedures, and mitigation measures during construction and operation. Effects of the environment on the Project related to low-probability events such as a large earthquake, a submarine landslide in the immediate vicinity of the Project, or a large tsunami, could result in irreparable damage to the Project. Effects of a catastrophic natural event or sea level rise would be widespread in the Fraser River delta and would not be unique to the Project.</p> <p>Measures conducted during Project construction to improve the ability of infrastructure to withstand a submarine landslide resulting from seismic activity include the dredging of soils and silts with poor seismic performance followed by vibro-densification. Due to the unpredictability and uncertainty associated with submarine landslides and tsunamis, and their expected low probability of occurrence at the Project site, measures to protect the Project during such events would be further defined in the detail design phase.</p>	<p>30.0 Potential Accidents or Malfunctions</p> <p>31.0 Effects of the Environment on the Project</p> <ul style="list-style-type: none">31.4 Seismic Activity

Table 34 Benefits to Canadians

ID#	Comment	Aboriginal Group	Response	EIS Section
215	<p>Concern that economic benefits will not be directed to local and/or Aboriginal communities.</p> <ul style="list-style-type: none">Interest in economic and/or impact benefit agreement	<p>Musqueam First Nation Semiahmoo First Nation Tsleil-Waututh Nation Penelakut Tribe Halalt First Nation</p>	<p>During a five-and-a-half-year construction period, the Project would generate significant employment benefits for British Columbia. Project construction would generate a total of 12,719 person-years of direct, indirect, and induced employment of B.C. workers, and approximately \$1 billion in wages:</p> <ul style="list-style-type: none">4,150 person-years of direct employment, with wages of \$494 million;6,264 person-years of indirect employment, with wages of \$374 million; and2,305 person-years of induced employment, with wages of \$129 million. <p>Of the Project’s direct spending on materials, goods and services for construction, approximately \$862 million, or an average of \$157 million per year, would be spent on materials, goods, and services in British Columbia. An additional \$482 million would be spent on production inputs to make or provide the direct materials, goods, and services. The total gross revenues for businesses in British Columbia supplying materials, goods, and services for Project construction is estimated as \$1.3 billion, with \$837 million of this revenue accruing to businesses in Metro Vancouver.</p> <p>During the operation phase, Project activities on the marine terminal, widened causeway, and expanded tug basin would generate an annual total of 1,553 person-years of direct, indirect, and induced employment, and total wages of approximately \$185 million:</p> <ul style="list-style-type: none">928 person-years of direct employment connected to terminal operations, with wages of approximately \$153 million;625 person-years of indirect and induced employment to support terminal operations, with wages of approximately \$32 million. <p>During the operation phase, the annual average goods and services revenues for B.C. due to terminal operations spending are estimated at \$23.3 million with an additional \$10.0 million in goods and services revenues for upstream supply industries. The total gross revenues for businesses supplying B.C. materials, goods, and services for terminal operations are estimated as \$33.3 million annually. Approximately \$31 million of this revenue would accrue to businesses in Metro Vancouver.</p> <p>Port Metro Vancouver is working with Musqueam First Nation to draft Terms of Reference to guide future discussions related to potential accommodation for effects from the Project.</p> <p>Port Metro Vancouver proposes to assist Semiahmoo First Nation, Tsleil-Waututh Nation, Stz’uminus First Nation, Cowichan Tribes, Halalt First Nation, Lake Cowichan First Nation, Lyackson First Nation, Penelakut Tribes, Hwlitsum First Nation, and Métis Nation BC in accessing potential economic opportunities resulting from the Project, including contracting opportunities as well as construction employment opportunities. To support these Aboriginal groups in preparing for employment opportunities, PMV will provide training funding and undertake specific job-related information sharing activities, such as job fairs. To support the development and implementation of plans to facilitate access to such Project-related benefits, PMV will continue engagement, initiated in December 2014. Opportunities for Aboriginal training and employment opportunities related to the Project are described in Section 32.3.3.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">32.3.3 Mitigation Measures <p>34.0 Benefits to Canadians</p> <ul style="list-style-type: none">34.2 Benefits of the Project <p>35.0 Effects Assessment Summaries</p> <ul style="list-style-type: none">Table 35-2 Proposed Mitigation Measures and Commitments

Table 35 Traffic

ID#	Comment	Aboriginal Group	Response	EIS Section
216	Concerns about potential increase in, and lack of and regulation of, railway traffic. Concern with increased rail traffic on reserve lands (where there is an existing trespass). Increased train (and truck) traffic through Semiahmoo territory. Concerns regarding traffic with expansion of Deltaport Way to the South Fraser Perimeter Road and request for further information about why expansion of Deltaport Way is not within the scope of RBT2.	Musqueam First Nation Semiahmoo First Nation Métis Nation BC Hwlitsum First Nation	As defined in the <i>EIS Guidelines</i> , the scope of the Project includes marine, road, and rail transportation within Port Metro Vancouver’s jurisdiction. The scope of the assessment is the potential effects of the Project components and activities included within the scope of the Project wherever they occur, including effects that extend beyond Port Metro Vancouver’s jurisdiction. The scope of assessment is different for the various components being assessed, depending on the range of potential effects for each component. The effects of truck and train traffic beyond the Roberts Bank causeway is not within the scope of the Roberts Bank Terminal 2 Project EA as defined by the <i>EIS Guidelines</i> . However incremental truck traffic travelling outside of PMV jurisdiction, but within the assessment areas of various VCs, is an activity considered in the assessment of cumulative effects. Recognising concerns regarding the effects of trade-related transportation on communities, Port Metro Vancouver has initiated conversations as part of the Gateway Transportation Collaboration Forum to identify, prioritise, and deliver infrastructure required to meet the requirements of increased goods movement throughout Metro Vancouver. The federal <i>Railway Safety Act</i> promotes the safety and security of the public and personnel, and the protection of property and the environment, in railway operations within the legislative authority of the Canadian government.	4.0 Project Description 8.0 Effects Assessment Methods <ul style="list-style-type: none">Table 8-8 Project and Activity Inclusion List
217	Concern that PMV cannot regulate train size beyond the terminal. Concern about safety related to the potential increase in rail traffic.	Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe	An assessment of safety risks related to increased rail traffic outside of PMV jurisdiction is not included in the EIS (See response above). The assessment of potential accidents or malfunctions (Section 30.0) considers potential effects related to rail-related incidents within PMV jurisdiction. The federal <i>Railway Safety Act</i> promotes the safety and security of the public and personnel, and the protection of property and the environment, in railway operations within the legislative authority of the Canadian government.	Section 4.0 Project Description Section 30.0 Potential Accidents or Malfunctions

ID#	Comment	Aboriginal Group	Response	EIS Section
218	<p>Concern about the management and logistics of an increase in vehicle traffic as a result of the Project:</p> <ul style="list-style-type: none">• Interest in what is being done to address the “social, economic, and environmental impacts of these 1850 trucks per day, and 1750 additional vehicles per day”;• Concern about truck staging, noting it is a safety issue on the roads, a nuisance, and that engines are running while waiting is a huge issue; and• Concern about a lack of Aboriginal inclusion in the Gateway Transportation Collaboration Forum.	<p>Tsleil-Waututh Nation Tsawwassen First Nation Lake Cowichan First Nation Métis Nation BC Musqueam First Nation Lyackson First Nation Penelakut Tribe Semiahmoo First Nation</p>	<p>The economic development assessment (Section 20.0) considers economic effects in Metro Vancouver and B.C. related to an increase in trucking activity related to the Project. Environmental and social effects associated with Project-related increases in truck traffic on the causeway are considered in the assessments of air quality (Section 9.2) noise and vibration (Section 9.3), services and infrastructure (Section 23.0), human health (Section 27.0), and Current Use of land and resources for traditional purposes (Section 32.2).</p> <p>PMV will ensure the Infrastructure Developer and Terminal Operator will work with federal and provincial regulatory authorities and local governments, including B.C. Ministry of Transportation and Infrastructure (MOTI), Corporation of Delta, B.C. Ferries, and Tsawwassen First Nation to develop the land-based portion of the Land and Marine Traffic Management Plan. The plan will provide for public and worker safety and the timely exchange of information regarding traffic management during Project construction, including traffic control measures, short-term traffic interruptions, and temporary road restrictions and re-routing with Tsawwassen First Nation, Corporation of Delta, Delta Police Department, Delta Fire and Emergencies Services, and B.C. Ambulance Services. The Gateway Transportation Collaboration Forum (GTCF) was established in 2014 to identify and prioritize development of transportation and related infrastructure necessary for supporting continued gateway growth and to provide overall net benefits to host communities. It brings together Transport Canada, the B.C. Ministry of Transportation and Infrastructure, TransLink, the Greater Vancouver Gateway Council, and Port Metro Vancouver to collaboratively pursue infrastructure solutions and funding opportunities under the New Building Canada Plan. The GTCF builds on the success of past initiatives, including the Roberts Bank Rail Corridor Program, South Fraser Perimeter Road, North Shore and South Shore Trade Area projects, Ashcroft Terminal’s Expansion Project, and the Regional Transportation Management Centre. It was not created in relation to, nor is it in any way solely focused on, the RBT2 project.</p> <p>The GTCF consists of four trade areas, including the Roberts Bank Trade Area.</p> <p>The GTCF leverages existing reports and conduct new studies, as necessary, to guide identification and evaluation of regional projects that relate to additional truck and train traffic from increasing demand for trade through the gateway. The GTCF works in consultation with municipal governments, regional agencies, Aboriginal groups, industry, and other stakeholders, to consider how best to meet long-term trade demand while reducing impacts to local communities and the environment.</p> <p>Much of this work will focus on addressing the increased truck and train traffic within Metro Vancouver that is anticipated as demand for trade through the gateway grows.</p>	<p>2.0 Project Overview</p> <ul style="list-style-type: none">• 2.2.7 Project Context, Roberts Bank as a Terminal Location <p>9.2 Air Quality 9.3 Noise and Vibration 23.0 Services and Infrastructure 27.0 Human Health 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• 32.2 Current Use of Land and Resources for Traditional Purposes <p>33.0 Environmental Management Program</p> <ul style="list-style-type: none">• 33.3.7 Environmental Management Program, Land and Marine Traffic Management Plan <p>35.0 Effects Assessment Summaries</p> <ul style="list-style-type: none">• Table 35-2 Proposed Mitigation Measures and Commitments
219	<p>Concern about increased vessel traffic travelling in/or through traditional territories.</p>	<p>Semiahmoo First Nation Tsleil-Waututh Nation Lyackson First Nation Métis Nation British Columbia</p>	<p>The EIS considers the effects of Project-related traffic on Current Use and Aboriginal rights, and the cumulative effects of the Project in combination with other projects/activities, including existing and incremental marine vessel traffic.</p>	<p>32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• 32.2 Current Use of Land and Resources for Traditional Purposes
220	<p>Interest in if/how shipping, rail and truck transport are considered in the EIS, and how it will be addressed during Panel Review.</p>	<p>Tsawwassen First Nation</p>	<p>The EIS considers the effects of incremental truck traffic within PMV jurisdiction. The economic development assessment (Section 20.0) considers economic effects in Metro Vancouver and B.C. related to an increase in trucking activity related to the Project. Environmental and social effects associated with Project-related increases in truck traffic on the causeway are considered in the assessments of air quality (Section 9.2) noise and vibration (Section 9.3), services and infrastructure (Section 23.0), human health (Section 27.0), and Current Use of land and resources for traditional purposes (Section 32.2).</p> <p>The EIS also considers the potential cumulative effects of the Project in combination with other projects and activities, including existing and incremental road, rail, and marine vessel traffic.</p>	<p>8.0 Effects Assessment Methods</p> <ul style="list-style-type: none">• Appendix 8-A Valued Component Selection Rationale <p>9.2 Air Quality 9.3 Noise and Vibration 27.0 Human Health 32.0 Potential or Established Aboriginal and Treaty Rights and Related Interests, Including Current Use of Lands and Resources for Traditional Purposes</p> <ul style="list-style-type: none">• 32.2 Current Use of Land and Resources for Traditional Purposes

APPENDIX 7.3-A
Local Government Issues and
Interests Tables

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Port Metro Vancouver has been engaging with local government throughout the development of the proposed Roberts Bank Terminal 2 Project through meetings of the Local Government Elected Roundtable, Local Government Technical Liaison Committees and the Port Community Liaison Committee (Delta only).

- The **Local Government Elected Roundtable** (LGER) is an information-sharing committee. It provides a forum for Port Metro Vancouver and elected officials from participating local and regional governments in Metro Vancouver to share information and discuss community interests, issues and benefits related to the Project. The LGER includes representatives from the Corporation of Delta, City of Langley, Township of Langley, City of Richmond, City of Surrey, Metro Vancouver's Transportation Committee, Tsawwassen First Nation and Port Metro Vancouver. Five LGER meetings were held between 2012 and 2014.
- **Local Government Technical Liaison Committees** (LGTLC) offer an opportunity for regular contact between Port Metro Vancouver's project team and staff from the participating local and regional governments in the Project area including the Corporation of Delta, City of Langley, Township of Langley, City of Richmond, City of Surrey. The committees provide a forum for participants to exchange technical information regarding the Project and to ensure the interests of participant local governments are raised and discussed. A total of 36 LGTLC meetings were held between 2012 and 2014.

This table summarises issues and interests from:

- Local Government Elected Roundtable
- Local Government Technical Liaison Committees:
 - Corporation of Delta
 - City of Langley
 - Township of Langley
 - City of Richmond
 - City of Surrey
- Correspondence from local governments (2011-2014)

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
<p>1. Aboriginal Consultation and Engagement</p> <ul style="list-style-type: none"> • Interest in the nature of consultation with Aboriginal groups • Suggestion to include Aboriginal groups in Local Government Elected Roundtable • Request for an open house for Tsawwassen First Nation 	<p>LGER:</p> <ul style="list-style-type: none"> • June 2013 • October 2013 • February 2014 	<p>Port Metro Vancouver conducted a thorough and comprehensive engagement and consultation program with Aboriginal groups that started in 2011 and culminated in rounds of EIS-specific workshops in 2014. The engagement activities were designed to obtain the benefit of their expertise, experience, and Aboriginal traditional knowledge.</p> <p>Port Metro Vancouver consulted with Aboriginal groups regarding Project components and activities, the potential effects of the Project, and potential changes to the environment related to the Project. Through the course of the consultation process, Aboriginal groups have identified interests and raised issues. The input received through these, and other engagement and consultation activities, has been considered in the development of this EIS, and is documented in issues and interest tables appended to the EIS.</p> <p>Port Metro Vancouver implemented a broad range of engagement and consultation methods to determine the scope and nature of Aboriginal groups' rights and interests in and use of the Project area, and identifying the potential for Project-related effects on those rights and interests.</p> <p>Aboriginal groups were invited to participate in Port Metro Vancouver's Working Group process and several technical workshops were conducted.</p> <p>The Chief of Tsawwassen First Nation was invited to and has been participating as part of the Local Government Elected Roundtable since October 2013.</p> <p>On November 27, 2013, Port Metro Vancouver held a community open house for the Tsawwassen First Nation to provide an update on the status of the Project and further information on the EA process.</p> <p>EIS, Section 7.2 – Aboriginal Consultation and Engagement EIS, Appendix 7.2-A Consultation Activities by Aboriginal Group EIS, Appendix 7.2-B Aboriginal Groups Issues and Interests Table</p>

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
<p>2. Agricultural Land/Agriculture</p> <ul style="list-style-type: none"> • Issue regarding potential impacts on agricultural land and the Agricultural Land Reserve • City of Richmond is opposed to the use of agricultural land for port development • Metro Vancouver expressed interested in the Agricultural Impact Assessment 	<p>City of Richmond</p> <ul style="list-style-type: none"> • May 2013 <p>Local Government Correspondence</p>	<p>The Project does not require the use of agricultural land, therefore an Agricultural Impact Assessment was not undertaken.</p> <p>During Project Definition Consultation, Port Metro Vancouver presented three options for the location of the intermodal yard: on the marine terminal, on the widened causeway or in the upland environment. An upland intermodal yard would have had potential effects on agricultural land and productivity.</p> <p>Per the Project Definition Consultation Summary Report¹, consultation results indicated support for the construction of the intermodal yard on the marine terminal (19/37 agreed with building the intermodal yard on the marine terminal, while 9/41 agreed with constructing the intermodal yard on the widened causeway and 9/39 agreed with constructing the intermodal yard in the upland environment).</p> <p>Port Metro Vancouver selected the alternative of constructing the intermodal yard on the marine terminal, which has operational advantages for the trucking sector, avoids potential effects to agricultural land and productivity and aligns with proven Port Metro Vancouver terminal operation models.</p>

¹ The number of people responding to each question varied.

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
<p>3. Air Quality</p> <ul style="list-style-type: none"> • Issue regarding effects of the Project on air quality in Metro Vancouver and reinforcement of the importance of data collection and sharing • Inquiry regarding how the cumulative effects of GHG emissions and increased shipping will be addressed for individual municipalities • Concern regarding the impacts of air quality on human health • Suggestion to increase attention to air quality impacts of diesel fuel usage by trains and trucks • Request for information regarding how existing Port Metro Vancouver initiatives, such as the Northwest Ports Clean Air Strategy, relate to the Project 	<p>LGER:</p> <ul style="list-style-type: none"> • October 2013 Township of Langley: • February 2014 City of Richmond: • June 2014 City of Langley, Township of Langley, City of Surrey: • September 2014 (Joint Meeting) <p>Local Government Correspondence</p>	<p>An assessment was carried out to predict potential changes in air quality as a result of the Project. The results of the air quality assessment were used in the assessments of human health and current use of land and resources for traditional purposes.</p> <p>The assessment modelled Project-related emission sources during the construction phase, and fuel combustion during the construction and operation phases, and compared them to modelled existing conditions and future expected conditions.</p> <p>The description of existing conditions considered emissions from marine vessels, trains, trucks, vehicles, and equipment from the existing Westshore Terminals, Deltaport Terminal, and B.C. Ferries terminal, while emissions from industrial, commercial and residential sources within Delta were represented through measured air quality levels in Tsawwassen. A general trend of decreasing concentrations of contaminants has been observed and is expected in the Lower Fraser Valley for some criteria air contaminants, as well as for some trace organic contaminants. Air quality is generally good as compared with other locations in Metro Vancouver.</p> <p>Hypothetical maximum emissions scenarios were used to conservatively estimate existing conditions and potential changes from the Project. Estimated emissions and predicted ambient concentrations did not account for the inclusion of shore power as part of the Project, which is expected to further decrease future emissions. The predicted concentrations of contaminants are therefore conservative (i.e., worst-case).</p> <p>The assessment concludes that:</p> <ul style="list-style-type: none"> • Air quality will improve in the future, with or without the Project, as a result of improvements in engine technologies and the use of cleaner fuels. • Project construction activities are predicted to cause a small increase in air contaminant concentrations. • Levels of criteria air contaminants (i.e., carbon monoxide, nitrogen oxides, sulphur dioxide, particulate matter, and ground-level ozone) and trace organic contaminants (i.e., formaldehyde and other contaminants related to fuel

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		<p>combustion) are predicted to be below air quality criteria on land during both Project construction and operation, with limited exceptions.</p> <ul style="list-style-type: none"> • Project activities are expected to have a negligible effect on future ozone levels. • Project activities are expected to increase greenhouse gas emissions (i.e., carbon dioxide, methane, and nitrous oxide), as would expected increases in activity levels at the existing Roberts Bank terminals. • Although Project activities would emit black carbon, black carbon is expected to decrease in the future with the Project due to equipment fleet turnover at existing Roberts Bank terminals to newer engines that meet more stringent emission standards for particulate matter. • The implementation of shore power is expected to decrease predicted future emissions during Project operation. • Cumulative changes in air quality resulting from Project activities and operation of other certain and reasonably foreseeable projects and activities are predicted to be small relative to expected future ambient air quality levels without these inputs. <p>The Project is not expected to result in any significant adverse effect on human health, including from changes in air quality. During operation, it is unlikely that Project-related exposures to air emissions would result in health effects. The only residual effect associated with air quality changes would be experienced by individuals on the water near the terminal during construction due to short-term and infrequent dust generation.</p> <p>Through its ongoing Air Action Program, Port Metro Vancouver is constantly looking at addressing air quality and climate change, by focusing on the use of technologies and the promotion of operational efficiencies to reduce air emissions from port operations, such as those mitigations suggested during consultation. Key components of the Air Action Program include the EcoAction Program, the Northwest Ports Clean Air Strategy, the Landside Air Emissions Inventory, and environmental</p>

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		<p>requirements through the Truck Licensing Program. Information regarding Port Metro Vancouver's Air Action Program can be found at http://www.portmetrovanancouver.com/en/environment/initiatives/Air.aspx.</p> <p>As part of the Deltaport Third Berth Project (DP3), Port Metro Vancouver funded the establishment of the Tsawwassen Air Quality Monitoring Station. The location of the station, at Pebble Hill Reservoir located at 411 Milsom Wynd in Delta, was chosen by the Delta Air Quality Monitoring Technical Working Group (composed of representatives from Corporation of Delta, Environment Canada, Metro Vancouver, Tsawwassen First Nation and Port Metro Vancouver).</p> <p>The station is comprised of state-of-the-art monitoring equipment including ozone and particulate monitoring technologies. Since this station is part of Metro Vancouver's regional air quality monitoring network, results from the station can be viewed in real-time at www.bcairquality.ca/readings.</p> <p>EIS, Section 9.2 – Air Quality</p>
<p>4. Alternatives To the Project</p> <ul style="list-style-type: none"> • Interest in alternatives to the Project, including improving efficiency at existing terminals, use of Fraser Surrey Docks, Port Alberni, and Ashcroft • Interest in the Centerm Expansion Project and whether it would reduce or remove the need for the Project 	<p>LGER:</p> <ul style="list-style-type: none"> • October 2013 • February 2014 • July 2014 • September 2014 <p>Corporation of Delta:</p> <ul style="list-style-type: none"> • September 2014 <p>Township of Langley:</p> <ul style="list-style-type: none"> • September 2013 <p>City of Langley, Township of</p>	<p>The results of Port Metro Vancouver's analysis concludes that the Roberts Bank Terminal 2 Project is the only technically and financially feasible option to meet long-term demand for container capacity on Canada's west coast.</p> <p>Port Metro Vancouver considered the following alternatives for creating container capacity to meet the forecasted demand, both within and outside of its jurisdiction:</p> <ul style="list-style-type: none"> • Incremental capacity and efficiency increases are underway or in planning at Deltaport Terminal and Centerm. These projects will help meet short-term container demand to the early 2020s, but would not meet forecasted longer-term requirements. • Land tenures on properties adjacent to Vanterm prevent potential additional container capacity from becoming available until at least the late 2020s. If improvements at Vanterm were feasible at that time, they would require the conversion of adjacent facilities and would not provide

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<p>Alternatives To the Project (continued)</p>	<p>Langley, City of Surrey:</p> <ul style="list-style-type: none"> June 2014 (Joint Meeting) <p>Local Government Correspondence</p>	<p>increased capacity until sometime after 2030.</p> <ul style="list-style-type: none"> Some container ships, such the largest ships visiting Deltaport Terminal, Centerm, and Vanterm, cannot be accommodated in the Fraser River channel due to draught requirements and length (inability to turn around in the river). Fraser Surrey Docks is not expected to be a major source of container capacity to meet demand beyond 2018. Conversion of the Lynnterm terminal to handle containers is not technically or financially feasible: road constraints limit the ability of Lynnterm to accommodate container truck traffic, and conversion to containers would conflict with other priorities for this terminal (i.e., handling bulk commodities in addition to retaining existing breakbulk handling). Development of Port Metro Vancouver's Fraser Richmond properties to provide large-scale container capacity is not technically feasible: road and rail capacity is constrained at the property and larger container ships cannot be accommodated in the Fraser River channel due to draught requirements and the length of ships. Planned expansions at the Fairview Terminal in Prince Rupert will help meet short-term west coast container demand to the early 2020s, but will not meet forecasted longer term requirements. <p>The proposed Ashcroft Inland Terminal does not provide the ship-to-shore container handling capabilities, and does not change the need for the container capacity provided by the proposed Roberts Bank Terminal 2 Project.</p> <p>The Port Alberni Port Authority is currently in the very early stages of concept development for the proposed Port Alberni Trans-shipment Hub (PATH). Due to the lack of technical information, feasibility assessment, and economic data, Port Metro Vancouver has not included an evaluation of PATH as a viable alternative to the Project.</p> <p>EIS, Section 5.0 – Alternative Means of Carrying Out the Project</p>

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<p>5. Biofilm</p> <ul style="list-style-type: none"> Requests for information regarding biofilm 	<p>LGER:</p> <ul style="list-style-type: none"> February 2014 <p>Local Government Correspondence</p>	<p>Biofilm, a thin dense layer of microscopic photosynthetic algae and bacteria, sediment and organic matter, is found within the upper intertidal zone and is an important food source for invertebrates, fish, and bird species (including migratory western sandpiper and dunlin). Biofilm was assessed as a sub-component of the marine vegetation assessment.</p> <p>The assessment concludes that the Project would result in a negligible change in the productivity of biofilm as a result of causeway widening and indirect changes to salinity. Marine-type biofilm is expected to decrease temporarily, primarily during freshet, but these losses would be offset by larger increases in freshwater type biofilm, such that the net change is negligible.</p> <p>EIS, Section 11.0 – Marine Vegetation</p>
<p>6. Birds</p> <ul style="list-style-type: none"> Concern for shorebird populations in the Fraser River Estuary 	<p>Corporation of Delta:</p> <ul style="list-style-type: none"> October 2012 September 2014 <p>Local Government Correspondence</p>	<p>The Fraser River estuary is an important ecosystem for overwintering and migrating birds, supporting large numbers of numerous species. An assessment was undertaken to determine the effects of the Project on coastal birds.</p> <p>The coastal birds assessment focused on seven sub-components:</p> <ul style="list-style-type: none"> Shorebirds, represented by Pacific dunlin and western sandpiper; Waterfowl, represented by American wigeon and brant; Hérons, represented by great blue heron; Diving birds, represented by surf scoter and western grebe; Raptors, represented by bald eagle, barn owl and peregrine falcon; Gulls and terns, represented by Caspian tern and glaucous-winged gull; and Passerines, also known as songbirds, represented by barn swallow. <p>The assessment concludes that there are no significant adverse residual effects from the Project to coastal birds. The Project is not expected to result in measurable incremental adverse cumulative effects to coastal birds.</p>

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<p>Birds (continued)</p>		<p>Changes in the productive potential of shorebirds, herons, raptors, gulls and terns, and passerines are not anticipated, as changes to key habitat are minimal and primary food sources are predicted to increase.</p> <p>Decreases to the productive potential of waterfowl and diving birds are expected to be minor. Effects to waterfowl can be mitigated through the creation of eelgrass, mudflat and intertidal marsh habitats. Effects to diving birds can be partially offset through the creation of onsite eelgrass and subtidal rock reef habitats, which would create habitat for their prey, which include mussels and other invertebrates.</p> <p>Vehicle collision-related mortalities are expected to be very low compared to population size and are not expected to affect the short- and long-term population viability of coastal birds, with the exception of barn owls. Port Metro Vancouver would work with transportation authorities and Canadian Wildlife Services to develop and implement measures to mitigate potential effects to barn owls from vehicle collision.</p> <p>EIS, Section 15.0 – Coastal Birds</p>
<p>7. Business and Employment Opportunities</p> <ul style="list-style-type: none"> • Interest in employment opportunities • Inquiry regarding whether the Project would increase the hiring capacity of unions • Interest in details of employment opportunities 	<p>Local Government Correspondence</p>	<p>The construction and operation of the Project would create substantial employment and business opportunities. The results of the labour market assessment in the EIS indicates that the majority of employment in both construction and operation phases is expected to be drawn from Metro Vancouver, and that a sufficient supply of local labour is available to meet the Project's labour demands. Training opportunities are predicted to generate positive effects for the Project's direct workforce.</p> <p>Benefits During Construction</p> <p>During a five-and-a-half-year construction period, the Project would generate significant employment benefits for British Columbia. Project construction would generate a total of 12,719 person-years of direct, indirect, and induced employment, and a total of \$997 million in wages:</p> <ul style="list-style-type: none"> • 4,150 person-years of direct construction employment, with wages of \$494 million; and

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<p>Business and Employment Opportunities (continued)</p>		<ul style="list-style-type: none"> 8,569 person-years of indirect and induced employment, with wages of \$503 million. <p>There would be new business opportunities in the province as a result of the Project. The total gross revenues for businesses in British Columbia supplying materials, goods, and services for Project construction is estimated as \$1.3 billion, with \$837 million of this revenue accruing to businesses in Metro Vancouver.</p> <p>In addition, a wide range of businesses would earn revenues through the household spending of Project-associated employment income. Over the construction phase, this induced output or revenue is estimated as \$361 million or an annual average of \$66 million.</p> <p>Benefits During Operation</p> <p>During the operation phase, Project activities would generate an annual total of 1,553 person-years of direct, indirect, and induced employment, and total wages of approximately \$185 million:</p> <ul style="list-style-type: none"> 928 person-years of direct employment connected to terminal operations, with wages of approximately \$153 million; 625 person-years of indirect and induced employment to support terminal operations, with wages of approximately \$32 million.² <p>These employment estimates are based on a semi-automated terminal design.</p>

² On-terminal and off-terminal (outside of the Project scope) activities associated with increased demand for approximately 2 million TEUs per year of containerised trade would support approximately 12,400 direct, indirect, and induced person-years of employment and \$813 million in wages annually. Off-terminal activities include services provided by truck drivers, harbour pilots, tugboat operators, the Canada Border Services Agency, railways, transload and distribution facility operations, and container storage yards, and would generate an estimated annual average of 6,700 person-years of direct, 3,100 person-years of indirect, and 1,050 person-years of induced employment annually, an estimated total of 10,850 person-years.

