

The problem with the industrial parking of freighters in the Southern Gulf Islands is a side effect of over-concentration of commercial activity in the Port of Vancouver. A Master Plan for managing the marine traffic supply-chain has not been the result of full consultation with aboriginal and non-aboriginal, provincial and municipal authorities; therefore not valid representation. Such a Master Plan Framework needs to consider expanding our Northern ports of Prince Rupert & Kitimat and Stewart (opened in 2015); along with Vancouver Island's Port Alberni, Nanaimo, and Victoria to help solve present day logistical problems.

Port of Vancouver president and CEO Robin Silvester's ambitious Port 2050 believe in confiscating Agricultural Lands Reserves (ALR) from Richmond and Delta to expand the Port and transportation infrastructure. Even if at significant peril to our environment, populations of migratory and over-wintering bird, marine mammals and other wildlife. The Fraser River Estuary Management Program was created in 1985 to protect the estuary, but dismantled in 2013 (by Conservative government). Now less than 30% of the estuary historic wetlands remain and dozens of its species from salmon to shorebirds are under threat. Prime farmland removed from the Agriculture Land Reserve (ALR) further diminishes our Food Security.

Port's oversight ignores the potential extinction of Southern Resident Killer whales with Environmental Impact Statement – Part 1 – Executive Summary dated Mar 2015 acknowledging significantly adverse impact with cumulative effects to remain significant harming these marine mammals (p 37).

The Vancouver Port extensions uses material from 'Project Construction Dredging' and sand from the annual 'Fraser River Maintenance Dredging Program.' Much of the built-up infrastructure in the delta may collapse due to liquefaction, the result of seismic activity. We can do little to stop earthquakes, but it is time to acknowledge it can and will happen. Plan mitigating procedures accordingly. For example, given an earthquake similar to the one in 1946 at 7.3M in Forbidden Plateau area NW of Courtney was the largest onshore earthquake in Canadian history that was felt as far south as Portland, Oregon. What would happen if it were to occur near the Port of Vancouver? This alone is justification for more geographically spaced ports.

How to resolve conflicts that exist among the economy, environment, First Nations, and rural coastal communities? Implement risk assessments and environmental studies with deadline by end of March 2019. Assess the US model where US Coast Guard within Homeland Security, is also the Environmental Protection Agency enforcer, yet monitors all marine traffic. Can this model work in Canada?

Sources: Canadian Geographic –July/Aug 2018 pp 32-44; Chamber Shipping Aug 9 '17 letter to Yvette Myers, OPP Implementation; <http://www.robertsbankterminal2.com/wp-content/uploads/RBT2-EIS-Executive-Summary-March-2015.pdf> (p. 37)