



## **PACIFIC TERMINAL SHIPPING UPGRADE PROJECT**

# **COMMUNITY ENGAGEMENT SUMMARY REPORT**

**Sept 4<sup>th</sup>, 2014**

# ENGAGEMENT SUMMARY REPORT

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# ENGAGEMENT SUMMARY REPORT

## 1. BACKGROUND

Viterra is headquartered in Regina, Saskatchewan and is part of the Agricultural Business Segment of Glencore. Viterra's commitment to agriculture goes back nearly 100 years, partnering with farmers to market and move their crops to areas of need around the world. Viterra's continued focus on operational excellence throughout North America allows us to efficiently handle, process, distribute and transport grains and oilseeds. We provide further value to our partners through a wide variety of contracting and risk management tools to help them realize the full potential of their crops. For more information on Viterra in North America, please visit [www.viterra.com](http://www.viterra.com).

Viterra is planning to upgrade its Pacific Terminal facility and has applied to Port Metro Vancouver for permitting approval.



# ENGAGEMENT SUMMARY REPORT

## 2. COMMUNITY ENGAGEMENT

### 2.1 Purpose

The purpose of Viterra's Community Engagement was to provide project information including effects to the community, associated mitigation methods and to receive feedback from the public and stakeholders in the immediate neighbourhoods.

### 2.2 How Input Will Be Used

Public and stakeholder input received during the Community Engagement has been summarized in this report and will help inform the permitting process and finalize plans for mitigation of potential project impacts.

### 2.3 Participation

- 20 participants attended the Open House
- 3 participants provided written feedback via the feedback form
- 2 participants provided feedback via online resources

# ENGAGEMENT SUMMARY REPORT

## 2. COMMUNITY ENGAGEMENT

### 2.4 Engagement Methods

#### *Discussion Guide and Feedback Form*

A Discussion Guide with Feedback Form was provided to all participants concerning the Project. The Discussion Guide was mailed to all households and businesses in the Pacific Terminal Community area from Naniamo St. on the east to Clark Dr. on the west and Hastings St. on the south.

#### *Online Engagement*

Online response methods were provided through the Viterra website and a dedicated project email address. Of the 5 responses provided 1 was provided through the feedback form and 4 provided using online methods.

#### *Open House*

Viterra hosted an Open House May 22<sup>nd</sup>, 2014 at which time the Discussion Guide was provided for participants and Display Boards where provided around the room.

Mailed invitations to the Open House were sent to households and businesses in the area from Boundary Rd. on the east to Clark Dr. on the west and Hastings St. on the south.

# ENGAGEMENT SUMMARY REPORT

## 3. SUMMARY OF FEEDBACK

### 3.1 Mitigation Methods During Construction

#### *Comments*

1. concern raised about construction workers driving through surrounding neighbourhoods
2. accepted that construction in Vancouver is now an every day life experience
3. thanks for the investment
4. did not believe construction would have any impact on the community

### 3.2 Project Benefit to Community

#### *Comments*

1. concern that more funds be spent with local businesses
2. probably will not effect the community
3. improved infrastructure will help keep jobs in Canada
4. agreed that revised operations will benefit the community

# ENGAGEMENT SUMMARY REPORT

## 3. SUMMARY OF FEEDBACK

### 3.3 Viterra's Community Contributions

#### *Comments*

1. would like to see Viterra take lead on improving south shore landscaping
2. would like contributions to be evenly disbursed
3. suggestion for a mentoring program for young kids on employment opportunities on the waterfront
4. provide contributions to St. James Hospice and Wildlife Rescue Association

### 3.4 Additional Comments

#### *Comments*

1. would like to see more environmental information on impact of more and larger vessels in the harbour
2. positive feedback on project
3. expressed positive view on impact to dust levels and view in their neighbourhood
4. appreciation of opportunity to provide feedback

# ENGAGEMENT SUMMARY REPORT



**PACIFIC TERMINAL - 96 years of shipping operations.**

# ENGAGEMENT SUMMARY REPORT

## APPENDIX 1

### PROJECT DISCUSSION GUIDE





## **PACIFIC TERMINAL SHIPPING UPGRADE PROJECT**

# **DISCUSSION GUIDE AND FEEDBACK FORM**

# VITERRA

Viterra is Canada's grain industry leader, supported by the expertise of its people, a superior network of assets, and unrivalled connections to world markets.

Headquartered in Regina, Saskatchewan, our commitment to agriculture goes back nearly 100 years, partnering with farmers to market and move their crops to areas of need around the world. Our continued focus on operational excellence throughout North America allows us to efficiently handle, process, distribute and transport grains and oilseeds. We provide further value to our partners through a wide variety of contracting and risk management tools to help them realize the full potential of their crops. For more information on Viterra in North America, please visit [www.viterra.com](http://www.viterra.com). Viterra is part of the Agricultural Business Segment of Glencore.



