



## **Terminal Infrastructure Reinvestment Project**

### **Engagement Summary Report**

**December 30, 2013**

### **The Terminal Infrastructure Reinvestment Project**

Westshore Terminals has handled coal at Roberts Bank for 43 years. To continue to support its existing customers and maintain current throughput levels, Westshore is investing \$230 million over the next five years into the Terminal Infrastructure Reinvestment Project to replace aging 30-40 year old equipment and modernize the 40 year old office and shop complex, which are currently dispersed through the terminal site.

The project includes replacing the Berth One shiploader and three stacker-reclaimers and related conveyors, as well as building a new office complex. All works will be carried out within the existing terminal footprint. The equipment upgrades will ensure Westshore continues to operate with the latest technology and environmental management systems, and will result in an overall reduction in operating emissions.

### **Public Engagement Activities**

Westshore Terminals undertook a series of consultation activities throughout 2013 to provide information about the Terminal Infrastructure Reinvestment Project to elected officials, the local community and other important stakeholders.

A summary of the activities is provided below:

Date	Activity
January 8	Terminal tour with Corporation of Delta Mayor and staff site tour
January 14	Presentation to Corporation of Delta Mayor and Council
January 29	Terminal tour with Adrian Dix, MLA Vancouver-Kingsway
February 14	News release on Terminal Infrastructure Reinvestment Project
March 30	Westshore Annual Report
March 30	Westshore Annual Information Form
May 3	Westshore First Quarter Report
May 10	Meeting and terminal tour with Kids for Climate Action representatives
June 10	Global BC news story
June 17	Westshore Annual General Meeting
July 10	Delta Optimist advertisement
July 13, 14, 20, 21, 27, 28	Open House terminal tours with project presentation
July 29	Presentation and project briefing to the Corporation of Delta and approximately 200 members of the public

Date	Activity
July 29	Presentation and project briefing to Tsawwassen First Nation elected and administrative officials
August 3 and 4	Attendance at Point Roberts Arts and Music Festival where project brochures were distributed to attendees
August 5	Attendance at Tsawwassen Sun Festival where project brochures were distributed to attendees
August 7	Westshore Second Quarter Report
August 10, 11, 17, 18, 24, 25	Open House terminal tours with project presentation (over 500 total attendees)
November 4	Presentation material circulated to the (Delta) Port Community Liaison Committee
November 6	Westshore Third Quarter Report
November 14	Public Open House
November 27	Presentation and discussion with Delta Civic staff

## Materials

A number of materials were developed to provide project information and address key questions around environmental management, air quality, light, noise and overall operations. This information was provided at public events, presentations made by terminal staff and at the public open house. Materials included:

- Terminal Infrastructure Reinvestment Project overview brochure
- Environmental update brochure
- Project overview video
- Presentation deck
- 13 informational storyboards
- Environmental Impact Assessment (EIA) report

This information was and continues to be available on Westshore's website – [www.westshore.com](http://www.westshore.com).

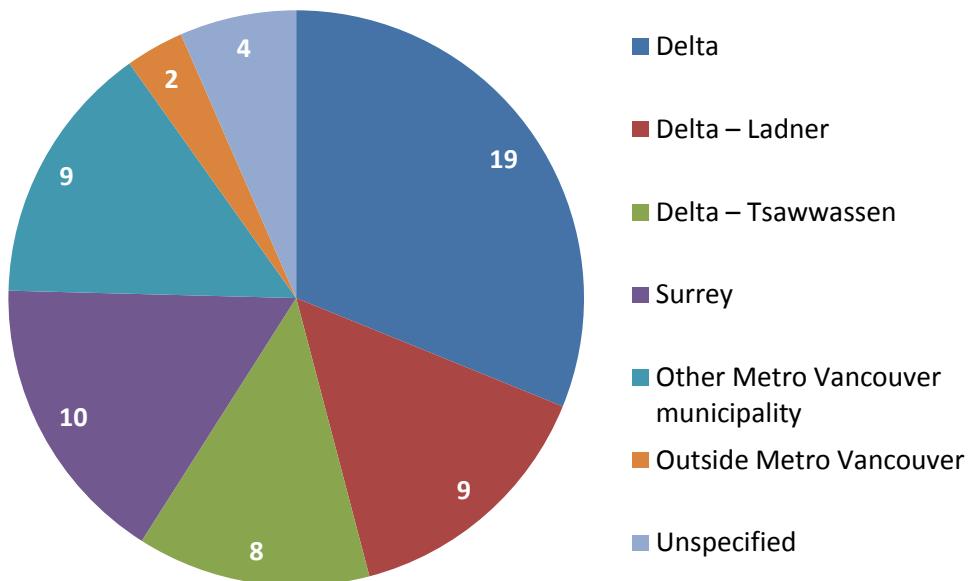
## Public Open House – November 14, 2013

