



## Roberts Bank Terminal 2 Project: Information request response table of concordance

The following table outlines the minister’s information request (IR) and the Vancouver Fraser Port Authority’s corresponding IR response.

IR	Topic	Minister’s information request	IR response
1	Regarding fish and fish habitat offsetting plan	Describe all potential projects that are being considered by the port authority for the RBT2 fish and fish habitat offsetting plan, all contingency projects, and all other available offsetting opportunities, including: <ul style="list-style-type: none"> <li>• physical description of offset, e.g., habitat type; creation, restoration, or enhancement; and size</li> <li>• preliminary designs and specifications</li> <li>• characterization of current habitat characteristics and function (fish use) of sites proposed for restoration or enhancement</li> <li>• description of the benefit of the proposed offset to fish, including habitat function for specific species and life stages</li> <li>• assessment of the technical feasibility of the offset, including a summary of technical investigations (surveys, engineering reports, archeological investigations). Provide technical reports.</li> <li>• information on land tenure, access and evaluation of potential interactions with other land uses; and</li> <li>• summary of effectiveness of past offsetting projects built by the port authority and any remedial actions taken</li> </ul>	IR2020-1.1 RBT2 fish and fish habitat potential offsetting projects
		Provide a proposed fish and fish habitat offsetting plan for RBT2, including: <ul style="list-style-type: none"> <li>• propose an offsetting plan that would directly address the habitat loss and potential disruption of juvenile salmon migration that would be caused by the proposed project</li> <li>• identify and provide an analysis of how project impacts to juvenile Chinook salmon habitat and migration will be fully offset; and</li> <li>• provide an analysis of how the proposed offsetting plan will counterbalance residual effects of the project on fish and fish habitat</li> </ul>	IR2020-1.2 RBT2 proposed fish and fish habitat offsetting plan

IR	Topic	Minister's information request	IR response
2	Regarding avoidance and mitigation measures for project construction	<ul style="list-style-type: none"> <li>Describe any technically feasible project design options, e.g., reduced footprint, that would reduce effects to fish and fish habitat</li> <li>Describe the effects to fish and fish habitat that would be avoided for each option</li> </ul>	IR2020-2.1 Avoidance and mitigation measures for project construction – fish and fish habitat
		<ul style="list-style-type: none"> <li>Provide any additional operational mitigations, e.g., lighting or noise, or terminal and causeway design options, e.g., breaches, that could avoid or mitigate habitat loss and potential disruption of juvenile salmon migration that would be caused by the proposed project</li> </ul>	IR2020-2.2 Avoidance and mitigation measures for project construction – juvenile salmon
		<ul style="list-style-type: none"> <li>Identify whether there are alternatives to impact pile driving in support of construction of the project. Indicate if these alternatives are feasible. If not, provide a rationale for why alternatives are not feasible.</li> <li>Provide a plan that times construction activities to avoid potential effects on southern resident killer whale (SRKW) based on seasonal habitat use</li> <li>Provide a contingency plan should southern resident killer whales be present outside of anticipated seasonal habitat use</li> <li>Provide detailed description of the sound dampening technologies that would be used should impact piling occur, e.g., bubble curtains, coffer dams, and a description of their potential effectiveness</li> <li>For all noise generating activities, develop a southern resident killer whale exclusion zone based on potential for behavioural disturbance, methods to detect southern resident killer whale entry into the exclusion zone, and stop work procedures should southern resident killer whales enter the exclusion zone</li> </ul>	IR2020-2.3 Avoidance and mitigation measures for project construction – underwater noise and southern resident killer whales
3	Regarding avoidance and mitigation for project operation and marine shipping associated with the project	<ul style="list-style-type: none"> <li>Update estimates of sound exposure levels for southern resident killer whales from project operations and marine shipping associated with the project based on analysis of ship source level noise measurements and predicted composition of older and newer vessels calling to RBT2 over its operational period and especially during the initial phase of operation when full transition to newer vessels has not been achieved</li> <li>Confirm the projections for container vessel traffic associated with the project. The information shall include numbers of ship calls, capacity of container vessels calling on the project. Projections beyond 2035 shall be included.</li> <li>Update assessment of behavioural response rates of southern resident killer whales to continuous noise exposure from vessels during operations and marine shipping associated with the project to address uncertainties identified in Gomez</li> </ul>	IR2020-3 Avoidance and mitigation measures for project operation and marine shipping incidental to the project