# PACIFIC TERMINAL



**Originally constructed in 1920's, Pacific Terminal is comprised of the original National Harbours Board facility and the original Alberta Pacific Grain Company.**

**Viterra assumed ownership in 2007.**



# PACIFIC TERMINAL



**Pacific Basin (Lapointe Pier and Jetty) represents over 90 years of shipping operations.**

# PROJECT OVERVIEW

**Viterra Inc. (“Viterra”), Canada’s grain industry leader, is executing on a transformative series of operational improvements and upgrades at its Pacific Terminal at Port Metro Vancouver. The project is aimed at modernizing the terminal with enhancements that will increase shipping throughput and capacity, as well as improve current handling and processing procedures.**

**Kyle Jeworski, Viterra's President and CEO for North America said, “Our goal is to create the most efficient port terminal in Canada with unprecedented capability for processing a diverse range of commodities. This is a significant investment spanning several projects, that when completed, will enhance our strategic position on the west coast, and our ability to continue meeting the needs of our destination customers globally.”**

## **PHASE 1 - Community Engagement Session**

Viterra Open House

May 22<sup>nd</sup>, 2014

Holiday Inn Express – Hastings and Renfrew

7:00-9:00pm

## **PHASE 2 – Community Project Guide and Feedback Mailer**



# PROJECT OVERVIEW

Viterra has applied to Port Metro Vancouver for Project Permits for the Dredging, Ship Loading System Upgrade, Electrical Upgrades and Dust Control Upgrade projects as they are the permitting authority with jurisdiction over the projects. For additional information on the Project Review Process, please visit the Port's website:

*<http://portmetrovancover.com/en/projects/ProjectReviewAndPermits.aspx>*



# PROJECT OVERVIEW

## TERMINAL IMPROVEMENTS

*Viterra is investing capital to increase handling capacity and efficiency at its PACIFIC TERMINAL location. These projects will provide increases in ship loading rates with state of the art fugitive dust control. In addition a full facility dust control upgrade will be completed to reduce effective air handling and discharge requirements while improving collector efficiency. To support these three projects a fourth project, a major electrical upgrade to increase infrastructure capacity through transformer resizing and modernizing electrical motor control will be undertaken.*

## WHY IS VITERRA DOING THESE PROJECTS?

*Viterra is anticipating major growth to its agricultural handling requirements. The existing shipping facility is 56 years old and is in need of modernization to handle current vessel sizes. A key requirement of this growth is providing increased shipping capacity. The modernization of the ship loading equipment allows Viterra to meet expectations for minimizing fugitive dust emissions and limiting its impact to the surrounding community.*





# PROJECT OVERVIEW

**EXISTING  
SPOUT  
OPERATIONS**



**STYLE OF  
FUTURE  
OPERATIONS**



# PROJECT BENEFITS

## **Viterra**

- Modernizes critical facility for exporting Western Canadian agricultural products
- Increases competitiveness of Western Canadian agricultural products in the World Economy
- Increases Terminal capacity

## **Community**

- Creates a sustainable Port operation as an economic driver in the Port
- Eliminates nuisance fugitive dust emissions
- Major investment into construction economic impact
- Creates a sustainable employment base

# KEY COMPONENTS OF PROJECTS

## **Upgrade of Electrical Services**

- Upgrade of service substation from 4.5MVA to 6MVA
- Modernization of High Voltage switchgear
- Modernization of motor control systems
- Building seismic upgrade

## **Upgrade of Dust Control Systems**

- Replacement of all dust collection filters used for collecting and processing dust generated by facility internal material handling and cleaning systems
- Approximately 81% decrease in required air handling from current Air Quality Permit
- New Truck Load-out operation using DSH spout technology for reduced fugitive dust emissions

# KEY COMPONENTS OF PROJECTS

## **Pacific Basin Dredging**

- Expansion of ship loading basin to accommodate Panamax class vessels throughout new ship loading area
- Enlargement of basin to accommodate vessels up to 245m in overall length
- Removal of approximately 35,000 cubic meters of material

## **Ship Loading System Upgrade**

- Construction of new marine structures to support front traveling rail and fender systems
- Construction of new mooring dolphins
- Installation of new covered 72” wide yard conveyor to feed new traveling ship loader
- New ship loader with Cleveland Cascades material control system
- Demolition of existing Shipping Gallery on Pacific 1 Jetty

# CONSTRUCTION SCHEDULE

## **Upgrade of Electrical Services**

- Commencement scheduled Oct 2014
- Expected duration 9-11 months
- Normal hours of work 0700 to 1500 hours M-F
- Hours of work July-Aug/2015 0700 to 1700 hours S-S

## **Upgrade of Dust Control Systems**

- Commencement scheduled Jan 2015
- Expected duration 8-10 months
- Normal hours of work 0700 to 1500 hours M-F
- Hours of work July-Aug/2015 0700 to 1700 hours S-S

# CONSTRUCTION SCHEDULE

## **Pacific Basin Dredging**

- Commencement scheduled for Oct 2014
- Expected duration 2 to 3 months
- Normal hours of work 0700 to 1800 hours M-F

## **Ship Loading System Upgrade**

- Commencement scheduled for May 2015
- Expected duration 14-18 months
- Normal hours of work 0700 to 1500 hours M-F

# CONSTRUCTION IMPACTS

## **NOISE**

- Typical noise of general construction
- Pile driving activity for installation of 58 piles approximately 10 weeks of activity. No pile driving after 6pm or on weekends
- No nighttime noise activities are scheduled

## **LIGHT**

- As no nighttime activities are scheduled no special construction lighting will be required

## **DUST**

- No dust impacts are anticipated during construction

# OPERATIONAL IMPACTS

## **NOISE**

- Noise levels are not expected to exceed existing facility noise baseline
- Extensive use of fan silencers on all dust control equipment

## **DUST**

- Nuisance fugitive dust emissions eliminated through deployment of special Cleveland Cascades dust loading spout for ship loader

## **LIGHT**

- Outdoor lighting design focused on specific task lighting along conveyors and over vessel loading operations

## **VIEW**

- View impact of existing shipping gallery eliminated
- View impact of new ship loading equipment shielded by existing storage buildings

# FEEDBACK FORM

## YOUR OPPORTUNITY TO COMMENT

Feedback provided will be summarized in a Summary Report posted on the Port Metro Vancouver website.