On Thursday November 14, 2013, Westshore held a public open house from 4:00pm – 8:00pm at the Town and Country Inn in Delta. The purpose of the meeting was to share information about the project, respond to questions and to solicit public feedback.

Westshore staff and Port Metro Vancouver representatives were in attendance at the meeting. Information on the project was available through a series of storyboards and brochures. A copy of the EIA report was also available. Please refer to **Appendix A** for copy of the storyboards. In total 61 people attended the public open house. Of those who attended, 59 per cent were from Delta, followed by 16 per cent from Surrey and a further 15 per cent from other Metro Vancouver municipalities.

The graph below provides the geographical distribution of all attendees.

**Geographic Distribution of Open House Attendees**



### **Open House Notification**

To ensure stakeholders were aware of the open house, a number of steps were taken to notify the community about the meeting. The notification period was two weeks prior to the meeting and included:

- Direct Mail:
  - Postcard invitations were mailed to 1,612 households and businesses in Tsawwassen area and Tsawwassen First Nation
- Newspaper Advertisements: Ads were placed in local newspapers and publications, which service residents in Tsawwassen (population approximately 20,933) and Ladner (population approximately 21,112). All advertisements ran over the two week notification period.

- The South Delta Leader:
  - Delivered to approximately 16,000 homes and businesses in Tsawwassen and Ladner, as well as more than 500 businesses in Tilbury
- The advertisement published on November 1 and November 8 The Delta Optimist:
  - Delivered to approximately 17,250 homes and businesses in Tsawwassen and Ladner
  - The advertisement published on November 1 and November 8
- Tsawwassen First Nation Newsletter:
  - Available to all TFN members (population approximately 439) via the TFN website
  - The advertisement published on October 31 and November 7
- Stakeholder Notification: Westshore contacted a number of key community stakeholders by phone, email and direct mail to ensure they were aware of the public meeting.
  - Area Elected Officials:
    - Mayor Lois Jackson and Councillors, Corporation of Delta
    - Chief Bryce Williams and Legislators, Tsawwassen First Nation
    - Vicki Huntington, MLA, Province of BC
    - Kerry-Lynne Findlay, MP, Government of Canada
  - Other Local and Regional Governments
    - Langley City
    - Langley Township
    - Surrey
    - White Rock
    - Metro Vancouver
  - Industry:
    - BNSF
    - Canadian Pacific
    - Delta Chamber of Commerce
    - CN
    - Coal Alliance
    - Teck Resources
    - TSI/Global Container Terminals
- Employee Notification: Information about the open house was also distributed internally to approximately 50 Westshore employees and 35 suppliers to Westshore in the Delta area.

Please refer to **Appendix B and C** for a copy of the postcard invitation and advertisement.

