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**From:** Roger Emsley <email address removed>  
**Sent:** July 12, 2022 8:49 PM  
**To:** Regional Assessment Request / Demande Evaluation Regionale (IAAC/AEIC)  
**Cc:** Ministre / Minister (EC); Hubbard, Terence (IAAC/AEIC)  
**Subject:** Regional Assessment in the Salish Sea Ref. 83741

Attention:

The Honourable Steven Guilbeault Minister Environment and Climate Change Canada  
Mr. T. Hubbard, President Impact Assessment Agency Canada

July 12 2022.

I refer to the email from Debra Myles of July 11 in which she refers to The Salish Sea Indigenous Guardians Association (SSIGA) request for a Regional Assessment (RA) of the Salish Sea under Sections 92 and 93 of the *Impact Assessment Act (IAA)*.

This email is to support the request for such an assessment.

The SSIGA makes reference in their letter to a number of large-scale industrial developments in the Fraser River and Estuary. Whilst these and other projects all claim to have done environmental assessments, the reality is that there has never been a full cumulative effects assessment for the Salish Sea.

With what is known already today it is clear the Fraser Estuary - recognized by the Salish Sea Institute as the largest and most significant estuary in the Salish Sea - is at a tipping point.

Roberts Bank at the mouth of the estuary supports communities of wildlife all through British Columbia and throughout the Salish Sea. It is one of - if not the most - important stopover site on the Pacific Flyway. Yet it is where the Port of Vancouver wants to build a massive man-made island so as to incorporate a second container terminal. Add to that the proposed Deltaport Berth Four expansion, the Airport Fuel Storage terminal, the planned Tilbury Fortis LNG terminal and marine jetty, the potential for a second cruise ship terminal, plus other projects in the US and Canada such as the Puget Sound LNG project, at least two proposed projects in Port Alberni, expansion of port facilities in and around Nanaimo amongst others, and it is clear a full regional assessment is required before any further environmental assessments are launched and before any of the projects undergoing an environmental assessment are approved.

The Juan de Fuca Strait, Puget Sound and Georgia Strait are heavily congested. Marine traffic from any one of these projects will make the congestion even worse. In addition to a regional assessment immediate action is required to:

- Make Roberts Bank a National Marine Conservation Area
- Provide immediate protection of biofilm habitat at Roberts Bank by designating it as a Provincial Ecological Reserve
- Place a cap on the number of vessel transits through the Strait of Juan de Fuca and Salish Sea.

On this basis therefore our group is in full support of the call for a regional assessment.

Please acknowledge receipt and ensure our organization is added to your mailing list for updates and further developments.

Sincerely

Roger Emsley  
Executive Director  
Against Port Expansion Community Group  
<email address removed>

[www.againstportexpansion.org](http://www.againstportexpansion.org)

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