

“Growing Our Business”
Terminal Expansion Projects
Input Consideration Memo

January 2014

Purpose

This *Input Consideration Memorandum* provides Pacific Coast Terminal's response to questions and concerns received as part of its community engagement activities as it relates to proposed expansion plans for the terminal. The information contained in this memorandum, in addition to technical and environmental information, is intended to assist Port Metro Vancouver in the project review process.

About Pacific Coast Terminals www.pct.ca

Pacific Coast Terminals (PCT) is a multi-purpose marine terminal located on Burrard Inlet in Port Moody, British Columbia. PCT handles sulphur, ethylene glycol on a regular basis and has been handling metallurgical coal on a temporary basis in 2011, 2012 and 2013. The terminal is now planning an expansion to include the handling of potash and food-grade canola oil at the site. PCT has been an integral and responsible part of the community for over 50 years.

Proposed Terminal Expansion Projects

In July 2012, PCT announced its intentions to undertake a significant expansion of its facilities. The expansion would include adding canola oil and potash as new products to be handled. These new products would necessitate significant infrastructure modifications, including the construction of new liquid storage tanks for canola and of a large storage warehouse for potash.

In July 2013 PCT had submitted three (3) Project Permit Application to Port Metro Vancouver outlining the modifications currently proposed for the existing site. The applications currently under review are for:

1. Accommodating canola oil

The Project Permit Application related to canola oil is for the construction and operation of a new canola handling facility, which will include modifications to the existing liquid unloading facilities, construction of three new storage tanks and the addition of a new pipeline to transfer canola oil from storage tanks to vessels.

2. Reconstruction of the primary water treatment facility

The Project Permit application related to the water treatment facility is for the replacement of an existing settlement pond with a water clarifier to more efficiently handle the terminal's waste water, and improve waste water quality prior to its discharge to Metro Vancouver's sanitary sewer system.

3. Dredging within Burrard Inlet

The Project Permit application related to dredging is for the dredging of a small portion of Burrard Inlet to increase the depth of the channel from -10.5m to -14m, which will allow for loaded vessels to safely sail across four tides per day rather than one.

It is anticipated that Project Permit Application(s) related to expansion works necessary to accommodate the handling of potash will be submitted in the second quarter of 2014.

Community Engagement Program

After having first announced the expansion plans in July 2012, Pacific Coast Terminals has undertaken a number of consultation initiatives to keep stakeholders informed, and to seek their feedback and identify their concerns. These activities have taken place between July 2012 and January 2014.

Communication materials have been prepared and shared with all residents within the City of Port Moody, municipal/provincial/federal elected officials, the local business community and the First Nations of Musqueam, Sto:Lo, Squamish and Tsleil-Waututh.

In addition to announcements and communications materials, Pacific Coast Terminals has made two public presentations to Port Moody City Council (2012 and 2014), has held two Open Houses in 2013 where project information was available for attendees to learn more about the PCT operations and the plans for expansion. In addition, PCT staff participated in local community events with display booths that also had information available regarding the expansion plans (Golden Spike Days 2012, Fingerling Festival 2013)

Consultation Overview – Highlights

- Updated website with dedicated “Growing our Business” information including Project Permit Applications, frequently asked questions, renderings of proposed new infrastructure and details on anticipated increase to both vessel and rail traffic.
- Two public presentations to Port Moody City Council that were live-streamed and currently still available for viewing on the City’s website.
- A Community Open House was held on July 3, 2013 at the terminal with attendance of approximately 1,200 residents. A special “The Future of PCT” display tent hosted detailed information on expansion plans and provided attendees with a feedback form to share concerns.
- A second Community Open House, specifically to discuss expansion plans, was held on September 19, 2013 in the community with attendance of approximately 40 residents. Presentations included a 3-D aerial presentation of what the expansion would look like, a powerpoint, detailed storyboards and a feedback form to for residents to share their concerns .
- Distribution of five (5) brochures and newsletters delivered to all 14,000 households in the City.
- Consultation with First Nations of Musqueam, Sto:Lo, Squamish and Tsleil-Waututh.

Further details on all engagement activities, as well as supporting materials, can be found in Pacific Coast Terminals’ *Engagement Summary Report* available on both Pacific Coast Terminals’ and Port Metro Vancouver’s websites

Feedback Results

Local residents and businesses were overwhelmingly supportive of the project, proposed scope, and benefits that would flow back to the community. PCT had also been acknowledged for the over \$1 million that has been donated to local community organizations over the past 50 years.

The public and interested stakeholders were asked to provide their feedback on the overall project and were also asked to provide feedback on the specific aspects of the project, of which the majority were positive.