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<p>Business and Employment Opportunities (continued)</p>		<p>During the operation phase, the annual average goods and services revenues for B.C. due to terminal operations spending are estimated at \$33.4 million annually, with \$31.2 million of this revenue accruing to businesses in Metro Vancouver.</p> <p>The spending of employment income during the operation phase would result in induced output or revenue of an annual average of \$73 million spread over a wide variety of businesses, and would be mainly due to household spending by marine terminal workers.</p> <p>Further detailed information on employment opportunities will be provided after the infrastructure developer and terminal operator are selected.</p> <p>EIS, Section 19.0 – Labour Market EIS, Section 20.0 – Economic Development EIS, Section 34.0 – Benefits to Canadians</p>
<p>8. Causeway Construction – Project Design</p> <ul style="list-style-type: none"> • Interest in the widening of the causeway for the Project • Inquiries regarding the creation of culverts or a break in the causeway to allow water to flow through 	<p>City of Richmond:</p> <ul style="list-style-type: none"> • October 2013 	<p>The extent of widening along the causeway is determined by road and rail infrastructure requirements for the Project. To minimise the marine footprint, widening will vary from 0 m to approximately 140 m.</p> <p>Past experience at Roberts Bank has indicated that the tidal flats are sensitive to disturbance. In particular, past development has resulted in localised development and expansion of tidal channels and associated changes in the degree of influence of the Fraser River outflow plume on the inter-causeway area.</p> <p>An independent technical study, "Potential Effects of Opening the Causeway," was undertaken by Northwest Hydraulics Consultants for the Vancouver Port Authority in 2005 to clarify issues related to physical processes and hydraulic behaviour in the causeway area of Roberts Bank. This report determined that there is a substantial risk that a new opening in the causeway could initiate a new sequence of morphological changes on the tidal flats, which could affect the existing habitat conditions. The report is available on the Project website: http://www.robertsbankterminal2.com/wp-content/uploads/RBT2-Potential-Effects-of-Opening-the-</p>

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<p>Causeway Construction – Project Design (continued)</p>		<p>Causeway-June-2005-NHC-Memo-January-2014.pdf.</p> <p>During Project design, the addition of a flow passage channel (i.e. an opening) between the existing Westshore Terminals and the Project was evaluated to determine if the volume of water that would otherwise flow around the northwest corner could be reduced. It was determined that a 100-m-wide flow passage would slightly reduce flow velocities at the northwest corner, but it would generate additional local scour in the passage itself and adjacent areas unless other mitigation measures were installed. Based on the findings of the Northwest Hydraulics Consultants report and the evaluation of adding a flow passage channel, Port Metro Vancouver does not propose to open the Roberts Bank causeway.</p> <p>EIS, Section 4.0 – Project Description EIS, Section 5.0 – Alternative Means of Carrying Out the Project EIS, Section 9.5 – Coastal Geomorphology</p>
<p>9. Coal</p> <ul style="list-style-type: none"> • Interest in the transportation of coal • Emphasis about the importance of accurate information regarding the transportation of coal • Issue regarding the air quality impacts of transporting coal • Recommended use of fabric covers on rail cars instead of spraying the coal to prevent coal dust pollution 	<p>LGER:</p> <ul style="list-style-type: none"> • February 2014 • July 2014 <p>September 2014</p> <p>Township of Langley:</p> <ul style="list-style-type: none"> • June 2013 <p>City of Surrey:</p> <ul style="list-style-type: none"> • December 2012 <p>Local Government Correspondence</p>	<p>The proposed Project is a container terminal and does not include any coal-related elements. The Project will not contribute to coal dust.</p> <p>Coal dust from Westshore Terminals (the existing coal terminal at Roberts Bank) was included in the examination of air quality existing conditions and air quality cumulative effects assessment. The human health assessment considered the potential for contamination of edible shellfish related to Project activities resulting in re-suspension of historical deposits of coal in sediments. The assessment concluded that there were no risks to human health related to re-suspension of sediments containing coal.</p> <p>EIS, Section 9.2 – Air Quality EIS, Section 27.0 – Human Health</p>

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<p>10. Community Legacy Benefits</p> <ul style="list-style-type: none"> • Suggestion that community legacy benefits build on previous discussions regarding establishing an environmental or educational centre of excellence, focused on climate change or habitat • Suggestion that community legacy benefits be regionally focused • Suggestion that benefits be focused on dredging and road/rail separation projects • Support for a positive environmental legacy that would benefit the region 	<p>LGER:</p> <ul style="list-style-type: none"> • June 2013 • October 2013 • February 2014 <p>City of Langley:</p> <ul style="list-style-type: none"> • June 2013 <p>Township of Langley:</p> <ul style="list-style-type: none"> • June 2013 <p>City of Richmond:</p> <ul style="list-style-type: none"> • May 2013 • October 2013 <p>City of Surrey:</p> <ul style="list-style-type: none"> • May 2013 	<p>In the spirit of its long-standing commitment to supporting communities, Port Metro Vancouver began a process to determine the potential for community legacy benefits related to the Project. Since 2011, Port Metro Vancouver has consulted and had discussions with local governments (Delta, Surrey, Richmond, City of Langley, Township of Langley, and Tsawwassen First Nation) and the public regarding community legacy benefits that would be provided as part of the Project. The objective of community legacy benefits are to bring lasting economic and social benefits to communities and the region. Ensuring a local and regional approach to the types of projects and initiatives is critical to their success. Feedback from local governments and the public has indicated community benefits may include the development of transportation infrastructure and recreational facilities such as walking trails and bike paths, a pedestrian overpass to connect a trail, and environmental initiatives.</p> <p>Community legacy benefits will continue to be the subject of discussions between Port Metro Vancouver, local governments (including Tsawwassen First Nation), Aboriginal groups, and the public throughout the development of the Project.</p> <p>EIS, Section 7.3 – Local Government and Public Consultation and Engagement</p> <p>EIS, Section 34.0 – Benefits to Canadians</p>
<p>11. Commodity Change</p> <ul style="list-style-type: none"> • Interest in whether the Project would or could be converted to ship other commodities (other than containers) such as oil 	<p>Corporation of Delta:</p> <ul style="list-style-type: none"> • September 2014 	<p>The Roberts Bank Terminal 2 Project is proposed to meet forecasted west coast container demand and is designed to handle containers. Port Metro Vancouver has initiated the process of selecting a terminal operator. For a period of up to 40 years, the terminal operator would be responsible for terminal facilities, equipment, and ongoing container handling operations. Other exported or imported cargo, including automobiles, dry bulk (such as potash, grain and coal), and liquid bulk (such as oil), are being handled by other terminals in Port Metro Vancouver's jurisdiction.</p>

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<p>12. Cumulative Effects</p> <ul style="list-style-type: none"> • Interest that a cumulative effects assessment be carried out as part of the environmental assessment • Interest in the nature of the cumulative effects assessment • Suggestion that cumulative effects assessments should include all projects related to the Fraser River and Strait of Georgia • Suggestion that cumulative effects assessments should be extended to pre-contact with Aboriginal groups <p>Cumulative Effects (continued)</p>	<p>LGER:</p> <ul style="list-style-type: none"> • June 2013 • October 2013 • February 2014 • September 2014 <p>Corporation of Delta:</p> <ul style="list-style-type: none"> • May 2013 <p>City of Richmond:</p> <ul style="list-style-type: none"> • February 2014 • June 2014 • September 2014 <p>Local Government Correspondence</p>	<p>The environmental assessment for the Project was developed to meet the requirements specified in the EIS Guidelines and consistent with existing guidance documents, including <i>the Operational Policy Statement Assessing Cumulative Environmental Effects Under the Canadian Environmental Assessment Act, 2012</i> and <i>Determining Whether a Project is Likely to Cause Significant Adverse Environmental Effects</i>, the <i>Cumulative Effects Assessment Practitioners' Guide</i>, and the <i>Guideline for the Selection of Valued Components and Assessment of Potential Effects</i>, among others.</p> <p>Where Project-related changes to an intermediate component were expected, the potential for those changes to combine cumulatively with changes caused by other future projects and activities was assessed. Similarly, where measurable residual effects to a valued components have been predicted to result from the Project, a cumulative effects assessment was conducted to determine whether Project-related residual effects are likely to interact cumulatively with the effects of other certain and reasonably foreseeable projects and activities.</p> <p>Where the Project was predicted to contribute to cumulative effects, additional mitigation measures were considered. Port Metro Vancouver then determined the significance and likelihood of any adverse residual cumulative effects following the implementation of mitigation measures.</p> <p>EIS, Section 8.0 – Effects Assessment Methods</p>

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<p>13. Construction Materials</p> <ul style="list-style-type: none"> • Interest in how much dredged material is required for the construction of the Project • Issue with the impact of dredge materials required for the Project on planned annual maintenance dredging of dykes • Interest regarding source and storage of construction materials 	<p>City of Richmond:</p> <ul style="list-style-type: none"> • November 2012 <p>Local Government Correspondence</p>	<p>Approximately 17.0 million cubic metres (m³) of aggregate will be required for land development at the marine terminal and along the widened causeway. This includes different types of rock, gravel, sand, and rip-rap.</p> <p>Of the approximate 17.0 m³ of aggregate, sand constitutes the majority of the required fill volume. Sand and miscellaneous fill includes 3.2 million m³ of consolidated usable dredged material from the terminal dredge basin, 8.1 million m³ of Fraser River sand from annual maintenance dredging, and 1.1 million m³ of existing quarry sand.</p> <p>The Project will use various construction material storage locations. Fraser River dredged sand will be stored in the intermediate transfer pit. Other construction material will be stored in temporary laydown areas established in the widened causeway, or the terminal's west basin.</p> <p>The economic development effects assessment considered potential adverse effects of the Project on the local aggregate market. Sand would be sourced through the annual Fraser River dredging program, from materials dredged to create the Project's berth pocket, and from other existing suppliers. Project demand on sand is anticipated to have a negligible effect on sand availability and prices in Metro Vancouver. Other aggregate, such as gravel, dyke rock and rip-rap, would be sourced from current and potential expanded production of existing suppliers, and therefore, the potential effects on Project demand on their availability and pricing in Metro Vancouver are considered to be negligible.</p> <p>EIS, Section 4.0 – Project Description EIS, Section 20.0 – Economic Development</p>

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<p>14. Economic Benefits</p> <ul style="list-style-type: none"> • Interest in the economic benefits of the Project • Support shown for Port Metro Vancouver's contribution to the national economy 	<p>City of Richmond:</p> <ul style="list-style-type: none"> • May 2013 Local Government Correspondence 	<p>Port Metro Vancouver is Canada's largest and most diversified port, facilitating 19% of Canada's waterborne trade in goods by value. Including indirect and induced effects, in round numbers, the total benefits of ongoing operations at businesses related to Port Metro Vancouver across Canada include the following:</p> <ul style="list-style-type: none"> • 98,800 jobs, including 57,000 jobs in Metro Vancouver; • \$9.7 billion in gross domestic product (GDP); • \$20.3 billion in economic output; • \$6.1 billion in wages; • \$67,000 average wage for direct job (compared to \$44,000 average Canadian wage); and • \$1.3 billion per year in tax revenues. <p>The Roberts Bank Terminal 2 Project would provide benefits to Canada, B.C., and Metro Vancouver as a result of accommodating increased demand for trade, supporting economic growth, providing employment opportunities during the Project's construction and operation phases.</p> <p>Benefits During Construction</p> <p>During a five-and-a-half-year construction period, the Project would generate significant employment benefits for British Columbia. Project construction would generate an estimated total of 12,719 person-years of direct, indirect, and induced employment of B.C. workers, and a total of \$997 million in wages:</p> <ul style="list-style-type: none"> • 4,150 person-years of direct construction employment, with wages of \$494 million; and • 8,569 person-years of indirect and induced employment, with wages of \$503 million. <p>There would be new business opportunities in the province as a result of the Project. The total gross revenues for businesses in supplying B.C.-produced materials, goods, and services for Project construction is estimated as \$1.3 billion, with \$837 million of this revenue accruing to businesses in Metro Vancouver.</p>

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<p>Economic Benefits (continued)</p>		<p>In addition, a wide range of businesses would earn revenues through the household spending of Project-associated employment income. Over the construction phase, this induced revenue is estimated as \$361 million or an annual average of \$66 million.</p> <p>The construction phase would account for approximately \$1.3 billion in provincial gross domestic product (GDP) over the five-and-a-half-year construction period, an annual average of an estimated \$243 million. Project construction would generate about \$3.65 billion in total economic output.</p> <p>Government revenues by way of taxes paid by construction employers, suppliers, and Project associated workers would be an estimated:</p> <ul style="list-style-type: none"> • \$127 million in federal government taxes; • \$154 million in B.C. government taxes; and • \$20 million in local government taxes. <p>Benefits During Operation</p> <p>During the operation phase, on-terminal activities would generate an annual total of 1,553 person-years of direct, indirect, and induced employment, and total wages of approximately \$185 million for B.C. workers:</p> <ul style="list-style-type: none"> • 928 person-years of direct employment connected to on-terminal activities, with wages of approximately \$153 million; • 625 person-years of indirect and induced employment, with wages of approximately \$32 million.³

³ On-terminal and off-terminal (outside of the Project scope) activities associated with increased demand for approximately 2 million TEUs per year of containerised trade would support approximately 12,400 direct, indirect, and induced person-years of employment and \$813 million in wages annually. Off-terminal activities include services provided by truck drivers, harbour pilots, tugboat operators, the Canada Border Services Agency, railways, transload and distribution facility operations, and container storage yards, and would generate an estimated annual average of 6,700 person-years of direct, 3,100 person-years of indirect, and 1,050 person-years of induced employment annually, an estimated total of 10,850 person-years.

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<p>Economic Benefits (continued)</p>		<p>The annual average revenues for businesses due to terminal operations spending on B.C.-produced goods and services are estimated at \$33.4 million, with \$31.2 million of this revenue accruing to businesses in Metro Vancouver.</p> <p>The spending of employment income during the operation phase would result in induced revenue of an annual average of \$73.3 million spread over a wide variety of businesses, and would be mainly due to household spending by marine terminal workers.</p> <p>On-terminal activities would account for approximately \$212 million in provincial GDP each year and about \$290 million in total economic (or gross) output.⁴</p> <p>Annual average tax payments to the three levels of government by the terminal operator, infrastructure developer, suppliers, and Project-associated workers are estimated at:</p> <ul style="list-style-type: none"> • \$22.4 million in federal government taxes; • \$12.8 million in B.C. government taxes; and • \$6.9 million in local government taxes. <p>EIS, Section 20.0 – Economic Development EIS, Appendix 20-A Economic Impact Roberts Bank Terminal 2 EIS, Section 34.0 – Benefits to Canadians</p>
<p>15. Environmental Assessment Process</p> <ul style="list-style-type: none"> • Support for an independent panel review for the Project • Interest in the environmental assessment process for the Project, including the scope of assessment, timelines and opportunities for public comment 	<p>LGER:</p> <ul style="list-style-type: none"> • June 2013 • October 2013 • February 2014 • July 2014 • September 	<p>Port Metro Vancouver began undertaking extensive environmental studies, consideration of alternate designs and means of carrying out the Project, and consultation with Aboriginal groups, local government, and the public in 2011, with the expectation that the Project would be subject to a thorough and independent environmental assessment. During consultation, Port Metro Vancouver provided information about the anticipated environmental assessment process, including that</p>

⁴ On-terminal and off-terminal activities would generate an estimate annual average of \$1.22 billion in GDP and \$2.36 billion in total economic output. Off-terminal activities associated with increased demand for approximately 2 million TEUs per year of containerised trade would generate an estimated annual average of \$1.01 billion in GDP and \$2.07 billion in total economic output.

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<ul style="list-style-type: none"> • Interest in how the B.C. Environmental Assessment Office would be involved in the environmental assessment process • Interest in who is preparing the EIS and whether local government will be requested to provide information for its development • Issue with timeframe required for comments on the draft Panel Terms of Reference 	<p>2014</p> <p>Corporation of Delta:</p> <ul style="list-style-type: none"> • May 2013 • September 2013 • January 2014 • June 2014 • September 2014 <p>Township of Langley:</p> <ul style="list-style-type: none"> • September 2013 <p>City of Richmond:</p> <ul style="list-style-type: none"> • November 2012 • October 2013 • February 2014 • June 2014 • September 2014 <p>City of Surrey:</p> <ul style="list-style-type: none"> • September 2012 • January 2014 <p>Local Government Correspondence</p>	<p>it would likely be a panel-level process.</p> <p>Port Metro Vancouver submitted a Project Description to the Canadian Environmental Assessment Agency and the British Columbia Environmental Assessment Office in September 2013. Following a review of the Project Description, it was determined that the Project is reviewable under the <i>Canadian Environmental Assessment Act, 2012</i> and the British Columbia <i>Environmental Assessment Act</i>.</p> <p>On January 7, 2014, the Minister of the Environment, who is responsible for the Canadian Environmental Assessment Agency, referred the Project to an independent review panel.</p> <p>More information regarding the federal environmental assessment for the Project, including the Panel Terms of Reference, can be found on the Canadian Environmental Assessment Agency website at www.ceaa-acee.gc.ca, Reference Number: 80054.</p> <p>On November 5, 2014, the B.C. Environmental Assessment Office confirmed the Project is reviewable under Part 8 of the <i>Reviewable Projects Regulation, B.C. Environmental Assessment Act</i>. On December 19, 2014, the B.C. Minister of Environment issued an order under section 14 of the Act establishing the Province's procedures and methods for conducting the environmental assessment for the Project.</p> <p>The Minister ordered that:</p> <ul style="list-style-type: none"> • The scope of the Project is as defined by the CEA Agency in the EIS guidelines; • The scope of the assessment must include factors established by the federal Minister and potential adverse environmental, economic, social, heritage, and health effects, including cumulative effects, and practicable means to mitigate such potential adverse environmental effects, and potential adverse effects on Aboriginal groups;

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		<ul style="list-style-type: none"> • The B.C. Environmental Assessment Office will principally rely on the EA to be conducted by the federal review panel and on consultation conducted by the CEA Agency with Aboriginal groups, whose interests are potentially affected by the Project; and • The Environmental Assessment Office must make a recommendation to the Minister within 30 days of receiving notice of the decision from the federal Minister. <p>The information presented in the EIS is intended to satisfy both federal and provincial EA requirements.</p> <p>Port Metro Vancouver prepared the EIS, and some municipalities were interviewed to provide information, including for socio-economic sections. Municipalities also took part in the Working Group process in early 2014.</p> <p>EIS, Section 6.0 – Environmental Assessment and Permitting Process</p>

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
<p>16. Environmental Assessment – Scope of Assessment</p> <ul style="list-style-type: none"> Statement that scope of the environmental assessment should extend beyond Project boundaries and should include Langley, Richmond, Surrey, and Vancouver, particularly with respect to traffic and rail impacts Request for explanation about the scope of the Project and scope of assessment Interest in whether the content of containers would be assessed as part of the environmental assessment Interest in the EIS Guidelines including community concerns, including impacts on transportation from truck and train traffic Interest in inclusion of transportation and climate change in field studies 	<p>LGER:</p> <ul style="list-style-type: none"> February 2014 September 2014 <p>oration of Delta:</p> <ul style="list-style-type: none"> June 2014 September 2014 <p>City of Langley:</p> <ul style="list-style-type: none"> February 2014 <p>Township of Langley:</p> <ul style="list-style-type: none"> January 2013 June 2013 September 2013 February 2014 <p>City of Richmond:</p> <ul style="list-style-type: none"> November 2012 October 2013 February 2014 <p>City of Surrey:</p> <ul style="list-style-type: none"> September 2013 <p>ity of Langley, Township of Langley, City of Surrey:</p> <ul style="list-style-type: none"> February 2014 (Joint Meeting) June 2014 (Joint Meeting) <p>Local Government Correspondence</p>	<p>As defined in the EIS Guidelines issued by the CEA Agency, the scope of the Project includes construction, operation, and where relevant, the decommissioning of the marine terminal, causeway expansion, tug basin, any dredging and temporary works, as well as marine, road, and rail transportation within Port Metro Vancouver’s jurisdiction.</p> <p>The scope of the assessment is the potential effects of the Project components and activities included within the scope of the Project wherever they occur, including effects that extend beyond Port Metro Vancouver’s jurisdiction. The scope of assessment is different for the various components being assessed, depending on the range of potential effects for each component.</p> <p>The EIS was developed to meet the requirements specified in the EIS Guidelines and consistent with existing guidance documents. The effects of truck and train traffic beyond the Roberts Bank causeway is not within the scope of the Roberts Bank Terminal 2 Project EA as defined by the EIS Guidelines. However, recognising concerns regarding the effects of trade-related transportation on communities, Port Metro Vancouver has initiated conversations as part of the Gateway Transportation Collaboration Forum to identify, prioritise, and deliver infrastructure required to meet the requirements of increased goods movement throughout Metro Vancouver.</p> <p>The environmental assessment does not look at the content of containers.</p>

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<p>17. Gateway Transportation Collaboration Forum</p> <ul style="list-style-type: none"> • Interest in how Port Metro Vancouver will approach the need for additional or improved road or rail infrastructure and additional land requirements outside of the Project footprint • Interest in municipal participation in the Gateway Transportation Collaboration Forum • City of Langley, Township of Langley and City of Surrey jointly presented priority requests for specific overpasses, which are viewed as a Port Metro Vancouver obligation due to community concerns regarding impacts to transportation from the Project • Suggestion that the Gateway Transportation Collaboration Forum should be a requirement of the Project and should be assessed under the environmental assessment 	<p>Corporation of Delta:</p> <ul style="list-style-type: none"> • June 2014 • September 2014 <p>City of Richmond:</p> <ul style="list-style-type: none"> • June 2014 <p>City of Langley, Township of Langley, City of Surrey:</p> <ul style="list-style-type: none"> • June 2014 (Joint Meeting) • September 2014 (Joint Meeting) 	<p>The Gateway Transportation Collaboration Forum (GTCF) was established in 2014 to identify and prioritize development of transportation and related infrastructure necessary for supporting continued gateway growth and to provide overall net benefits to host communities. It brings together Transport Canada, the B.C. Ministry of Transportation and Infrastructure, TransLink, the Greater Vancouver Gateway Council, and Port Metro Vancouver to collaboratively pursue infrastructure solutions and funding opportunities under the New Building Canada Plan. The GTCF builds on the success of past initiatives, including the Roberts Bank Rail Corridor Program, South Fraser Perimeter Road, North Shore and South Shore Trade Area projects, Ashcroft Terminal's Expansion Project, and the Regional Transportation Management Centre. It was not created in relation to, nor is it in any way solely focused on, the RBT2 project.</p> <p>The GTCF consists of four trade areas, including the Roberts Bank Trade Area.</p> <p>The GTCF leverages existing reports and conduct new studies, as necessary, to guide identification and evaluation of regional projects that relate to additional truck and train traffic from increasing demand for trade through the gateway. The GTCF works in consultation with municipal governments, regional agencies, Aboriginal groups, industry, and other stakeholders, to consider how best to meet long-term trade demand while reducing impacts to local communities and the environment.</p> <p>Much of this work will focus on addressing the increased truck and train traffic within Metro Vancouver that is anticipated as demand for trade through the gateway grows.</p>

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<p>18. George Massey Tunnel</p> <ul style="list-style-type: none"> Interest in the Province of B.C.'s proposed replacement of the George Massey Tunnel and how it would relate to Port Metro Vancouver's operations and impacts on transportation in Richmond City of Richmond requested that boundaries of PMV's Transportation Plan include areas north of the George Massey Tunnel 	<p>LGER:</p> <ul style="list-style-type: none"> October 2013 February 2014 July 2014 September 2014 <p>Corporation of Delta:</p> <ul style="list-style-type: none"> May 2012 July 2013 May 2012 <p>Local Government Correspondence</p>	<p>The B.C. Ministry of Transportation and Infrastructure (MoTI) is developing a replacement of the existing George Massey Tunnel. The George Massey Tunnel Replacement Project is in response to concerns about the impact of congestion at this crossing and in consideration of the remaining useful life of the infrastructure before major components will need to be replaced. Engineering and technical work are underway and will be presented to the public for stakeholder discussion in 2015. Construction is scheduled to begin in 2017. Port Metro Vancouver is engaging with MoTI throughout the development of the tunnel replacement project.</p> <p>The Gateway Transportation Collaboration Forum will address transportation infrastructure, including areas north of the George Massey Tunnel.</p>
<p>19. Habitat Enhancement Program</p> <ul style="list-style-type: none"> Appreciation from Local Government Elected Roundtable regarding Port Metro Vancouver's habitat enhancement efforts Interest in the relationship between the Habitat Enhancement Program and the Project Request for public access to Habitat Enhancement Program documents 	<p>LGER:</p> <ul style="list-style-type: none"> February 2014 <p>City of Richmond:</p> <ul style="list-style-type: none"> October 2013 <p>Local Government Correspondence</p>	<p>The Habitat Enhancement Program is a Port Metro Vancouver initiative focused on creating and enhancing fish and wildlife habitat. This program is a proactive measure intended to provide a balance between a healthy environment and future port development projects. Port Metro Vancouver has been proactively building habitat since 1991. Port Metro Vancouver engages with all levels of government, regulators, Aboriginal groups and adjacent communities, as appropriate, during project definition, design and construction.</p> <p>Port Metro Vancouver works with Fisheries and Oceans Canada (DFO) through an established Agreement, to identify and implement habitat enhancement projects. Under this Agreement, and at the discretion of Fisheries and Oceans Canada, Port Metro Vancouver is able to apply credits from its habitat bank to offset potential residual effects from future development, after other mitigation measures have been implemented.</p> <p>For more information about the Program and documents relating to habitat enhancement projects, please visit: www.portmetrovanancouver.com/habitatenhancement.</p>

