

**SCHEDULE A**

**DRAFT CERTIFIED PROJECT DESCRIPTION**

**FOR THE**

**ROBERTS BANK TERMINAL 2**

**(PROJECT)**

**ENVIRONMENTAL ASSESSMENT CERTIFICATE # [XXX-XX]**

## INTERPRETATION

In this Certified Project Description, terms that are capitalized but not defined have the same meaning as those terms defined elsewhere in this Certificate, including in the Table of Conditions.

This Certified Project Description describes the Project authorized by this Certificate but does not obligate the Holder to construct or operate any aspect of the Project unless otherwise stated.

## DEFINITIONS

Berth	The designated marine location where vessels are located when moored to the Marine Container Terminal, shown in <b>Figure 2</b> .
Berth Pocket	Dredged area alongside the terminal wharf used for mooring container vessels as they are loaded and unloaded.
Causeway	The land that links the road and rail network with the marine terminals
Containment Dyke	A dyke constructed in the marine environment to contain the fill used for land development within an enclosed area
Holder	The person to whom this Certificate has been issued, or, if this Certificate has been transferred in accordance with Section 33 of the Environmental Assessment Act (2018) the person to whom this Certificate has been transferred.
Marine Approach Area	Dredged areas at either end of the Berth Pocket, for safe navigation of container vessels as they approach or depart from the wharf.
Marine Container Terminal	The landmass that supports terminal sub-components such as moorage of container ships, container storage, and rail intermodal yards
Marine Terminal Area	The area of the project containing the Marine Container Terminal, Causeway, and Tug Basin.
Tug Basin	Marine area for use by tugs and tug operators, including berthing and mooring of tug vessels.

## ACRONYMS

B.C.	British Columbia
Certificate	Environmental Assessment Certificate
E	East
EAO	Environmental Assessment Office
N	North
UTM	Universal Transverse Mercator

DRAFT

## 1. Project Description and Location

- 1.1 The Roberts Bank Terminal 2 Project (Project) is a Marine Container Terminal at Roberts Bank in Delta, B.C. (UTM E: 486508 N: 5429515) (**Figure 1**).
- 1.2 The Project includes the Construction and Operation of the following components:
  - a) A three berth Marine Container Terminal with a throughput capacity of 2.4 million twenty-foot equivalent containers annually;
  - b) A widened Roberts Bank Causeway to accommodate additional road and rail infrastructure to link existing road and rail networks to the Marine Container Terminal; and
  - c) An expanded tug basin to accommodate additional tugs.
- 1.3 The location and orientation of these Project components within the Project Area are shown on **Figure 2**.

## 2. Temporary Project Components and Activities

- 2.1 The temporary construction components are comprised of the following:
  - a) Barge ramps, and associated support piles, for offloading fill and rock material from barges during Project Construction;
  - b) Submarine pipelines to discharge supernatant water (i.e., sediment laden water from dredge material and fill placed within the Marine Container Terminal containment basins) to outfall locations seaward of the Containment Dykes
  - c) Construction-related temporary buildings and facilities; and
  - d) Staging and stockpile laydown areas.
- 2.2 Construction activities include the following:
  - a) Preparation of the site for Project Construction activities;
  - b) Construction of the Marine Container Terminal, including land development; dredging in the caisson trench, Berth Pocket, and Marine Approach Area; densification as required for construction of the Marine Terminal footprint; and installation of infrastructure;
  - c) Widening of the existing causeway, including land development, densification as required for the widened causeway, and installation of infrastructure;
  - d) Expansion and alteration of the existing tug basin, including dredging and installation of wharves;
  - e) Construction-related marine transportation within the project area; and
  - f) Construction-related road and rail transportation within the project area (**Figure 2**).

### 3. Permanent Project Components and Activities

3.1 The total footprint of the Marine Terminal Area, including land and marine areas to be occupied by Project components is comprised of the following components and activities:

- a) Marine Container Terminal;
- b) Widened Causeway;
- c) Expanded tug basin; and
- d) Operations activities.

#### 3.2 Marine Container Terminal

- a) The Marine Container Terminal, located as shown on and **Figure 2**, including the following sub-components:
  - i. Wharf and piled marine structures for securing mooring lines from ships;
  - ii. Container storage yard;
  - iii. Intermodal yards, capable of handling and transferring cargo between modes of transport; and
  - iv. Ancillary systems and support facilities, including truck gate facilities, buildings, security facilities, and utility infrastructure (including electrical power and lighting, telecommunications, water, sanitary and storm drainage).
- b) The Marine Container Terminal footprint includes the terminal land mass with riprap protected slopes, Berth, Berth Pocket, and Marine Approach Area.