### Open House Feedback

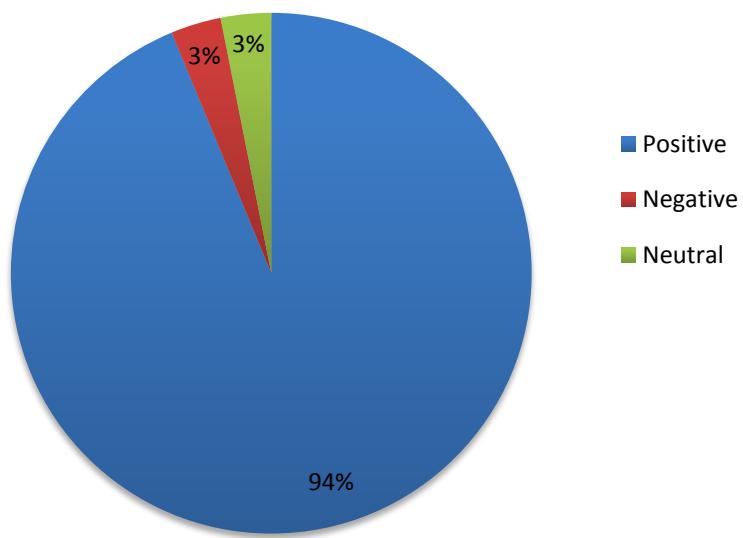
Feedback forms were provided to all attendees at the open house. Attendees were encouraged to provide comments verbally and in writing either by completing a form at the event or by emailing Westshore directly at [infrastructureproject@westshore.com](mailto:infrastructureproject@westshore.com) after the event. Please refer to **Appendix D** for a copy of the feedback form. The complete package of feedback forms and letters are available in the **Public Consultation Feedback Report**.

During the open house public comment period, a total of 29 people provided feedback to Westshore as follows:

- 29 people completed a feedback form at the Open House
- 4 people emailed comments directly to Westshore

Of the feedback received, 31 comments were positive, one was neutral and one was negative.

### Feedback Sentiment



### Feedback Results

Local residents and businesses were overwhelmingly supportive of the project and proposed scope. A key theme that came through was the benefit of the project to the local economy and appreciation of Westshore as a valued contributor to the community.

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 projects, of which the majority were positive.

Benefits that were the most frequently mentioned in the feedback:

- Increase in operational efficiency.
- The upgrade to aging equipment is timely and best practice.
- The upgrade to aging equipment will further increase safety on site.

#### General Comments

In addition to comments on the specific project elements, Westshore received several additional comments that were, consistent with other feedback, overwhelmingly positive. These are summarized below:

- I have appreciated the good neighbour WTLT has been in Ladner. Support of local community groups and events is exemplary. Support you 100%.
- As a local business we are very excited about the upgrades. Westshore has always brought many opportunities to the people of Delta and their support never goes unnoticed.
- I live in Tsawwassen and have lots of friends who work at Westshore. My family and I believe it is an important economical part of our Province & believe in the safety + environmental precautions Westshore takes! Appreciate all the great public consultation.
- Is it possible to implement a law that the coal train should have a cover on it before moving through the coal mine to the terminal so that the environment is not polluted? Human health is very important compared to the profit the company is making. So many people have to suffer lung and respiratory problems not counting contamination of the vegetable crops, as the train pass through the city.
- When something works well - let it be - doing a great job. If it needs repair and or upgrade - it would be wise to keep things going well to produce maximum efficiency and effectiveness. When something like coal is used in making steel for the shipping industry - now you are really doing something great - it now affects Canada as a whole both nationally (economically) and internationally with heads held high we are Canadian and we are making a difference . Thank you Westshore Terminals from this Canadian.
- I like it. Compared to other industries this is very low impact to the environment, provides jobs and is going the right way.
- Replacing old equipment that needs a lot of repair is a good thing. I'm sure it will be much more efficient. Greatly in favour of projects.

- Very excited about the infrastructure improvements & equipment retrofits. Happy to be able to work with Westshore terminals. They are very community minded as well strong community pillars.
- We have seen the benefits of the work done to date - keep up the good work and thank John Grey and Co.
- It is great to see the forward thinking of the future of Westshore's Coal handling capabilities.
- The proposed investment will create local jobs, increase tax revenue improve efficiency resulting in community long term benefits.
- I feel it makes sense to move all the building together at the back of the site.
- How exciting to hear that Westshore terminals wants to improve its overall impact. New offices, warehouse, shops, after 40+ years. I would say it is about time bringing this stellar property, company into a modern efficiently run company. What benefit for all employees to have a new, high efficient place to work in. New equipment to better move materials, load ships, stream line production in a safe and environmental positive impact. Look forward to seeing all this building, construction soon. Way to go Westshore!

#### New office-warehouse-shop complex

Feedback on the new office-warehouse-shop complex showed extremely supportive agreement that this change was much needed to modernize the work spaces and increase efficiency.

#### Feedback Highlights:

- Much needed as current complex is dated and in need of repair.
- Well overdue. 40+ year old inefficient buildings. Building new facilities brings this efficient company into a modern environment for all.
- More energy efficient, will reduce heat loss, and improve processes.