IR	Topic	Minister's information request	IR response
		<p>et al 2016; Gomez, C., Lawson, J.W., Wright, A.J., Buren, A.D., Tollit, D., Lesage, V. 2016. A systematic review on the behavioural responses of wild marine mammals to noise: the disparity between science and policy. Canadian Journal of Zoology, 2016, 94(12): 801-819, <a href="https://doi.org/10.1139/cjz-2016-0098">https://doi.org/10.1139/cjz-2016-0098</a>.</p> <ul style="list-style-type: none"> <li>• Re-assess total masking of southern resident killer whale's echolocation from continuous noise exposure from vessels during operations and marine shipping associated with the project by assessing noise signal masking for more than one frequency, including frequencies where vessel noise is more prominent</li> <li>• Explain whether the capacity of the terminal could be controlled in order to limit vessel transits associated with the project to reduce or avoid potential effects to southern resident killer whales</li> <li>• Provide an avoidance and mitigation plan for underwater noise due to operational activities (e.g., berthing, vessel movements, and maintenance activities within the port authority's jurisdiction) as well as, to the extent possible, for marine shipping associated with the project within the marine shipping area, that would address impacts to southern resident killer whales, e.g., behavioural disturbance, communication and echolocation masking. If not feasible provide the rationale.</li> <li>• Describe potential measures, e.g., vessel slowdowns, to reduce risk of vessel strikes for RBT2 bound vessels within port authority's jurisdiction and within the international shipping lanes</li> <li>• Provide a plan using vessel slowdowns or other measures to reduce risk of vessel strikes within port authority's jurisdiction and within the international shipping lanes</li> <li>• Indicate which measures in the mitigation plan are within the control and/or authority of the port authority to implement and how; and</li> <li>• For those measures outside port authority's control and/or authority, describe how the port authority intends to work collaboratively to carry out the mitigation measures</li> </ul>	
4	Regarding biofilm and effects to migratory birds	<p>If alternate on-site design options are being considered for the caisson–pile and deck wharf, the caisson–flow passage channel, or other components of the project in consideration of fish and fish habitat mitigation measures referenced above, undertake a geomorphological assessment of each of the technically feasible on-site design alternatives.</p> <p>The geomorphological assessments shall:</p> <ul style="list-style-type: none"> <li>• model the change in salinity over Roberts Banks. Modelling shall be conducted using the same approach as was used in the environmental impact statement.</li> </ul>	IR2020-4 Biofilm and effects to migratory birds

IR	Topic	Minister's information request	IR response
		<ul style="list-style-type: none"> <li>• show statistical summaries of predicted salinity changes, including mean, median, minimum, maximum, standard deviation, 90 percentile, 95 Upper Confidence Limits for Means for the range of current salinity concentrations, and the predicted changes with the alternate project designs. These summaries shall be predicted under both freshet and non-freshet conditions.</li> <li>• present results as in Table IR-02-3 and related figures, and using the spatial extent shown in Figures 9.7-3, 9.7-4, 9.7-9 and 9.7-10 in Section 9.7 of the environmental impact statement</li> <li>• characterize the magnitude, geographic extent, duration, and frequency of any change in the salinity regime</li> <li>• describe the relative difference in measured change in the salinity regime (as described in the bullets above) to the current design option and the other design alternatives under consideration; and</li> <li>• characterize the magnitude, geographic extent, frequency, and reversibility of any change in other coastal processes, including erosion and deposition, wave height, and tidal flow.</li> </ul> <p>The proponent shall provide all raw data used in each of the geomorphological assessments.</p>	
5	Regarding effects to Indigenous peoples	<p>Provide any additional information from ongoing consultation led by the port authority with Indigenous groups, or consultation that has occurred since the panel hearings concluded, on the effects to current use of lands and resources for traditional purposes and human health identified in the review panel report.</p> <p>Specifically:</p> <ul style="list-style-type: none"> <li>• Are there additional details regarding the extent of current use of Indigenous groups who traverse the shipping lanes to practice traditional activities?</li> <li>• How would health effects documented in Section 21 of the panel report affect vulnerable sub-groups of each Indigenous group?</li> <li>• For Indigenous groups that have indicated they harvest crab for the purpose of consumption, how will project effects, including loss of abundance and loss of access, affect food security?</li> <li>• For nearby residents, including members of Tsawwassen First Nation, how may the contributions of the project's additional stress and annoyance affect individuals?</li> </ul> <p>Present any new information, if available, specific to each Indigenous group. The information shall, where appropriate, consider socio-economic and gender differences within individual communities.</p>	IR2020-5 Effects to Indigenous peoples

Vancouver Fraser Port Authority  
 Roberts Bank Terminal 2 Project: Information request response table of concordance

IR	Topic	Minister's information request	IR response
6	Regarding consultation with Indigenous groups on new information from these requests	<ul style="list-style-type: none"> <li>Provide details regarding the outcomes of consultation with Indigenous groups on all the information provided in response to the requests contained herein, including details of which groups have been consulted on the new information, the nature of feedback, and how the activities described in this new information would impact or intersect with the exercise of rights by Indigenous peoples. Present the above noted information specific to each Indigenous group.</li> </ul>	IR2020-6 Consultation with Indigenous groups on new information from information requests
7	Additional information	Additionally, if the port authority would like to bring forward updated employment estimates or other relevant information prior to government decision making, it can also be provided along with the responses to the information request. This may include updated analysis of the economic benefits of the project such as employment, labour income, gross domestic product, economic output, government revenue, and the volumes, origins and destinations of container traffic, taking into account the economic impacts of the global pandemic, the recent trend towards full employment in the construction and transportation sectors in Metro Vancouver and British Columbia, generally, and trends towards higher degrees of automation in port operations.	IR2020-7 Economic benefits of RBT2