#### 3.3 Widened Causeway

- a) Widening of the existing Roberts Bank Causeway along its full length located as shown on **Figure 2**, to provide additional railway, road, and utility infrastructure.
- b) The Causeway component including riprap protected slopes, overpass and road tie-ins on the existing Causeway, and emergency access road tie-in and rail tie-ins on the mainland.
- c) The infrastructure on the widened Causeway includes:
  - i. Railway infrastructure, including rail tracks extending eastward of the end of the Causeway that will connect the Marine Container Terminal to the British Columbia Railway rail network.
  - ii. Road infrastructure, including an overpass, an access road connecting the overpass to the existing Roberts Bank Way North and the Marine Container Terminal, an emergency access road along the entire Causeway length connects to the existing road network at the east end of the Causeway, and a vehicle access and control system gate; and
  - iii. Utility infrastructure including for electrical power and lighting, telecommunications, water, and storm drainage.

### 3.4 Expanded tug basin

- a) Expansion of the existing tug basin to accommodate additional tugs.
- b) The infrastructure includes access ramps, floating pontoon wharves anchored by piles, and piles to aid navigation.

### 3.5 Operations activities

- a) Commissioning of the Marine Container Terminal to prepare for commercial operation.
- b) Container handling on the Marine Container Terminal and associated road and rail activities on the Marine Container Terminal and Causeway.
- c) Marine transportation including approach, berthing, unberthing, and departure of container vessels, and associated tug operations.
- d) Maintenance dredging during Operations, if required to maintain safe navigation, including in the Berth Pocket, Marine Approach Area and expanded tug basin.