#### Modification of access road

Feedback on the access road modification was very positive and focused on improved safety measures, increase in efficiency due to less delays and waiting times, and better road/site access.

#### Feedback Highlights:

- Better access for employees and visitors is great!
- I think it will improve safety for employees/contractors entering/exiting the port.
- Looks good, the more room the better. Lots of large vehicles/machines make their way in and out.
- Very needed. Will reduce idle time at rail crossing.

### Three replacement stacker-reclaimers

There was very strong support for the replacement of the three stacker-reclaimers, with increased efficiency, safety, emissions reduction and, what is seen as much needed upgrades to the aging equipment being mentioned as key benefits.

Feedback Highlights:

- Modern, more efficient is the way to go.
- This to me is the biggest improvement. Getting rid of dozers and increasing reach!
- I like the extra reach talked about on the visual displays (to reduce bulldozers and diesel use).
- Improved safety as a result of modernization.

### Replacement of two existing conveyors

Similar to the feedback received on the stacker-reclaimers, improved efficiency, a timely upgrade to existing equipment were cited as advantages to the proposed replacement of existing conveyors. A number of people also saw this work as a good opportunity to improve environmental performance of operations.

Feedback Highlights:

- New conveyors are always quieter and more efficient.
- Opportunity to improve/review environmentally responsible movement of coal on site.
- The age of the equipment dictates the need for new conveyors.

### Replacement of the Berth One shiploader

Feedback for the replacement of the Berth One shiploader were aligned with comments for the work on the stacker-reclaimers and conveyors, where efficiency, equipment upgrades, and a chance to improve the environmental impact of Westshore operations were commonly seen as positive outcomes.

Feedback Highlights:

- Well overdue for the overall safe environmental impact of the property.
- A newer more efficient machine? Makes perfect sense. Westshore certainly has some aging machines/infrastructures.
- Improve efficiency of loading, keeping the environmentally sensitive Roberts Bank area cleaner for the future! Great plan!

## Appendix A: Open House Storyboards

**PROJECT REVIEW PROCESS**

Westshore Terminals has applied to Port Metro Vancouver (PMV) for a Project Permit for the Terminal Infrastructure Reinvestment Project. A project permit is necessary for two stacker reclaimers and associated conveying systems, as well as the office and shop complex. PMV has advised that a project permit is not required for the shiploader or third stacker-reclaimer, as these are equipment replacements and are exempt from permitting under Westshore's lease.

Port Metro Vancouver is responsible for the administration, management and control of land and water within its jurisdiction. In exercising this mandate, the Port strives to ensure that new projects meet applicable standards, and minimize environmental and community impacts.

To effectively manage these responsibilities, Port Metro Vancouver administers a Project Review Process that may involve a multi-agency Planning Review, issuance of a Project Permit, a Building Permit, and an Environmental Assessment Procedure. This review applies to land use, construction, and demolition on land and water areas administered by the Port.

New developments support the Port's land use objectives as described in the Port Metro Vancouver Land Use Plan. Additional information is available at:

<http://portmetrovancouver.com/en/projects/ProjectReviewAndPermits.aspx>

 PORT METRO  
vancouver

For more information visit [westshore.com](http://westshore.com)

**WestshoreTerminals**

**WELCOME**

Westshore Terminals has safely and responsibly handled coal at Roberts Bank for 43 years and is a key contributor to the Canadian coal industry, which generates over \$3.2-billion in economic activity in BC each year. Today, we are Canada's leading coal terminal, proudly supporting the local Delta community through our community sponsorships, local supplier contracts and employment of over 300 people at our terminal.

Westshore is investing \$230 million over the next five years to replace aging equipment and modernize its office and shop complex.

The equipment upgrades will ensure Westshore continues to operate with the latest technology and environmental management systems, and will result in an overall reduction in our operating emissions.

We invite you to learn more about our proposed Terminal Infrastructure Reinvestment Project and share your input with us.

Thank you.



For more information visit [westshore.com](http://westshore.com)

**WestshoreTerminals**



## PROJECT CONSULTATION ACTIVITIES

WestshoreTerminals has undertaken a series of consultation activities to share information about the Terminal Infrastructure Reinvestment Project with the community.