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<p>20. Human Health</p> <ul style="list-style-type: none"> • Interest that a health assessment be undertaken as part of the environmental assessment, particularly related to changes in air quality (diesel and coal particulate), noise, vibration, and light 	<p>LGER:</p> <ul style="list-style-type: none"> • October 2013 • February 2014 <p>Local Government Correspondence</p>	<p>An assessment was conducted to determine potential Project-related effects on human health.</p> <p>The assessment was carried out using both a quantitative human health risk assessment and a qualitative health impact assessment. The assessment focused on factors contributing to health and community well-being.</p> <p>The assessment of human health focused on seven sub-components:</p> <ul style="list-style-type: none"> • Exposure to air emissions; • Exposure to noise and vibration; • Exposure to shellfish contamination; • Stress and annoyance; • Employment and income; • Food security, including potential changes in availability of traditional food; and • Health inequity, referring to the distribution of Project-related risks and benefits. <p>The following are highlights of the human health assessment:</p> <ul style="list-style-type: none"> • Health of communities in the local assessment area is generally good and comparable to provincial and national averages. • Seven potential mechanisms for human health effects were assessed: air emissions, noise and vibration, shellfish contamination, stress and annoyance, employment and income, food security and health inequity. • Potential Project-related effects on human health are expected to be fully or partially mitigated through the implementation of environmental management plans and additional mitigation measures. • The Project is not expected to result in any significant adverse effects on human health. • The Project is not expected to result in measurable incremental residual cumulative effects to human health. <p>EIS, Section 27.0 – Human Health</p>

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<p>21. Immigration and Security of Ship Crews</p> <ul style="list-style-type: none"> • Interest in understanding crew immigration and port security 	<p>Corporation of Delta:</p> <ul style="list-style-type: none"> • September 2014 	<p>Port Metro Vancouver is committed to the safe, efficient, and environmentally responsible movement of goods and passengers through the port. The Port Information Guide promotes safe and efficient navigation within Port Metro Vancouver jurisdiction to protect the marine environment. It contains port-wide procedures and practices that apply to all vessels, including pleasure craft and recreational vessels.</p> <p>Port Metro Vancouver maintains routine situational awareness through its Operations Centre, which provides continuous coverage 24 hours per day, seven days per week. Port activities are monitored via camera feeds and a fleet of dedicated patrol vessels. Through its port surveillance activities and vessel inspections, the Operations Centre safeguards the port environment, enforces safety practices and procedures and, in the event of a marine incident, assumes a coordinating role in port-related emergency response situations, working closely with first responders, the community, and stakeholders.</p> <p>With respect to crew immigration, the Canada Border Services Agency is responsible for ensuring the free flow of legitimate people and goods, and to ensure trade security, and manage access to Canada.</p>

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<p>22. Infrastructure Services</p> <ul style="list-style-type: none"> • Request to inform the Corporation of Delta about any fire or emergency services even if Delta's services are not required • Issue regarding sewage service for construction workers on Project site • Request for assessment of potential street enhancement 	<p>Corporation of Delta:</p> <ul style="list-style-type: none"> • May 2012 <p>Local Government Correspondence</p>	<p>The marine terminal includes a wastewater treatment plant, which would treat sanitary discharge from serviced buildings. An assessment was conducted to determine potential Project-related effects on community services and infrastructure. The assessment of Project effects on community services and infrastructure focused on three sub-components:</p> <ul style="list-style-type: none"> • Housing, including permanent and temporary accommodations; • Emergency and health services, including fire, police, ambulance, local hospitals, and health services; and • Municipal infrastructure, including water and solid waste infrastructure. <p>The assessment concluded that:</p> <ul style="list-style-type: none"> • With mitigation, residual Project effects on healthcare services, emergency services, and municipal services and infrastructure are expected to be negligible. • The Project is not expected to result in measurable adverse residual effects to services and infrastructure. • The Project is not expected to result in any incremental cumulative effects to services and infrastructure. <p>Mitigation for potential Project-related effects on services and infrastructure includes communication with the Corporation of Delta, Delta Police, Delta Fire, and BC Ambulance Service on operational plans, activities, timelines, service requirements, and management of emergency service utilisation.</p> <p>EIS, Section 23.0 – Services and Infrastructure</p>

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<p>23. Land Use</p> <ul style="list-style-type: none"> • Requests for information about Port Metro Vancouver's land use plans for Port Metro Vancouver-owned land in Delta and Richmond • Interest in whether land use pressures for the construction of container storage would be studied as part of the environmental assessment 	<p>Corporation of Delta:</p> <ul style="list-style-type: none"> • June 2014 <p>Township of Langley:</p> <ul style="list-style-type: none"> • September 2013 <p>City of Richmond:</p> <ul style="list-style-type: none"> • May 2013 • October 2013 • September 2014 <p>Local Government Correspondence</p>	<p>Port Metro Vancouver's new Land Use Plan guides the development of port lands and waters over the next 15 to 20 years. The Land Use Plan helps Port Metro Vancouver respond to growth in Canada's trade, while also protecting the environment and contributing positively to Aboriginal groups and local communities. The Land Use Plan was developed over a three-year process that ended in mid-2014. The plan was the result of consultation with over 1,000 individuals representing municipalities, Aboriginal groups, government agencies, environmental organisations, businesses, industries, and members of the public. To see the Land Use Plan, visit www.portmetrovanancouver.com/landuseplan.</p> <p>As part of the environmental assessment, Port Metro Vancouver examined potential Project effects on land and water uses within and adjacent to the Project area, as well as opportunities for future land and water use. These uses specifically pertain to port and marine-related use, protected areas, community lease lands, agricultural use, and other tenured uses. The assessment included the review of several land and water use management plans including agricultural plans, industrial land management plans, and community planning documents.</p> <p>The following are highlights of the land and water use assessment:</p> <ul style="list-style-type: none"> • Potential effects on the consistency of land use planning designations, marine industrial use, and uses of adjacent protected areas are expected to be fully mitigated, and these uses would be able to continue during construction and operation. • An effect on access to Tsawwassen First Nation water lots (community lease lands) is expected to be partially mitigated and the residual effect is determined to be not significant. • The Project is not expected to result in significant residual adverse effects to land and water use. • The Project is not expected to result in any incremental cumulative effects to land and water use. <p>EIS, Section 26.0 - Land and Water Use</p>

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<p>24. Light</p> <ul style="list-style-type: none"> Issues regarding the impacts of light from the Project 	<p>Corporation of Delta:</p> <ul style="list-style-type: none"> September 2013 <p>Local Government Correspondence</p>	<p>An assessment was conducted of potential changes in light resulting from the Project. The results of the light assessment informed the assessments of marine fish, coastal birds, visual resources, human health, and current use of land and resources for traditional purposes.</p> <p>The assessment focused on two aspects of light:</p> <ul style="list-style-type: none"> Light trespass, the amount of light that strays from its intended purpose onto neighbouring areas; and Sky glow, the unwanted illumination of the night sky that affects the visibility of stars. <p>The assessment concluded that:</p> <ul style="list-style-type: none"> Overall, the Project is not expected to change the general light environment of the Lower Mainland and the Gulf Islands and no measurable incremental cumulative changes related to light are expected. Project-related lighting is expected to result in a minimal increase in light trespass levels. Increases in sky glow levels are expected, but are not anticipated to result in a noticeable change from existing conditions. <p>Suggested mitigations were considered in the effects assessment. Mitigation measures to address effects on visual resources and coastal birds consist of implementation of Environmental Management Plans including Light Management Plans for construction and operation phases. These plans will include the following measures:</p> <ul style="list-style-type: none"> Orienting lights downwards and away from residential and marine areas; Using shielding to minimise light trespass; Controlling light levels and limiting light use to areas where activities are occurring; Where possible, using fixtures that emit light at wavelengths shown to minimise disorienting effects to birds; and

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		<ul style="list-style-type: none"> Ensuring dredge lighting system shields light from spilling outside the basic working footprint of the dredge. <p>EIS, Section 9.4 – Light EIS, Section 15.0 – Coastal Birds EIS, Section 25 – Visual Resources</p>
<p>25. Local Benefits</p> <ul style="list-style-type: none"> Ensure that benefits to Canadians are not at the expense of local communities and benefits Interest in Port Metro Vancouver’s consideration of pedestrian and cycling opportunities Interest in the socio-economic benefits for Delta generated by the Project 	<p>City of Langley, Township of Langley, City of Surrey:</p> <ul style="list-style-type: none"> February 2014 (Joint Meeting) <p>Local Government Correspondence</p>	<p>A large portion of the Project’s economic benefits are expected to occur in the Metro Vancouver economy.</p> <p>The results of the labour market assessment indicate that the majority of employment in both construction and operation phases is expected to be drawn from Metro Vancouver.</p> <p>An assessment of potential Project-related effects on outdoor recreation activities was conducted. The assessment included consideration of cycling as a land-based recreational activity. The assessment concluded no measurable Project-related effects on cycling opportunities were anticipated.</p> <p>In the spirit of its long-standing commitment to supporting communities, Port Metro Vancouver began a process to determine the potential for community legacy benefits related to the Project. Feedback from local governments and the public has indicated that community benefits may include the development of transportation infrastructure and recreational facilities such as walking trails and bike paths, a pedestrian overpass to connect a trail, and environmental initiatives. Community legacy benefits will continue to be the subject of discussions between Port Metro Vancouver, local governments, Tsawwassen First Nation, and the public throughout the development of the Project.</p> <p><i>See Business and Employment Opportunities.</i></p> <p>EIS, Section 2.0 – Project Overview EIS, Section 20.0 – Economic Development EIS, Appendix 20-A Economic Impact Roberts Bank Terminal 2 Project EIS, Section 22.0 – Local Government Finances EIS, Section 34.0 – Benefits to Canadians</p>

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<p>26. Noise and Vibration</p> <ul style="list-style-type: none"> • Issues regarding the impacts of noise from the Project • Issues specific to train whistling and road and rail traffic • Interest in Port Metro Vancouver's noise monitoring program • Interest in the implementation of noise monitoring programs 	<p>Corporation of Delta:</p> <ul style="list-style-type: none"> • February 2013 • May 2013 • September 2013 <p>Township of Langley:</p> <ul style="list-style-type: none"> • June 2013 • February 2014 <p>City of Surrey:</p> <ul style="list-style-type: none"> • December 2012 <p>Local Government Correspondence</p>	<p>The noise and vibration assessment examined potential changes in noise and vibration as a result of the Project. The results of the noise and vibration assessment was used in the assessments of coastal birds, marine commercial use, outdoor recreation, human health, and current use of land and resources for traditional purposes.</p> <p>The assessment considered Project-related sources of noise and vibration, including construction equipment, berthing and unberthing of container ships, tugboats, ships at berth, container handling activities, and movement of trains and trucks on the terminal and causeway. The assessment focused on continuous noise, low frequency noise, transient and impulsive noise, and ground-borne vibration.</p> <p>The assessment concluded that:</p> <ul style="list-style-type: none"> • Project-related changes in annual average noise levels in communities near the Project are expected to be minor and for the most part, not perceptible. • Some changes in noise conditions that could be perceptible include: <ul style="list-style-type: none"> ▫ Increased noise during periods of peak construction activity. ▫ The number of intermittent noises related to cargo handling and train shunting during operation would increase, but the noise levels perceived from shore would be the same or lower than noise levels from the existing Roberts Bank terminals, since the new marine terminal would be located further from shore. ▫ Increased noise in marine areas are expected to be perceptible close to the terminal. • The Project in combination with other certain and reasonably foreseeable projects and activities is expected to result in minimal incremental cumulative changes to noise in areas close to road and rail corridors. • The construction and operation of the marine terminal and causeway is not expected to result in perceptible increases in levels of ground-borne vibration.

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<p>Noise and Vibration (continued)</p>		<p>Suggested mitigations were considered in the development of proposed mitigation for Project-related changes in noise. Noise Management Plans would be developed for construction and operation phases and would integrate with Port Metro Vancouver's existing noise monitoring programs.</p> <p>Mitigation of construction-related noise would include:</p> <ul style="list-style-type: none"> • Scheduling of higher-noise generating activities during weekdays, and during the daytime; • Shutdown of equipment and vehicles when not in use; • Utilisation of equipment that produces less noise; and • Awareness and training for construction crews. <p>Mitigation for operation-related noise would include:</p> <ul style="list-style-type: none"> • Optimised tonality of equipment alarms to limit audibility on shore while meeting safety requirements; • Operator awareness and training; and • Regular maintenance of equipment (e.g., lubrication of pulleys and other moving parts, replacement of deteriorated exhaust mufflers, maintaining efficiencies of engines through servicing). • The plan will integrate with Port Metro Vancouver's existing noise-monitoring programs. <p>For more information regarding Port Metro Vancouver's Long Term Noise Monitoring Program, please see http://www.portmetrovanancouver.com/en/environment/initiatives/noise-monitoring.</p> <p>EIS, Section 9.3 – Noise and Vibration EIS, Section 33.0 – Environmental Management Program</p>

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<p>27. Participant Funding Program</p> <ul style="list-style-type: none"> Interest in Port Metro Vancouver's involvement in the Canadian Environmental Assessment Agency Participant Funding Program 	<p>Corporation of Delta:</p> <ul style="list-style-type: none"> September 2014 	<p>Responsible federal authorities, including the CEA Agency, involved in an environmental assessment process are required to establish participant funding programs under the <i>Canadian Environmental Assessment Act, 2012</i>.</p> <p>The CEA Agency administers the Participant Funding Program, which supports individuals, non-profit organisations and Aboriginal groups interested in participating in federal environmental assessments. Participating in federal environmental assessments helps to ensure that concerns from the public and Aboriginal groups, regarding the potential effects of a project on the environment, on the public, on Aboriginal groups and on existing or potential Aboriginal or Treaty rights, are taken into consideration during the environmental assessment process.</p> <p>Separate from the CEA Agency Participant Funding Program, in support of Project planning and information-gathering purposes, Port Metro Vancouver has provided or offered funding support to ensure the ongoing participation of Aboriginal groups involved in the Project's consultation processes. Additional agreements were also initiated to support the development of studies regarding the current use of lands and resources for traditional purposes. As a result of these engagement and consultation activities, Aboriginal groups have provided traditional use information relating to the Project area.</p> <p>Port Metro Vancouver participation funding agreements have been negotiated between Port Metro Vancouver and Aboriginal groups, either individually or through associations representing the Aboriginal groups. Port Metro Vancouver has provided participation funding to 12 Aboriginal groups or associations representing these groups: Tsawwassen First Nation; Musqueam First Nation; Semiahmoo First Nation; Tsleil-Waututh Nation; Cowichan Tribes; Penelakut Tribe; Halalt First Nation; Stz'uminus First Nation; Lake Cowichan First Nation; Lyackson First Nation; Metis Nation British Columbia; and Hwlitsum First Nation.</p> <p>EIS, Section 7.2 – Aboriginal Group Consultation and Engagement</p>

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
<p>28. Population Demographics</p> <ul style="list-style-type: none"> Request that Port Metro Vancouver account for population growth in the City of Surrey with respect to Project planning 	<p>City of Langley, Township of Langley, City of Surrey:</p> <ul style="list-style-type: none"> February 2014 (Joint Meeting) 	<p>In 2012, Port Metro Vancouver initiated studies on potential population effects due to the Project to support the environmental assessment. This study was carried out to determine whether the Project would result in an in-migration of workers into the local area, which could potentially result in demands on community infrastructure and services, and increased costs to local government.</p> <p>The study area included Metro Vancouver with consideration for Corporation of Delta and Tsawwassen First Nation as the communities closest to the Project that workers could potentially migrate to.</p> <p>The assessment determined that the Project is not expected to alter the overall population growth trend in Metro Vancouver during the construction and operation phases. The construction phase is expected to attract small amounts of temporary and permanent in-migration. The Project is not expected to directly change the population of Metro Vancouver during the operation phase.</p> <p>EIS, Section 18.4 – Population</p>

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
<p>29. Project Cost, Funding and Ownership</p> <ul style="list-style-type: none"> • Interest in the cost of the Project • Interest in the financial structure and ownership of the Project • Interest in whether Port Metro Vancouver would be applying for public funding for the Project 	<p>LGER:</p> <ul style="list-style-type: none"> • September 2014 <p>Corporation of Delta:</p> <ul style="list-style-type: none"> • September 2014 <p>City of Langley, Township of Langley, City of Surrey:</p> <ul style="list-style-type: none"> • September 2014 (Joint Meeting) 	<p>The anticipated capital cost of the Project is more than \$2 billion. The Project will be privately funded.</p> <p>Port Metro Vancouver is undertaking two separate procurement processes to select a terminal operator and an infrastructure developer:</p> <ul style="list-style-type: none"> • Terminal Operator: Port Metro Vancouver began the process of selecting a terminal operator in 2013. For a period of up to 40 years, the terminal operator would be responsible for terminal facilities, equipment, and ongoing container handling operations. The terminal operator would provide Port Metro Vancouver with lease payments, as well as volume-based fees and charges, the form and amount of which will be one of the key selection criteria in the procurement process. • Infrastructure Developer: The infrastructure developer would be procured through a separate competitive process following the selection of a terminal operator. The infrastructure developer would be responsible for designing, building, financing, and maintaining the terminal land and related infrastructure, including the berth structure. Once the Project was operational, and subject to ongoing availability and functioning of the terminal, Port Metro Vancouver would make regular payments to the infrastructure developer over a period of up to 40 years. <p>This procurement approach, consistent with large infrastructure projects across Canada, would provide Port Metro Vancouver with integrated, long-term contracts, and financial accountability during Project development and operation.</p>

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
<p>30. Public Consultation Process</p> <ul style="list-style-type: none"> Request for ongoing and extended public consultation Request that project information be available and accessible to the general public Interest in the coordination between Port Metro Vancouver-led and Regulator-led consultation Interest in how public consultation input would be considered by Port Metro Vancouver Suggestion that specific methods to engage communities include online tools Interest in Port Metro Vancouver presenting mitigation for rail traffic as a consultation topic Suggestion that low consultation participation in the City of Langley, Township of Langley and City of Surrey is due to the scope of the environmental assessment process 	<p>LGER:</p> <ul style="list-style-type: none"> June 2013 October 2013 February 2014 July 2014 September 2014 <p>City of Langley:</p> <ul style="list-style-type: none"> September 2013 <p>Township of Langley:</p> <ul style="list-style-type: none"> January 2013 June 2013 September 2013 February 2014 <p>City of Richmond:</p> <ul style="list-style-type: none"> October 2013 February 2014 June 2014 September 2014 <p>City of Surrey:</p> <ul style="list-style-type: none"> September 2013 January 2014 <p>City of Langley, Township of Langley, City of Surrey:</p>	<p>Port Metro Vancouver has undertaken comprehensive consultation with local government and the public about the Project beginning in January 2011. During this time, Port Metro Vancouver has participated in more than 100 meetings and presentations with communities, local government, and businesses through its Local and Regional Government Outreach and Engagement Program, Port Metro Vancouver-led consultation, and community outreach activities. These activities are in addition to opportunities for public comment provided through the environmental assessment process.</p> <p>Port Metro Vancouver conducted Pre-Consultation in 2011, which was designed to gather input regarding how participants wished to participate in future consultation and what topics they would like to be consulted about. Port Metro Vancouver considered this input in designing subsequent consultation activities.</p> <p>Project Definition Consultation (2012), Pre-Design Consultation (2013) and consultation regarding Preliminary Environmental Mitigation Measures (2014) consulted participants about elements of Project design, importance of environmental study topics, and proposed environmental mitigation measures. Consultation methods were designed to maximise participation, and included small group meetings, open house, and online consultation through feedback forms and PortTalk, an online forum. Notification was broad and included advertising in community newspapers, email invitations to the Project update list (1,200 email addresses as of November 30, 2014), follow up phone calls, social media (Twitter and Facebook), and a postcard invitation to more than 18,000 residences and businesses in Delta before consultation regarding Preliminary Environmental Mitigation Measures.</p> <p>Consultation input was independently summarised in Consultation Summary Reports, which are available in the Information Centre at www.portmetrovanancouver.com/RBT2. This input has been considered, along with technical and financial information and information gathered from Aboriginal groups and regulatory agencies, in Consideration of Consultation Input</p>

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
<p>Public Consultation Process (continued)</p>	<ul style="list-style-type: none"> • June 2014 (Joint Meeting) • September 2014 (Joint Meeting) <p>Local Government Correspondence</p>	<p>Memos and in the development of the EIS.</p> <p>Port Metro Vancouver distributed information through several methods to ensure local governments and the public are aware of the Project. These include monthly email notifications regarding technical and environmental field studies, the development of a Project video, Project website, information sheets about Project topics frequently raised by members of the public, and the Delta Community Office.</p> <p>In addition to consultation activities, Port Metro Vancouver regularly responds to public enquiries regarding the Project through a dedicated phone line, email, mailing address, and in person at the Delta Community Office. Between 2011 and December 31, 2014, Port Metro Vancouver received 104 enquiries regarding the Project.</p> <p>Port Metro Vancouver will continue engagement and consultation throughout the Panel review phase, and should the Project proceed, into the construction and operation phases.</p> <p>EIS, Section 7.3 – Local Government and Public Engagement and Consultation</p> <p>EIS, Appendix 7.3-D – List of Communications and Consultation Materials</p> <p>EIS, Appendix 7.3-E – List of Engagement and Consultation Meetings</p>

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
<p>31. Role of Coast Guard</p> <ul style="list-style-type: none"> Request for information regarding the role of the coast guard with respect to an increase in container ships 	<p>LGER:</p> <ul style="list-style-type: none"> July 2014 	<p>Port Metro Vancouver has existing regional traffic management risk mitigation measures. Part of this includes a vessel traffic management system which indicated, that in accordance with the Vessel Traffic Services Zone Regulations under the <i>Canada Shipping Act, 2001</i>, the Canadian Coast Guard Marine Communication and Traffic Services maintains a vessel traffic system (VTS) that provides for information exchange between vessels and with a shore-based centre. Information is communicated to all vessels that are 20 metres in length or more (i.e., required participants), and others that comply with VTS regulations voluntarily. The VTS includes mandatory vessel reporting requirements, monitoring of radio communications, radar tracking, and a vessel traffic separation scheme. Vessel movements are monitored by certified Marine Communication and Traffic Officers using VHF radio and direction finding equipment, tracking computers, and in areas of high traffic density, surveillance radar.</p>
<p>32. Shellfish Harvesting</p> <ul style="list-style-type: none"> Issue regarding the impacts of the terminal location on sedimentation and its effect on fishing and shellfish gathering Statement regarding the importance of shellfish harvesting to First Nations 	<p>LGER:</p> <p>October 2013</p>	<p>Bivalve shellfish (e.g., clams and cockles) were assessed as a sub-component of the marine invertebrates assessment.</p> <p>Productivity decreases for bivalve shellfish are predicted and can be partially mitigated through the implementation of environmental management plans (including salvaging and transplanting) and through the creation of eelgrass, intertidal marsh, mudflat and sandy gravel beach habitats.</p> <p>While the Project is predicted to cause losses of productivity of bivalve shellfish, the scale of change is minor in the context of natural variability and will not compromise population integrity or ecological function.</p> <p>Mitigation to reduce Project-related effects to bivalve shellfish would also mitigate potential changes in the availability of preferred current use resources for Aboriginal groups.</p> <p>EIS, Section 12.0 – Marine Invertebrates</p> <p>EIS, Section 32.0 – Potential of Establish Aboriginal and Treaty Rights and Related Interests, including Current Use of Lands and Resources for Traditional Purposes</p>

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
<p>33. Shore Power</p> <ul style="list-style-type: none"> Interest in the use of shore power and whether it would be regulated 	<p>Corporation of Delta:</p> <ul style="list-style-type: none"> September 2014 <p>Local Government Correspondence</p>	<p>Shore power is a part of Port Metro Vancouver's overall Air Action Program, which also includes projects that minimize emissions of trucks, cargo handling equipment and trains. Port Metro Vancouver has already provided shore power connections for cruise ships at Canada Place and is actively working on increasing the use of shore power to include cargo ships.</p> <p>The Project has been designed to include connections for vessel shore power. Shore power connections will enable ships to be plugged into electrical power sources at the wharf so that their diesel engines and associated electrical generators can be turned off, thus reducing air and noise emissions.</p> <p>Electrical services for tug shore power connections will be extended, or added from the existing tug basin services.</p>
<p>34. Train Traffic</p> <ul style="list-style-type: none"> Issues regarding an increase in train traffic and train lengths from the Project Issue with potential road closures as a result of at-grade rail crossings Requests for whistle cessation along the rail corridor Request that Port Metro Vancouver identify and implement mitigation measures for rail impacts Inquiry regarding routing rail traffic away from downtown Langley Interest in how the Project would require additional improvements along the Roberts Bank Rail Corridor 	<p>LGER:</p> <ul style="list-style-type: none"> February 2014 <p>City of Langley:</p> <ul style="list-style-type: none"> November 2012 June 2013 September 2013 February 2014 <p>Township of Langley:</p> <ul style="list-style-type: none"> January 2013 June 2013 September 2013 February 2014 <p>City of Surrey:</p> <ul style="list-style-type: none"> December 2012 	<p>There would be four trains per average day, and five trains per peak day, in each direction serving the Project (for a total of 8 movements per day on average, or 10 movements per peak day). Train lengths from, and to, the Project are expected to be between 8,000 and 12,000 feet (approximately 2,440 and 3,660 metres) long.</p> <p>To address concerns regarding the effects of trade-related transportation on communities, the Gateway Transportation Collaboration Forum seeks to identify and prioritize the development of infrastructure necessary for supporting continued gateway growth and to provide overall net benefits to host communities in Metro Vancouver. The Gateway Transportation Collaboration Forum will address transportation infrastructure that may include, but not limited to, at-grade rail crossings, rail traffic routing, rail improvements and mitigation for impacts from railways.</p> <p>Train whistling is a federal regulatory requirement at unprotected crossings, and can otherwise occur for poor weather conditions, poor visibility or other safety concerns (e.g., trespassing). Local governments are ultimately responsible for anti-whistling at crossings within their respective jurisdictions and must initiate this process prior to a federally regulated railway or Transport</p>

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
	<p>City of Langley, Township of Langley, City of Surrey:</p> <ul style="list-style-type: none"> February 2014 (Joint Meeting) June 2014 (Joint Meeting) September 2014 (Joint Meeting) <p>Local Government Correspondence</p>	<p>Canada becoming involved.</p> <p>The Roberts Bank Rail Corridor Program is a series of nine road and rail projects which were completed in 2014 and were designed to reduce the impacts of trains through local communities. The program was funded by a collection of partners including Port Metro Vancouver. The program enhances the quality of life in communities through which rail traffic travels to and from Port Metro Vancouver terminals at Roberts Bank in Delta. The Program also includes a Rail Crossing Information System (RCIS) which will notify drivers traveling on nearby routes of an incoming train, and enable them to re-route to overpasses when trains are expected. The RCIS consists of up to nine signs at key locations in the cities of Langley and Surrey and the Township of Langley. It is anticipated that the RCIS will be completed by early 2015.</p>
<p>35. Transportation of Hazardous Goods</p> <ul style="list-style-type: none"> Concern regarding an increase in the transportation of dangerous goods as a result of the Project and mitigation to ensure public safety 	<p>LGER:</p> <ul style="list-style-type: none"> October 2013 <p>Corporation of Delta:</p> <ul style="list-style-type: none"> September 2014 	<p>Port Metro Vancouver has undertaken initial engagement with the U.S. Environmental Protection Agency (U.S. EPA) and the Washington State Department of Ecology by introducing the Project and Port Metro Vancouver. Project information was shared through key website links (Project website and CEA Agency Project website). The U.S. EPA contacted other U.S. departments to identify potential requirements for additional information; in addition, Port Metro Vancouver discussed the Project with the U.S. EPA (Region 10) and offered to provide additional information about the Project, if requested. This engagement process is consistent with the Memorandum of Understanding between the Washington State Department of Ecology and the BC Environmental Assessment Office (EAO 2003).</p> <p>Port Metro Vancouver will take direction from the CEA Agency and the BC EAO regarding trans-boundary engagement with U.S. agencies during all phases of the proposed Project. U.S. agencies will be informed about opportunities for participation in the panel review phase, as well on key Project documents.</p> <p>EIS, Section 7.1 – Regulatory Consultation and Engagement</p>

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
<p>36. Truck Traffic</p> <ul style="list-style-type: none"> Concerns regarding the impact of increased trucks from the Project on community traffic in Delta Request for information regarding Port Metro Vancouver's efforts to reduce the impact of port-related trucks on communities and the impact of an increased number of trucks on the George Massey Tunnel Inquiry regarding the location and ownership of transload facilities Statement of support from LGER regarding Port Metro Vancouver's efforts to manage port-related truck traffic Interest in potential mitigation measures including truck staging areas Statement that even if truck traffic is outside of the scope of the environmental assessment, Port Metro Vancouver must be committed to reducing the impact of port-related truck traffic on communities Request for comprehensive review on potential truck activity Interest in obtaining information on the Smart Fleet trucking strategy Request for the extension of terminal hours to facilitate truck movements at night 	<p>LGER:</p> <ul style="list-style-type: none"> October 2013 February 2014 <p>Corporation of Delta:</p> <ul style="list-style-type: none"> May 2012 October 2012 July 2013 September 2013 June 2014 <p>Township of Langley:</p> <ul style="list-style-type: none"> January 2013 February 2014 <p>City of Richmond:</p> <ul style="list-style-type: none"> November 2012 May 2013 June 2014 <p>City of Surrey:</p> <ul style="list-style-type: none"> May 2013 January 2014 <p>City of Langley, Township of Langley, City of Surrey:</p> <ul style="list-style-type: none"> February 2014 (Joint Meeting) June 2014 (Joint Meeting) 	<p>The EIS considered the potential effects of truck activity from the Project on air quality, noise and vibration and health effects. The results of these assessments are presented in the responses to issues raised related to air quality, noise and vibration, and health effects.</p> <p>The effects of truck traffic beyond the Roberts Bank causeway is not within the scope of the Roberts Bank Terminal 2 Project EA. Port Metro Vancouver, working with the Ministry of Transportation and Infrastructure, is continuing to investigate truck staging opportunities in the vicinity of Roberts Bank. This infrastructure is anticipated to be operational in advance of the completion of the Roberts Bank Terminal 2 Project.</p> <p>Port Metro Vancouver has existing programs focused on improving efficiencies through infrastructure development as well as implementing new technologies focused on real-time information exchange to improve operational efficiencies and information exchange with partners in the supply chain. These initiatives include, but are not limited to:</p> <ul style="list-style-type: none"> Smart Fleet Trucking Strategy: Port Metro Vancouver has implemented a Smart Fleet Trucking Strategy. As part of the Joint Action Plan announced by Port Metro Vancouver, the Government of Canada and the Province of British Columbia, a number of initiatives have been implemented to improve truck routing and terminal operations, focused on improving trucking efficiencies while also reducing greenhouse emissions. Common Data Interface: Port Metro Vancouver is exploring technologies, such as the Common Data Interface (CDI), that could help alleviate port-related truck traffic. CDI proposes a shared system and real-time information exchange between supply chain partners. This would improve coordination of trucking and terminal operations and would reduce the number of truck trips required per container across each berth as a result of reservation and trip planning tools.