## 4. List of Figures

- Figure 1 – Project Overview
- Figure 2 – Project Components

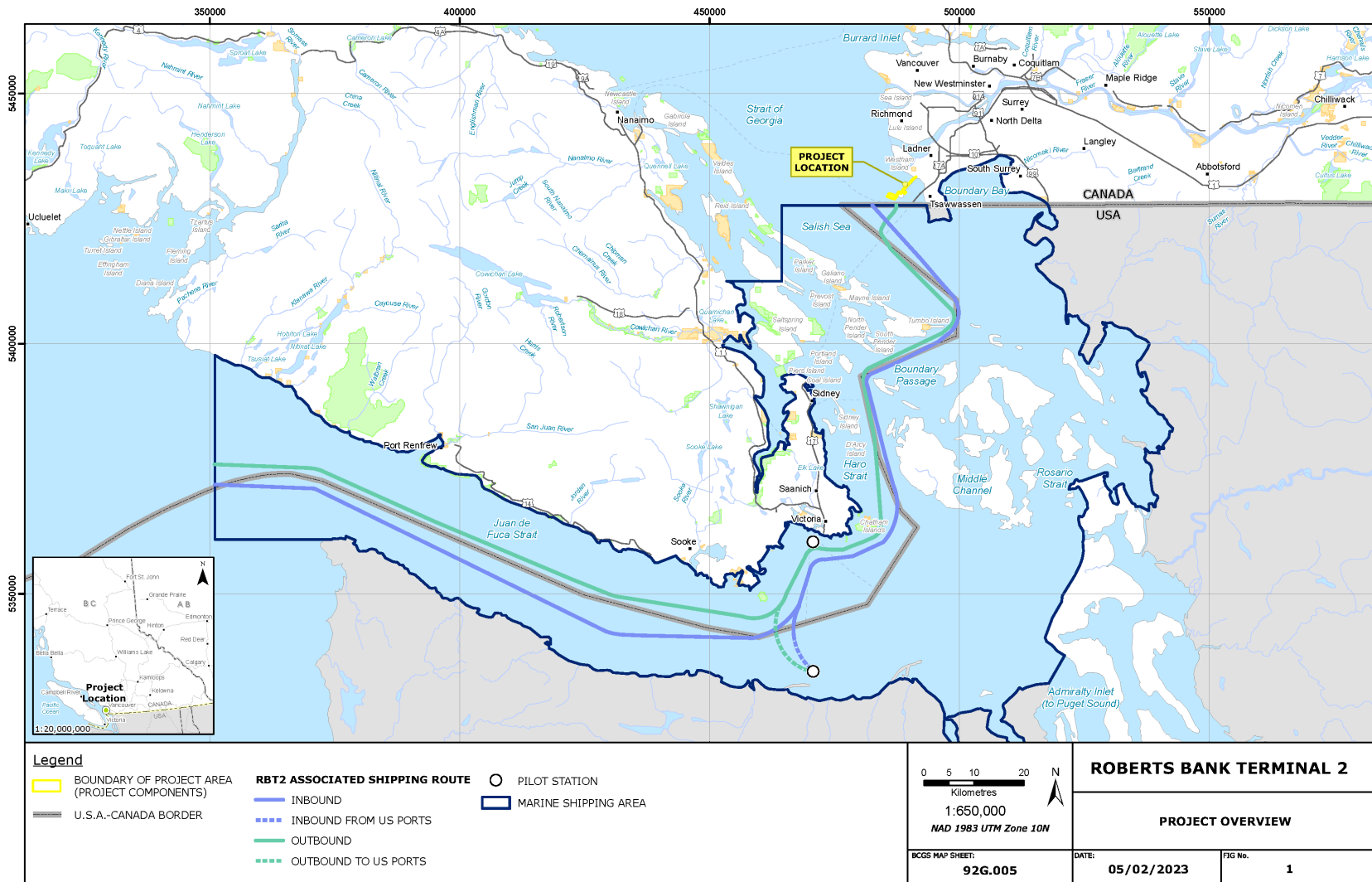


Figure 1: Project Overview

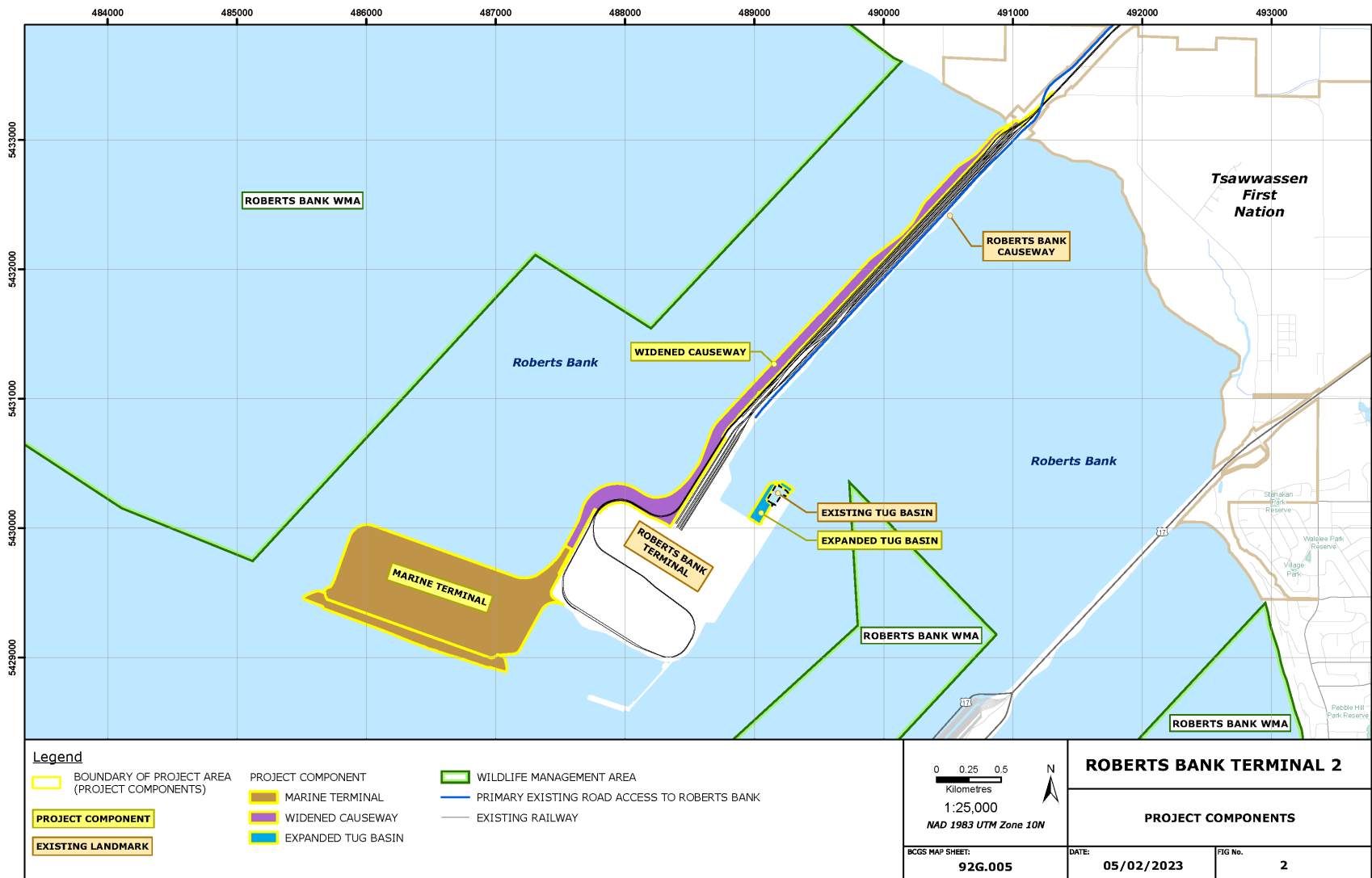


Figure 2: Project Components