

**Mycroft, Colleen V EAO:EX**

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**Subject:** FW: 30300-20/SFPR-16 FW: Heads Up: FW: SFPR??

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**From:** Nick Robinson [mailto:caniwi@iglide.net]  
**Sent:** July 17, 2007 10:22 PM  
**To:** EAOINFO EAO:EX  
**Subject:** SFPR??

G'day Jody,

With regards to the South Fraser Perimeter Road, I think the risk of irreversible environmental damage to Burns Bog and Delta farmland, means that the SFPR should NEVER be considered as a viable roadway system to service the Delta Port expansion which I consider to be an unnecessary expansion for a start!

My reasoning for this statement is:-

- Prince Rupert is two whole days sailing time shorter than Delta Port to China and the Asian markets. Panama Canal expansion will negate the requirement for so much container transportation in the Northwest.
- Prince Rupert is a deep sea port without requirement for dredging.
- Prince Rupert use does NOT mean the loss of some of the BEST farmland in the world, the loss of which will hold us hostage to the questionable quality and availability of foreign foods.
- Delta Port expansion comes at a DREADFUL cost in farmland, social upheavals and environmental destruction.
- The southern orca are an endangered species! The Canadian focus for the increase of Orca population is to reduce habitat destruction. The Delta Port 2nd berth is hardly reducing habitat destruction!?
- There are other less destructive options to consider before the SFPR. The Hoover/Naas proposal keeps trucking away from the greatest concentration of personal transportation vehicles AND allows for easier safety inspections on these trucks. The 4.5 km of tunnelling under North Delta saves tremendous disturbance of many heritage houses and the associated neighbourhoods ( and costs of expropriation! ) while at the same time allowing for the removal of tonnes of Green House Gasses.
- While the tunnelling equipment is in place for the Hoover/Naas diversion, it is in the same vicinity as the Rail Diversion as proposed by John Cummins. This entails another tunnel to take rail lines through to the CN main trunk line with Electrification a probability to reduce the diesel emissions and maintain air quality in the Lower Mainland!!

I hope you not only SEE the reason behind these statements, BUT YOU ALSO ACT TO IMPLEMENT THEM!!  
For starters DON'T allow the 2nd berth!!

Sincerely,

Nick Robinson