

4.0 REVIEW SCOPE AND STUDY AREA

4.1 SCOPE OF PROJECT

The scope of the project for the purpose of the environmental assessment refers to those components of the proposed project that require a regulatory decision by a federal or provincial agency. Under the harmonized BCEAA and CEAA project reviews, such as the harmonized review of the Project, the EAO and federal agencies determine the scope of a project for which approval is to be considered. Generally, the scope of the project includes the physical works related to the construction, operation, modification and decommissioning or abandonment of the proposed components of the project and related undertakings.

The scope of the project for the environmental assessment of Deltaport Third Berth is outlined below. The listed components were provided in the federal Deltaport Third Berth Scoping Document, dated July 23, 2004 pursuant to section 21 of CEAA, and were also referenced in Part B of the provincial Procedural Order issued under Section 11 of BCEAA, September 17, 2004 by the EAO. Components were also added as part of public feedback collected through the federal scoping process.

Principal components:

- Construction of a fill area of approximately 20 hectares (50 acres) of land for an expanded container storage yard (dredge and fill);
- Construction of a wharf to accommodate a third berth;
- Expansion of the existing ship channel to the north;
- Disposal of dredgate;
- Creation of a tug moorage area adjacent to north side of the third berth;
- Relocation of a safety boat launch (currently located on the north side of Deltaport);

- Addition of approximately 7,000 meters (23,000 feet) of rail track, which includes:
 - the extension of the Gulf siding arrival/departure tracks from east of Arthur Drive to 64th Street, Delta (within BC Rail's right-of-way); and
 - additional support track on the causeway, within BC Rail's property.

The operation of the Deltaport Third Berth facility includes:

- increase in associated marine traffic (container vessels and tugs);
- increase in terminal loading and unloading equipment (ship-to-shore gantry cranes, rubber tire gantries, rail mounted gantries, tractor trailers); and
- increase in associated road and rail traffic.

The Project is shown on **Figure 1.3** and described in detail in **Chapter 2 Project Description**.

4.2 SCOPE OF ASSESSMENT

The purpose of the environmental assessment is to outline practical means to prevent, or reduce to an acceptable level, any potential significant adverse effect as a result of the Project activities. The environmental assessment must be adequately scoped in order to meet this purpose.

The scope of the assessment of the Project includes the Project's potential direct, indirect and cumulative effects. The scope of the assessment focuses on effects for which a reasonable direct causal link can be demonstrated between some aspect of the Project and the resulting effect. Relevant effects are usually (but not always) those for which the Proponent has the ability (including jurisdiction) to implement impact management measures to mitigate the concern.

The factors to be considered in the environmental assessment, pursuant to CEAA and BCEAA, are listed below. The scope of the assessment was developed to meet Section 16 requirements of CEAA, as well as Part B of the Section 11 Order pursuant to BCEAA (and the EAO October 8, 2004 Approved Terms of Reference).

- the environmental effects of the project, including the environmental effects of malfunctions or accidents that may occur in connection with the project and any

cumulative environmental effects that are likely to result from the project in combination with other projects or activities that have been or will be carried out;

- the environmental effects of the project, including any change that the project may cause to listed wildlife species, its critical habitat, or the residences of individuals of that species, as those terms are defined in subsection 2(1) of the *Species at Risk Act* (SARA), (species also include those identified by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) (*e.g.*, status as endangered, threatened, etc);
- the significance of the environmental effects referred to above;
- comments from the public;
- measures that are technically and economically feasible and that would mitigate any significant adverse environmental effects of the project;
- the purpose of the project;
- alternatives to the project;
- alternative means of carrying out the project that are technically and economically feasible and the environmental effects of any such alternative means;
- the need for, and the requirements of, any follow-up program in respect of the project;
- the capacity of renewable resources that are likely to be significantly affected by the project to meet the needs of the present and those of the future;
- the effects on the environment that may impact social, economic, heritage and health effects of the projects;
- the effects of the environment that may impact social, economic, heritage and health effects of the Project; and,
- community knowledge and aboriginal traditional knowledge, as per Section 16.1.