Viterra will produce a Consideration Memo advising how your feedback was considered.

Please indicate your response to the following questions:

1. Do you think the proposed construction activities will have an impact on the community?

Strongly Agree	Somewhat Agree	Neither Agree Or Disagree	Somewhat Disagree	Strongly Disagree

Additional comments:

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# FEEDBACK FORM

2. Do you think the proposed revised operations will benefit the community?

Strongly Agree	Somewhat Agree	Neither Agree Or Disagree	Somewhat Disagree	Strongly Disagree

Additional comments:

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# FEEDBACK FORM

3. How should Viterra continue its current community benefit contributions?

ORGANIZATION	CHECKBOX
United Way	<input type="checkbox"/>
Hastings Elementary	<input type="checkbox"/>
Mission to Seafarers	<input type="checkbox"/>
YWCA	<input type="checkbox"/>
Union Gospel Mission	<input type="checkbox"/>
Hastings-Sunrise	<input type="checkbox"/>
Harbourview Daycare	<input type="checkbox"/>

Additional Contribution Suggestions:

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# FEEDBACK SUBMISSION

Please provide your contact information (optional):

**NAME:**

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**ORGANIZATION(if applicable):**

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**ROLE(if applicable):**

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**ADDRESS:**

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**EMAIL:**

---

**PHONE:**

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**Deadline for submissions is June 30<sup>th</sup>, 2014.**



# FEEDBACK INSTRUCTIONS

## HOW TO PROVIDE FEEDBACK

- Attend the Open House
- Provide a Written Submission
- Submit Feedback Form:
  - Online
  - By email
  - By mail

### Online:

*[http://www.viterra.com/portal/wps/portal/canada/ca/contacts\\_ca/request\\_information/feedback\\_form](http://www.viterra.com/portal/wps/portal/canada/ca/contacts_ca/request_information/feedback_form)*

### Email:

*[Pacific.Upgrade@viterra.com](mailto:Pacific.Upgrade@viterra.com)*

### Mail:

*3333 New Brighton Rd.  
Vancouver, BC V5K 5J7*



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# PACIFIC TERMINAL SHIPPING UPGRADE PROJECT



# ENGAGEMENT SUMMARY REPORT

## APPENDIX 2

### DISPLAY BOARDS

# PACIFIC - DREDGING

## PROJECT AREA

Remove approximately 3000 cubic meters of surficial deposits slightly contaminated with elevated polycyclic aromatic hydrocarbons, copper and lead for land disposal

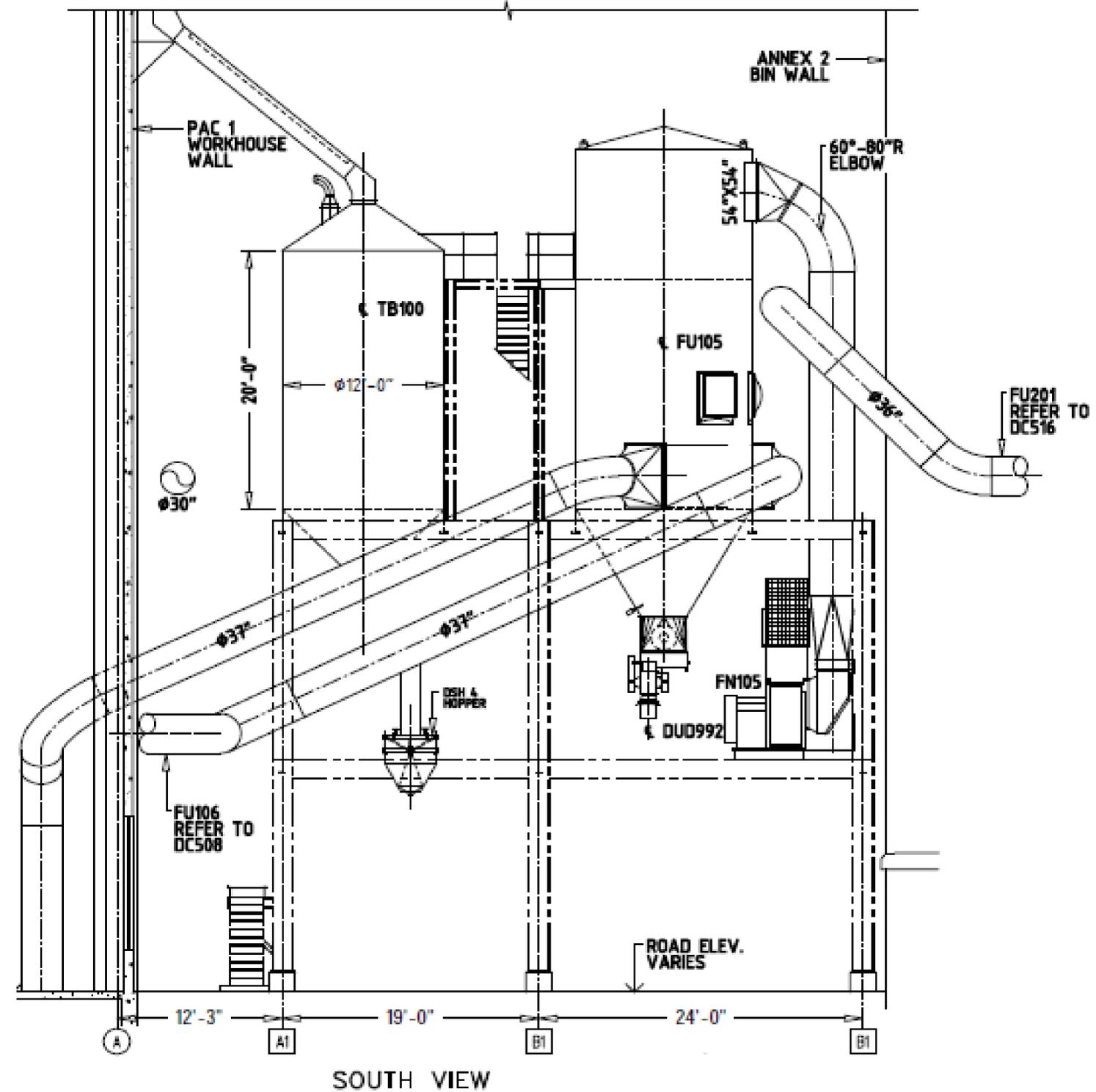
Remove approximately 35000 cubic meters of native till material for disposal at Point Grey Disposal at Sea (DAS) Site