Summary of 2013 Outreach Activities:

January 8	Terminal tour with Corporation of Delta Mayor and staff site tour
January 14	Presentation to Corporation of Delta Mayor and Council
January 29	Terminal tour with Adrian Dix, MLA Vancouver-Kingsway
February 14	New release on Terminal Infrastructure Reinvestment Project
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June 30	Westshore Second Quarter Report



For more information visit [westshore.com](http://westshore.com)



## PROJECT CONSULTATION ACTIVITIES CONTINUED

July 10	Delta Optimist advertisement
July 13, 14, 20, 21, 27, 28	Open House terminal tours with project presentation
July 29	Presentation and project briefing to the Corporation of Delta and approximately 200 members of the public
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November 6	Westshore Third Quarter Report
November 14	Public Open House



Brochures on the Terminal Infrastructure Reinvestment Project and Environmental Updates were provided to the public at various public events at Westshore and in the community. Project information is also available on Westshore's website – [www.westshore.com](http://www.westshore.com).

For more information visit [westshore.com](http://westshore.com)



The two photographs below depict the changes that are proposed to the terminal as a result of the \$230 million Terminal Infrastructure Reinvestment Project.

**Terminal site today**

**Terminal site after completion**

**Project Elements:**

- ① New office-warehouse-shop complex
- ② Modification of access road
- ③ Three new stacker-reclaimers
- ④ The replacement of two existing conveyors
- ⑤ Replacement of the shiploader on Berth One

For more information visit [westshore.com](http://westshore.com)



**THE INFRASTRUCTURE REINVESTMENT PROJECT**

The Westshore Terminal Infrastructure Reinvestment Project is about reinvesting in our future by replacing aging equipment and buildings. The project will allow us to remain Canada's leading coal export terminal supporting Canadian coal mines with the port infrastructure required to get the coal to market.

The project, which will take place within the existing terminal footprint, includes replacing our Berth One shiploader, the three oldest stacker-reclaimers, and two of the associated stockyard conveyors with new modern equipment. The existing stacker-reclaimers being replaced are between 30 and 40 years old and are rapidly approaching the end of their useful life. Replacing these machines with modern efficient designs will result in improved reliability, decreased noise levels, and reduced potential for dusting.

Westshore's management and workforce are currently spread across the site in six separate buildings. The project will consolidate these office and shop buildings into a single complex providing for better communication and the use of modern, more efficient building systems.

The \$230 million, four-year project, will ensure Westshore can continue to operate efficiently in the future to meet customer demand.

For more information visit [westshore.com](http://westshore.com)



## NEW OFFICE COMPLEX

For over 40 years, Westshore's critical office, warehouse and workshop facilities have been located in more than one location, a legacy of the single pod of reclaimed land that was opened in 1970.

The relocation to the northwest corner of the site will bring all facilities together in one complex for the first time, improving internal communications and energy efficiency as outdated building systems are replaced with modern energy efficient systems. The new two-storey complex will incorporate the best of building design and environmental standards including:

- Modern insulated wall design to reduce heat loss and minimize energy consumption
- Heat pump regenerative heating systems allowing heat to be transferred from areas of excess heat to areas requiring heat
- Modern energy efficient boiler systems for heating and hot water
- LED lighting systems
- Replacement of the existing wastewater treatment plant with a new system meeting current discharge regulations and reducing our impact on the marine environment.



The demolition of the existing office buildings will allow for the full length of the northern coal pile row to be used, resulting in an additional 135,000 tonnes of storage and less bulldozing. Coal stored within reach of the stacker-reclaimers can be handled almost entirely by these electrically-powered machines minimizing the use of diesel-powered mobile equipment.

Westshore proposes to start work on the building complex in January 2014 with the new facilities being ready for occupation near the end of the first quarter of 2015.



For more information visit [westshore.com](http://westshore.com)



## STACKER-RECLAIMER REPLACEMENT

Westshore's three oldest stacker-reclaimers will be replaced. These long-serving stacker-reclaimers are the heart of the terminal and are responsible for both creating the storage stockpiles as coal is received from trains, and picking the coal back up again when it is loaded to ships.