The potential project effects on the environment and on socio-community factors were determined through the commissioning of several studies, including:

- coastal geomorphology;
- water quality;
- sediment quality;
- marine environment;
- waterfowl and coastal seabirds;
- terrestrial wildlife;
- air quality;
- noise;
- visual landscape;
- lighting;
- socio-economic;
- archaeological and heritage resources; and
- engineering studies, including traffic and transportation studies.

The studies were initially selected based on the proponents and their consultants' knowledge and experience with respect to the environmental setting of the project and the proposed project elements. In addition, during the consultation phase of pre-Application, the public, First Nations and government agencies had several opportunities to provide input into the scope of assessment to be covered in the Application. The following consultation activities were used to identify issues and concerns related to the Project and to add to the scope of the studies outlined above:

- communication with relevant provincial and federal regulatory agencies;
- public consultations;
- meetings and discussions with First Nations that could potentially be affected by the project; and
- discussions with the BC EAO and the CEA Agency.

Consultation activities are covered in more detail in **Chapter 6 Information Distribution and Consultation** and **Chapter 25 First Nations Considerations**.

4.3 PROJECT AND STUDY REGION (SPATIAL BOUNDARIES)

The site for the proposed Project is located at the existing Roberts Bank Port Facility in Delta, approximately 35 km south of Vancouver, as discussed in **Chapter 2** *Project Description*.

Local and regional spatial boundaries were determined for environmental and socio-economic study components based on their respective characteristics and anticipated interactions with the proposed Project. Study specific spatial boundaries are defined in the relevant chapters throughout the Application. For example, the spatial boundaries used for the marine environment impact assessment are defined in **Chapter 10** *Marine Environment*. The spatial boundaries were based on the zone of Project influence. Beyond these areas, the effects of the Project were expected to be non-detectable. Similar to the scope of assessment, the public, First Nations and government agencies have had several opportunities to provide input into the project study areas. These opportunities are covered in more detail in **Chapter 6** *Information Distribution and Consultation* and **Chapter 25** *First Nations Considerations*, and include open houses, EAO working group meetings and public comment on the federal Deltaport Third Berth Scoping Document.

4.4 TEMPORAL BOUNDARIES

Potential effects specific to the proposed Project were assessed based on the two main time-related phases of the Project:

- the short-term construction phase (approximately three years); and
- the long-term operation phase, which is assumed to exist for the foreseeable future.

Decommissioning and abandonment is not addressed in the Application as the third berth is intended to be a permanent structure.

In addition to the direct project-environment effects, the Application also includes a Cumulative Effects Assessment. The Cumulative Effects Assessment (CEA) defines specific spatial and temporal boundaries for CEA, which are defined in a separate chapter of the Application, **Chapter 23** *Cumulative Effects Assessment*.

5.0 ENVIRONMENTAL ASSESSMENT METHODOLOGY

5.1 IMPACT ASSESSMENT REQUIREMENTS

5.1.1 General

As identified in the Approved Terms of Reference dated October 08, 2004, and defined in *BCEAA* and *CEAA*, the following six step process has been used to ensure that the Deltaport Third Berth Project components and setting are adequately described, that the likely effects are identified and assessed, and any residual effects identified:

- Step 1. Describe the Project activities.*
- Step 2. Identify and describe the existing environment that will be effected (baseline conditions).*
- Step 3. Identify and describe the impact of Project-environment interactions (include construction and operation).*
- Step 4. Describe the mitigation measure(s).*
- Step 5. Identify any residual environmental effects after mitigation measures are applied.*
- Step 6. Determine the significance and likelihood of residual effects after mitigation measures.*

5.1.2 Step 1 - Project Activities

The project activities (physical works, construction and operation) are described in **Chapter 2 Project Description**. The project description contained in Chapter 2 is a more refined and detailed project description than what was presented in the June 08, 2004 *Preliminary Project Description*. The June 08, 2004 *Preliminary Project Description* was presented during the June 15 and 16, 2004 Open House meetings in Delta.