<p>Annual Local Government Engagement reports from 2013 and 2014 can be found at portmetrovanancouver.com/RBT2.</p> <p>Summary of Issue or Interest</p>	<p>Source of Input</p>	<p>Port Metro Vancouver Response</p>
	<ul style="list-style-type: none"> September 2014 (Joint Meeting) <p>Local Government Correspondence</p>	<ul style="list-style-type: none"> Extending terminal hours of operation: Port Metro Vancouver implemented a pilot project that extends terminal operation hours to include regular evening and weekend hours. Effective July 1, 2014, Vanterm, Centerm and Deltaport introduced night gate operations five nights a week, operating from 16:30 – 01:00. <p>With respect to truck safety and enforcement, Port Metro Vancouver works with British Columbia's Ministry of Transportation and Infrastructure Commercial Vehicle Safety and Enforcement (CVSE) branch. The CVSE is responsible for compliance with safety regulations within the commercial transport sector. CVSE officers conduct more than 30,000 vehicle inspections each year, issuing violation tickets and removing unsafe vehicles from the provincial roadways on a daily basis.</p> <p>Vehicle emissions are controlled by engine and fuel standards set and enforced by regulators. Today's commercial engine standard (effective since 2010), has significantly reduced emissions of particulate matter, nitrogen oxides, and non-methane hydrocarbons. Port Metro Vancouver works closely with trucking companies to improve efficiencies in the supply chain. As a result of the number of trucks that cross the U.S. border, it is important to also consider Canadian and international standards. Through the Northwest Ports Clean Air Strategy, Port Metro Vancouver is working with the ports of Seattle and Tacoma to address port-related contributions to air quality and climate change in the Georgia Basin Puget Sound air shed.</p>

APPENDIX 7.3-B
Public Issues and Interest Tables

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This table summarises issues and interests from:

- Port Metro Vancouver-led Consultation
 - Pre-Consultation (June 2011)
 - Project Definition Consultation (October-November 2012)
 - Pre-Design Consultation (October-November 2013)
 - Preliminary Environmental Mitigation Concepts (September-October 2014)
- Public Enquiries (2011-2014)
- Port Community Liaison Committee – Delta (2012-2014)

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
1. Agricultural Land/Agriculture <ul style="list-style-type: none"> Issue regarding the potential effects of the Project on agricultural businesses from noise disturbances, air quality effects, disruptions in transportation access, increased wildlife impacts on crop lands and effects to irrigation water quality Statement that agricultural land should be protected Statement that agriculture industry is important to the economy in Delta and that any loss of agricultural land due to the Project or associated activities would have economic, environmental and social implications During Project Definition Consultation, participants were concerned with a direct loss of agricultural land that would occur should the intermodal yard be constructed in the upland environment 	Public Consultation: <ul style="list-style-type: none"> Pre-Consultation Project Definition Pre-Design Preliminary Environmental Mitigation Concepts Public Enquiries (2011-2014)	<p>The Project does not require the use of agricultural land.</p> <p>g Project Definition Consultation, Port Metro Vancouver presented three options for the location of the intermodal yard: on the marine terminal, on the widened causeway or in the upland environment. An upland intermodal yard would have had potential effects on agricultural land and productivity.</p> <p>Per the Project Definition Consultation Summary Report¹, consultation results indicated support for the construction of the intermodal yard on the marine terminal (19/37 agreed with building the intermodal yard on the marine terminal, while 9/41 agreed with constructing the intermodal yard on the widened causeway and 9/39 agreed with constructing the intermodal yard in the upland environment).</p> <p>Port Metro Vancouver selected the alternative of constructing the intermodal yard on the marine terminal, which has operational advantages for the trucking sector, avoids potential effects to agricultural land and productivity and aligns with proven Port Metro Vancouver terminal operation models.</p>

¹ The number of people responding to each question varied.

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>2. Air Quality</p> <ul style="list-style-type: none"> Issue regarding the potential effect of the Project on air quality and pollution, including from carbon dioxide, nitrogen oxides, diesel particulate matter, and sulphur dioxide Issue regarding the potential effects of air quality from the Project on human health, wildlife, and birds Participants in consultation regarding Preliminary Environmental Mitigation Concepts were presented with proposed mitigation measures and asked for suggestions of additional mitigation measures: <ul style="list-style-type: none"> Suggestions for mitigation included restricting truck and train idling, requiring use of shore power while ships are berthed, powering container handling vehicles by electricity or natural gas, and increasing monitoring and enforcement of air quality guidelines Request for data and reports from air quality monitoring stations Support for existing Port Metro Vancouver initiatives to reduce air quality effects 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Project Definition Pre-Design Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p> <p>Port Community Liaison Committee – Delta</p>	<p>An assessment was carried out to predict potential changes in air quality as a result of the Project. The results of the air quality assessment were used in the assessments of human health and current use of land and resources for traditional purposes.</p> <p>The assessment modelled Project-related emission sources during the construction phase, and fuel combustion during the construction and operation phases, and compared them to modelled existing conditions and future expected conditions.</p> <p>The description of existing conditions considered emissions from marine vessels, trains, trucks, vehicles, and equipment from the existing Westshore Terminals, Deltaport Terminal, and B.C. Ferries terminal, while emissions from industrial, commercial and residential sources within Delta were represented through measured air quality levels in Tsawwassen. A general trend of decreasing concentrations of contaminants has been observed and is expected in the Lower Fraser Valley for some criteria air contaminants, as well as for some trace organic contaminants. Air quality is generally good as compared with other locations in Metro Vancouver.</p> <p>Hypothetical maximum emissions scenarios were used to conservatively estimate existing conditions and potential changes from the Project. Estimated emissions and predicted ambient concentrations did not account for the inclusion of shore power as part of the Project, which is expected to further decrease future emissions. The predicted concentrations of contaminants are therefore conservative (i.e., worst-case).</p> <p>The assessment concludes that:</p> <ul style="list-style-type: none"> Air quality will improve in the future, with or without the Project, as a result of improvements in engine technologies and the use of cleaner fuels. Project construction activities are predicted to cause a small increase in air contaminant concentrations. Levels of criteria air contaminants (i.e., carbon monoxide, nitrogen oxides, sulphur dioxide, particulate matter, and ground-level ozone) and trace organic contaminants (i.e., formaldehyde and other contaminants related to fuel combustion) are predicted to be below air quality criteria on land during both Project construction and operation, with limited exceptions. Project activities are expected to have a negligible effect on future

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>Air Quality (continued)</p>		<p>ozone levels.</p> <ul style="list-style-type: none"> • Project activities are expected to increase greenhouse gas emissions (i.e., carbon dioxide, methane, and nitrous oxide), as would expected increases in activity levels at the existing Roberts Bank terminals. • Although Project activities would emit black carbon, black carbon is expected to decrease in the future with the Project due to equipment fleet turnover at existing Roberts Bank terminals to newer engines that meet more stringent emission standards for particulate matter. • The implementation of shore power is expected to decrease predicted future emissions during Project operation. • Cumulative changes in air quality resulting from Project activities and operation of other certain and reasonably foreseeable projects and activities are predicted to be small relative to expected future ambient air quality levels without these inputs. <p>The Project is not expected to result in any significant adverse effect on human health, including from changes in air quality. During operation, it is unlikely that Project-related exposures to air emissions would result in health effects. The only residual effect associated with air quality changes would be experienced by individuals on the water near the terminal during construction due to short-term and infrequent dust generation.</p> <p>Through its ongoing Air Action Program, Port Metro Vancouver is constantly looking at addressing air quality and climate change, by focusing on the use of technologies and the promotion of operational efficiencies to reduce air emissions from port operations, such as those mitigations suggested during consultation. Key components of the Air Action Program include the EcoAction Program, the Northwest Ports Clean Air Strategy, the Landside Air Emissions Inventory, and environmental requirements through the Truck Licensing Program. Information regarding Port Metro Vancouver's Air Action Program can be found at http://www.portmetrovancover.com/en/environment/initiatives/Air.asp.</p> <p>As part of the Deltaport Third Berth Project (DP3), Port Metro Vancouver funded the establishment of the Tsawwassen Air Quality Monitoring Station. The location of the station, at Pebble Hill Reservoir located at 411 Milsom Wynd in Delta, was chosen by the Delta Air Quality</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
Air Quality (continued)		<p>Monitoring Technical Working Group (composed of representatives from Corporation of Delta, Environment Canada, Metro Vancouver, Tsawwassen First Nation and Port Metro Vancouver).</p> <p>The station is comprised of state-of-the-art monitoring equipment including ozone and particulate monitoring technologies. Since this station is part of Metro Vancouver's regional air quality monitoring network, results from the station can be viewed in real-time at www.bcairquality.ca/readings.</p> <p>EIS, Section 9.2 – Air Quality</p>
<p>3. Alternatives to the Project</p> <ul style="list-style-type: none"> • Issue that alternatives to the Roberts Bank Terminal 2 Project have not been adequately considered • Interest in Port Metro Vancouver increasing container capacity at existing container terminals through infrastructure improvements and operational efficiencies • Interest in alternatives to container terminal development in Port Metro Vancouver's jurisdiction, including Port of Prince Rupert, and an in-land container terminal at Ashcroft 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>The results of Port Metro Vancouver's analysis concludes that the Roberts Bank Terminal 2 Project is the only technically and financially feasible option to meet long-term demand for container capacity on Canada's west coast.</p> <p>Port Metro Vancouver considered the following alternatives for creating container capacity to meet the forecasted demand, both within and outside of its jurisdiction:</p> <ul style="list-style-type: none"> • Incremental capacity and efficiency increases are underway or in planning at Deltaport Terminal and Centerm. These projects will help meet short-term container demand to the early 2020s, but would not meet forecasted longer-term requirements. • Land tenures on properties adjacent to Vanterm prevent potential additional container capacity from becoming available until at least the late 2020s. If improvements at Vanterm were feasible at that time, they would require the conversion of adjacent facilities and would not provide increased capacity until sometime after 2030. • Some container ships, such the largest ships visiting Deltaport Terminal, Centerm, and Vanterm, cannot be accommodated in the Fraser River channel due to draught requirements and length (inability to turn around in the river). Fraser Surrey Docks is not expected to be a major source of container capacity to meet demand beyond 2018. • Conversion of the Lynnterm terminal to handle containers is not technically or financially feasible: road constraints limit the ability of Lynnterm to accommodate container truck traffic, and conversion to containers would conflict with other priorities for this terminal (i.e., handling bulk commodities in addition to retaining existing breakbulk handling).

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
Alternatives to the Project (continued)		<ul style="list-style-type: none"> Development of Port Metro Vancouver's Fraser Richmond properties to provide large-scale container capacity is not technically feasible: road and rail capacity is constrained at the property and larger container ships cannot be accommodated in the Fraser River channel due to draught requirements and the length of ships. Planned expansions at the Fairview Terminal in Prince Rupert will help meet short-term west coast container demand to the early 2020s, but will not meet forecasted longer term requirements. <p>The proposed Ashcroft Inland Terminal does not provide the ship-to-shore container handling capabilities, and does not change the need for the container capacity provided by the proposed Roberts Bank Terminal 2 Project.</p>
4. Benefits to Canadians <ul style="list-style-type: none"> Interest in the benefits to Canadians that would arise from the Project 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Project Definition Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>The Roberts Bank Terminal 2 Project would provide benefits to Canada, B.C., and Metro Vancouver as a result of accommodating increased demand for trade, supporting economic growth, providing employment opportunities during the Project's construction and operation phases, and providing legacy benefits to neighbouring communities.</p> <p>The Project would ensure that Canadian exporters are able to get their products to markets around the world and that Canadian consumers and businesses have access to imported consumer goods and manufacturing inputs.</p> <p>Economic Benefits of Construction and Operation</p> <p>The Project itself would generate significant economic benefits during construction and operation through employment, increased revenues to businesses from the purchase of goods and services, induced household spending, and tax revenues to government.</p> <p><i>See Business and Employment Opportunities</i></p> <p>Benefits to Aboriginal Peoples</p> <p>In 2004, Port Metro Vancouver entered into a Memorandum of Agreement with the Tsawwassen First Nation. The purpose of the Agreement is to set out the basis for Tsawwassen First Nation to benefit from the Deltaport Third Berth Project and the Roberts Bank Terminal 2 Project and to provide a basis for a mutually beneficial relationship. The Memorandum of Agreement addresses mitigation measures, compensation for potential infringements, business development opportunities, and employment opportunities.</p> <p>Port Metro Vancouver is working with other Aboriginal groups to facilitate access to Project benefits, including training, employment</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
		<p>opportunities, and Project contracting opportunities.</p> <p>Community Legacy Benefits</p> <p>Since 2011, Port Metro Vancouver has consulted and had discussions with local governments (Delta, Surrey, Richmond, City of Langley, Township of Langley, and Tsawwassen First Nation) and the public regarding community legacy benefits that would be provided as part of the Project. The objective of community legacy benefits are to bring lasting economic and social benefits to communities and the region. Ensuring a local and regional approach to the types of projects and initiatives is critical to their success. Feedback from local governments and the public has indicated community benefits may include the development of transportation infrastructure and recreational facilities such as walking trails and bike paths, a pedestrian overpass to connect a trail, and environmental initiatives.</p> <p>Community legacy benefits will continue to be the subject of discussions between Port Metro Vancouver, local governments (including Tsawwassen First Nation), Aboriginal groups, and the public throughout the development of the Project.</p> <p>Improved Capacity for Sustainable Resource Management</p> <p>Through the extensive study programs undertaken during preparation of the EIS, Port Metro Vancouver has made important contributions by collecting information that will assist in enhancing local and regional capacity to sustainably manage ecosystems associated with Roberts Bank. Information collected and decision-making tools developed by Port Metro Vancouver will benefit the scientific community, resource managers, stewardship organisations, and future planning or assessment processes within the region.</p> <p>EIS, Section 34.0 – Benefits to Canadians</p>
<p>5. Berth Structure – Project Design</p> <ul style="list-style-type: none"> • Project Definition Consultation participants were asked to indicate their level of agreement with the use of caissons for the berth structure for the Project – 28 of 42 respondents agreed • Concern about the effects of the use of caissons on the environment and marine life 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Project Definition • Preliminary Environmental Mitigation Concepts 	<p>The wharf will be constructed using prefabricated concrete caissons. Port Metro Vancouver considered two options for the terminal's three-berth wharf: a pile and deck wharf structure and a caisson wharf structure. The two alternatives were shared with the public during Project Definition Consultation and Port Metro Vancouver asked participants to indicate their level of agreement with the caisson wharf structure. Feedback indicated that the public supported the caisson wharf structure, largely due to the reduction of noise to the community and marine environment as opposed to what would be associated with a pile and deck wharf structure.</p> <p>EIS, Section 5.0 – Alternative Means of Carrying Out the Project</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>6. Biofilm</p> <ul style="list-style-type: none"> Concern that biofilm would be lost through the construction of the Project Comments that biofilm is vital to the marine ecosystem 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Pre-Consultation Project Definition Pre-Design Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p> <p>Port Community Liaison Committee – Delta</p>	<p>Biofilm, a thin dense layer of microscopic photosynthetic algae and bacteria, sediment and organic matter, is found within the upper intertidal zone and is an important food source for invertebrates, fish, and bird species (including migratory western sandpiper and dunlin). Biofilm was assessed as a sub-component of the marine vegetation assessment.</p> <p>The assessment concludes that the Project would result in a negligible change in the productivity of biofilm as a result of causeway widening and indirect changes to salinity. Marine-type biofilm is expected to decrease temporarily, primarily during freshet, but these losses would be offset by larger increases in freshwater type biofilm, such that the net change is negligible.</p> <p>EIS, Section 11.0 – Marine Vegetation</p>
<p>7. Birds</p> <ul style="list-style-type: none"> Issue regarding the potential effects of the Project on birds, including the effects of light and noise Comments that Roberts Bank is a vital link in the Pacific Flyway and that the Project could impact migration, habitat availability and food sources Requests for Port Metro Vancouver to bury the power lines along the Roberts Bank causeway to eliminate bird strikes Project Definition Consultation participants noted studies on birds as being important (39/40 respondents) 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Pre-Consultation Project Definition Pre-Design Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p> <p>Port Community Liaison Committee – Delta</p>	<p>The Fraser River estuary is an important ecosystem for overwintering and migrating birds, supporting large numbers of numerous species. An assessment was undertaken to determine the effects of the Project on coastal birds.</p> <p>The coastal birds assessment focused on seven sub-components:</p> <ul style="list-style-type: none"> Shorebirds, represented by Pacific dunlin and western sandpiper; Waterfowl, represented by American wigeon and brant; Hérons, represented by great blue heron; Diving birds, represented by surf scoter and western grebe; Raptors, represented by bald eagle, barn owl and peregrine falcon; Gulls and terns, represented by Caspian tern and glaucous-winged gull; and Passerines, also known as songbirds, represented by barn swallow. <p>The assessment concludes that there are no significant adverse residual effects from the Project to coastal birds. The Project is not expected to result in measurable incremental adverse cumulative effects to coastal birds.</p> <p>Changes in the productive potential of shorebirds, herons, raptors, gulls and terns, and passerines are not anticipated, as changes to key habitat are minimal and primary food sources are predicted to increase.</p> <p>Decreases to the productive potential of waterfowl and diving birds are expected to be minor. Effects to waterfowl can be mitigated through the</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
		<p>creation of eelgrass, mudflat and intertidal marsh habitats. Effects to diving birds can be partially offset through the creation of onsite eelgrass and subtidal rock reef habitats, which would create habitat for their prey, which include mussels and other invertebrates.</p> <p>Vehicle collision-related mortalities are expected to be very low compared to population size and are not expected to affect the short- and long-term population viability of coastal birds, with the exception of barn owls. Port Metro Vancouver would work with transportation authorities and Canadian Wildlife Services to develop and implement measures to mitigate potential effects to barn owls from vehicle collision.</p> <p>No new overhead transmission lines are required for the Project.</p> <p>EIS, Section 15.0 – Coastal Birds</p>
<p>8. Business and Employment Opportunities</p> <ul style="list-style-type: none"> Comments that local residents should be given priority for job opportunities at the Project and issues that business and employment opportunities would benefit companies and workers from outside B.C. Issue regarding the accuracy of the job estimates for the construction and operation of the Project Issue that the new terminal is automated which would reduce the number of employment opportunities Interest regarding the availability of labour for the construction of the Project 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Pre-Consultation Project Definition Pre-Design <p>Public Enquiries (2011-2014)</p>	<p>The construction and operation of the Project would create substantial employment and business opportunities. The results of the labour market assessment in the EIS indicates that the majority of employment in both construction and operation phases is expected to be drawn from Metro Vancouver, and that a sufficient supply of local labour is available to meet the Project's labour demands. Training opportunities are predicted to generate positive effects for the Project's direct workforce.</p> <p>Benefits During Construction</p> <p>During a five-and-a-half-year construction period, the Project would generate significant employment benefits for British Columbia. Project construction would generate a total of 12,719 person-years of direct, indirect, and induced employment, and a total of \$997 million in wages:</p> <ul style="list-style-type: none"> 4,150 person-years of direct construction employment, with wages of \$494 million; and 8,569 person-years of indirect and induced employment, with wages of \$503 million. <p>There would be new business opportunities in the province as a result of the Project. The total gross revenues for businesses in British Columbia supplying materials, goods, and services for Project construction is estimated as \$1.3 billion, with \$837 million of this revenue accruing to businesses in Metro Vancouver.</p> <p>In addition, a wide range of businesses would earn revenues through the household spending of Project-associated employment income. Over the construction phase, this induced output or revenue is estimated as \$361</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>Business and Employment Opportunities (continued)</p>		<p>million or an annual average of \$66 million.</p> <p>Benefits During Operation</p> <p>During the operation phase, Project activities would generate an annual total of 1,553 person-years of direct, indirect, and induced employment, and total wages of approximately \$185 million:</p> <ul style="list-style-type: none"> • 928 person-years of direct employment connected to terminal operations, with wages of approximately \$153 million; • 625 person-years of indirect and induced employment to support terminal operations, with wages of approximately \$32 million.² <p>These employment estimates are based on a semi-automated terminal design.</p> <p>During the operation phase, the annual average goods and services revenues for B.C. due to terminal operations spending are estimated at \$33.4 million annually, with \$31.2 million of this revenue accruing to businesses in Metro Vancouver.</p> <p>The spending of employment income during the operation phase would result in induced output or revenue of an annual average of \$73 million spread over a wide variety of businesses, and would be mainly due to household spending by marine terminal workers.</p> <p>Further detailed information on employment opportunities will be provided after the infrastructure developer and terminal operator are selected.</p> <p>EIS, Section 19.0 – Labour Market EIS, Section 20.0 – Economic Development EIS, Section 34.0 – Benefits to Canadians</p>

² On-terminal and off-terminal (outside of the Project scope) activities associated with increased demand for approximately 2 million TEUs per year of containerised trade would support approximately 12,400 direct, indirect, and induced person-years of employment and \$813 million in wages annually. Off-terminal activities include services provided by truck drivers, harbour pilots, tugboat operators, the Canada Border Services Agency, railways, transload and distribution facility operations, and container storage yards, and would generate an estimated annual average of 6,700 person-years of direct, 3,100 person-years of indirect, and 1,050 person-years of induced employment annually, an estimated total of 10,850 person-years.