# PACIFIC - PROCESS DUST CONTROL

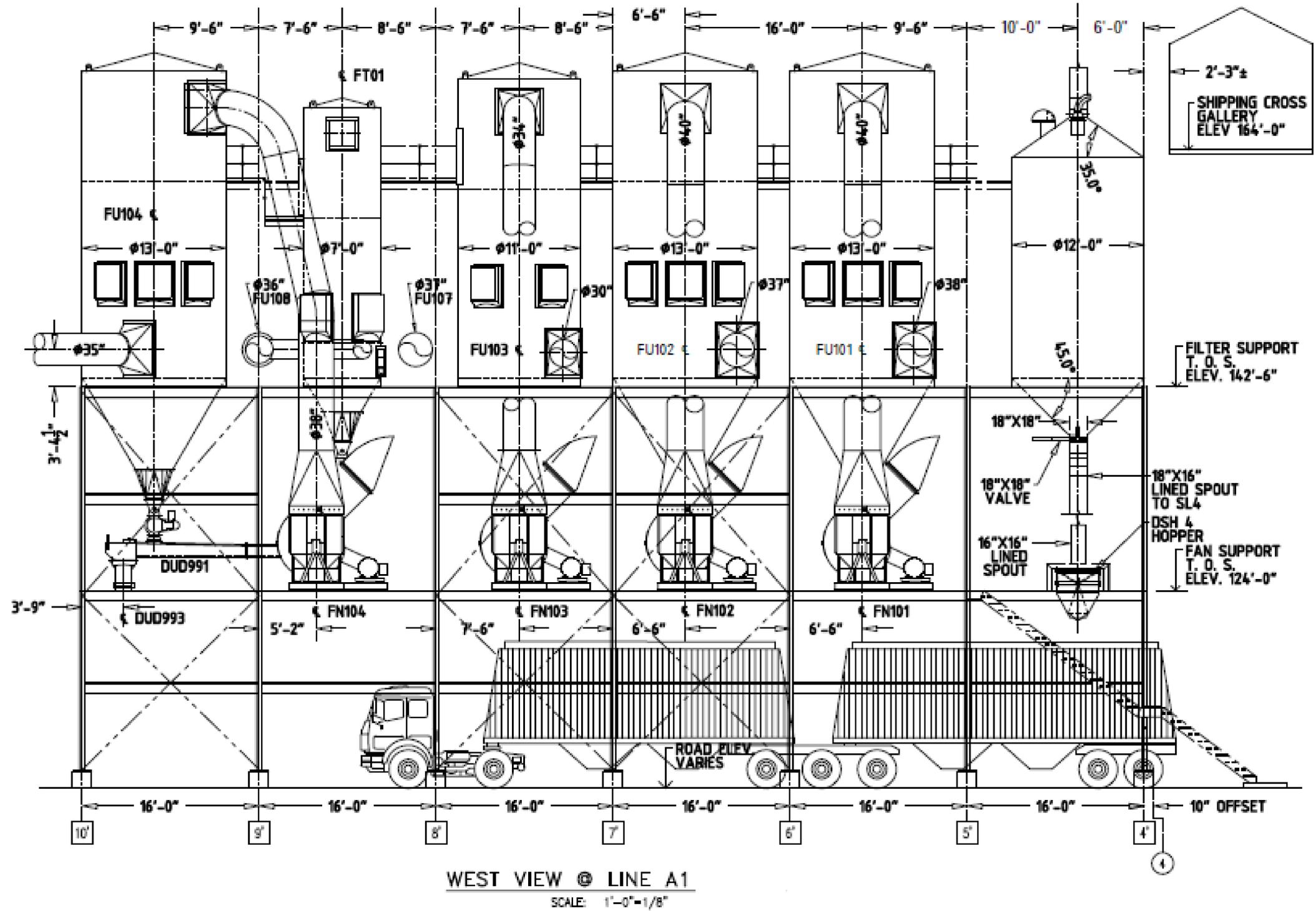
## DUST FILTER TYPICAL ELEVATION VIEW

- ✓ Replacement of all dust collection filters used for collecting and processing dust generated by facility internal material handling and cleaning systems
- ✓ Installation of ten (10) new MAC RF Baghouse Filters and one (1) transportation filter to handle existing Receiving System (3 filters)
- ✓ New Truck Loadout operation using DSH spout technology
- ✓ Only three (3) existing permitted filters will remain operational
- ✓ 81% decrease in required air handling from current Air Quality Permit
- ✓ New Filters operate at 99-99.9% efficiency