The main changes from the June 08, 2004 *Preliminary Project Description* and the project description contained in this chapter is a forecast of 393 ship vessel calls a year instead of 500

vessel calls a year. This reduction in ship traffic was made as a result of additional forecast analysis information.

In addition, the study component impact assessments contained in the Application are based on the Project reaching full capacity by 2012. This is supported by market information contained in **Section 3.2.3 Project Justification**. Throughout the various Chapters of the Application, as well as in the Technical Volume companion reports, references are made to the years 2011 and 2012. These dates are used interchangeably in the Application, and for greater clarity, mean December 31, 2011.

5.1.3 Step 2 - Existing Environment (baseline conditions)

Step 2 starts with scoping the key issues associated with the Deltaport Third Berth Project that would or could be affected by the construction and/or operation of the Project. The scoping process is described in **Chapter 4 Review Scope and Study Area**.

As noted in Chapter 4, the environmental and socio-community components that could be affected by the Deltaport Third Berth Project include:

- Physical:
 - Coastal Geomorphology;
 - Water Quality; and
 - Sediment Quality.
- Biophysical:
 - Marine Environment;
 - Waterfowl and Coastal Seabirds; and
 - Terrestrial Wildlife.
- Socio-community:
 - Air Quality;
 - Noise;
 - Visual;
 - Lighting;
 - Socio-Community and Economics; and
 - Archaeological Resources.

The existing environment (baseline conditions) associated with each of these components is presented in each of the component chapters located within this report. For example, the existing environment (baseline conditions) associated with the Marine Environment, is presented in **Chapter 10 *Marine Environment***.

5.1.4 Step 3 - Project-Environment Interactions

Similar to the description of the existing environment, construction and operational impacts of the proposed Deltaport Third Berth Project on the environment are described in each of the component chapters (**Chapters 7 to 18**). For the bio-physical studies, the effects on the environment are presented as effects on selected Valued Ecosystem Components (VECs).

Selection of VECs

Valued Ecosystem Components (VEC) selection is presented in each of the bio-physical study component chapters, (**Chapter 10 *Marine Environment***, **Chapter 11 *Waterfowl and Coastal Seabirds***, and **Chapter 12 *Terrestrial Wildlife***).

VECs are environmental components which have importance in the study area or which may be at risk in the study area. VECs were identified through the consideration of:

- Rarity or uniqueness
- Fragility/vulnerability/sensitivity
- Contribution to diversity
- Sustainable use of species or ecosystems
- Ecosystem function

Each study team used the factors above and assigned associated criteria to each factor to determine what habitats or species would be considered as VECs. An explanation of habitats or species that met these criteria, along with the rationale for their inclusion as VECs, are discussed in each of the bio-physical study component chapters, (**Chapter 10 *Marine Environment***, **Chapter 11 *Waterfowl and Coastal Seabirds***, and **Chapter 12 *Terrestrial Wildlife***).

To give the reader an idea of the criteria used to select VECs, the marine environment VEC criteria is presented below as an example.

Table 5.1 Criteria for Selection of Valued Ecosystem Components (sample table from Chapter 10 *Marine Environment*)

Rarity or Uniqueness	Species considered endangered or threatened at a provincial or national scale. In general these are provincially red listed species.
	Habitats that support threatened or endangered species.
	Unique habitats or species restricted in range; confined ecological communities.
Fragility/Vulnerability/Sensitivity	Species or habitats particularly susceptible to anthropogenic disturbances.
	Species which would experience difficulty in recovering to viable or manageable levels if disturbed
Contribution to Diversity	Areas which support a variety of habitat types.
	Areas/habitats with complex species composition
Sustainable Use of Species or Ecosystems	Areas or species which, if disturbed or impacted, may threaten the sustainable use of the resource
Ecosystem Function	Species or habitats vital to the maintenance of natural systems beyond the site boundaries.
	'Keystone species' whose disappearance can alter or disrupt the functioning of an entire ecosystem.
	Areas of high productivity.
	Upwelling areas, kelp forests.
	Areas which serve a particular function in the life cycle of species, such as calving, spawning, rearing, nesting, haul-out, migration.
	Significant feeding grounds or concentrations of prey populations

