



CANADA

HOUSE OF COMMONS

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**Order Paper
and
Notice Paper**

No. 4

Friday, October 19, 2007

QUESTIONS

Q-63 — October 18, 2007 — Mr. Cummins (Delta—Richmond East) — With regard to the expansion of the Roberts Bank Port Facility to include a third berth and a second terminal as per the Tsawwassen Final Agreement and related Side-Agreements, the Memorandum of Agreement between the Tsawwassen Band and the Vancouver Port Authority, and the related Settlement Agreement between the Tsawwassen Band, Canada, British Columbia (B.C.), Vancouver Port Authority, B.C. Ferry Services, B.C. Rail Ltd and B.C. Transportation and Financing Authority:

- (a) how many acres (or hectares) of farm land will be used for Roberts Bank port and rail related developments now underway or under study;
- (b) with the completion of the Roberts Bank port expansion, including both the third berth and second terminal, what plans, if any, are there to use the Brunswick Point farmlands;

- (c) is the affected Roberts Bank farmland presently protected by the B.C. Agricultural Land Reserve designation;
- (d) does the Tsawwassen Final Agreement address the issue of farmland protection and if so, how;
- (e) will the farmland continue to be protected by the Agricultural Land Reserve designation following ratification of the Tsawwassen Final Agreement and, if not, why;
- (f) did the Vancouver Port Authority undertake to work jointly with the Tsawwassen Band to ensure the removal of the Agricultural Land Reserve designation from the farmland and, if so, why and what alternate measures did it put in place to protect farmland adjacent to the Roberts Bank port, rail and highway expansion;
- (g) did the Vancouver Port Authority agree to jointly develop with the Tsawwassen Band a container handling facility on the farmland protected by the B.C. Agricultural Land Reserve designation and, if so, why did the Vancouver Port Authority enter into such an agreement rather than develop container handling facilities further inland in a less environmentally sensitive area;
- (h) did the Vancouver Port Authority agree that the land would be leased at lease rates based on comparable market equivalent rates for industrial lands associated with port terminals;
- (i) has the Vancouver Port Authority considered the secondary destruction of farmland and wildlife habitat from the expanded rail yards and the construction of the container storage area on the environmentally sensitive lands adjacent to Roberts Bank and, if so, what measures has it put in place to protect farmland and the ability of wildlife now making use of the area to continue to be able to rely on these farmlands;
- (j) how much farmland and wildlife habitat will be destroyed as a result of the rail yards and rail line expansion both on the farmland and Deltaport Causeway as part of the Roberts Bank port expansion and how much will be destroyed as a result of the related highway construction;
- (k) did the Vancouver Port Authority consider the use of less environmentally sensitive land further inland for the storage of containers as well as the unpacking and reshipment of the containers and, if so, what are the options considered and why did it not adopt such options for the port;
- (l) what part of the farmland adjacent to Roberts Bank is available for the wintering of migrating waterfowl of the Pacific flyway and how many

birds did the farmland adjacent to Roberts Bank support in the winters of 2005, 2006 and 2007;

- (m) has the Canadian Wildlife Service and Environment noted snow geese and trumpeter swan crowding in the over wintering areas adjacent to Roberts Bank;
- (n) what studies have been undertaken by the Canadian Wildlife Service and Environment Canada as to the impact of the loss of this land following ratification of the Tsawwassen Final Agreement and the further development of the Roberts Bank port and related rail and highway infrastructure;
- (o) what impact on the over-wintering of migratory waterfowl did the studies identify with regard to the loss of habitat due to the Roberts Bank port third berth construction and related rail and highway development and are the Canadian Wildlife Service and Environment Canada working with B.C. to ensure that there will be a zero net loss of habitat;
- (p) was culling of the snow geese and trumpeter swan population considered as an option and, if so, how many birds would have to be culled due to the loss of farmland and wildlife habit to the Roberts Bank port development;
- (q) has the Canadian Wildlife Service and Environment Canada
 - (i) enumerated the number of barn owls that inhabit barns on farm land in the vicinity of Roberts Bank,
 - (ii) considered the impact of the loss of nesting areas on the barn owl,
 - (iii) identified the number of barn owl nesting areas that have already been destroyed and
 - (iv) has any federal government agency put in place a plan to protect the barn owls and their nesting areas;
- (r) has the loss of this farmland to port expansion and related container storage and rail and highway infrastructure construction been studied by Agriculture Canada as to the effect on the economic viability of the remaining farms as viable farm units and, if so, what studies have been undertaken;
- (s) has the Canada Mortgage and Housing Corporation (CMHC) considered or studied the effect of the loss of the farm land and wildlife habitat on the quality of life and the value of residential property on the Tsawwassen Indian Reserve;

- (t) has the CMHC considered or studied the effect of the loss of farmland and wildlife habitat on the Tsawwassen and Ladner communities and in south Delta generally and, if so, what effects on the quality of life of the residents and the value of residential properties were identified;
- (u) did the Vancouver Port Authority agree to support efforts to remove the Wildlife Management Area designation or to refrain from so designating water lots at Roberts Bank and, if so, did the Port request the Province to refrain from making the Wildlife Management Area designation and, if not, has the Port requested the Province to designate the remainder of the Roberts Bank area a Wildlife Management Area and, if not, why;
- (v) has the Vancouver Port Authority received from B.C. the water lots identified in the Memorandum of Agreement and, if so, which water lots were received;
- (w) what measures has the Vancouver Port Authority put in place to ensure that migratory birds are not displaced from the foreshore area and that eelgrass beds are not destroyed during port expansion and have these protective measures been in place since the beginning of the Roberts Bank port expansion;
- (x) have eelgrass beds been destroyed or otherwise impacted and migratory birds been displaced from the foreshore by the work thus far in 2007 and, if so, what are the impacts and the mitigation plan for the loss of the eelgrass beds and the displacement of migratory birds;
- (y) have studies been undertaken or consideration given to the impact on migratory waterfowl from the shell fish aquaculture operation referenced in the Tsawwassen Final Agreement and, if so, what impacts on migratory waterfowl were considered; and
- (z) has the Canadian Wildlife Service and Environment Canada considered any plan to fill in the foreshore area between the causeways for the Tsawwassen Ferry Terminal and the Roberts Bank port and, if so, what would be the impact be on fish and wildlife habitat?