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>9. Causeway Construction – Project Design</p> <ul style="list-style-type: none"> Suggestions that Port Metro Vancouver should breach/bridge/install culverts on the existing Roberts Bank causeway to allow water to flow through 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Pre-Design Preliminary Environmental Mitigation Concepts 	<p>An independent technical study, "Potential Effects of Opening the Causeway," was undertaken by Northwest Hydraulics Consultants for the Vancouver Port Authority in 2005 to clarify issues related to physical processes and hydraulic behaviour in the causeway area of Roberts Bank. This report determined that there is a substantial risk that a new opening in the causeway could initiate a new sequence of morphological changes on the tidal flats, which could affect the existing habitat conditions. The report is available on the Project website: http://www.robertsbankterminal2.com/wp-content/uploads/RBT2-Potential-Effects-of-Opening-the-Causeway-June-2005-NHC-Memo-January-2014.pdf.</p> <p>During Project design, the addition of a flow passage channel (i.e. an opening) between the existing Westshore Terminals and the Project was evaluated to determine if the volume of water that would otherwise flow around the northwest corner could be reduced. It was determined that a 100-m-wide flow passage would slightly reduce flow velocities at the northwest corner, but it would generate additional local scour in the passage itself and adjacent areas unless other mitigation measures were installed.</p> <p>Based on the findings of the Northwest Hydraulics Consultants report and the evaluation of adding a flow passage channel, Port Metro Vancouver does not propose to open the Roberts Bank causeway.</p> <p>EIS, Section 4.0 – Project Description EIS, Section 5.0 – Alternative Means of Carrying Out the Project EIS, Section 9.5 – Coastal Geomorphology</p>
<p>10. Coal</p> <ul style="list-style-type: none"> Issue regarding coal dust and the health effects of coal dust Inquiries regarding the relationship between Westshore Terminals (coal terminal) and the proposed Project 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Project Definition Pre-Design Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>The proposed Project is a container terminal and does not include any coal-related elements. The Project will not contribute to coal dust. Coal dust from Westshore Terminals (the existing coal terminal at Roberts Bank) was included in the examination of air quality existing conditions and air quality cumulative effects assessment.</p> <p>The human health assessment considered the potential for contamination of edible shellfish related to Project activities resulting in re-suspension of historical deposits of coal in sediments. The assessment concluded that there were no risks to human health related to re-suspension of sediments containing coal.</p> <p>EIS, Section 9.2 – Air Quality EIS, Section 27.0 – Human Health</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>11. Community Legacy Benefits</p> <ul style="list-style-type: none"> • Project Definition Consultation participants were asked to rate their level of agreement with four categories of potential Community Legacy Benefits – results indicated a preference for benefits under the Environment, Community Well-Being and Transportation categories • Based on the results from Project Definition Consultation, during Pre-Design consultation, Port Metro Vancouver asked participants to provide feedback regarding specific potential benefits under the categories of Environment, Community Well-Being and Transportation: • Under the Environmental category, contributions to existing community projects benefiting fish, wildlife, or birds through partnership was ranked highest (44% first choice, 44% second) followed by contributions to local environmental programs (44% first, 40% second) • Under the Community Well-Being category, contributions to health care organisations was ranked highest (48% first, 23% second) followed by contributions to outdoor recreation amenities (43% first, 35% second) • Under the Transportation category, contributions to local road infrastructure was ranked highest (63% first, 14% second) 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design <p>Port Community Liaison Committee – Delta</p>	<p>In the spirit of its long-standing commitment to supporting communities, Port Metro Vancouver began a process to determine the potential for community legacy benefits related to the Project. Since 2011, Port Metro Vancouver has consulted and had discussions with local governments (Delta, Surrey, Richmond, City of Langley, Township of Langley, and Tsawwassen First Nation) and the public regarding community legacy benefits that would be provided as part of the Project. The objective of community legacy benefits are to bring lasting economic and social benefits to communities and the region. Ensuring a local and regional approach to the types of projects and initiatives is critical to their success. Feedback from local governments and the public has indicated community benefits may include the development of transportation infrastructure and recreational facilities such as walking trails and bike paths, a pedestrian overpass to connect a trail, and environmental initiatives.</p> <p>Community legacy benefits will continue to be the subject of discussions between Port Metro Vancouver, local governments (including Tsawwassen First Nation), Aboriginal groups, and the public throughout the development of the Project.</p> <p>EIS, Section 7.3 – Local Government and Public Consultation and Engagement</p> <p>EIS, Section 34.0 – Benefits to Canadians</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>followed by car-share or carpool infrastructure (21% first, 47% second)</p> <ul style="list-style-type: none"> • Suggestion of specific Community Legacy Benefits including investment in recreational trails, marine mammal rehabilitation, wildlife protection, public transportation, traffic management and other infrastructure, cycling infrastructure and health services or research • Issue with Community Legacy Benefits and the perception of bribery 		
<p>12. Consequences of Not Building the Project</p> <ul style="list-style-type: none"> • Request for information regarding the consequences of not proceeding with the Project 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Design 	<p>Without the capacity that the Project would provide, the west coast of Canada would have insufficient capacity to accommodate forecasted growth in containerised trade. This constraint would lead to inefficiencies in the container supply chain and increased costs to Canadian exporters and consumers.</p>
<p>13. Crabs</p> <ul style="list-style-type: none"> • Issue regarding the potential effects of the Project on crab and crab habitat • Issue that the construction of subtidal reefs would not mitigate the effects of the Project on crabs 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Project Definition • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>Dungeness crab were assessed as a sub-component of the marine invertebrates assessment.</p> <p>Productivity decreases for Dungeness crab are predicted. Short-term productivity losses are due to direct mortality and losses of available habitat within the Project footprint. Productivity losses can be partially mitigated through the implementation of environmental management plans (including crab salvages), and through the creation of eelgrass, intertidal marsh, mudflat, and sandy gravel beach habitats.</p> <p>While the Project is predicted to cause losses of productivity of Dungeness crab, the scale of change is minor in the context of natural variability and will not compromise population integrity or ecological function.</p> <p>EIS, Section 12.0 – Marine Invertebrates</p> <p>EIS, Section 16.0 – Ongoing Productivity of Commercial, Recreational and Aboriginal Fisheries</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
14. Cumulative Effects <ul style="list-style-type: none"> Issue regarding the potential effects of the Project in conjunction with other projects taking place in Delta and Metro Vancouver Interest in cumulative effects of the Project and other projects in the area 	Public Consultation: <ul style="list-style-type: none"> Pre-Consultation Project Definition Pre-Design Preliminary Environmental Mitigation Concepts 	<p>The environmental assessment for the Project was developed to meet the requirements specified in the EIS Guidelines and consistent with existing guidance documents, including <i>the Operational Policy Statement Assessing Cumulative Environmental Effects Under the Canadian Environmental Assessment Act, 2012</i> and <i>Determining Whether a Project is Likely to Cause Significant Adverse Environmental Effects</i>, the <i>Cumulative Effects Assessment Practitioners' Guide</i>, and <i>the Guideline for the Selection of Valued Components and Assessment of Potential Effects</i>, among others.</p> <p>Where Project-related changes to an intermediate component were expected, the potential for those changes to combine cumulatively with changes caused by other future projects and activities was assessed. Similarly, where measurable residual effects to a valued components have been predicted to result from the Project, a cumulative effects assessment was conducted to determine whether Project-related residual effects are likely to interact cumulatively with the effects of other certain and reasonably foreseeable projects and activities.</p> <p>Where the Project was predicted to contribute to cumulative effects, additional mitigation measures were considered. Port Metro Vancouver then determined the significance and likelihood of any adverse residual cumulative effects following the implementation of mitigation measures.</p> <p>EIS, Section 8.0 – Effects Assessment Methods</p>
15. Dredging <ul style="list-style-type: none"> Requests for information regarding the use of dredge material from the Fraser River in the construction of the Project and habitat sites Requests for dredging of secondary channels in the Fraser River to prevent silting 	Public Consultation: <ul style="list-style-type: none"> Pre-Design Public Enquiries (2011-2014) Port Community Liaison Committee – Delta	<p>Annually, the Fraser River maintenance dredging program removes between 2.5 – 3.0 million m³ of material from the river. As the Project will require approximately 8.1 million m³ of this material over a four year period, there may be periods during the construction phase where additional sand may be required due to dredging closure windows.</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>16. Eelgrass</p> <ul style="list-style-type: none"> • Issue regarding the potential effect of the Project on eelgrass at Roberts Bank • Issue regarding the success of eelgrass transplant and creation 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Preliminary Environmental Mitigation Concepts 	<p>Eelgrass beds are highly productive habitats in the Roberts Bank ecosystem, serving numerous critical functions, such as food, shelter, and rearing habitat for numerous species.</p> <p>Eelgrass was assessed as a sub-component of the marine vegetation assessment. The assessment concludes that changes in productivity of eelgrass are predicted to be negligible (i.e., not measurable or detectable). Increases in productivity of eelgrass are anticipated with the implementation of best management practices and environmental management plans, and the creation of onsite habitat. Approximately three hectares of native eelgrass will be established through transplants in the inter-causeway area.</p> <p>Port Metro Vancouver conducted an eelgrass workshop in 2014 with local and international specialists in eelgrass enhancement. The workshop focused on eelgrass enhancement successes and lessons learned regarding large-scale eelgrass transplant projects.</p> <p>EIS, Section 11.0 – Marine Vegetation</p>
<p>17. Environmental Assessment Process</p> <ul style="list-style-type: none"> • Requests for information regarding the environmental assessment process for the Project <p>Environmental Assessment Process (continued)</p>	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p> <p>Port Community Liaison Committee – Delta</p>	<p>Port Metro Vancouver began undertaking extensive environmental studies, consideration of alternate designs and means of carrying out the Project, and consultation with Aboriginal groups, local government, and the public in 2011, with the expectation that the Project would be subject to a thorough and independent environmental assessment. During consultation, Port Metro Vancouver provided information about the anticipated environmental assessment process, including that it would likely be a panel-level process.</p> <p>Port Metro Vancouver submitted a Project Description to the Canadian Environmental Assessment Agency and the British Columbia Environmental Assessment Office in September 2013. Following a review of the Project Description, it was determined that the Project is reviewable under the <i>Canadian Environmental Assessment Act, 2012</i> and the British Columbia <i>Environmental Assessment Act</i>.</p> <p>On January 7, 2014, the Minister of the Environment, who is responsible for the Canadian Environmental Assessment Agency, referred the Project to an independent review panel.</p> <p>More information regarding the federal environmental assessment for the Project, including the Panel Terms of Reference, can be found on the Canadian Environmental Assessment Agency website at www.ceaa-acee.gc.ca, Reference Number: 80054.</p> <p>On November 5, 2014, the B.C. Environmental Assessment Office</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>Environmental Assessment Process (continued)</p>		<p>confirmed the Project is reviewable under Part 8 of the <i>Reviewable Projects Regulation</i>, B.C. <i>Environmental Assessment Act</i>. On December 19, 2014, the B.C. Minister of Environment issued an order under section 14 of the Act establishing the Province's procedures and methods for conducting the environmental assessment for the Project.</p> <p>The Minister ordered that:</p> <ul style="list-style-type: none"> • The scope of the Project is as defined by the CEA Agency in the EIS guidelines; • The scope of the assessment must include factors established by the federal Minister and potential adverse environmental, economic, social, heritage, and health effects, including cumulative effects, and practicable means to mitigate such potential adverse environmental effects, and potential adverse effects on Aboriginal groups; • The B.C. Environmental Assessment Office will principally rely on the EA to be conducted by the federal review panel and on consultation conducted by the CEA Agency with Aboriginal groups, whose interests are potentially affected by the Project; and • The Environmental Assessment Office must make a recommendation to the Minister within 30 days of receiving notice of the decision from the federal Minister. <p>The information presented in the EIS is intended to satisfy both federal and provincial EA requirements.</p> <p>Port Metro Vancouver prepared the EIS, and some municipalities were interviewed to provide information, including for socio-economic sections. Municipalities also took part in the Working Group process in early 2014.</p> <p>EIS, Section 6.0 – Environmental Assessment and Permitting Process</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>18. Environmental Assessment – Scope of Assessment</p> <ul style="list-style-type: none"> Issue regarding the geographical boundaries of the effects assessments Issue that train traffic in Langley and Surrey should be part of the environmental assessment process 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Pre-Consultation Project Definition Pre-Design Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p> <p>Port Community Liaison Committee – Delta</p>	<p>As defined in the EIS Guidelines issued by the CEA Agency, the scope of the Project includes construction, operation, and where relevant, the decommissioning of the marine terminal, causeway expansion, tug basin, any dredging and temporary works, as well as marine, road, and rail transportation within Port Metro Vancouver’s jurisdiction.</p> <p>The scope of the assessment is the potential effects of the Project components and activities included within the scope of the Project wherever they occur, including effects that extend beyond Port Metro Vancouver’s jurisdiction. The scope of assessment is different for the various components being assessed, depending on the range of potential effects for each component.</p> <p>The EIS was developed to meet the requirements specified in the EIS Guidelines and consistent with existing guidance documents.</p> <p>The effects of truck and train traffic beyond the Roberts Bank causeway is not within the scope of the Roberts Bank Terminal 2 Project EA as defined by the EIS Guidelines. However, recognising concerns regarding the effects of trade-related transportation on communities, Port Metro Vancouver has initiated conversations as part of the Gateway Transportation Collaboration Forum to identify, prioritise, and deliver infrastructure required to meet the requirements of increased goods movement throughout Metro Vancouver.</p>
<p>19. Erosion and Shoreline Protection</p> <ul style="list-style-type: none"> Issue regarding erosion of Tsawwassen Beach and infilling of the shoreline at Tsatsu Shores Suggestion that Port Metro Vancouver build sea walls or shoreline protection to prevent erosion 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Project Definition Pre-Design Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>Tsatsu Shores is on the south-east side of the BC Ferries causeway and would not be affected by the Project in terms of coastal geomorphological changes such as shoreline erosion.</p> <p>EIS, Section 9.5 – Coastal Geomorphology</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>20. Expressions of Opposition to the Project</p> <ul style="list-style-type: none"> • Opposition to the Project was received through consultation feedback and submissions to the public inquiries program • Reasons for opposing the Project included environmental effects on wildlife, including birds, fish and marine mammals and their habitats, questions regarding the need for the Project, and preferences for alternatives to the Project 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>Port Metro Vancouver undertook a four-round consultation process from 2011 to 2014 which began early in Project development and prior to the initiation of the environmental assessment process. Since then, Port Metro Vancouver has participated in meetings and received feedback regarding the Project.</p> <p>Some expressions of opposition to the Project were received through the public inquiry process and the public consultation process, and were publicly reported in consultation summary reports.</p>
<p>21. Expressions of Support for the Project</p> <ul style="list-style-type: none"> • Support for the Project was received through consultation feedback and submissions to the public inquiries program • Reasons for supporting the Project included recognition of the need for additional container capacity to support growth in trade and economic growth; the need for Canadian manufacturers and resource industries to be able to export their products to trading partners; and the benefits of creating jobs. 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>Port Metro Vancouver undertook a four-round consultation process from 2011 to 2014 which began early in project development and prior to the initiation of the environmental assessment process. Since then, Port Metro Vancouver has participated in meetings and received feedback regarding the Project.</p> <p>Some expressions of support for the Project were received through the public inquiry process and the public consultation process, and were publicly reported in consultation summary reports.</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>22. Fish and Fish Habitat</p> <ul style="list-style-type: none"> • Concern about the effect of the Project on fish and fish habitat • Concern about the effect on the provincial fisheries industry and economy 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Project Definition • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>An assessment was undertaken to determine the effects of the Project on the productivity of marine fish.</p> <p>The results of the marine fish assessment were considered in the assessments of marine mammals, coastal birds, marine commercial use, outdoor recreation, human health, current use of land and resources for traditional purposes, and the ongoing productivity of commercial, recreational and Aboriginal fisheries.</p> <p>The marine fish effects assessment focused on five sub-components:</p> <ul style="list-style-type: none"> • Pacific salmon, represented by chinook and chum; • Reef fish, represented by lingcod and rockfish species; • Forage fish, represented by Pacific sand lance, surf smelt, Pacific herring and shiner perch; • Flatfish, represented by English sole and starry flounder; and • Demersal fish (fish living near or on the seabed), represented by threespine stickleback and Pacific staghorn sculpin. <p>The following are highlights of the marine fish assessment:</p> <ul style="list-style-type: none"> • Overall, marine fish are expected to experience a minor decrease in productivity with the Project. • Minor decreases in productivity resulting from direct mortality and disturbance from underwater noise during Project construction, and permanent loss of subtidal sand habitat associated with the terminal footprint, can be partially mitigated through the implementation of environmental management plans and the creation of habitat. • Residual effects are anticipated for flatfish and forage fish as a result of subtidal sand habitat loss and underwater noise. • The Project is not expected to result in any significant adverse residual effects to marine fish. • The Project is not expected to result in measurable incremental adverse cumulative effects to marine fish. <p>Minor decreases in productivity are anticipated during the construction and operation phases for all marine fish sub-components, with the exceptions of negligible changes in productivity for certain species including adult chinook and chum salmon (representative species for sockeye and other Pacific salmon species) and lingcod, and an increase in productivity for shiner perch during the operation phase.</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>Fish and Fish Habitat (continued)</p>		<p>he assessment concludes there are no significant adverse effects from the Project, as marine fish productivity or long-term integrity would not be compromised. The Project is not expected to result in measurable incremental adverse cumulative effects to marine fish.</p> <p>The assessment of the ongoing productivity of commercial, recreational and Aboriginal fisheries concludes that all Project-related effects to the ongoing productivity of these fisheries are expected to be unmeasurable compared to natural variability at the population level for species relevant to these fisheries. The Project is not expected to result in any significant adverse residual effects to the ongoing productivity of these fisheries. The Project is not expected to contribute to cumulative effects on these fisheries.</p> <p>EIS, Section 13.0 – Marine Fish EIS, Section 16.0 – Ongoing Productivity of Commercial, Recreational and Aboriginal Fisheries</p>
<p>23. Habitat Enhancement Program</p> <ul style="list-style-type: none"> • Interest in the Habitat Enhancement Program, including habitat that would be affected by the Project is irreplaceable, issues with the science and policies behind habitat mitigation and general issue with the use of habitat created in areas other than Roberts Bank being used to compensate for effects of the Project • Questions regarding how the value of improved habitat from the Habitat Enhancement Program would be assessed and compared to that affected by the Project • Opposition to the Habitat Enhancement Program • Interest and requests for more information regarding the success of past habitat construction projects 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Project Definition • Pre-Design Consultation • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014) Port Community Liaison Committee – Delta</p>	<p>The Habitat Enhancement Program is a Port Metro Vancouver initiative focused on creating and enhancing fish and wildlife habitat. This program is a proactive measure intended to provide a balance between a healthy environment and future port development projects. Port Metro Vancouver has been proactively building habitat since 1991. Port Metro Vancouver engages with all levels of government, regulators, Aboriginal groups and adjacent communities, as appropriate, during project definition, design and construction.</p> <p>Port Metro Vancouver works with Fisheries and Oceans Canada (DFO) through an established Agreement, to identify and implement habitat enhancement projects. Under this Agreement, and at the discretion of Fisheries and Oceans Canada, Port Metro Vancouver is able to apply credits from its habitat bank to offset potential residual effects from future development, after other mitigation measures have been implemented.</p> <p>For more information about the Program and documents relating to habitat enhancement projects, please visit: www.portmetrovancover.com/habitatenhancement.</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>24. Human Health</p> <ul style="list-style-type: none"> • Requests for a human health assessment to be part of the environmental assessment • Issue regarding the potential effects of the Project on human health, with specific issues related to air quality, noise, light, and health and safety effects of increased trucks and trains • Comment that port development would negatively impact the quality of life for local residents 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>An assessment was conducted to determine potential Project-related effects on human health.</p> <p>The assessment was carried out using both a quantitative human health risk assessment and a qualitative health impact assessment. The assessment focused on factors contributing to health and community well-being.</p> <p>The assessment of human health focused on seven sub-components:</p> <ul style="list-style-type: none"> • Exposure to air emissions; • Exposure to noise and vibration; • Exposure to shellfish contamination; • Stress and annoyance; • Employment and income; • Food security, including potential changes in availability of traditional food; and • Health inequity, referring to the distribution of Project-related risks and benefits. <p>The following are highlights of the human health assessment:</p> <ul style="list-style-type: none"> • Health of communities in the local assessment area is generally good and comparable to provincial and national averages. • Seven potential mechanisms for human health effects were assessed: air emissions, noise and vibration, shellfish contamination, stress and annoyance, employment and income, food security and health inequity. • Potential Project-related effects on human health are expected to be fully or partially mitigated through the implementation of environmental management plans and additional mitigation measures. • The Project is not expected to result in any significant adverse effects on human health. • The Project is not expected to result in measurable incremental residual cumulative effects to human health. <p>EIS, Section 27.0 – Human Health</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>25. Impacts of Current Port Activity</p> <ul style="list-style-type: none"> Issue regarding the potential effect of activities at the Deltaport Terminal and Westshore Terminals and associated truck, train and ship movement Specific issues include noise, light, air quality, coal dust and truck traffic Noise, light and air quality were raised as issues that should be addressed prior to proceeding with the Project 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Project Definition Pre-Design Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p> <p>Port Community Liaison Committee – Delta</p>	<p>Port Metro Vancouver has been working and continues to work with regulatory agencies and members of the supply chain to reduce the impacts of port operations. Port Metro Vancouver’s Community Feedback Line provides a mechanism for residents to report noise disturbances. Feedback received is considered in designing or refining mitigation measures.</p> <p>The determination of existing conditions for assessments of air quality, noise, and light included existing sources, such as marine vessels, trains, trucks, vehicles, and equipment from the existing Deltaport Terminal, Westshore Terminals, and the BC Ferries terminal.</p>
<p>26. Infrastructure and Services</p> <ul style="list-style-type: none"> Issue that existing provincial and municipal infrastructure would not be able to accommodate an increase in truck and train traffic from the Project Issue that community services such as water, garbage and sewage are already at their limit and a request for a contribution from Project profits to the Corporation of Delta to pay for increasing these services 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Pre-Design <p>Public Enquiries (2011-2014)</p>	<p>An assessment was conducted to determine potential Project-related effects on community services and infrastructure. The assessment of Project effects on community services and infrastructure focused on three sub-components:</p> <ul style="list-style-type: none"> Housing, including permanent and temporary accommodations; Emergency and health services, including fire, police, ambulance, local hospitals, and health services; and Municipal infrastructure, including water and solid waste infrastructure. <p>The assessment concluded that:</p> <ul style="list-style-type: none"> With mitigation, residual Project effects on healthcare services, emergency services, and municipal services and infrastructure are expected to be negligible. The Project is not expected to result in measurable adverse residual effects to services and infrastructure. The Project is not expected to result in any incremental cumulative effects to services and infrastructure. <p>Mitigation for potential Project-related effects on services and infrastructure includes communication with the Corporation of Delta, Delta Police, Delta Fire, and BC Ambulance Service on operational plans, activities, timelines, service requirements, and management of emergency service utilisation.</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
Infrastructure and Services (continued)		<p>The effects of truck and train traffic beyond the Roberts Bank causeway is not within the scope of the Roberts Bank Terminal 2 Project EA as defined by the EIS Guidelines. However, recognising concerns regarding the effects of trade-related transportation on communities, Port Metro Vancouver has initiated conversations as part of the Gateway Transportation Collaboration Forum to identify, prioritise, and deliver infrastructure required to meet the requirements of increased goods movement throughout Metro Vancouver.</p> <p>EIS, Section 23.0 – Services and Infrastructure</p>
<p>27. Invasive Species</p> <ul style="list-style-type: none"> • Issue with invasive insect, plant and animal species arriving via ship 		<p>To prevent the invasion of foreign species into local waters, international regulations, through the International Maritime Organization, are managed by Transport Canada. All commercial deep sea vessels are required to carry out a ballast water exchange prior to entering Canadian waters. This is done outside the exclusive economic zone of 200 nautical miles and in water deeper than 2,000 metres. By requiring vessels to complete this ballast flush well outside Canadian waters, the aim is to prevent any foreign organisms from entering into the local ecosystem. The U.S.A. has similar requirements, and vessels arriving from the Puget Sound area need to forward the completed U.S.A. forms to Canadian authorities prior to entry into Canadian waters.</p> <p>EIS, Section 4.0 – Project Description</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>28. Light</p> <ul style="list-style-type: none"> • Issue regarding potential effects of light on nearby residents and wildlife, particularly birds • Participants in consultation regarding Preliminary Environmental Mitigation Concepts were presented with proposed mitigation measures and asked for suggestions of additional mitigation measures: <ul style="list-style-type: none"> ▫ Suggestions for mitigation measures included building buffers to shield light from nearby communities and not using blinking lights as they can cause a distraction or attract birds 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>An assessment was conducted of potential changes in light resulting from the Project. The results of the light assessment informed the assessments of marine fish, coastal birds, visual resources, human health, and current use of land and resources for traditional purposes. The assessment focused on two aspects of light:</p> <ul style="list-style-type: none"> • Light trespass, the amount of light that strays from its intended purpose onto neighbouring areas; and • Sky glow, the unwanted illumination of the night sky that affects the visibility of stars. <p>The assessment concluded that:</p> <ul style="list-style-type: none"> • Overall, the Project is not expected to change the general light environment of the Lower Mainland and the Gulf Islands and no measurable incremental cumulative changes related to light are expected. • Project-related lighting is expected to result in a minimal increase in light trespass levels. • Increases in sky glow levels are expected, but are not anticipated to result in a noticeable change from existing conditions. <p>Suggested mitigations were considered in the effects assessment. Mitigation measures to address effects on visual resources and coastal birds consist of implementation of Environmental Management Plans including Light Management Plans for construction and operation phases. These plans will include the following measures:</p> <ul style="list-style-type: none"> • Orienting lights downwards and away from residential and marine areas; • Using shielding to minimise light trespass; • Controlling light levels and limiting light use to areas where activities are occurring; • Where possible, using fixtures that emit light at wavelengths shown to minimise disorienting effects to birds; and • Ensuring dredge lighting system shields light from spilling outside the basic working footprint of the dredge. <p>EIS, Section 9.4 – Light EIS, Section 15.0 – Coastal Birds EIS, Section 25 – Visual Resources</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>29. Marine Mammals</p> <ul style="list-style-type: none"> Issues regarding potential effects of the Project on killer whales, including stress, risk of ship strike, construction noise, contaminants, food supply and habitat Issue regarding the potential effect of the Project on whales, dolphins, sea lions and seals 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Pre-Consultation Project Definition Pre-Design Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>Marine mammals are top predators in the Strait of Georgia marine ecosystem, the focus of a substantial wildlife viewing and ecotourism industry, and culturally valued by the public and Aboriginal groups. An assessment was undertaken to determine the potential effects of the Project on marine mammals.</p> <p>The results of the marine mammal assessment were considered in the assessments of marine commercial use, human health, and current use of land and resources for traditional purposes.</p> <p>The following are the highlights of the marine mammals assessment:</p> <ul style="list-style-type: none"> With the implementation of proposed mitigation measures, potential Project-related adverse effects on marine mammals from Project construction and operation activities and terminal footprint-related changes will be avoided or reduced, except for potential adverse effects from underwater noise produced during operations. Project-related adverse residual effects from underwater noise during operations to marine mammals are expected to be not significant. The Project is not anticipated to adversely affect the features of southern resident killer whale critical habitat when needed for their life functions. The Project will not limit the survival or population recovery of southern resident killer whales. Cumulative effects to baleen whales, seals and sea lions, and toothed whales other than southern resident killer whales, are expected to be not significant. Due to their Endangered status and lack of recovery of the population, southern resident killer whales are assumed to be already significantly adversely affected; therefore, cumulative effects to southern resident killer whales are expected to remain significant. <p>The likelihood of a Project-related container ship, tug or support vessel strike causing a marine mammal injury or death is very low.</p> <p>EIS, Section 14.0 – Marine Mammals</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>30. Monitoring Programs</p> <ul style="list-style-type: none"> • Suggestion that Port Metro Vancouver establish and fund an extensive long-term environmental monitoring program with allowances for adaptive management • Interest in Port Metro Vancouver enforcing proposed mitigation measures during construction and operation • Suggestion that Port Metro Vancouver provided regular monitoring reports for public review 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>Port Metro Vancouver is committed to developing and implementing a comprehensive follow-up program for the Project. The purpose of the Roberts Bank Terminal 2 Project follow-up program is to verify the accuracy of residual effect predictions made in the EIS, and determine the effectiveness of any measures taken to mitigate the adverse environmental effects of the Project.</p> <p>To ensure the Program's elements adequately reflect conditions of Project approvals, final designs, and construction or operation approaches, as well as public, Aboriginal group, and regulator feedback received during the review of the EIS, Port Metro Vancouver will lead the development of the follow-up program after the submission of the EIS.</p> <p>The follow-up program will include:</p> <ul style="list-style-type: none"> • An evaluation of the adequacy of existing data to provide a benchmark against which to test Project-related effects; • A monitoring design drawing on the measurable parameters identified to be field-tested; • A methodological approach for using field-collected data to measure and verify the accuracy of the effects predicted in the EIS; • A reporting framework that defines frequency of reporting, distribution and feedback mechanisms; and • Details of Port Metro Vancouver's approach to adaptive management for the Project through construction and operation. <p>The follow-up program will be developed in consultation with federal agencies, including the Canadian Environmental Assessment Agency, Fisheries and Oceans Canada, and Environment Canada. Complete drafts of the Roberts Bank Terminal 2 Project follow-up program will be made available prior to the start of field measurements to ensure parties consulted on the program and approving agencies have an opportunity to evaluate and approve the Program. Feedback from Aboriginal groups regarding the draft follow-up program will be sought through Port Metro Vancouver's ongoing engagement initiatives.</p> <p>EIS, Section 33.0 – Environmental Management Program</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>31. Need For the Project</p> <ul style="list-style-type: none"> • Statement that the Project is not required • Issue regarding accuracy of container traffic forecasts • Requests for information regarding container traffic and forecast data 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p> <p>Port Community Liaison Committee - Delta</p>	<p>As part of Project planning, Port Metro Vancouver obtained annual independent container traffic forecasts from internationally-recognised experts in global economics and logistics. The detailed container forecast reports (Seaport and WorleyParsons 2011, Ocean Shipping Consultants from 2012 to 2014) are available in the Information Centre at www.portmetrovanancouver.com/RBT2.</p> <p>The forecasts show that demand for container traffic on Canada's west coast is growing. These forecasts considered many key factors that interact to influence container demand forecasts, including GDP growth, widening of the Panama Canal, planned container terminal expansion at the Port of Prince Rupert, macro-economic trends in North America, North American container port demand, competitive developments at other ports, trends in container shipping and Port Metro Vancouver's competitive position compared to other North American ports.</p> <p>Improvements currently planned or underway in British Columbia will help alleviate capacity constraints in the short-term; however, the west coast of Canada will require additional capacity by the early to mid-2020s. The results of Port Metro Vancouver's analysis concludes that the Roberts Bank Terminal 2 Project is the only technically and financially feasible option to meet the longer-term demand for container capacity on Canada's west coast.</p> <p>Regarding the accuracy of forecasting, a comparison of a Canadian west coast container traffic forecast completely by Ocean Shipping Consultants in 2001 against actual throughput from 2001 to 2014 demonstrates the robustness and accuracy of the forecasts. Actual Canadian west coast container traffic remains closely aligned with, and has in many years exceeded, the high case forecast, with the exception of a decrease in container volumes that occurred in 2009 in association with the global financial crisis.</p> <p>See Alternatives To the Project EIS, Section 2.0 – Project Overview EIS, Section 5.0 – Alternative Means of Carrying Out the Project</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>32. Noise and Vibration</p> <ul style="list-style-type: none"> • Issue regarding noise from truck and train movements • Issue regarding potential effects of noise from the Project on birds and wildlife • Participants in consultation regarding Preliminary Environmental Mitigation Concepts were presented with proposed mitigation measures and asked for suggestions of additional mitigation measures: <ul style="list-style-type: none"> ▫ Suggestions for mitigation measures included requiring shore power while ships are berthed, powering container handling vehicles by electricity or natural gas, increased noise and vibration monitoring and use of berms or buffers to deflect/control noise from reaching nearby residences 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>The noise and vibration assessment examined potential changes in noise and vibration as a result of the Project. The results of the noise and vibration assessment was used in the assessments of coastal birds, marine commercial use, outdoor recreation, human health, and current use of land and resources for traditional purposes.</p> <p>The assessment considered Project-related sources of noise and vibration, including construction equipment, berthing and unberthing of container ships, tugboats, ships at berth, container handling activities, and movement of trains and trucks on the terminal and causeway. The assessment focused on continuous noise, low frequency noise, transient and impulsive noise, and ground-borne vibration.</p> <p>The assessment concluded that:</p> <ul style="list-style-type: none"> • Project-related changes in annual average noise levels in communities near the Project are expected to be minor and for the most part, not perceptible. • Some changes in noise conditions that could be perceptible include: <ul style="list-style-type: none"> ▫ Increased noise during periods of peak construction activity. ▫ The number of intermittent noises related to cargo handling and train shunting during operation would increase, but the noise levels perceived from shore would be the same or lower than noise levels from the existing Roberts Bank terminals, since the new marine terminal would be located further from shore. ▫ Increased noise in marine areas are expected to be perceptible close to the terminal. • The Project in combination with other certain and reasonably foreseeable projects and activities is expected to result in minimal incremental cumulative changes to noise in areas close to road and rail corridors. • The construction and operation of the marine terminal and causeway is not expected to result in perceptible increases in levels of ground-borne vibration. <p>Suggested mitigations were considered in the development of proposed mitigation for Project-related changes in noise. Noise Management Plans would be developed for construction and operation phases and would integrate with Port Metro Vancouver's existing noise monitoring programs.</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>Noise and Vibration (continued)</p>		<p>Mitigation of construction-related noise would include:</p> <ul style="list-style-type: none"> • Scheduling of higher-noise generating activities during weekdays, and during the daytime; • Shutdown of equipment and vehicles when not in use; • Utilisation of equipment that produces less noise; and • Awareness and training for construction crews. <p>Mitigation for operation-related noise would include:</p> <ul style="list-style-type: none"> • Optimised tonality of equipment alarms to limit audibility on shore while meeting safety requirements; • Operator awareness and training; and • Regular maintenance of equipment (e.g., lubrication of pulleys and other moving parts, replacement of deteriorated exhaust mufflers, maintaining efficiencies of engines through servicing). • The plan will integrate with Port Metro Vancouver's existing noise-monitoring programs. <p>For more information regarding Port Metro Vancouver's Long Term Noise Monitoring Program, please see http://www.portmetrovancover.com/en/environment/initiatives/noise-monitoring.</p> <p>EIS, Section 9.3 – Noise and Vibration EIS, Section 33.0 – Environmental Management Program</p>
<p>33. Port Metro Vancouver's Mandate</p> <ul style="list-style-type: none"> • Requests for information regarding Port Metro Vancouver's mandate 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Design 	<p>The Vancouver Fraser Port Authority, doing business as Port Metro Vancouver, is a port authority created pursuant to the <i>Canada Marine Act</i>. The purpose of the <i>Canada Marine Act</i>, and Port Metro Vancouver's mandate, includes:</p> <ul style="list-style-type: none"> • Promoting the success of Canadian ports to contribute to the competitiveness, growth, and prosperity of the Canadian economy; • Ensuring that marine transportation services satisfy the needs of users at a reasonable cost; • Providing a high level of safety and environmental protection; and • Managing marine infrastructure in a commercial manner, taking into account input from users and the community. <p>For more information regarding Port Metro Vancouver, please visit portmetrovancover.com.</p> <p>EIS, Section 1.3 – Proponent Description</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>34. Public Consultation Process</p> <ul style="list-style-type: none"> • Input into the consultation process • Concern that Port Metro Vancouver would not consider the feedback received through consultation and perception of bias in discussion guides and feedback forms • Suggestion that Port Metro Vancouver consult with local naturalists and environmental groups to gain local knowledge of Roberts Bank • Pre-Consultation participants were asked how they wanted to be consulted, and about what topics: • The most popular choices for consultation methods were small group meetings (96% at least somewhat likely to attend), open houses (77%), completing an online feedback form (75%) or providing a written submission (62%). Online consultation methods, such as webinars (38%) and online open houses were rated lower (35%). <ul style="list-style-type: none"> ▫ All eight topics proposed by Port Metro Vancouver were considered at least somewhat important by 75% of respondents. Topics presented by Port Metro Vancouver were socio-economic (73% extremely important); project design elements (66%); local and regional area (58%); infrastructure (55%); wildlife 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p> <p>Port Community Liaison Committee – Delta</p>	<p>Port Metro Vancouver has undertaken comprehensive consultation with local government and the public about the Project beginning in January 2011. During this time, Port Metro Vancouver has participated in more than 100 meetings and presentations with communities, local government, and businesses through its Local and Regional Government Outreach and Engagement Program, Port Metro Vancouver-led consultation, and community outreach activities. These activities are in addition to opportunities for public comment provided through the environmental assessment process.</p> <p>Port Metro Vancouver conducted Pre-Consultation in 2011, which was designed to gather input regarding how participants wished to participate in future consultation and what topics they would like to be consulted about. Port Metro Vancouver considered this input in designing subsequent consultation activities.</p> <p>Project Definition Consultation (2012), Pre-Design Consultation (2013) and consultation regarding Preliminary Environmental Mitigation Measures (2014) consulted participants about elements of Project design, importance of environmental study topics, and proposed environmental mitigation measures. Consultation methods were designed to maximise participation, and included small group meetings, open house, and online consultation through feedback forms and PortTalk, an online forum. Notification was broad and included advertising in community newspapers, email invitations to the Project update list (1,200 email addresses as of November 30, 2014), follow up phone calls, social media (Twitter and Facebook), and a postcard invitation to more than 18,000 residences and businesses in Delta before consultation regarding Preliminary Environmental Mitigation Measures.</p> <p>Consultation input was independently summarised in Consultation Summary Reports, which are available in the Information Centre at www.portmetrovancover.com/RBT2. This input has been considered, along with technical and financial information and information gathered from Aboriginal groups and regulatory agencies, in Consideration of Consultation Input Memos and in the development of the EIS.</p> <p>Port Metro Vancouver distributed information through several methods to ensure local governments and the public are aware of the Project. These include monthly email notifications regarding technical and environmental field studies, the development of a Project video, Project website, information sheets about Project topics frequently raised by members of the public, and the Delta Community Office.</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>and habitats (45%); water quality and marine species (44%); local benefits and opportunities (38%); and culture and heritage (22%)</p>		<p>In addition to consultation activities, Port Metro Vancouver regularly responds to public enquiries regarding the Project through a dedicated phone line, email, mailing address, and in person at the Delta Community Office. Between 2011 and December 31, 2014, Port Metro Vancouver received 104 enquiries regarding the Project.</p> <p>Metro Vancouver will continue engagement and consultation throughout the Panel review phase, and should the Project proceed, into the construction and operation phases.</p> <p>EIS, Section 7.3 – Local Government and Public Engagement and Consultation</p> <p>EIS, Appendix 7.3-D – List of Communications and Consultation Materials</p> <p>EIS, Appendix 7.3-E – List of Engagement and Consultation Meetings</p>
<p>35. Requests for Information – Field Studies</p> <ul style="list-style-type: none"> • Requests for information about field studies • Requests for study results 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>In response to requests for information regarding field studies, in 2011, Port Metro Vancouver began publishing monthly field studies information sheets describing the field studies work occurring at Roberts Bank and the surrounding areas. Field studies information sheets include the purpose, area, methods and timing of studies and is distributed to stakeholders registered with the Project email database and available on the Project website.</p> <p>In response to requests for more information regarding field studies, Port Metro Vancouver provided the terms of reference for field studies, which are also available on the Project website.</p> <p>Results of the studies have been used in the development of the EIS and are available on the Project website at www.portmetrovancover.com/RBT2/EA.</p> <p>Appendix 7.3-D – List of Communications and Consultation Materials</p>
<p>36. Requests for Information – Historical and Technical Reports</p> <ul style="list-style-type: none"> • Requests for information regarding past development at Roberts Bank 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition 	<p>In response to request for information regarding past development at Roberts Bank, Port Metro Vancouver provided technical and historical information regarding the Project and Roberts Bank area.</p> <p>The Project website (www.portmetrovancover.com/RBT2) includes an Information Centre with approximately 100 technical reports related to historic development at Roberts Bank.</p> <p>Appendix 7.3-D – List of Communications and Consultation Materials</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>37. Shore Power</p> <ul style="list-style-type: none"> • Interest in whether the Project would be built with shore power • Request that Port Metro Vancouver mandate shore power for ships calling Roberts Bank terminals to reduce air emissions and noise • Issue that shore power has not yet been implemented 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>Shore power is a part of Port Metro Vancouver's overall Air Action Program, which also includes projects that minimize emissions of trucks, cargo handling equipment and trains. Port Metro Vancouver has already provided shore power connections for cruise ships at Canada Place and is actively working on increasing the use of shore power to include cargo ships.</p> <p>The Project has been designed to include connections for vessel shore power. Shore power connections will enable ships to be plugged into electrical power sources at the wharf so that their diesel engines and associated electrical generators can be turned off, thus reducing air and noise emissions.</p> <p>Electrical services for tug shore power connections will be extended, or added from the existing tug basin services.</p>
<p>38. Short-Sea Shipping</p> <ul style="list-style-type: none"> • Interest in Port Metro Vancouver exploring intra-regional container movement such as short-sea shipping. 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts 	<p>Short sea shipping has been proposed by members of the community as a potential solution to mitigate truck traffic. This practice would entail the transportation of containers by barge between deep-sea terminals and various container handling facilities within the Lower Mainland.</p> <p>The use of short sea shipping within Port Metro Vancouver would not replace the need for a new terminal.</p> <p>As only approximately one-third of the import containers leave the marine terminal by truck and are transported either to a transload facility or their ultimate destination in western Canada, short sea shipping by barge to a facility on the Fraser River would not completely replace truck transportation. Trucks would still be needed to transport containers between the Fraser River facility and the transload or warehouse facilities, and then ultimately to Canadian National Railway (CN) or Canadian Pacific Railway (CP) domestic intermodal yards. A cost effective and efficient short sea shipping operation in the Lower Mainland would require a facility that provides riverfront access, transload, and warehouse facilities, as well as access to road and rail infrastructure.</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>39. Socio-Economic Effects</p> <ul style="list-style-type: none"> Concern with socio-economic effects of the Project and requests for studies to be completed 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Pre-Consultation Project Definition Pre-Design <p>Public Enquiries (2011-2014)</p>	<p>Port Metro Vancouver undertook several socio-economic assessments including one intermediate component and ten valued components as noted below.</p> <p>These 11 assessments form an integrated analysis of the potential effects of the Project on local people and economies, including the general population, local communities, Aboriginal communities, and the region as a whole. The assessment of several valued components has been informed by specific studies of existing economic and social conditions in the two Aboriginal communities in close proximity to the Project with established rights to fish near Roberts Bank: Tsawwassen First Nation and Musqueam First Nation.</p> <p>EIS, Section 18.4 – Population EIS, Section 19.0 – Labour Market EIS, Section 20.0 – Economic Development EIS, Section 21.0 – Marine Commercial Use EIS, Section 22.0 – Local Government Finances EIS, Section 23.0 – Services and Infrastructure EIS, Section 24.0 – Outdoor Recreation EIS, Section 25.0 – Visual Resources EIS, Section 26.0 – Land and Water Use EIS, Section 27.0 – Human Health EIS, Section 28.0 – Archaeological and Heritage Resources</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>40. Train Traffic</p> <ul style="list-style-type: none"> • Issue regarding the potential effects of increased rail traffic from the Project • Issues regarding safety and that the current rail network would not be able to handle an increase in train traffic • Suggested mitigation for the effects of trains on communities included the implementation of a rail warning system to address road and rail conflicts and building additional overpasses to eliminate road and rail conflicts 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p> <p>Port Community Liaison Committee – Delta</p>	<p>There would be four trains per average day, and five trains per peak day, in each direction serving the Project (for a total of 8 movements per day on average, or 10 movements per peak day). Train lengths from, and to, the Project are expected to be between 8,000 and 12,000 feet (approximately 2,440 and 3,660 metres) long.</p> <p>To address concerns regarding the effects of trade-related transportation on communities, the Gateway Transportation Collaboration Forum seeks to identify and prioritize the development of infrastructure necessary for supporting continued gateway growth and to provide overall net benefits to host communities in Metro Vancouver. The Gateway Transportation Collaboration Forum will address transportation infrastructure that may include, but not limited to, at-grade rail crossings, rail traffic routing, rail improvements and mitigation for impacts from railways.</p> <p>The Roberts Bank Rail Corridor Program is a series of nine road and rail projects which were completed in 2014 and were designed to reduce the impacts of trains through local communities. The program was funded by a collection of partners including Port Metro Vancouver. The program enhances the quality of life in communities through which rail traffic travels to and from Port Metro Vancouver terminals at Roberts Bank in Delta. The Program also includes a Rail Crossing Information System (RCIS) which will notify drivers traveling on nearby routes of an incoming train, and enable them to re-route to overpasses when trains are expected. The RCIS consists of up to nine signs at key locations in the cities of Langley and Surrey and the Township of Langley. It is anticipated that the RCIS will be completed by early 2015.</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>41. Trans-Boundary Consultation</p> <ul style="list-style-type: none"> Suggestion that the United States government should be advised and included in the review of the Project to protect at risk species such as orcas 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Preliminary Environmental Mitigation Concepts 	<p>Port Metro Vancouver has undertaken initial engagement with the U.S. Environmental Protection Agency (U.S. EPA) and the Washington State Department of Ecology by introducing the Project and Port Metro Vancouver. Project information was shared through key website links (Project website and CEA Agency Project website). The U.S. EPA contacted other U.S. departments to identify potential requirements for additional information; in addition, Port Metro Vancouver discussed the Project with the U.S. EPA (Region 10) and offered to provide additional information about the Project, if requested. This engagement process is consistent with the Memorandum of Understanding between the Washington State Department of Ecology and the BC Environmental Assessment Office (EAO 2003).</p> <p>Port Metro Vancouver will take direction from the CEA Agency and the BC EAO regarding trans-boundary engagement with U.S. agencies during all phases of the proposed Project. U.S. agencies will be informed about opportunities for participation in the panel review phase, as well on key Project documents.</p> <p>EIS, Section 7.1 – Regulatory Consultation and Engagement</p>
<p>42. Transportation of Hazardous Goods</p> <ul style="list-style-type: none"> Concern regarding the contents of containers transported to and from the Project, including hazardous goods 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Project Definition Pre-Design Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p>	<p>Port Metro Vancouver is committed to compliance with the transport and storage of dangerous goods, as per the federal <i>Transportation of Dangerous Goods Act</i>, <i>Railway Safety Act</i>, and <i>Canadian Rail Operating Rules</i> and in accordance with provincial WorkSafeBC. These requirements will ensure worker and public safety regarding rail-related activities during Project construction and operation.</p> <p>The <i>Transportation of Dangerous Goods Act</i> also requires that all persons who offer for transport, or import certain dangerous goods, have an approved Emergency Response Assistance Plan. With respect to the Project, this requirement will apply to the infrastructure developer, terminal operator, and intermodal railway companies, including BCR, Canadian Pacific Railway (CP) and Canadian National Railway (CN). All container trucking and transportation companies engaged in the transportation of dangerous goods, including bulk delivery of fuel to support Project construction, and rail and terminal operations, will also be subject to this requirement.</p> <p>EIS, Section 30.0 – Accidents or Malfunctions</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>43. Truck Traffic</p> <ul style="list-style-type: none"> • Issue regarding the effects of increased container truck traffic from the Project, including effects on air quality, noise and congestion • Issue with container truck safety and enforcement • Suggestion that container trucks be fuelled by natural gas to reduce emissions • Statement that there are too many empty trucks coming to or from Deltaport • Suggestions that container trucks should be banned from the George Massey Tunnel, residential roads and during rush hour • During Pre-Design Consultation, Port Metro Vancouver sought feedback regarding operational improvements for port-related truck movements, including extending hours of terminal operations and reducing the number of empty truck trips – feedback was divided in support and opposition • Port Metro Vancouver also sought feedback regarding implementing a common data interface system to assist in dispatch and truck arrival times – generally, participants were in support 	<p>Public Consultation:</p> <ul style="list-style-type: none"> • Pre-Consultation • Project Definition • Pre-Design • Preliminary Environmental Mitigation Concepts <p>Public Enquiries (2011-2014)</p> <p>Port Community Liaison Committee – Delta</p>	<p>The EIS considered the potential effects of truck activity from the Project on air quality, noise and vibration and health effects. The results of these assessments are presented in the responses to issues raised related to air quality, noise and vibration, and health effects.</p> <p>The effects of truck traffic beyond the Roberts Bank causeway is not within the scope of the Roberts Bank Terminal 2 Project EA.</p> <p>Port Metro Vancouver, working with the Ministry of Transportation and Infrastructure, is continuing to investigate truck staging opportunities in the vicinity of Roberts Bank. This infrastructure is anticipated to be operational in advance of the completion of the Roberts Bank Terminal 2 Project.</p> <p>Port Metro Vancouver has existing programs focused on improving efficiencies through infrastructure development as well as implementing new technologies focused on real-time information exchange to improve operational efficiencies and information exchange with partners in the supply chain. These initiatives include, but are not limited to:</p> <ul style="list-style-type: none"> • Smart Fleet Trucking Strategy: Port Metro Vancouver has implemented a Smart Fleet Trucking Strategy. As part of the Joint Action Plan announced by Port Metro Vancouver, the Government of Canada and the Province of British Columbia, a number of initiatives have been implemented to improve truck routing and terminal operations, focused on improving trucking efficiencies while also reducing greenhouse emissions. • Common Data Interface: Port Metro Vancouver is exploring technologies, such as the Common Data Interface (CDI), that could help alleviate port-related truck traffic. CDI proposes a shared system and real-time information exchange between supply chain partners. This would improve coordination of trucking and terminal operations and would reduce the number of truck trips required per container across each berth as a result of reservation and trip planning tools. • Extending terminal hours of operation: Port Metro Vancouver implemented a pilot project that extends terminal operation hours to include regular evening and weekend hours. Effective July 1, 2014, Vanterm, Centerm and Deltaport introduced night gate operations five nights a week, operating from 16:30 – 01:00.