Project Impacts

Potential project impacts on the environment or on social components were analyzed for each study component. An impact analysis framework is presented in each study chapter and outlines the methodology followed for each study.

It is important to note that impacts were defined by comparing projected conditions *with* and *without* the project, *assuming that planned impact mitigation and compensation measures would be implemented and effective*. The consulting study teams working on their respective study components conducted an iterative process of looking at project impacts, applying mitigation

and/or compensation measures, re-assessing project impacts and repeating the process, if required.

For final study reports, which are appended to the Application, and for the results in the main body of the Application, only post-mitigation project-environment impacts are presented.

The project-environment impacts are given an overall impact rating of low, medium and high. The criteria used to define the impacts differ for each study component and are therefore defined within each study chapter. For example, the criterion that defines “*high*” magnitude for the marine environment study component, may be different than the criterion which defines “*high*” magnitude for the terrestrial and wildlife study component.

Since the impacts presented in the Application are presented as post-mitigation impacts, they are described in the residual effects assessment, see Step 5 below.

5.1.5 Step 4 - Mitigation Measure(s).

Mitigation measures are methods, measures, or strategies to reduce the significance of potentially adverse impacts. Mitigation measures may include applying best management practices during construction or operations or include changes to project design.

For example, to mitigate the effects of construction activities, dredging guidelines have been established by DFO for the protection of marine resources at Roberts Bank and it is the intent of VPA to follow these guidelines.

Mitigation measures are listed in each study chapter, as well as summarised in **Chapter 20** *Summary of Project Impacts, Mitigation Requirements and Residual Effects*.

5.1.6 Step 5 - Residual Environmental Effects Assessment

As discussed above, residual environmental effects are effects that occur after mitigation measures have been put in place. Within each study component chapter, a summary of residual environmental effects is presented.

In addition, a summary of all residual environmental effects of the proposed Deltaport Third Berth Project is provided in **Chapter 20** *Summary of Project Impacts, Mitigation Requirements and Residual Effects*.

5.1.7 Step 6 – Determination of Significance

One of the purposes of CEAA is “to ensure that projects that are to be carried out in Canada or on federal lands do not cause significant adverse environmental effects outside the jurisdictions in which the projects are carried out.” Section 4(c) of CEAA.

The significance of environmental effects after mitigation measures are implemented was determined for each of the separate study component VECs. A determination is made whether the severity of impact (high, medium or low) is likely and whether the potential effect is significant or not.

Because the considerations involved vary substantially from discipline to discipline, it is not possible to develop a general Project based method on how to analyze the severity of impacts, characterize VECs, or establish and apply significance criteria. Separate criteria were developed for each study component (for example the marine environment significance criteria is different from the coastal seabird and waterfowl criteria). The kinds of factors involved in establishing these criteria may include:

Standards: Quality standards (e.g. air quality, water quality) can be used to specify thresholds above which an impact is considered significant.

Importance: A VEC can have inherent ecological, cultural or economic value based on, for example, its function, use, rarity and/or integrity. An impact in a context where a VEC is very important will be more significant than the same impact where the VEC is less important.

Resilience: Depending on its status and the context within which it exists, a VEC may be more or less resilient to changes caused by the project. The same impact in situations of low resilience will be more significant than in situations of high resilience.

The determination of the significance of the likely adverse environmental effects of the proposed Deltaport Third Berth Project on the environment is described in each of the component chapters (Chapters 7 to 18).