# PACIFIC - PROCESS DUST CONTROL

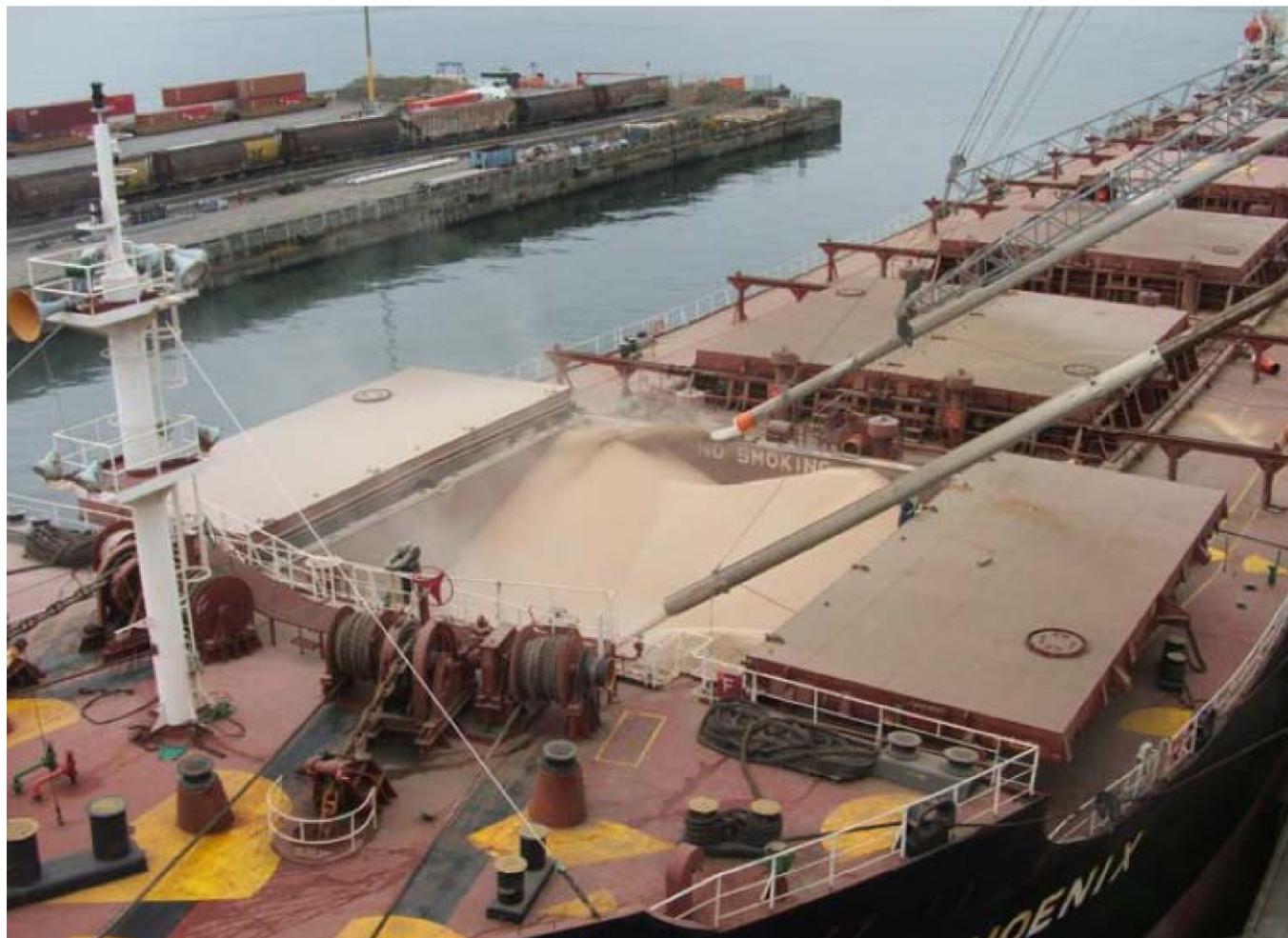
## DUST FILTER ELEVATION VIEW – LOOKING WEST