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>Truck Traffic (continued)</p>		<p>With respect to truck safety and enforcement, Port Metro Vancouver works with British Columbia's Ministry of Transportation and Infrastructure Commercial Vehicle Safety and Enforcement (CVSE) branch. The CVSE is responsible for compliance with safety regulations within the commercial transport sector. CVSE officers conduct more than 30,000 vehicle inspections each year, issuing violation tickets and removing unsafe vehicles from the provincial roadways on a daily basis. Vehicle emissions are controlled by engine and fuel standards set and enforced by regulators. Today's commercial engine standard (effective since 2010), has significantly reduced emissions of particulate matter, nitrogen oxides, and non-methane hydrocarbons. Port Metro Vancouver works closely with trucking companies to improve efficiencies in the supply chain. As a result of the number of trucks that cross the U.S. border, it is important to also consider Canadian and international standards. Through the Northwest Ports Clean Air Strategy, Port Metro Vancouver is working with the ports of Seattle and Tacoma to address port-related contributions to air quality and climate change in the Georgia Basin Puget Sound air shed.</p> <p>The Gateway Transportation Collaboration Forum (GTCF) was established in 2014 to identify and prioritize development of transportation and related infrastructure necessary for supporting continued gateway growth and to provide overall net benefits to host communities. It brings together Transport Canada, the B.C. Ministry of Transportation and Infrastructure, TransLink, the Greater Vancouver Gateway Council, and Port Metro Vancouver to collaboratively pursue infrastructure solutions and funding opportunities under the New Building Canada Plan. The GTCF builds on the success of past initiatives, including the Roberts Bank Rail Corridor Program, South Fraser Perimeter Road, North Shore and South Shore Trade Area projects, Ashcroft Terminal's Expansion Project, and the Regional Transportation Management Centre. It was not created in relation to, nor is it in any way solely focused on, the RBT2 project.</p> <p>The GTCF consists of four trade areas, including the Roberts Bank Trade Area.</p> <p>The GTCF leverages existing reports and conduct new studies, as necessary, to guide identification and evaluation of regional projects that relate to additional truck and train traffic from increasing demand for trade through the gateway. The GTCF works in consultation with municipal governments, regional agencies, Aboriginal groups, industry, and other stakeholders, to consider how best to meet long-term trade</p>

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
Truck Traffic (continued)		<p>demand while reducing impacts to local communities and the environment.</p> <p>Much of this work will focus on addressing the increased truck and train traffic within Metro Vancouver that is anticipated as demand for trade through the gateway grows.</p>
<p>44. Underwater Noise</p> <ul style="list-style-type: none"> Issue regarding the potential effects of underwater noise from construction and from ships on marine mammals and coastal birds 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Preliminary Environmental Mitigation Concepts 	<p>Underwater noise considers the level of underwater sound in the marine environment. An assessment was undertaken to determine potential changes in the acoustic environment as a result of the project. The assessment focused on Project construction and operation activities that would produce underwater noise. The results of the underwater noise assessment were considered in the assessments of marine fish, marine mammals, and coastal birds.</p> <p>Existing levels of underwater noise in the study areas were measured with hydrophones and predicted with models. Project activities, such as dredging, pile driving, vibro-densification, and movements of support vessels during construction, and movements of container ships and tugboats associated with terminal approach and departure, and berthing and unberthing during operation were considered. Small vessel traffic, including commercial whale-watching traffic, was not included in predictions of underwater noise.</p> <p>The assessment concludes that:</p> <ul style="list-style-type: none"> Existing underwater noise levels at all locations in the local study area and regional study area were dominated by human-generated sounds, primarily from vessel traffic, including ferries, large commercial vessels, small private boats, whale-watching vessels and depth sounders (i.e., fish finders, side scan sonar). Construction activities that will produce underwater noise include pile-driving, vibro-densification, dredging and use of support vessels. Activities during Project operation, including movement of container ships and tug boats associated with approach and departure, and berthing and unberthing, will produce underwater noise. Overall, average underwater noise predicted for the future with the addition of Project construction and operation activities is expected to be comparable to average existing levels of underwater noise due to existing high levels, but will at times exceed existing conditions.

Summary of Issue or Interest	Source of Input	Port Metro Vancouver Response
<p>Underwater Noise (continued)</p>		<ul style="list-style-type: none"> The cumulative change in underwater noise levels due to the Project in combination with expected future commercial vessel traffic within the Roberts Bank and regional area is expected to make a small contribution to underwater noise levels within the regional area relative to existing commercial vessel traffic. <p><i>See Birds and Marine Mammals.</i></p> <p>EIS, Section 9.6 – Underwater Noise</p>
<p>45. Water Quality</p> <ul style="list-style-type: none"> Issue regarding the potential water quality and sediment effects from the Project Issue regarding potential for run-off, sewage and pollution 	<p>Public Consultation:</p> <ul style="list-style-type: none"> Project Definition Preliminary Environmental Mitigation Concepts 	<p>Marine water quality considers the physical and chemical characteristics of waters that influence the estuarine ecosystem. An assessment was carried out to determine potential changes to marine water quality as a result of terminal footprint-related changes and Project construction activities, including dredging, disposal at sea and vibro-densification. The results of the marine water quality assessment were considered in the assessments of marine vegetation, marine invertebrates, marine fish, marine mammals, coastal birds, and ongoing productivity of commercial, recreational, and Aboriginal fisheries.</p> <p>Studies were undertaken to determine existing conditions for several water quality parameters, including temperature, acidity or basicity (pH), dissolved oxygen, conductivity, salinity, oxidation reduction potential, total dissolved solids, total suspended solids, turbidity, water hardness, nutrients, and metals.</p> <p>The assessment concludes that:</p> <ul style="list-style-type: none"> Construction activities are not expected to alter water contaminant or nutrient levels, pH, dissolved oxygen or temperature. Increases in total suspended solids levels from construction activities are expected to be temporary and minimal relative to existing natural variability. The Project is expected to result in changes to marine water quality. As a result of the terminal footprint, localized changes in salinity and turbidity are predicted in the intertidal zone, but within the natural ranges currently experienced. The Project is not expected to result in incremental cumulative changes to marine water quality. <p>EIS, Section 9.7 – Marine Water Quality</p>

APPENDIX 7.3-C
Public Inquiries Program Sources and Topics

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Port Metro Vancouver established an enquiry response program to provide information regarding the Project. Enquiries were made through the following sources:

In-Person:

Consultation meetings, open houses, Delta Community Office, information sessions, etc.