5.2 OTHER ENVIRONMENTAL ASSESSMENT REQUIREMENTS

A comprehensive consultation program was undertaken as part of the EA Application process and the results are presented in **Chapter 6** *Information Distribution and Consultation* and in **Chapter 25** *First Nation Considerations*.

Under CEAA, VPA is required to provide information in the EA Application in addition to that ordinarily required by the EAO for provincial review purposes. For the Deltaport Third Berth Project this includes:

- accidents and malfunctions (**Chapter 19**);
- effects of the environment on the project (**Chapter 22**);
- cumulative effects assessment (**Chapter 23**); and
- sustainability (**Chapter 24**).

These issues are discussed in detail in each chapter, along with their assessment methodology.

6.0 INFORMATION DISTRIBUTION AND CONSULTATION

This section summarises the information distribution and consultation program undertaken by the VPA for the Deltaport Third Berth Project. A detailed account of the program, including the overall process, activities and findings is presented in **Appendix B**. The report covers the time period between April 2003 and October 15, 2004.

Appendix B is designed to meet the following sections of the Application Terms of Reference issued by the EAO on October 8, 2004:

- 6.1 Overview of Consultation Program
- 6.2 Overview of Information Distribution
- 6.3 Consultation Activities
- 6.4 Issues Identification
- 6.5 Future Consultation

In addition to the public and government consultation program, a separate process was undertaken to consult with First Nations who were identified as those that may potentially have an interest in the Project. A summary of consultation with First Nations can be found in **Chapter 25 First Nations Considerations**.

6.1 OVERVIEW OF CONSULTATION PROGRAM

The Deltaport Third Birth Project requires provincial approval under the BCEAA and federal approvals following a review under the CEAA.

A Consultation and Communications Plan for the Deltaport Third Berth Project was submitted to the EAO by the VPA in June 2003. The EAO approved the Consultation and Communications Plan and placed it on their website in July 2003.

There are five main components of the plan as follows:

- Consultation Start-up (spring 2003)
- Phase I: Early Notification Phase (spring 2003)

- Phase II: Pre-Application Phase (summer 2003 – fall 2004)
- Phase III: Application Review Phase (early 2005 – spring 2005)
- Phase IV: Post-Approval and Construction Phase (2005 – 2009)

The first three components have been completed by the VPA and are the basis of the detailed information found in Appendix B. Phase III will be undertaken in 2005 followed by Phase IV, pending the VPA obtaining all the necessary Project approvals.

The consultation and communications program is designed to be as open and interactive as possible. The program focuses on the expansion of container handling facilities at Roberts Bank, including the Deltaport Third Birth Project, and related Project issues.

The consultation program responds to interested parties who want to participate in the process. To date, the VPA has been engaged in ongoing consultation and communication with interested parties, including:

- federal government agencies staff and elected officials
- provincial government agencies staff and elected officials
- First Nations Bands and Tribal Councils in the Project area
- regional district elected officials and staff
- Corporation of Delta elected officials and staff
- adjacent municipalities elected officials and staff (e.g. City of Surrey, City of Langley, Township of Langley)
- Vancouver Port-related businesses, customers and associations
- environmental/naturalist/recreation organizations (in Delta and province-wide)
- business/community/ratepayers organizations (in Delta)
- agricultural and fishing organizations (in Delta and province-wide)
- interested individuals in Delta and other municipalities in Greater Vancouver
- local and provincial media

A database has been developed by the VPA that includes the names of the individuals and organizations who fall within the above-noted categories. There are currently 500 individuals and organizations on the database. The database is updated on an ongoing basis to include individuals and/or organizations indicating an interest in participating in the consultation program.

The input obtained from interested parties through the consultation process is being considered as advisory in nature, to be incorporated into the Project design whenever it is reasonable to do so.

The Project has met, and will continue to fulfill, all consultation and communications requirements applicable under the BCEAA as specified for the Project in a Section 11 Order issued by the EAO on September 20, 2004.

