

Why Not Trucks?

Here is what the [Raven Project](#) says about transportation:

Coal Transportation Options

Following the initial review of transportation studies, Port Alberni has emerged as the preferred port option due to its available facilities, proximity to markets and accessibility by both road and rail. Further studies are required to confirm this option best meets the needs of the project.

The preferred transportation method is by truck, although transporting coal by rail is still an alternative if the community prefers it and it is cost competitive to trucking. Trucks will travel on existing industrial roads, the inland Island Highway (Highway 19) and Highway 4. On average, between three and four trucks per hour would travel to the Port. This represents a less than 2% increase in vehicle traffic on Highway 19.

Trucks will be covered to minimize or eliminate coal dust.



Coal trucks, similar to the ones that currently travel the Island Highway every day, could be used to transport the coal from the Raven Project. They would be covered to eliminate coal dust and would connect directly to the Inland Island Highway using industrial roads.

What they don't say:

This is a Trimac B-Train coal hauling truck in Sparwood, BC. Photo taken in early September, 2010.



#1: According to official BC Ministry of Transportation data, 3 to 4 "B-Train" trucks 24/7/365 represents anywhere between a 250%-1250% increase in that

class of truck on Highway 19 north of Qualicum. Currently there is great seasonal and even daily or hourly variability in truck traffic... the biggest difference will be the constant, daily coal

traffic. Similar data for the much smaller, and less busy, Highway 4 is not available.

#2: 3 to 4 trucks per hour represents *one way* traffic. These trucks will of course be making their way back to the mine so one must consider both directions will be affected and double the congestion and emissions will actually occur.

#3: 3-4 trucks an hour represents a minimum of trucks. At 1.5 million tonnes of coal exported a year, that estimate would rise to closer to 5 trucks an hour, or one entering and exiting every 10-12 minutes, 365 days a year.

#4: The majority of the route through Port Alberni itself will be on municipal roads which are already under extreme pressure from existing truck traffic and are already rutted and require nearly annual maintenance at rising expense to a City already struggling to maintain its tax base.

#5: Alternative truck route options, such as the unbuilt “Haggard’s Highway” Horne Lake Connector, or the use of private forest company roads near Mt. Arrowsmith or Comox Lake have many problems themselves, such as high cost ([\\$40 Million for Horne Lake in 2007](#)), or lack of provincial oversight. And none of them address the major problems of increased traffic through their entire routes nor the increase in CO₂ emissions and smog or public safety.