Email: Container.improvement@portmetrovanouver.com

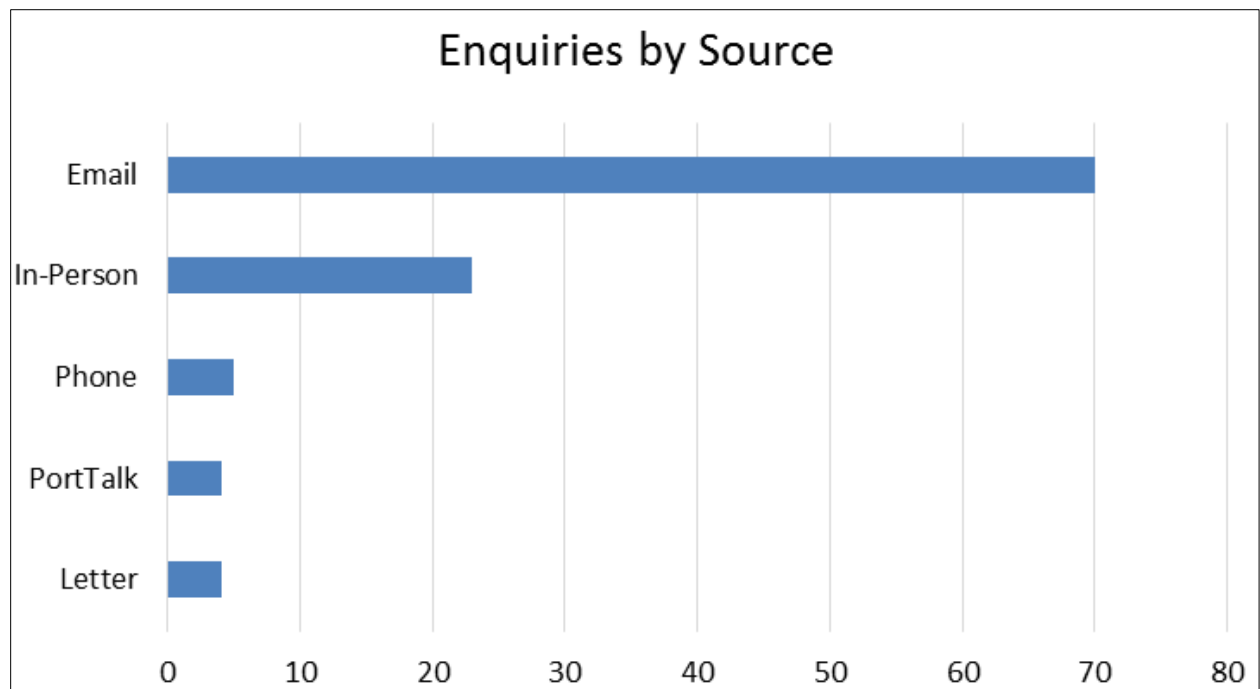
Mail: Port Metro Vancouver
Attention: Roberts Bank Terminal 2 Project
100 The Pointe, 999 Canada Place
Vancouver, BC V6C 3T4

Phone: 604.665.9337

Web: www.PortTalk.ca/rbt2

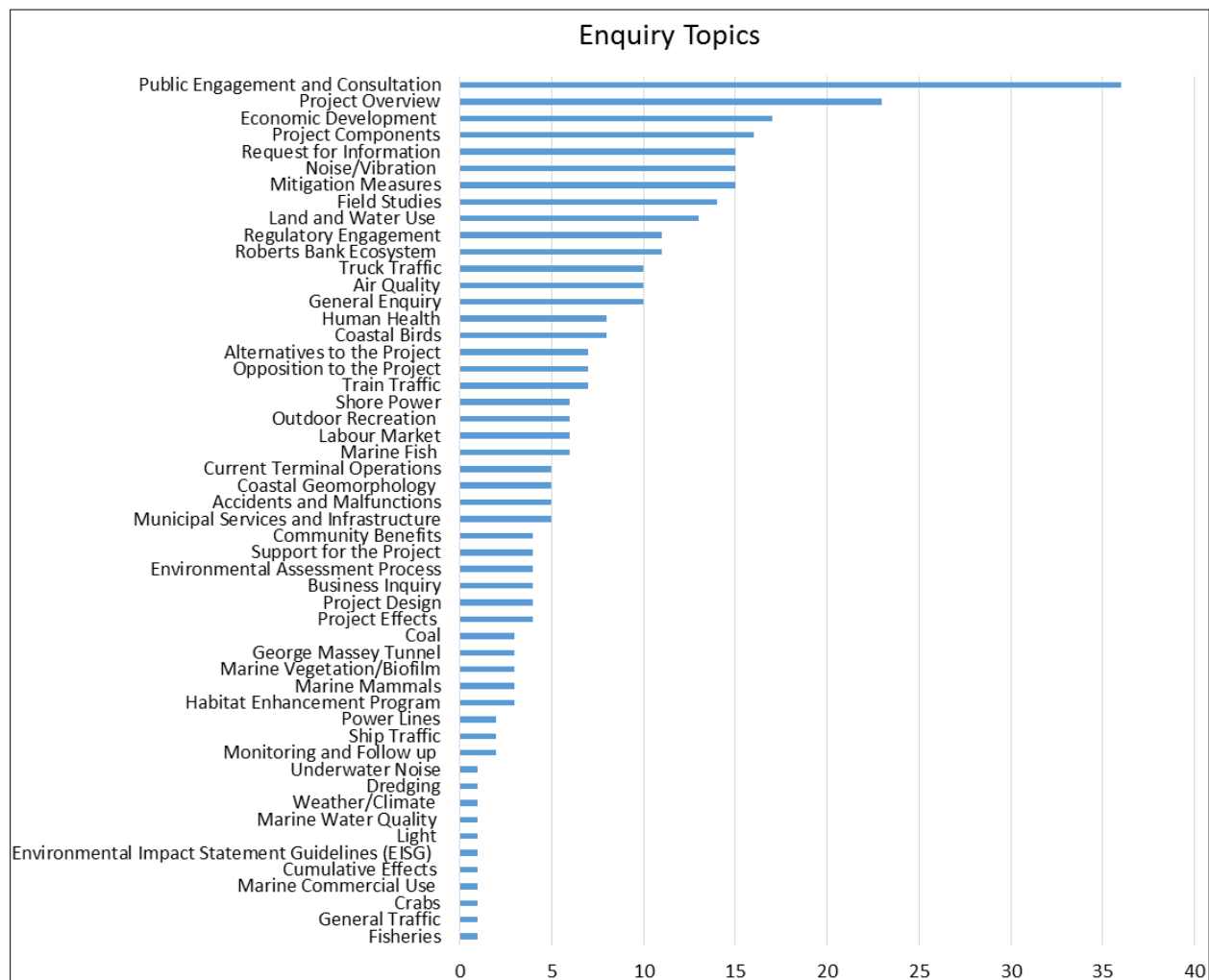
Between January 1, 2011 and December 31, 2014, a total of 106 enquiries were recorded.

Figure 7.3-C1



Total number of Enquiries: 106

Figure 7.3-C2



Total number of Enquiry Topics: 372

Note: The number of enquiry topics adds up to more than the total number of enquiries because some enquiries included more than one topic.




APPENDIX 7.3-D
List of Communications and
Consultation Materials

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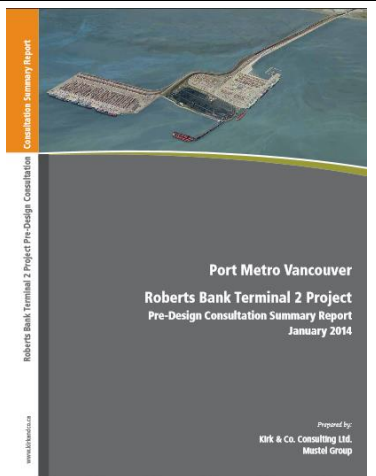
Communications and consultation materials were made available through the Project website (www.portmetrovanancouver.com/RBT2), at the Delta Community Office, and at consultation small group meetings and open houses.


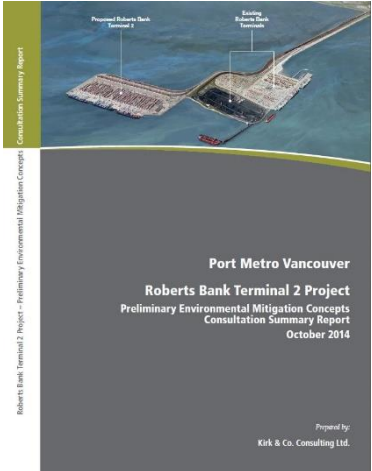
The following are communications and consultation materials that had been posted on the Roberts Bank Terminal 2 Project website as of December 31, 2014.

Table 7.3-D1

Consultation Round	Document	Thumbnail
Pre-Consultation, June 2011	Pre-Consultation Discussion Guide and Feedback Form, June 2011. Port Metro Vancouver, 2011. [16 pages]	
	Pre-Consultation Summary Report, July 2011. Kirk & Co. Consulting Ltd. and Synovate Ltd, 2011. [20 pages] <ul style="list-style-type: none"> • Appendix 1 – Stakeholder Notification [4 pages] • Appendix 2 – Pre-Consultation Discussion Guide & Feedback Form [16 pages] • Appendix 3 – Pre-Consultation Multi-Stakeholder Meeting Notes [152 pages] 	
	Consideration of Pre-Consultation Input, June 6 to 30, 2011. Port Metro Vancouver, 2012. [23 pages]	

Consultation Round	Document	Thumbnail
Project Definition Consultation, October-November 2012	Roberts Bank Terminal 2 Project Overview, October 2012. Port Metro Vancouver, 2012. [6 pages]	
	Project Definition Consultation Discussion Guide and Feedback Form, October - November 2012. Port Metro Vancouver, 2012. [32 pages]	
	Project Definition Consultation Summary Report, January 2013. Kirk & Co. Consulting Ltd. and Mustel Group, 2013. [48 pages] <ul style="list-style-type: none"> Appendix 1 – Stakeholder Notification [6 pages] Appendix 2 – Project Definition Consultation Discussion Guide [32 pages] Appendix 3 – Project Definition Consultation Multi-Stakeholder Meeting Notes [141 pages] 	
	Project Definition Consultation – Consideration of Consultation Input, October 22 to November 30, 2012. Port Metro Vancouver, 2013. [43 pages]	

Consultation Round	Document	Thumbnail
Pre-Design Consultation, October 7 - November 12, 2013	Roberts Bank Terminal 2 Project Overview, September 2013. Port Metro Vancouver, 2013. [6 pages]	
	Pre-Design Consultation Discussion Guide and Feedback Form, October – November 2013. Port Metro Vancouver, 2013. [38 pages]	
	Pre-Design Consultation Summary Report, January 2014. Kirk & Co. Consulting Ltd. and Mustel Group, 2014. [34 pages] <ul style="list-style-type: none"> Appendix 1: Discussion Guide and Feedback Form [38 pages] Appendix 2: Notification Samples [6 pages] Appendix 3: Pre-Design Consultation Small Group Meeting Notes [134 pages] 	
	Pre-Design Consultation – Consideration of Consultation Input, October 7 - November 12, 2013. Port Metro Vancouver, July 2014. [43 pages]	

Consultation Round	Document	Thumbnail
Consultation regarding Preliminary Environmental Mitigation Measures, September 15 – October 10, 2014	Preliminary Environmental Mitigation Concepts Consultation Discussion Guide and Feedback Form, September – October 2014. Port Metro Vancouver, 2014. [38 pages]	
	<p>Preliminary Environmental Mitigation Concepts, Consultation Summary Report, October 2014. Kirk & Co. Consulting Ltd., 2014. [34 pages]</p> <ul style="list-style-type: none"> • Appendix 1: Discussion Guide and Feedback Form [38 pages] • Appendix 2: Notification Samples [6 pages] • Appendix 3: Pre-Design Consultation Small Group Meeting Notes [134 pages] 	

Project Information Materials

Information Sheets

1. Container Movement (July 2014)
2. Environmental Assessment Process (July 2014)
3. Environmental Assessment Methodology (November 2014)
4. Environmental Studies Program (July 2014)
5. Air Quality (July 2014)
6. Noise and Vibration (July 2014)
7. Marine Vegetation (November 2014)
8. Marine Invertebrates (November 2014)
9. Marine Fish (November 2014)
10. Marine Mammals (November 2014)
11. Coastal Birds (November 2014)
12. Ongoing Productivity of Fisheries (November 2014)

Field Studies Information Sheets

1. February 2011: Metocean Data Collection (February 2011)
2. April 2011: Geotechnical Investigations (April 2011)
3. May 2011: Sea Bed (Bathymetry) and Land (Topography) Surveys (May 2011)
4. June 2011: Metocean Data Collection Redeployment (June 2011)
5. July 2011: Geophysical Investigations (July 2011)
6. September 2011: Subtidal Seapen Survey (September 2011)
7. April 2012: Field Studies Overview (April 2012)
8. May 2012: Field Studies Overview (May 2012)
9. June 2012: Field Studies Overview (June 2012)
10. July 2012: Field Studies Overview (July 2012)
11. August 2012: Field Studies Overview (August 2012)
12. September 2012: Field Studies Overview (September 2012)
13. October 2012: Field Studies Overview (October 2012)
14. November 2012: Field Studies Overview (November 2012)
15. December 2012: Field Studies Overview (December 2012)
16. January 2013: Sediment Characterization (January 2013)
17. January 2013: Field Studies Overview (January 2012)
18. Baseline Field Studies – Terms of Reference (February 2013)
19. February 2013: Field Studies Overview (February 2013)
20. March 2013: Field Studies Overview (March 2013)
21. April 2013: Field Studies Overview (April 2013)
22. May 2013: Field Studies Overview (May 2013)
23. Baseline Field Studies – Terms of Reference (June 2013)
24. June 2013: Field Studies Overview (June 2013)
25. July 2013: Field Studies Overview (July 2013)
26. August 2013: Field Studies Overview (August 2013)
27. September 2013: Field Studies Overview (September 2013)
28. October 2013: Field Studies Overview (October 2013)
29. November 2013: Field Studies Overview (November 2013)
30. December 2013: Field Studies Overview (December 2013)
31. January 2014: Field Studies Overview (January 2014)
32. February 2014: Field Studies Overview (February 2014)
33. March 2014: Field Studies Overview (March 2014)

34. April 2014: Field Studies Overview (April 2014)
35. May 2014: Field Studies Overview (May 2014)
36. June 2014: Field Studies Overview (June 2014)
37. July 2014: Field Studies Overview (July 2014)
38. August 2014: Field Studies Overview (August 2014)
39. September 2014: Field Studies Overview (September 2014)
40. October 2014: Field Studies Overview (October 2014)
41. November 2014: Field Studies Overview (November 2014)
42. December 2014: Field Studies Overview (December 2014)

Container Capacity Improvement Program Updates

1. Container Capacity Improvement Program Update – June 2011
2. Container Capacity Improvement Program Update – November 2014

Local Government Engagement

1. Meeting Notes – June 6, 2013
2. Meeting Notes – October 8, 2013
3. RBT2 Local Government Engagement Summary Report – February 2014
 - a. Appendix 1 – Local Government Elected Roundtable Terms of Reference
 - b. Appendix 2 – Technical Liaison Committee Terms of Reference
 - c. Appendix 3 – Status of Interests and Issues Table
4. Meeting Notes – February 18, 2014
5. Meeting Notes – July 8, 2014
6. Meeting Notes – September 16, 2014

Technical Advisory Group (TAG)

1. Terms of Reference (November 2012)
2. Biofilm & Shorebirds – Final Report (November 2013)
3. Coastal Geomorphology – Final Report (November 2013)
4. Productive Capacity – Final Report (November 2013)
5. Southern Resident Killer Whales – Final Report (November 2013)

Memos

1. Potential Effects of Opening the Causeway – June 2005 NHC Memo (January 2014)

Technical Reports

2010

1. Request for Proposal #P100730-19: Program Management and Technical Support Services for Container Capacity Preliminary Planning. Issue Date: July 7, 2010 (July 2010)

2011

2. Micro Economic Impact Study of Container Activity at Port Metro Vancouver – Final Draft Report (November 2011)
3. Projections of Vessel Calls and Movements at Deltaport and Westshore Terminals (November 2011)
4. Preliminary Container Traffic Projections for Port Metro Vancouver: 2011 to 2030 Container Capacity Improvement Program (CCIP) Project Definition Report (PDR) Executive Summary (May 2011)

2012

5. Port Metro Vancouver Container Forecasts – Ocean Shipping Consultants (August 2012)
6. Summary Report - Roberts Bank Terminal 2 Project Trade-Off Process and Output (February 2012)

2013

7. Port Metro Vancouver Container Forecasts – Ocean Shipping Consultants (July 2013)

2014

8. Port Metro Vancouver Container Traffic Forecasts – Ocean Shipping Consultants (June 2014)

Videos

1. The proposed Roberts Bank Terminal 2 Project (September 2014)

Historic Documents

Past Development at Roberts Bank

Deltaport Third Berth Project

1. Deltaport Third Berth Adaptive Management Strategy 2010 Annual Report
2. Deltaport Third Berth Adaptive Management Strategy 2009 Annual Report Summary
3. Deltaport Third Berth Adaptive Management Strategy 2009 Annual Report
4. Deltaport Third Berth Adaptive Management Strategy 2008 Annual Report Summary Information
5. Deltaport Third Berth Adaptive Management Strategy 2008 Annual Report
6. 2007 Annual Report Summary Information
7. Deltaport Third Berth Adaptive Management Strategy 2007 Annual Report
8. Operations Environmental Assessment Certificate Compliance Report Deltaport Third Berth Project
9. Pre-Operations EAC Compliance Report Deltaport Third Berth Project
10. Environmental Assessment Report Deltaport Third Berth Projects
11. Deltaport Third Berth Project Comprehensive Study Report
12. Deltaport Third Berth Project Environmental Assessment Application
13. Cumulative Air Quality Effects
14. Roadside Air Quality for Container Terminal Traffic
15. Vancouver Port Authority Deltaport Third Berth Proposed Habitat Compensation Plan

Proposed Agricultural Products Handling Facility

16. Executive Summary – Environmental Appraisal Document – Agricultural Products Handling Facility at Roberts Bank
17. Proposed Agricultural Products Handling Facility – Report of the Project Environmental Review Panel

Deltaport Terminal

18. Roberts Bank Cumulative Environmental Effects Study: Summary Report
19. Deltaport Container Terminal Action Plan
20. Independent Project Review Panel Report
21. Environmental Appraisal of Proposed Container Terminal, Roberts Bank

Expansion of Roberts Bank Port Facility

22. Report of the Environmental Assessment Panel – Roberts Bank Port Expansion
23. Response to “A Statement of Deficiencies in the Environmental Impact Assessment of Roberts Bank Port Expansion”
24. Roberts Bank Port Expansion: a compendium of written submissions to the Environmental Assessment Panel
25. Environmental Impact Assessment of Roberts Bank Port Expansion
26. Guidelines for an environmental impact statement of the expansion to the Roberts Bank bulk-handling facility

Historical Studies and Reports

27. Roberts Bank and Sturgeon Bank Reach Overview – Phase 2
28. Roberts Bank and Sturgeon Bank Reach Overview – Backgrounder
29. Detection of the impact of predation by migratory shorebirds: an experimental test in the Fraser River estuary, British Columbia
30. Impacts of Overhead Transmission Wires on Birds at the Roberts Bank Causeway (Interim Report)
31. A History of Development at Roberts Bank – An Overview
32. Two Decades of Fish Habitat Restoration and Bioengineering on the Fraser River Estuary, British Columbia
33. Improvement of the sediment ecosystem following diversion of an intertidal sewage outfall at the Fraser River Estuary, Canada, with emphasis on *Corophium salmonis* (amphipoda)
34. Alteration of fish habitat by natural and industrial sedimentation in macro tidal estuaries British Columbia, Canada
35. Predation on meiofaunal and macrofaunal invertebrates by western sandpipers (*Calidris mauri*): evidence for dual foraging modes
36. An Overview Assessment of Compensation and Mitigation Techniques Used to Assess Fish Habitat Management in British Columbia Estuaries
37. Distribution of Juvenile Salmonids on both sides of the Deltaport Causeway
38. Testing the Efficacy of Spiral Vibration Dampers™ to Reduce Bird Collisions with Overhead Transmission Wires at the Roberts Bank Superport in 1997
39. Final Report of the Roberts Bank Environmental Review Committee
40. A Review of the Recent Physical and Biological Development of the Southern Roberts Bank Seagrass System (1950-1994)

41. Impacts of Overhead Transmission Wires on Birds at the Roberts Bank Superport in 1994-1995
42. Review of the Marine Environment and Biota of Strait of Georgia, Puget Sound and Juan de Fuca Strait
43. Estuarine science and management needed to maintain Pacific salmon production
44. Expansion of seagrass habitat by the exotic *Zostera Japonica*, and its use by dabbling ducks and brant in Boundary Bay, British Columbia
45. Fraser River Basin Benthic Invertebrate Catalogue
46. A comparison of Meiofauna Available as Fish Food on Sturgeon and Roberts Bank, Fraser River Estuary, British Columbia
47. Changes in Ecosystems Supporting Nearshore Fish Populations Due to Sea level Variation: Strait of Georgia, British Columbia
48. Effect of predation by juvenile Pacific salmon on marine harpacticoid copepods. II. Predator density manipulation experiments
49. Effect of predation by juvenile Pacific salmon on marine harpacticoid copepods. I. Comparisons of patterns of copepod mortality with patterns of salmon consumption
50. Impact of predation-disturbance by large epifauna on sediment-dwelling harpacticoid *copepods*: field experiments in a subtidal seagrass bed
51. Intrashoot distributions of leaf dwelling harpacticoid copepods on the seagrass *Zostera marina* L: implications for sampling design
52. Vertical Distribution and Abundance of Natant Harpacticoid Copepods on a Vegetated Tidal Flat
53. Roberts Bank Environmental Review Committee Progress Report
54. Benthic Invertebrates of Boundary Bay and Roberts Bank, British Columbia
55. Juvenile Salmonid Use of Habitats Altered by a Coal Port in the Fraser River Estuary
56. Seasonal Changes in Inshore Fish Populations on Sturgeon and Roberts Bank, Fraser River Estuary, British Columbia
57. A Field Study to Determine Hazards to Birds at Roberts Bank Coalport
58. Results of Preliminary Mark-Recapture Experiments with Juvenile Salmonids on Sturgeon and Roberts Bank, Fraser River Estuary
59. Short Term Use of a Low Tide Refuge in a Sandflat by Juvenile Chinook, Fraser River Estuary
60. Experimental Transplants of Brackish and Salt Marsh Species on the Fraser River Estuary
61. Spatial and Temporal Patterns in Abundance of Two Intertidal Seagrasses

62. Proceedings of the Fourth Pacific Coast Herring Workshop October 7-8, 1981
63. Distribution of Fish Species on Roberts Bank and Sturgeon Banks Recorded in Seine and Trawl Surveys
64. An Account of a Workshop on Restoration of Estuarine Habitats
65. Environmental Considerations Relating to Marina Development in the Roberts Bank Causeway Area of the Fraser River Estuary
66. A Trench Through Mudflat Communities of Macroinvertebrates on Roberts bank Fraser River Delta, BC
67. Zonation of Intertidal Biomass and Related Benthic Data from Sturgeon and Roberts Bank Fraser River Estuary British Columbia
68. Environmental Program: Roberts Bank and the Fraser Estuary

APPENDIX 7.3-E
List of Engagement and
Consultation Meetings

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This appendix lists the meetings held by Port Metro Vancouver between 2011 and 2014 as part of Local Government Engagement and Consultation and Public Engagement and Consultation.

Local Government Technical Liaison Committees provide an opportunity for regular contact between Port Metro Vancouver's Project team and staff from participating local and regional governments in the Project area to exchange technical information throughout Project planning.

The Local Government Elected Roundtable is an information-sharing committee. It provides a forum for Port Metro Vancouver and elected officials from Delta, City of Langley, Township of Langley, Richmond, Surrey, Tsawwassen First Nation and the Metro Vancouver Transportation Committee to share information and discuss community interests, concerns and benefits related to the project.

Local Government Engagement and Consultation¹

Table 7.3-E1

Date	Meeting Type	Meeting Group
June 24, 2011	Local Government Outreach (Joint)	City of Langley and Township of Langley (Joint Meeting)
June 29, 2011	Local Government Outreach	City of Richmond
June 30, 2011	Local Government Outreach	Corporation of Delta
May 10, 2012	Local Government Technical Liaison	Corporation of Delta
October 25, 2012	Local Government Technical Liaison	Corporation of Delta
November 14, 2012	Local Government Technical Liaison	City of Richmond
November 21, 2012	Local Government Technical Liaison	City of Langley
December 5, 2012	Local Government Technical Liaison	City of Surrey
January 18, 2013	Local Government Technical Liaison	Township of Langley
February 8, 2013	Local Government Technical Liaison	Corporation of Delta

¹ Meetings noted in grey were held during Public Consultation periods.

Date	Meeting Type	Meeting Group
May 21, 2013	Local Government Technical Liaison	City of Richmond
May 27, 2013	Local Government Technical Liaison	City of Surrey
May 29, 2013	Local Government Technical Liaison	Corporation of Delta
June 4, 2013	Local Government Technical Liaison	City of Langley
June 4, 2013	Local Government Technical Liaison	Township of Langley
June 6, 2013	Local Government Elected Roundtable	Local Government Elected Roundtable
July 30, 2013	Local Government Technical Liaison	Corporation of Delta
September 23, 2013	Local Government Technical Liaison	City of Surrey
September 24, 2013	Local Government Technical Liaison	City of Langley
September 24, 2013	Local Government Technical Liaison	Township of Langley
September 25, 2013	Local Government Technical Liaison	Corporation of Delta
October 2, 2013	Local Government Technical Liaison	City of Richmond
October 8, 2013	Local Government Elected Roundtable	Local Government Elected Roundtable
January 28, 2014	Local Government Technical Liaison	City of Surrey
January 31, 2014	Local Government Technical Liaison	Corporation of Delta
February 4, 2014	Local Government Technical Liaison	City of Richmond
February 7, 2014	Local Government Technical Liaison (Joint)	City of Surrey, City of Langley and Township of Langley (Traffic Meeting)
February 7, 2014	Local Government Technical Liaison	Township of Langley
February 12, 2014	Local Government Technical Liaison	City of Langley
February 18, 2014	Local Government Elected Roundtable	Local Government Elected Roundtable
June 18, 2014	Local Government Technical Liaison	Corporation of Delta
June 23, 2014	Local Government Technical Liaison	City of Richmond
June 23, 2014	Local Government Technical Liaison (Joint)	City of Surrey, City of Langley and Township of Langley (Joint Meeting)

Date	Meeting Type	Meeting Group
July 8, 2014	Local Government Elected Roundtable	Local Government Elected Roundtable
September 9, 2014	Local Government Technical Liaison	Corporation of Delta
September 10, 2014	Local Government Technical Liaison	City of Richmond
September 16, 2014	Local Government Elected Roundtable	Local Government Elected Roundtable
September 25, 2014	Local Government Technical Liaison (Joint)	City of Surrey, City of Langley and Township of Langley (Joint Meeting)

In addition to these meetings, local governments were invited to participate in Working Group meetings, as described in **7.1 – Regulatory Engagement and Consultation.**

Public Engagement and Consultation

Summary of Public Participation during Consultation

Table 7.3-E2

Pre-Design Consultation June 2011	Project Definition Consultation October-November 2012	Pre-Design Consultation October-November 2013	Preliminary Environmental Mitigation Measures September-October 2014
129 total participant interactions	249 total participant interactions	324 total participant interactions	121 total participant interactions
73 participants attended 7 small group meetings	86 participants attended 7 small group meetings	100 participants attended 6 small group meetings	46 participants attended 2 small group meetings
	72 people attended 5 open houses	96 people attended 5 open houses	39 people attended 2 open houses
55 feedback forms returned (10 online, 45 hard copy)	47 feedback forms returned (33 online, 14 hard copy)	84 feedback forms returned (63 online, 21 hard copy)	25 feedback forms returned (21 online, 4 hard copy)
1 submission received through email	27 submissions were received through email and mail	44 submissions were received through email and mail	11 submissions were received through email and mail
	17 people approached 2 information booths		

**Members of the public may have participated in multiple consultation events or provided feedback via different consultation methods.*

Pre-Consultation – June 2011

Table 7.3-E3

Date	Meeting Type	Meeting Group
June 8, 2011	Small Group Meeting	Public (Delta)
June 14, 2011	Small Group Meeting	Public (Delta)
June 15, 2011	Small Group Meeting	Public (Langley)
June 15, 2011	Small Group Meeting	Public (Surrey)
June 16, 2011	Small Group Meeting	Public (Vancouver)
June 16, 2011	Small Group Meeting	Public (Richmond)
June 22, 2011	Small Group Meeting	Port Community Liaison Committee - Delta ²
June 24, 2011	Local Government Outreach	City of Langley and Township of Langley
June 29, 2011	Local Government Outreach	City of Richmond
June 30, 2011	Local Government Outreach	Corporation of Delta

² The purpose and makeup of the Port Community Liaison Committee – Delta is outlined on page 7.

Project Definition Consultation – October–November 2012

Table 7.3-E4

Date	Meeting Type	Meeting Group
October 23, 2012	Small Group Meeting	Public (Delta)
October 23, 2012	Small Group Meeting	Public (Delta)
October 24, 2012	Small Group Meeting	Public (Langley)
October 25, 2012	Local Government Technical Liaison Committee	Corporation of Delta
October 25, 2012	Small Group Meeting	Public (Delta)
October 25, 2012	Open House	Public (Richmond)
October 27, 2012	Open House	Public (Delta)
October 30, 2012	Small Group Meeting	Public (Surrey)
October 30, 2012	Small Group Meeting	Public (Richmond)
October 31, 2012	Small Group Meeting	Public (Vancouver)
November 1, 2012	Open House	Public (Surrey)
November 6, 2012	Open House	Public (Delta)
November 8, 2012	Open House	Public (Langley)
November 14, 2012	Project Presentation	Delta Farmers' Institute ³
November 14, 2012	Local Government Technical Liaison Committee	City of Richmond
November 21, 2012	Local Government Technical Liaison Committee	City of Langley
November 23, 2012	Project Presentation	Metro Vancouver Regional Planners Advisory Committee ⁴

³ The Delta Farmers' Institute is an organization that works to promote and enhance the agricultural industry in Delta.