6.2 OVERVIEW OF INFORMATION DISTRIBUTION

6.2.1 Information Materials Distributed

Ensuring timely dissemination of information materials to the public and interested parties, as well as providing proper notification have been key elements of the consultation program. Since late April 2003, the following information materials were developed and distributed publicly:

- three program newsletters
 - distributed in May 2003, November 2003 and July 2004
 - content featured Project introduction, updates of proposed schedule and Project studies, open house findings, as well as dates and locations of future open houses
- five information sheets
 - available at the May 2003 and June 2004 public open houses
 - content included information on proposed Project studies, the regulatory review process and Project study updates
- two sets of poster boards for public open houses
 - presented to the public in May 2003 and June 2004

- content of the May 2003 poster boards included preliminary information on the Roberts Bank Container Expansion Program
- content of the June 2004 poster boards included an update on the Project studies, activities and the site selection process

6.2.2 Notification Provided

A number of mechanisms have been used to provide notification about the program and public open houses including:

- four information and open house advertisements placed in local newspapers
 - Introductory Information Advertisements, announced the program to the public (South Delta Leader – May 2, 2003; Delta Optimist, Surrey Leader and Surrey Now – May 3, 2003; Langley Advance – May 6, 2003; and Vancouver Sun – May 7, 2003)
 - Drilling Notification Advertisement, advised Delta residents that a drilling company would be collecting geotechnical and geochemical sediment samples in the area surrounding Deltaport Container Terminal (Delta Optimist – August 7, 2004; South Delta Leader – August 6, 2004)
 - Open House Advertisements for May 2003 Open Houses (Delta Optimist and Surrey Leader – May 7 and 14, 2003; and South Delta Leader – May 9 and 16, 2003)
 - Open House Advertisements for June 2004 Open Houses (Delta Optimist – June 5 and 12, 2004; South Delta Leader – June 4 and 11, 2004; Surrey Leader – June 6 and 13, 2004; Surrey Now and Langley Advance – June 5 and 12, 2004)
- newsletter distribution including notification of the May 2003 open houses (mailed out to approximately 500 individuals and organizations on the program database)
- information flyer for the June 2004 open houses (mail dropped to more than 34,000 residences, businesses and farms in the Corporation of Delta)

- information letters (May 2003 and November 2003 distributions) to approximately 400 individuals and organizations on the program database.

6.2.3 Communication Mechanisms

A variety of communication mechanisms have been established for interested parties to forward questions and comments to the Vancouver Port Authority, as well as to learn more about the Project. These mechanisms include:

- a program telephone information line (604.665.9337) to enable interested parties to provide input, ask questions and/or request information from the VPA regarding the Project
- a Project e-mail address (container_expansion@portvancouver.com), facsimile number (604.665.9073) and mailing address referenced on all communications materials for interested parties to forward questions and comments to the VPA
- a Project website (www.portvancouver.com/container_expansion), including a link to the Project e-mail address, to provide information to the public
- public resource files established at six public library locations in Delta, Surrey and Langley to provide public access to resource materials related to the Deltaport Third Berth Project including newsletters and information sheets, meeting minutes of the Delta/VPA Roberts Bank Working Group, technical and consultation based reports, as well as the approved Application Terms of Reference.

In addition, the Vancouver Port Authority established a targeted program of outreach to various media outlets. The media program has focused on local media in the vicinity of the Project area. The two key local news outlets have been the bi-weekly *Delta Optimist* and the weekly *South Delta Leader*.

6.3 CONSULTATION ACTIVITIES

An integral part of the consultation program is the hosting of public events and communicating with residents in the Project area. Interested parties have had numerous opportunities for

participating in the public consultation program for the Deltaport Third Berth Project. Throughout the first three phases of the consultation program, the VPA has implemented:

- **Open Houses**

The VPA hosted four open houses in Delta that received over 385 visitors in 2003/2004 with a total of 81 comment forms returned.