Feedback was received via email, Facebook comments, and through the submission of Feedback Forms. Twenty-Eight (28) feedback forms were received at the June 2013 Open House, thirteen (13) feedback forms were received from September 2013 Open House, and seventeen (17) comments/questions were received by phone, email and through Facebook.

Project Considerations

Pacific Coast Terminals has developed a very comprehensive Construction Environmental Management Plan (CEMP) which provides guidance to ensure a consistent approach for protecting the environment during construction of the Canola Storage and Handling System and Waste Water Treatment System. The CEMP is a common sense approach to preventing problems and knowing what to do in upset situations. Working closely with our preferred contractors, PCT is committed to:

- Minimizing community disturbance;
- Ensuring regulatory compliance (as enforcement can lead to schedule delays and possibly fines);
- Protecting their respective company reputations; and
- Protecting the environment.

This document is available on the company's website for viewing, as is the company's overall environmental policy.

Project Specific Theme	Community Input	Response and Action
Noise	Concern over level of construction noise and they are trying to sell their house and their property value will be reduced.	Construction activity will be consistent with the City of Port Moody bylaws. Residents will be informed of the construction schedule and activities once it has been determined.
	When will construction schedule be shared with community?	PCT has committed to publishing construction schedules on its website, through social media and in regular newsletters to the community.
	Concerned about dredging noise at night.	Some noise from suction dredge engines can be expected during dredging operation. PCT has scheduled dredging for fall/winter seasons when it is anticipated that fewer people will have windows open.
Vehicle/Rail Traffic	What is the increased level of train traffic going to be? Concerned about increased noise levels from trains.(5)	Rail traffic statistics from 2001 to present, and projected out to 2018 based on canola handling has been posted on the PCT website, published in community newsletters and included in all public presentations.
	What is the level of construction traffic going to be and the impact on the three-way intersection outside the terminal?	To help reduce local traffic congestion, contractors will normally complete their shift approximately 45 minutes before PCT personnel leave the site.
Land Environment	Please paint all tanks dark green.	PCT currently has all liquid storage tanks painted varying shades of green and will endeavour to ensure that colour of new tanks is complementary to surrounding foliage.
	Is there a tree buffer for sight-lines and sound buffering?	PCT had previously planted over 2,000 trees around the property to act as a buffer. A very large tree buffer exists along the residential area to the west of the site, parallel to the Barnet Highway.

Project Specific Theme	Community Input	Response and Action
	What is the water feature and what is it being replaced with.	Project renderings and descriptions identify that the current settling pond (“water feature”) is being replaced with a clarifier to better handle the site’s wastewater.
	Do you really need more storage tanks at location noted? Could they be elsewhere on site? Can you create public art on them?	A number of options for location of the new storage tanks were considered and no other location was deemed to be feasible. PCT will consider the inclusion of public art in the expansion plans, particularly as Port Moody is known as the “City of the Arts.”
Marine Environment	Concern for the potential impact on marine life, seals, fish, etc. (3)	At all times, discharges from the worksite to Schoolhouse Creek or the Port Moody arm of Burrard Inlet are strictly forbidden. Containment systems are in place to ensure spills are contained in the event of an emergency.
	<p>What is the impact of diverting water flow due to deposit of dredge materials?</p> <p>PCT should ocean-dump the dredge material as infilling may impact future port potential.</p>	The relocation of dredged material will help compensate for an over-dredge in the area in the past. There is a net environmental benefit as the seafloor is returned to its original elevation at the site of the relocation.
Marine Traffic Safety	What is increase in tanker traffic with potash and canola? (4)	Vessel traffic statistics from 2001 to present, and projected out to 2018 based on canola handling has been posted on the PCT website, published in community newsletters and included in all public presentations.

Project Specific Theme	Community Input	Response and Action
Pile-Driving	What will the hours of operation be?	Pile-driving will be necessary for a one-week period and will only take place within the City of Port Moody Bylaw limits of 7am to 7pm. PCT has committed to publishing construction schedules on their website, through social media and in regular newsletters to the community.
Other	How many jobs will be created?	PCT has estimated that 300 construction jobs will be created and an additional 15 new FTE at PCT. This information has been shared through public presentations.
	Has a traffic impact assessment been prepared? Concerned about potential delays to commute due to construction traffic.	No traffic impact assessment has been prepared. PCT is ensuring that construction vehicle traffic will be scheduled to arrive and depart the site at different times than regular staff vehicle traffic, thus reducing any traffic increase during peak commuting hours.
	How are future employment opportunities and hiring going to be shared with the community?	PCT has a standard of posting non-unionized vacancies through local and social media and employment websites. Unionized positions are advertised and filled through the BC Maritime Employers Association.
	Will local companies be used for construction?	PCT attempts to establish relationships with, and utilizes local businesses wherever possible.