# PACIFIC - SHIP LOADING SYSTEM UPGRADE

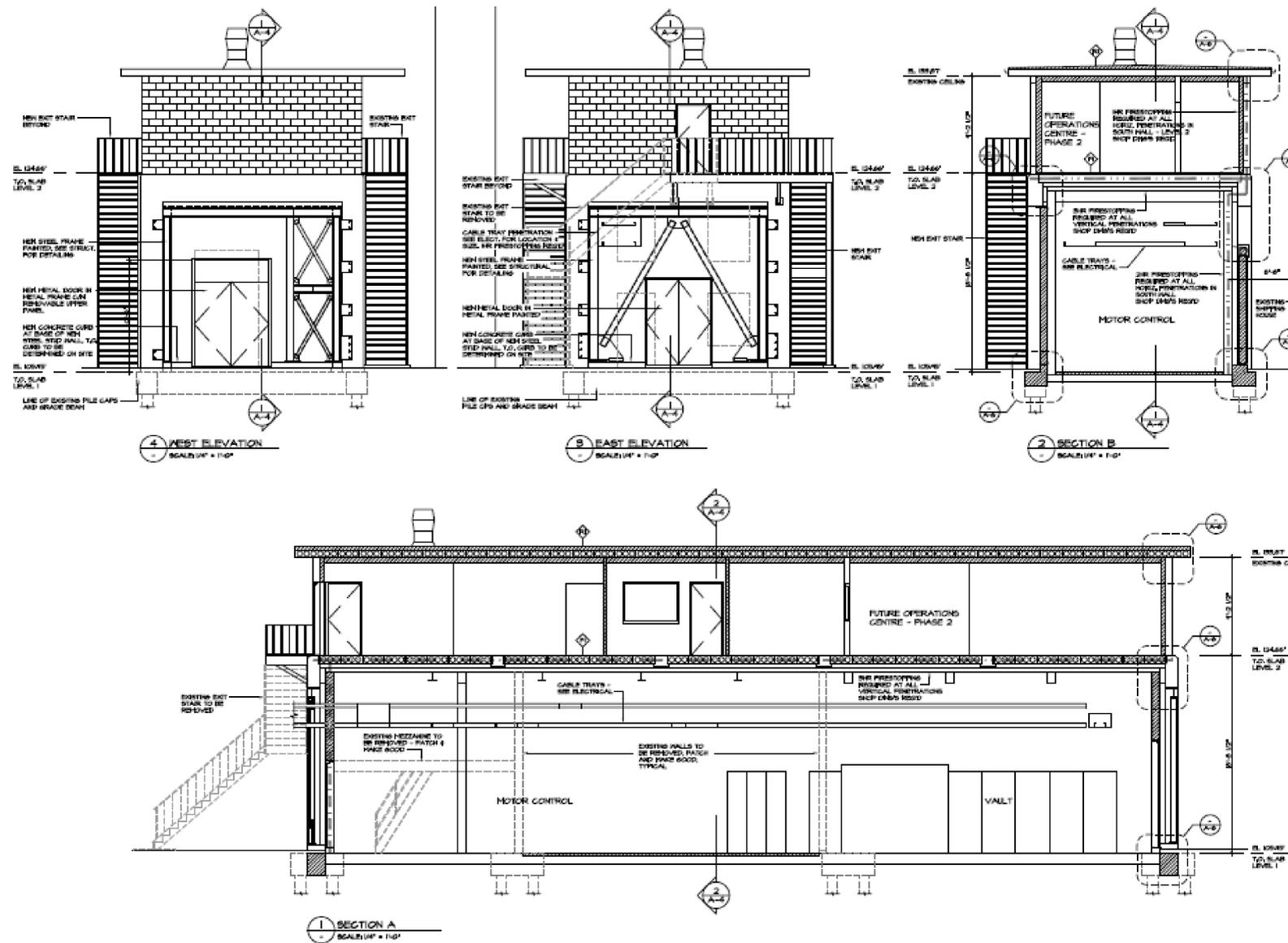
**EXISTING SPOUT OPERATION**



**STYLE OF FUTURE OPERATIONS**

# PACIFIC - SUBSTATION UPGRADE

- Building Seismic Upgrade
- High Voltage Switchgear Upgrade
- Capacity Upgrade
- Motor Control Center Upgrade



# ENGAGEMENT SUMMARY REPORT

## APPENDIX 3

### OPEN HOUSE PRESENTATION





## VANCOUVER OPERATIONS UPDATE

Community Presentation

May 22<sup>nd</sup>, 2014



# CASCADIA TERMINAL



# ENVIRONMENTAL IMPROVEMENTS

## Implemented New Dust Control at Truck Loading Station - 2013



# ENVIRONMENTAL IMPROVEMENTS

## Purchased Dust Impingement Blower – May 2014



# ENVIRONMENTAL IMPROVEMENTS

## Implemented Fugitive Dust Mitigation Plan

- Pre-Action Activities
  - Commodity Risk Review
  - Specific Supervisor's Duties
  - Engineering Responsibilities
- Complaint Response System
  - Community Based Complaints
  - Facility # 604-293-6208
  - Regulatory Based Complaints



# PACIFIC TERMINAL



# HISTORY



Originally constructed in 1920's. Pacific Terminal is comprised of the original National Harbours Board facility and the original Alberta Pacific Grain Company.

Viterra assumed ownership in 2007.