Dates and attendance levels for each open house were as follows:

Open House	Attendance
May 21, 2003 – South Delta Recreation Centre	117
May 22, 2003 – North Delta Recreation Centre	43
June 15, 2004 – South Delta Recreation Centre	173
June 16, 2004 – North Delta Recreation Centre	56

Many of the same individuals attended the 2003 and 2004 events.

- **Meetings and Presentations**

In May 2003, and again in November 2003, approximately 100 letters were distributed to ratepayers associations, environmental organizations, local businesses, social associations and resource industries (agriculture and fishing), resulting in more than 18 meetings/presentations held by the VPA.

- **Participation via Correspondence and Telephone Calls**

During the pre-application phases of the consultation program, the VPA responded to more than 170 pieces of correspondence or telephone calls.

In addition to the above, since March 2003, the VPA has participated on a regular basis (12 meetings to date) in the Delta/VPA Roberts Bank Working Group in order to ensure that the consultation program was constructive and responsive to addressing local concerns. A working group protocol has been established to provide a framework for the functioning of this group. Reporting directly to Delta Council by means of the Chief Administrative Officer, the group generally meets on a monthly basis and copies of the meeting notes are posted on the Proponent's website.

As well, the EAO, in April 2003, established two working groups including the Biophysical/Technical Working Group and the Socio-economic/Community Working Group. Six working group meetings have been held to date with representatives from federal, provincial, regional and municipal governments and First Nations.

6.4 ISSUES IDENTIFICATION

The consultation program involves the identification of issues and interests pertaining to potential environmental, economic, social, heritage and health impacts and benefits of the proposed Deltaport Third Berth Project.

Input has been received since May 2003 through the following sources:

- public open houses hosted by the VPA
- meetings and presentations held by the VPA
- Delta/VPA Roberts Bank Working Group meetings
- Environmental Assessment Office Bio-physical/Technical Working Group and Socio-economic/Community Working Group meetings
- correspondence (e-mail, fax and mail) received by the VPA
- telephone calls made to the VPA

Appendix B provides a full listing of Project issues and comments received from interested parties, the general public and government agencies and details on how the issues are being addressed (**Appendix B** Table 2-1). Input has been received on the following topics:

- regulatory framework
- information distribution and consultation
- Project background and rationale
 - rationale
 - alternatives to the Project
- Project description
 - Project location

- capital costs
- off-site facilities (transportation requirements)
- construction phase
- operations phase
- environmental assessment methodology
 - review scope and study area
 - impact assessment methodology
 - air quality
 - coastal seabird and waterfowl
 - wildlife
 - marine
 - coastal geomorphology
 - socio-economic
 - visual and light
 - noise
- technical/bio-physical
 - general
 - water quality
 - sediment quality
 - marine environment
 - waterfowl and coastal seabirds
 - terrestrial wildlife
- socio-community
 - air quality
 - noise
 - visual and lighting
 - socio-economic
 - general
 - traffic, general
 - traffic, safety
 - health

- emergency services
 - land use
- environmental management, mitigation and compensation
- effects of the environment on the Project
- cumulative effects assessment

Issues raised during the consultation program that are considered beyond the scope of the Deltaport Third Berth Project have not been included in **Appendix B**. As such, non-project inquiries and input have been forwarded to the appropriate VPA resources.

6.5 FUTURE CONSULTATION

Appendix B contains a proposed work plan to support Phase III: Application Review Phase of the consultation and communications program.

The main objectives proposed for this phase include:

- providing information on the Application to the public, including results of the technical studies;
- continuing to conduct discussions with interested parties and the broader public regarding issues and opportunities to avoid or minimize adverse effects, where possible; and,
- continuing to obtain input from interested parties and the broader public.

The specific dates for the consultation activities will be determined following screening of the proposed work plan by the EAO.

General information on the phases following the review, including post approval/construction and operations, are summarised in **Appendix B**. Specific details on the proposed First Nations future consultation are provided in **Chapter 25 First Nation Considerations**.