⁴ The Metro Vancouver Regional Planners Advisory Committee was a staff committee made up of municipal planners from within Metro Vancouver.

Pre-Design Consultation – October-November 2013

Table 7.3-E5

Date	Meeting Type	Meeting Group
October 8, 2013	Small Group Meeting	Public (Delta)
October 8, 2013	Local Government Elected Roundtable	Local Government Elected Roundtable (Meeting held in Delta)
October 9, 2013	Small Group Meeting	Public (Langley)
October 10, 2013	Small Group Meeting	Public (Delta)
October 15, 2013	Small Group Meeting	Public (Surrey)
October 15, 2013	Small Group Meeting	Public (Richmond)
October 16, 2013	Small Group Meeting	Public (Vancouver)
October 16, 2013	Open House	Public (Richmond)
October 17, 2013	Open House	Public (Surrey)
October 22, 2013	Open House	Public (Langley)
October 24, 2013	Open House	Public (Delta)
October 26, 2013	Open House	Public (Delta)
October 26, 2013	Small Group Meeting	Port Community Liaison Committee - Delta

Consultation Regarding Preliminary Environmental Mitigation Concepts – September-October 2014

Table 7.3-E6

Date	Meeting Type	Meeting Group
September 16, 2014	Local Government Elected Roundtable	Local Government Elected Roundtable (Meeting held in Surrey)
September 25, 2014	Small Group Meeting	Public (Delta)
September 25, 2014	Open House	Public (Delta)
September 27, 2014	Open House	Public (Delta)
September 29, 2014	Small Group Meeting	Public (Delta)

Port Community Liaison Committee – Delta

The Port Community Liaison Committee – Delta (PCLC) serves as a mechanism for dialogue and communications about port-related issues in Delta. The PCLC is comprised of up to 15 individuals. Representatives from the Corporation of Delta, Tsawwassen First Nation, community organizations, port industry, and Port Metro Vancouver are appointed by their respective bodies. Community representatives provide geographic representation from the whole community (Tsawwassen, Ladner and North Delta), as well as the diverse mix of interests within Delta.

The Project was a topic of discussion at the following PCLC Meetings:

Table 7.3-E

Date	Meeting Group
June 23, 2011	Port Community Liaison Committee – Delta
September 13, 2011	Port Community Liaison Committee – Delta
May 22, 2012	Port Community Liaison Committee – Delta
September 25, 2012	Port Community Liaison Committee – Delta
November 27, 2012	Port Community Liaison Committee – Delta
September 24, 2013	Port Community Liaison Committee – Delta
November 19, 2013	Port Community Liaison Committee – Delta
January 23, 2014	Port Community Liaison Committee – Delta
April 22, 2014	Port Community Liaison Committee – Delta
September 9, 2014	Port Community Liaison Committee – Delta
November 25, 2014	Port Community Liaison Committee – Delta

Community Outreach Activities

Between 2011 and 2014, Port Metro Vancouver presented information about the proposed Roberts Bank Terminal 2 Project to representatives and members of the following organisations:

Table 7.3-E8

Date	Meeting Group
December 5, 2011	Vancouver Board of Trade Greater Vancouver Gateway Council BC Chamber of Commerce
January 4, 2012	Harbour Link Container Services
January 12, 2012	University of British Columbia
January 25, 2012	Surrey Board of Trade
January 26, 2012	Canadian International Freight Forwarders Association
January 26, 2012	Chamber of Shipping Business Council of British Columbia Independent Contractors and Businesses Association
February 2, 2012	Western Transportation Advisory Council
February 2, 2012	Burnaby Board of Trade
February 10, 2012	Sauder School of Business
February 15, 2012	Shipping Federation of Canada
February 27, 2012	Canadian Manufacturers and Exporters
July 24, 2012	Canadian Tire Corporation
August 7, 2012	BC Trucking Association
August 13, 2012	Western Canadian Shippers' Coalition
August 14, 2012	Business Improvement Association of Tsawwassen
August 17, 2012	Canadian Forest Products Ltd. Evergreen Shipping Agency (America) Corp.

Date	Meeting Group
August 27, 2012	Hapag-Lloyd (Canada) Inc.
August 30, 2012	Ryder Container Terminals
May 22, 2013	Chamber of Shipping of British Columbia (Liner Committee)
May 31, 2013	Pacific Pilotage Authority Canada
June 26, 2013	Surrey Board of Trade Cloverdale Chamber of Commerce
June 28, 2013	BC Trucking Association
July 11, 2013	British Columbians for Prosperity
July 15, 2013	Canadian Manufacturers and Exporters BC
July 16, 2013	Canada China Business Council - Vancouver
July 19, 2013	Asia Pacific Foundation of Canada
August 13, 2013	Canaan Group
August 16, 2013	Independent Contractors and Businesses Association
October 3, 2013	TransLink
November 6, 2013	Delta Farmers Institute
November 15, 2013	Vancouver Board of Trade
December 11, 2013	Western Transportation Advisory Council
December 17, 2013	Independent Contractors and Businesses Association
February 17, 2014	PROBUS North Vancouver
September 19, 2014	Vancouver Board of Trade
October 29, 2014	Pacific Coast Marine Review Panel

APPENDIX 7.4-A
TAG Engagement Record

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APPENDIX 7.4-A – TAG ENGAGEMENT RECORD

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APPENDIX 7.4-A TECHNICAL ADVISORY GROUP (TAG) ENGAGEMENT RECORD**Table 7.4-A1 Coastal Geomorphology TAG Engagement Record**

Date	Type of Engagement	Attendees / Organisations Involved	Engagement Topic(s)
Nov. 15, 2012	Meeting	Dr. William McDougal, University of Florida	Meeting 1 of the coastal geomorphology (CG) TAG. Key meeting topics: <ul style="list-style-type: none"> • Overview of TAG process • Overview of the RBT2 Project • How coastal geomorphology influences some marine species • Potential ways in which RBT2 may affect the environment (i.e., key effect pathways) • Current field studies and planned methods of EA • Key questions for the TAG from PMV consultants • Workplan for the TAG
		Dr. John Clague, Dr. Jeremy Venditti, Simon Fraser University	
		Dr. Philip Hill, Pacific Geoscience Centre, Natural Resources Canada	
		Juergen Baumann, Baumann, Independent consultant	
		Proponent representatives (PMV, Hemmera, Northwest Hydraulic Consultants)	
Jan. 31, 2013	Meeting	Dr. Michael Church, University of B.C.	Meeting 2 of the CG TAG. Key meeting topics: <ul style="list-style-type: none"> • NHC's 'working conjectures' about the coastal geomorphology at Roberts Bank • How climate change is integrated into impact assessment
		Dr. John Clague, Dr. Jeremy Venditti, Simon Fraser University	
		Dr. Philip Hill, Pacific Geoscience Centre, Natural Resources Canada	
		Dr. Diane Masson, Dr. Terri Sutherland, DFO	
		Juergen Baumann, Baumann, Independent consultant	
		Proponent representatives (PMV, Hemmera, Northwest Hydraulic Consultants)	

Date	Type of Engagement	Attendees / Organisations Involved	Engagement Topic(s)
March 8, 2013	Meeting	Dr. William McDougal, University of Florida	Meeting 3 of the CG TAG. Key meeting topics: <ul style="list-style-type: none"> • Methods of interpretive geomorphology; • Modelling methods for assessing the potential effects of RBT2 on CG; • Factors affecting the formation of tidal channels, and possible mitigation measures; • Cumulative effects cases, including past, present, and reasonably foreseeable projects to be considered; and • Wrap-up of TAG process and confirmation of key messages.
		Dr. Michael Church, University of B.C.	
		Dr. Jeremy Venditti, Simon Fraser University	
		Dr. Philip Hill, Pacific Geoscience Centre, Natural Resources Canada	
		Dr. Diane Masson, DFO	
		Juergen Baumann, Baumann, Independent consultant	
		Proponent representatives (PMV, Hemmera, Northwest Hydraulic Consultants)	
		Andrew Robinson, Environmental Canada - CWS (Observer)	

Table 7.4-A2 Productive Capacity TAG Engagement Record

Date	Type of Engagement	Attendees/ Organisations Involved	Engagement Topic(s)
Nov.6, 2012	Meeting	Dr. Sean Boyd, EC – CWS	Meeting 1 of the RBT2 productive capacity (PC) TAG. Key meeting topics: <ul style="list-style-type: none"> • RBT2 project overview; • Context for assessing PC at Roberts Bank; • Key issues in assessing PC; • Discussion on criteria, indicators, and methods; • Focal species: criteria for selection and initial list of species; and • Priorities and work plan for PC TAG.
		Brian Naito, DFO	
		Dr. Rob Butler, Independent consultant	
		Juergen Baumann, Independent consultant	
		Proponent representatives (PMV, SENES, Hemmera)	
Jan. 8, 2013	Meeting	Dr. Steve Macdonald, Dr. Terri Sutherland, Brian Naito, DFO	Meeting 2 of the RBT2 PC TAG. Key meeting topics: <ul style="list-style-type: none"> • Review of assessment methodologies (primary productivity, habitat utilisation index, energy index); • Application of selected methods to biofilm, Dungeness crab and forage fish, and shorebirds (“straw dog” examples); • Review and refinement of focal species list; and • Decision to convene focus group to provide expert input on focal species.
		Dr. Rob Butler, Independent consultant	
		Juergen Baumann, Independent consultant	
		Proponent representatives (PMV, SENES, Hemmera)	
		Andrew Robinson, Environmental Canada - CWS (Observer)	
Feb. 27, 2013	Meeting	Dr. Sean Boyd, EC – CWS	Meeting 3 of the RBT2 PC TAG. Key meeting topics: <ul style="list-style-type: none"> • Presentation and discussion of focus group results; • Further refinement of focal species list; • Discussion of limiting factors for focal species; • Further review and discussion of PC assessment methodologies; and • Considerations for evaluating offset opportunities.
		Dr. Steve Macdonald, Brian Naito, DFO	
		Dr. Rob Butler, Independent consultant	
		Juergen Baumann, Independent consultant	
		Proponent representatives (PMV, SENES, Hemmera)	

Date	Type of Engagement	Attendees/ Organisations Involved	Engagement Topic(s)
May 2, 2013	Meeting	Dr. Sean Boyd, EC – CWS	Meeting 4 of the RBT2 PC TAG. Key meeting topics: <ul style="list-style-type: none"> • Confirmation of focal species; • Review of short-listed PC assessment methodologies (HSI, IBI, ecosystem model (EwE)); and • Evaluation and selection of preferred PC assessment methodology.
		Dr. Steve Macdonald, DFO	
		Juergen Baumann, Independent consultant	
		Proponent representatives (PMV, SENES, Hemmera)	

Table 7.4-A3 Biofilm and Shorebird TAG Engagement Record

Date	Type of Engagement	Attendees/ Organisations Involved	Engagement Topic(s)
Nov. 29, 2013	Meeting	Dr. Rob Butler, Independent consultant	Meeting 1 of the RBT2 Biofilm and Shorebirds (B&S) TAG. Key meeting topics: <ul style="list-style-type: none"> • TAG process; • RBT2 overview; • Overview of biofilm and shorebird issues at Roberts Bank; • Pathways of effects diagram intended for use as an organising framework to structure B&S TAG discussion about effects, uncertainties, and studies; • Current research: methods, preliminary results and future planned studies; and • Priorities and work plan for B&S TAG.
		Juergen Baumann, Independent consultant	
		Dr. John Takekawa, U.S. Geological Survey Western Ecological Research Centre	
		Dr. Matthew Fields, Montana State University	
		Dr. Maycira Costa, University of Victoria	
		Dr. S David Lank, Dr. Ron Ydenberg, Simon Fraser University	
		Proponent representatives (PMV, Hemmera, Northwest Hydraulic Consultants, WorleyParsons)	

Date	Type of Engagement	Attendees/ Organisations Involved	Engagement Topic(s)
Jan. 25, 2013	Meeting	Dr. Tomohiro Kuwae, Coastal and Estuarine Environment Research Group, Port and Airport Research Institute	<p>Meeting 2 of the RBT2 B&S TAG.</p> <p>Key meeting topics:</p> <ul style="list-style-type: none"> • Review of anticipated geomorphological changes due to RBT2; • Discussion on assessing significance in EAs; • Review of preliminary data collected from biofilm, infauna, and shorebird studies across the Fraser River Estuary (FRE); • Review of proposed method for modelling effects on shorebird abundance; and • Decision to convene focus group to provide input on possible factors affecting biofilm and infaunal invertebrate distribution, composition, and abundance, development of studies.
		Mark Drever, Environment Canada CWS	
		Dr. Rob Butler, Independent consultant	
		Dr. Ron Ydenberg, Simon Fraser University	
		Juergen Baumann, Independent consultant	
		Dr. John Takekawa, U.S. Geological Survey Western Ecological Research Centre	
		Dr. Matthew Fields, Montana State University	
		Dr. Maycira Costa, University of Victoria	
		Proponent representatives (PMV, Hemmera, Northwest Hydraulic Consultants, WorleyParsons)	
		Andrew Robinson, Environmental Canada - CWS (Observer)	

Date	Type of Engagement	Attendees/ Organisations Involved	Engagement Topic(s)
March 14, 2013	Meeting	Dr. Tomohiro Kuwae, Coastal and Estuarine Environment Research Group, Port and Airport Research Institute	<p>Meeting 3 of the RBT2 Biofilm and Shorebirds TAG.</p> <p>Key meeting topics:</p> <ul style="list-style-type: none"> • Review of biofilm and infauna focus group results; • Review of potential effects of geomorphologic changes on biofilm • and infauna; • Detailed presentation of biofilm and infauna studies, review of assumptions, assessment of potential data gaps or methodological challenges, and identification of additional studies or modifications to existing studies to fill gaps; • Assessment of effects to infauna and biofilm and identification of potential mitigation options; and • Review of proposed model for assessing affects to shorebirds.
		Mark Drever, Environment Canada CWS	
		Dr. Rob Butler, Independent consultant	
		Juergen Baumann, Independent consultant	
		Dr. John Takekawa, U.S. Geological Survey Western Ecological Research Centre	
		Dr. Matthew Fields, Montana State University	
		Dr. Maycira Costa, University of Victoria	
		Dr. S David Lank, Dr. Ron Ydenberg, Simon Fraser University	
		Proponent representatives (PMV, Hemmera, Northwest Hydraulic Consultants, WorleyParsons)	
		Andrew Robinson, Environmental Canada - CWS (Observer)	

Date	Type of Engagement	Attendees/ Organisations Involved	Engagement Topic(s)
March 15, 2013	Meeting	Dr. Tomohiro Kuwae, Coastal and Estuarine Environment Research Group, Port and Airport Research Institute	<p>Meeting 4 of the RBT2 Biofilm and Shorebirds TAG.</p> <p>Key meeting topics:</p> <ul style="list-style-type: none"> Continued discussion concerning shorebird model structure; Detailed presentation of shorebird studies and methods; Assessment of potential data gaps or methodological challenges, review of assumptions, and identification of additional studies or modifications to existing studies to fill gaps; Assessment of significance of effects; and Discussion of mitigation options and post-implementation monitoring.
		Mark Drever, Environment Canada CWS	
		Dr. Terri Sutherland, DFO	
		Dr. Rob Butler, Independent consultant	
		Juergen Baumann, Independent consultant	
		Dr. John Takekawa, U.S. Geological Survey Western Ecological Research Centre	
		Dr. Matthew Fields, Montana State University	
		Dr. Maycira Costa, University of Victoria	
		Dr. S David Lank, Dr. Ron Ydenberg, Simon Fraser University	
		Proponent representatives (PMV, Hemmera, Northwest Hydraulic Consultants, WorleyParsons)	
		Andrew Robinson, Environmental Canada - CWS (Observer)	

Table 7.4-A4 Southern Resident Killer Whale (SRKW) TAG Engagement Record

Date	Type of Engagement	Attendees/ Organisations Involved	Engagement Topic(s)
Nov.8, 2012	Meeting	Dr. Rob Williams, University of St. Andrews (Scotland)	Meeting 1 of the southern resident killer whale (SRKW) TAG. Key meeting topics: <ul style="list-style-type: none"> • TAG process; • RBT2 project overview; • Context for assessing effects on SRKW; • Pathway of effects; • Current field studies and planned methods of environmental assessment (EA); • Significance of effects and key questions for TAG; and • Priorities and work plan for TAG.
		Dr. John Ford, DFO	
		Dr. Harald Yurk, Dr. Dominic Tollit, Sea Mammal Research Unit Marine (SMRU Ltd.)	
		Dr. Lance Barrett-Lennard, Vancouver Aquarium	
		Proponent representatives (PMV, Hemmera)	
		Hussein Alidina, World Wildlife Fund (observer)	
Dec. 18, 2012	Meeting	Dr. Rob Williams, University of St. Andrews (Scotland)	Meeting 2 of the SRKW TAG. Key meeting topics: <ul style="list-style-type: none"> • Discussion of changes to study plan based on TAG input; • Noise-SRKW overlap modelling; • Population Consequence of Acoustic Disturbance (PCOD) model; • Alternatives to modelling, including the use of mitigation; • Proposed noise effects assessment approach; • Noise effects focus group; and • Significance thresholds.
		Dr. John Ford, DFO	
		Dr. Harald Yurk, Dr. Dominic Tollit, Sea Mammal Research Unit Marine (SMRU Ltd.)	
		Dr. Lance Barrett-Lennard, Vancouver Aquarium	
		Proponent representatives (PMV, Hemmera)	
		Dr. Louise Blight, World Wildlife Fund (observer)	

Date	Type of Engagement	Attendees/ Organisations Involved	Engagement Topic(s)
March 4, 2013	Meeting	Dr. Rob Williams, University of St. Andrews (Scotland)	Meeting 3 of the SRKW TAG. Key meeting topics: <ul style="list-style-type: none"> Noise effects focus group results; Update and review of population effects modelling; Characterising adverse effects and determining significance; and Mitigation options.
		Dr. John Ford, DFO	
		Dr. Harald Yurk, Dr. Dominic Tollit, Sea Mammal Research Unit Marine (SMRU Ltd.)	
		Dr. Lance Barrett-Lennard, Vancouver Aquarium	
		Proponent representatives (PMV, Hemmera)	
April 12, 2013	Meeting	Dr. Rob Williams, University of St. Andrews (Scotland)	Meeting 4 of the SRKW TAG. Key meeting topics: <ul style="list-style-type: none"> Update on study plan and effects assessment: <ul style="list-style-type: none"> Noise-SRKW overlap model; PCOD model; Masking model; and SRKW noise thresholds; Significance of effects (magnitude and duration); Transient killer whales; Relative importance of project effects to SRKW (ranking); and Review of mitigation options and level of effort required.
		Dr. John Ford, DFO	
		Dr. Harald Yurk, Dr. Dominic Tollit, Sea Mammal Research Unit Marine (SMRU Ltd.)	
		Proponent representatives (PMV, Hemmera)	

APPENDIX 7.4-B
Technical Advisory Group Direction and
Advice Tables

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APPENDIX 7.4-B TECHNICAL ADVISORY GROUP (TAG) DIRECTION AND ADVICE TABLES

Table 7.4-B1 TAG Direction and Advice Tables

ID #	Topic (organised alphabetically)	TAG Direction and Advice	Source (with date)	Response	EIS Section Ref.
1	Biofilm and Shorebirds	<p>Biofilm and Shorebirds TAG – Meeting #4 (provided a summary report, rolling up recommendations made at TAG meetings #1 (Nov. 29, 2012), #2 (Jan. 25, 2013), #3 (Mar. 14, 2013), and # 4 (Mar. 15, 2013)). As a result of the TAG process, the Biofilm and Shorebirds TAG endorsed the following biofilm and infauna field program studies:</p> <ul style="list-style-type: none">• Hyperspectral Mapping;• Biofilm Taxonomic Analysis;• Biofilm Extracellular Polymeric Substance (EPS) Study;• Biofilm Abiotic Parameters;• Benthic Infaunal Invertebrate Sampling; and• Benthic Infaunal Abiotic Sampling.	Meeting (March 15, 2013)	<p>A summary report titled Roberts Bank Terminal 2, Technical Advisory Group (TAG) Process Report, Biofilm & Shorebirds Final (Compass 2013) was written detailing TAG discussions, outcomes, and recommendations. Recommendations from TAG have been incorporated into EIS.</p> <ul style="list-style-type: none">• Hyperspectral mapping as well as a taxonomic analysis for biofilm is located in the TDR titled Biofilm Community at Roberts Bank - Analyses to Support Hyperspectral Mapping (Worley Parsons 2014).• Biofilm Extracellular Polymeric Substance (EPS) was studied by measuring Total Carbohydrates in the sediment samples in the biofilm studies. It was used as an indicator of biofilm biomass. There was no study that specifically focused on EPS, but in all four of the WorleyParsons TDRs, Total Carbohydrate content was measured, and hence EPS (WorleyParsons 2014).• Biofilm Abiotic Parameters are reported in Section 11.5.5.3.• Benthic infaunal invertebrate and infaunal abiotic sampling is described in Section 12.0 Marine Invertebrates and the Infaunal and Epifaunal Invertebrate Communities Technical Data Report (Hemmera 2014).	<p>TDRs 12.0 Marine Invertebrates 11.0 Marine Vegetation</p> <ul style="list-style-type: none">• 11.5.5.3 Abiotic Factors of Biofilm
2	Coastal Geomorphology	<p>Coastal Geomorphology TAG – Meeting # 3 (provided a summary report, rolling up recommendations made at TAG meetings #1 (Nov. 15, 2012), #2 (Jan 31, 2013), and #3 (Mar. 8, 2013)). As a result of the TAG process, the Coastal Geomorphology TAG provided feedback on the following topics:</p> <ul style="list-style-type: none">• Provided feedback on the proposed methods (interpretive geomorphology, numerical modeling, and analytical computations) by reviewing five working conjectures;• Agreed that models should be used to help identify areas where erosion might occur and where tidal channels might be initiated, but advised that interpretive geomorphology methods should be used to help characterise the potential extent of tidal channels if they are initiated;• Provided feedback on how methods to assess climate change (sea level rise, storminess, Fraser River outputs, tidal flat adjustment and time horizon for analysis) could be improved; and• Provided high-level feedback on mitigation options and cumulative effects.	Meeting (March 8, 2013)	<p>The coastal geomorphology study incorporated TAG direction and advice, as documented in Section 9.5.</p>	<p>9.5 Coastal Geomorphology</p>

ID #	Topic (organised alphabetically)	TAG Direction and Advice	Source (with date)	Response	EIS Section Ref.
3	Productive Capacity	<p>Productive Capacity TAG – Meeting #4 (provided a summary report, rolling up recommendations made at TAG meetings #1 (Nov. 06, 2012), #2 (Jan. 08, 2013), #3 (Feb. 27, 2013), and # 4 (May 02, 2013)). As a result of the TAG process, the Productive Capacity TAG:</p> <ul style="list-style-type: none">Selected EwE as the preferred model and endorsed it as a conceptually sound approach to assessing changes in productive capacity at Roberts Bank resulting from the implementation of RBT2 (endorsement contingent on the acceptability of the final EwE outputs, the quality of data used, the analysis and the assumptions made);Noted the importance for regulators and the public to understand the EwE model approach (as this method may be unfamiliar to regulators and difficult for the public to understand);The assessment methodology must be capable of both estimating the effectiveness of mitigation and offset projects and monitoring, whether that mitigation has worked or not;It is important to consider temporal challenges within the assessment of productive capacity;In dealing with uncertainty, sensitivity or scenario analyses should be performed in place of statistical analyses;Consideration must be given to the treatment of cumulative effects (with respect to productive capacity); andControl studies will be critical in evaluating changes to productive capacity due to RBT2, and in evaluating the effectiveness of mitigation programs.	Meeting (May 02, 2013)	<ul style="list-style-type: none">Have adopted EwE as the primary ecosystem model used in assessing changes productivity of the Roberts Bank ecosystem resulting from the proposed RBT2 – in Section 10.0 Biophysical Setting.Have hosted a number of technical meetings with regulators, public and Aboriginal groups on the key inputs and parameters for EwE as well as the initial results of the model.Effectiveness monitoring and reporting on offsetting measures will be undertaken as specified in the Authorisation (Section 17.0). Monitoring of mitigation is described in Section 33.0.To the extent possible, temporal challenges were considered within the assessment of productivity. (Section 17.3).Sensitivity analyses were performed on the biotic and abiotic inputs for each run of the model (Section 10.3).Cumulative effects, as related to productivity, were assessed for each valued component expected to experience residual effects as a result of the Project (marine VC Sections 11.0 to 16.0).Baseline studies were conducted for all marine VCs. These studies were used to evaluate the changes to productivity due to RBT2 and will be useful for the future evaluation of mitigation programs.	<p>10.0 Biophysical Setting</p> <ul style="list-style-type: none">10.3 Overview of Assessing Ecosystem Productivity <p>7.0 Engagement and Consultation</p> <p>17.0 Mitigation for Marine Biophysical Valued Components</p> <p>33.0 Environmental Management Program</p> <p>17.0 Mitigation for Marine Biophysical Valued Components</p> <ul style="list-style-type: none">17.3 Offsetting Potential Effects <p>Section 10.0 Biophysical Setting</p> <ul style="list-style-type: none">10.3 Overview of Assessing Ecosystem Productivity <p>Sections 11.0 to 16.0</p> <p>Sections 11.0 to 16.0</p>

ID #	Topic (organised alphabetically)	TAG Direction and Advice	Source (with date)	Response	EIS Section Ref.
4	Southern Resident Killer Whale	<p>SRKW TAG – Meeting #4 (provided a summary report, rolling up recommendations made at TAG meetings # 1 (Nov. 08, 2012), #2 (Dec. 18, 2012), #3 (March 04, 2013) and # 4 (April 12, 2013)). As a result of the TAG process, the SRKW TAG:</p> <ul style="list-style-type: none">• Confirmed data gaps with acoustic (noise) disturbance and masking; changes in prey availability; and increased risk of exposure to contaminants• Provided guidance and feedback on: characterising the sources of noise; and determining what appropriate noise thresholds and methods for assessing injury, behavioural disturbance, and masking;• Supported a revised Noise-SRKW overlap approach to determine magnitude of effects;• Provided feedback on the Population Consequence of Acoustic Disturbance (PCOD) model, resulting in a simplified modelling approach along with the recognition of confidence limitations;• Suggested levels of mitigation that is precautionary;• Suggested an adaptive management approach to assessment and mitigation;• Provided input on potential Accident and Malfunction effects for SRKW;• Agreed that strike risk to SRKW is very low for container vessels and is not high enough to be a concern or warrant a quantitative risk assessment.	Meeting (April 12, 2013)	<p>Overall, the information, guidance, and feedback provided through the TAG process was used to inform the marine mammals assessment. When possible, a precautionary approach was taken and an adaptive management approach was applied to the assessment and mitigation. Data gaps identified through the TAG process were filled through modeling and field studies, which are described thoroughly in Section 14.0 of the EIS and corresponding technical reports and (e.g., Changes in Polychlorinated Biphenyl (PCB) Exposures of Southern Resident Killer Whales Associated with RBT2 Disposal at Sea (Hemmera 2014; included as Appendix 14-D of the EIS), Determination of Behavioral Effect Noise Thresholds for Southern Resident Killer Whales (SMRU 2014), Southern Resident Killer Whale Population Consequence of Disturbance Model (SMRU 2014; included as Appendix 14-C of the EIS).</p>	<p>Section 14.0 Marine Mammals Appendix 14-C Southern Resident Killer Whale Population Consequence of Disturbance Model Appendix 14-D Changes in Polychlorinated Biphenyl (PCB) Exposures of Southern Resident Killer Whales Associated with RBT2 Disposal at Sea</p>