

Table 13.10

Matsqui First Nation Interests	Potential project effects
<u>Project justification</u>	<p><u>Reliance on vague federal policy about increasing trade is a weak justification for the DP4 project. The project proponent needs to prove that increasing the movement of containers and associated reliance on foreign markets and suppliers is beneficial environmentally, socially, and economically.</u></p> <p><u>Why are there two competing container projects at Roberts Bank? What mechanism will be used to determine which one should proceed? Might both projects be built?</u></p>
<u>Scope of the assessment</u>	<p><u>As a transportation project, the impacts of DP4 extend far beyond Roberts Bank. The scope of the assessment should be similarly broad, and definitely should include lands and communities affected by increased rail and road transportation.</u></p>
Sustainable low carbon economy	<p>DP4 will encourage more global transport of goods, increasing release of greenhouse gasses from ships, trucks, trains, and other vehicles. DP4's facilitation of "continued growth" is not consistent with its stated goal of sustainability. Is DP4 consistent with Canada's COP 26 commitments? The assessment must consider this serious consequence of proceeding with the project.</p>
Foster local jobs and production	<p>By facilitating offshore production and shipping of goods, DP4 will increase reliance on trans-Pacific supply chains, threaten economic viability and breadth of Canadian manufacturing, and support economies of countries with dubious human rights records. <u>The effects of increasing reliance on international trade and offshore supply chains on Canadian businesses, environment, employment, and society should be assessed.</u></p>
Increased train traffic	<p>DP4 will double the number of daily trains (from 8 to 16) and trucks and other vehicles (from 5,500 to 10,450). Many <u>(if not all)</u> of these trains will pass through Mómeqweḡem (Matsqui Main Reserve, IR#2). Train traffic constitutes a major adverse impact on our community under present conditions. Any increases in rail traffic would increase the harm to <u>the health of</u> our people's health and enjoyment of Mother Earth, further reduce the ability to use our land today and seven generations in the future, limit our access to the river, and delay our response to emergencies <u>on the river. The proponent should assess the effects of train noise, disruption of access to the river and industries, and vibration effects on homes and community structures.</u></p>
Train accidents	<p>A train derailment or similar event could have serious safety and health impacts on the Matsqui community. Such events must be fully assessed.</p>
Marine accidents	<p>We have recently seen accidents involving loss of containers, fires aboard container ships, and ships blown aground during storms. Please ensure that these and other kinds of shipping accidents are analyzed and assessed, along with ways of mitigating environmental and socioeconomic effects.</p>

Air quality	Contributions of emissions from ships, port operations, trains, and trucks add to greenhouse gas, particulate, and other air pollutants, resulting in impacts to ambient air quality and local air quality (particularly on Matsqui Main reserve). These impacts need to be included in the scope of the assessment. <u>Air quality monitoring should occur on Mómeqwem, where air quality already is compromised by train traffic.</u>
Effects on marine life	DP4 will affect marine habitat in the project footprint and will facilitate and encourage increased freighter traffic in Georgia Strait, the Strait of Juan de Fuca, and the Pacific Ocean. These effects, and the proposed inclusion of a fishing boat marina in the project, will place increased pressure on marine life (whales, salmon, birds, crabs, and others) which are important to Matsqui First Nation.
Key Permits and Approvals	Ensure that approvals required for the project include compliance with First Nations' adopted laws, regulations, and land use and environmental management plans. <u>Governments should explain how decisions will be made about the two competing container port proposals being considered. Could both projects be approved?</u>
Cumulative effects	<p>The cumulative effects assessment needs to consider not just marine but terrestrial impacts;; some of which—particularly rail and road transport; - that—extend far from the terminal. The mitigation measures for cumulative effects need to be assessed for their potential effectiveness.</p> <p>Matsqui has submitted a guide to cumulative effects assessment that we recommend be applied to design and conduct of the DP4 assessment. Cumulative effects need to be adequately assessed and addressed. It is the responsibility of the proponent or Government to identify potential cumulative impacts in cooperation with Matsqui First Nation.</p>
Mitigation measures	Matsqui First Nation does not consider preparing a plan to constitute mitigation. Rather, specific and effective actions must be delivered.
<u>Assessment of project effects</u>	<u>Matsqui has provided recommendations to BC EAO and IAAC regarding the rating of project impacts and assessment of cumulative effects. We trust that the DP4 impact assessment will consider and apply these suggestions for creating a comprehensive and credible document.</u>
<u>Capacity funding</u>	<u>Matsqui's involvement in the DP4 impact assessment process will require provision of capacity funding from the regulators and the project proponent.</u>