# HISTORY



**Pacific Basin  
(Lapointe Pier and  
Jetty) represents  
over 90 years of  
shipping  
operations.**

# TERMINAL UPGRADES – Projects

## ✓ Pacific Basin Dredging Program

- tentative start date for dredging 4<sup>th</sup> Qtr – 2014
- tentative completion by Feb. 28<sup>th</sup>, 2015
- PMV Dredging Permit Application submitted Nov 22<sup>nd</sup>, 2014
- Environment Canada DAS Application submitted Nov 22<sup>nd</sup>, 2014

## ✓ Ship Loading System Upgrade

- tentative start date for construction 2<sup>nd</sup> Qtr – 2015
- Project Permit Application submitted to PMV – April 10<sup>th</sup>, 2014

## ✓ Substation Upgrade

- tentative start date for construction 4<sup>th</sup> Qtr – 2014
- Project Permit Application submitted to PMV – Feb 27<sup>th</sup>, 2014

## ✓ Dust Control Upgrade

- tentative start date for construction 1<sup>st</sup> Qtr – 2015
- Project Permit Application submitted to PMV – Feb 20<sup>th</sup>, 2014

# DREDGING

## PROJECT AREA

Currently submitted  
application to Port Metro  
Vancouver



# DREDGING

## DREDGING HISTORY

- ✓ Original depth of shipping basin constructed to – 35ft (10.7m) depth below LLWL
- ✓ East side of basin dredged in 1985 to create – 45ft (13.7m) depth pocket below LLWL to accommodate “Panamax” class vessels
- ✓ Periodic maintenance dredging – last completed in 1<sup>st</sup> Qtr 2009
- ✓ Current proposal to extend basin – 45ft (13.7m) depth pocket across existing shipping basin in 2014/2015

# DREDGING

## EXECUTION METHOD

Material will be excavated using a modified 200t hydraulic excavator (model EX1800). The excavator will be barge-mounted, and the machine modified to a larger, heavier bucket capable of breaking through the very dense sediments typical of till deposits within the Pacific Basin. The machine has GPS controls, and the bucket position can be controlled to within 10 cm, allowing for fairly precise dredging to isolate contaminated sediments (“hotspots”) to be removed for land site disposal.

Approximately 3000 cubic meters of contaminated soils will be loaded onto a lined flat barge and transported to an off-load facility in the Fraser River. From there, the contaminated sediments will be trucked to a licensed disposal facility under manifest and scaled in to document the disposal.

Approximately 35000 cubic meters of clean sediment and till subgrade material will be loaded onto hopper barges and towed out to the Point Grey disposal area and dumped.



# SHIP LOADING SYSTEM UPGRADE

EXISTING  
SPOUT  
OPERATION



# SHIP LOADING SYSTEM UPGRADE

CLEVELAND  
CASCADES  
SPOUT  
OPERATION



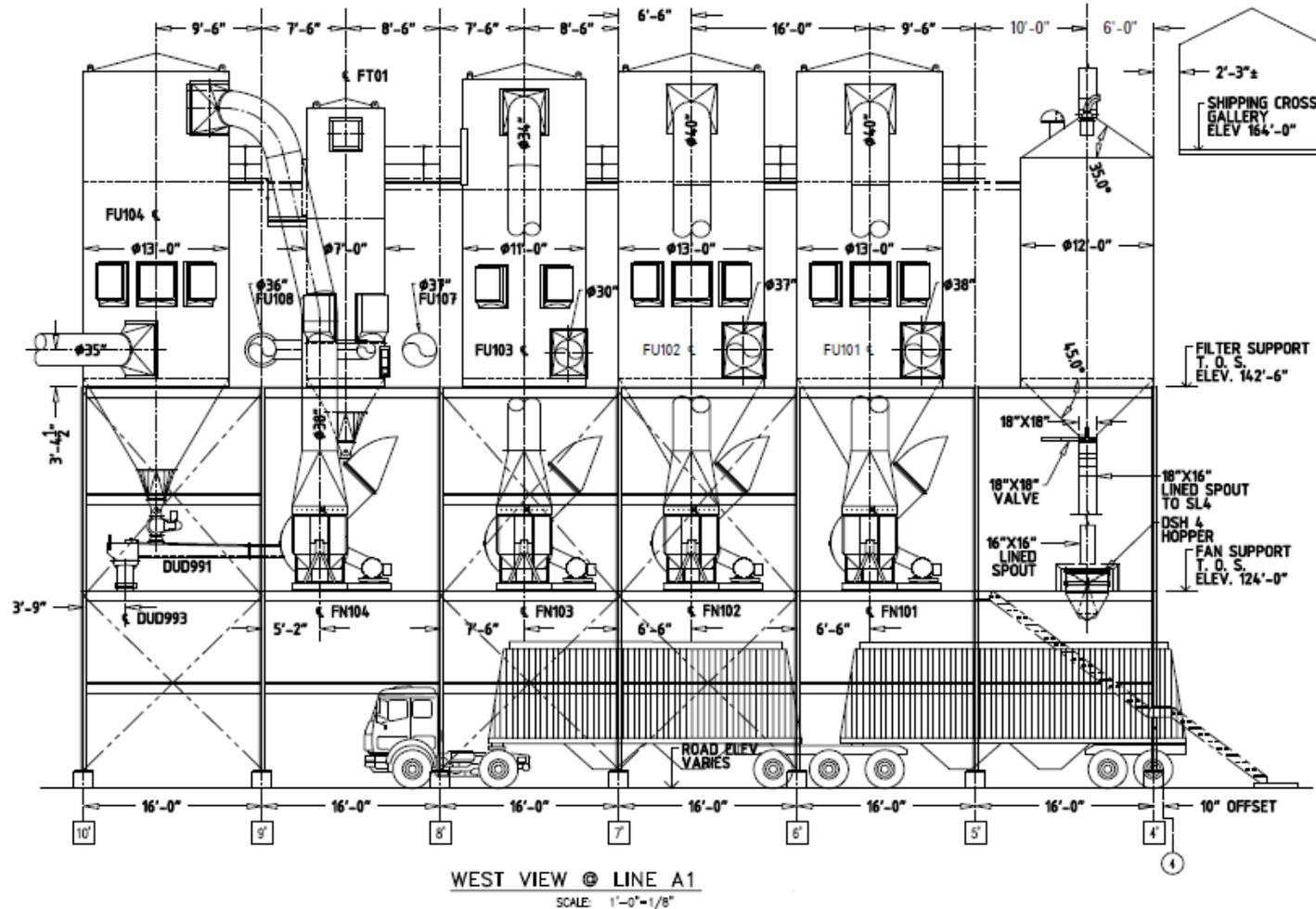




# PROCESS DUST CONTROL

## DUST FILTER ELEVATION VIEW

- ✓ Installation of ten (10) new MAC RF Baghouse Filters to handle internal process dusts
- ✓ New Truck Loadout operation using DSH spout technology
- ✓ three (3) existing permitted filters will remain
- ✓ 81% decrease in required air handling from current Air Quality Permit
- ✓ New Filters operate at 99.99.9% efficiency



# FACILITY UPGRADE OBJECTIVES

## PROJECT SUMMARY

- ✓ Capable of loading rates up to 2800mtph
- ✓ Designed for handling peas, lentils, soybeans, corn, flax and canola
- ✓ Designed for post-Panamax vessels up to 38m beam
- ✓ Designed for Vessels of up to 245m Length Overall
- ✓ Equipped with fugitive dust emissions cascade spout technology
- ✓ Modernization of dust filter technology
- ✓ Currently submitted permit application to Port Metro Vancouver
- ✓ Targeted operational date in 2<sup>nd</sup> Quarter 2016

**QUESTIONS?**



# ENGAGEMENT SUMMARY REPORT

## APPENDIX 4

### WRITTEN RESPONSES

**PACIFIC TERMINAL SHIPPING UPGRADE PROJECT  
FEEDBACK FORM**



Question 1 - Do you think the proposed construction activities will have an impact on the community?

(Strongly Agree/Somewhat Agree/Neither Agree or Disagree/Somewhat Disagree/Strongly Disagree)

Question 2 - Do you think the proposed revised operations will benefit the community?

Question 3 - How should Viterra continue its current community benefit contributions?

(United Way/Hasting Elementary/Mission to Seafarers/YWCA/Union Gospel Mission/Hastings-Sunrise/Harbourview Daycare)

Question 4 - Please provide any additional comments re the Upgrade Project

Respondent	Question 1	Question 2	Question 3	Question 4
A	<b>Strongly Agree</b> "construction always impacts community, additional traffic, big trucks, noisy, construction workers parking, I hope that construction workers will not be commuting north of Skeena through the residential neighbourhood"	<b>Neither Agree or Disagree</b> "Can some of the budget be spent with local businesses to benefit the community? From simple things like catering with local businesses to sourcing locally produced materials"	<b>no organization specified</b> "I would love to see Viterra lead the charge in renovation/improving the landscape at he south side of the rail line. Isuspect it's off your property but it would be a great benefit to the neighbourhood. There is a new park to the west with improved bike path that could be extended to the east. Perhaps the City would get on board considering their plans for Hastings Park"	"I would like more information on the environmental impact of having more, larger ships at the port in general, not only your facility. Has the Port done an environmental impact study on the effects of more traffic by larger boats?"
B	<b>Somewhat Disagree</b> "Construction goes on everywhere in Vancouver nowadays. We adopt to it in everyday life"	<b>Neither Agree or Disagree</b> "It will benefit the employees, employers, and whoever is part of the operation. For the community or the public nearby, will probably not affect them"	<b>Hastings-Sunrise</b> "This is the whole community that will be benefitted in that area only though. Contributions should be evenly distributed."	"Keep up the good work!"
C	<b>Strongly Agree</b> "Thanks for investing in the Vancouver Terminal and the Area"	<b>Strongly Agree</b> "Expanded and improved terminal and infrastructure should keep jobs and money here in Vancouver and Canada"	<b>Hastings Elementary/Mission to Seafarers/Hastings-Sunrise/Harbourview Daycare</b> "Mentoring program for local kids to provide them with learning and hopefully employment opportunities on the Vancouver Waterfront"	no answer given
D				"My wife and I own the house closest to your project. I do think that your proposed project will have a positive impact on the dust control. I have had neighbors who live in the Canary tell me that their vehicles are routinely covered in dust. I get dust as well but cannot say if it comes from you or Lafarge. Your photos of the future operations show plan view and an angle shot. Are there any elevations? The reason I ask about this is because if there isn't a boat at your dock I have a great view up the inlet (between the existing dock and the overhead hopper). Is this going to be affected?"
E	"We don't believe the proposed construction activities will have an impact on the community."	"We <b>Strongly Agree</b> that the proposed revised operations will benefit the community"	"If possible Viterra should also consider adding the following to their community benefit contributions: (a) St. James Cottach Hospice, 650 N Penticton St, Van. 604-606-0440 and (b) Wildlife Rescue Assoc of BC, 5216 Glencarin Dr, Bby, 604-526-2747"	"Appreciate Viterra's consideration of community concerns by holding the May 22,2014 Open House and providing the detailed Discussion Guide."

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# PACIFIC TERMINAL SHIPPING UPGRADE PROJECT