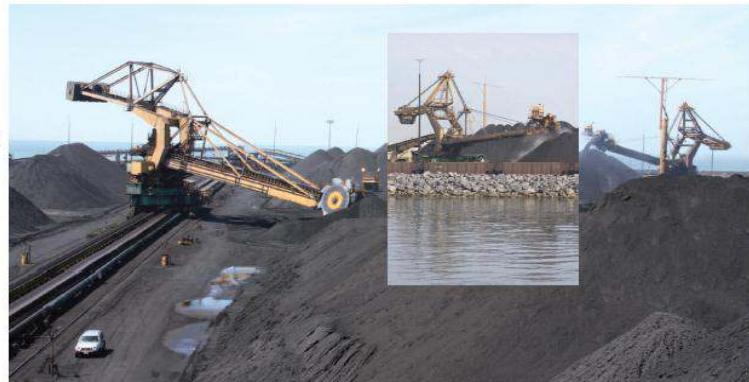
Stacker-reclaimers are typically designed with a 25 year life, but proper care and maintenance can extend that. The three stacker reclaimers being replaced as part of this project are currently between 30 and 40 years old and are rapidly approaching the end of their useful life. Their maintenance and repair is becoming more challenging, parts are becoming more difficult to source and their overall reliability is being reduced.

The Infrastructure Reinvestment Project is proposed to begin with the replacement in 2015 of a stacker-reclaimer built in 1983; followed in 2016 by the replacement of a stacker-reclaimer and conveyor built in 1981; and finally in 2017 the original stacker-reclaimer and conveyor built in 1972. By the time the last machine is replaced it will have been in operation for 45 years.

In order to minimize the use of bulldozers on site Westshore's new stacker-reclaimers will reach 10 metres further than the existing machines. This increased reach will give them access to 20% more

material than the existing machines, material that would otherwise have to be moved back into reach with bulldozers. The new stacker-reclaimers will also incorporate energy efficient electrical drives, LED lighting systems, modern technologically advanced

transfer points to minimize the potential for dust, and dust suppression equipment both in the transfers as well as at the end of the boom where material is either being stacked or reclaimed.



For more information visit [westshore.com](http://westshore.com)



## BERTH ONE SHIPLOADER REPLACEMENT

The Berth One Shiploader built in 1983 has been Westshore's primary shiploader handling approximately 60% of the terminal capacity. Over the last 30 years the size and shape of vessels has been changing resulting in difficulty loading some of the larger new vessels.

As the Berth One Shiploader is approaching the end of its useful life, efforts to maintain the equipment have been increasing and it is due for a major refurbishment of its mechanical and electrical systems. Westshore has decided to replace the shiploader with a modern, efficient machine that can be brought onto site fully assembled. The replacement of the



Berth One shiploader is proposed for the summer of 2015 and will not require any modification to the 350 metre-long wharf structure.

The new shiploader will incorporate spill tray collection systems to minimize the amount of coal spilled during

loading, energy efficient electrical drives, LED lighting systems, modern technologically-advanced chutework to minimize dust generation at transfers, and dust

suspension equipment both in the transfers as well as at the end of the boom where material is being loaded to the ship.



For more information visit [westshore.com](http://westshore.com)



## LIGHT & NOISE

### BC Hydro Power Smart

**BC hydro** Westshore is one of the largest single participants in the BC Hydro FOR GENERATIONS Power Smart Program. In what is reported to be the biggest project of its type in British Columbia, the terminal is converting to energy-saving LED (light emitting diodes) lighting around the site in a \$2.1 million project. The project, due to be completed in 2014, involves changing over 1,900 existing mercury and sodium vapour lights to LED, saving an estimated 747 MWh per year. The quick start-up LED lights will be carefully designed to prevent unnecessary light spillage.

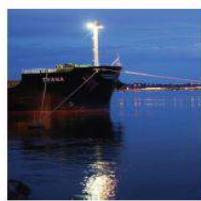
All new equipment will also have LED lighting meeting WorkSafe standards for safe access. However, as the machines usually work the inside regions of the stockpile area they remain largely out of sight to those outside of the coal terminal.

Our new LED office and workshop area lighting will also be designed to minimize the amount of light spillage beyond target areas such as parking lots.



### Quieter operations

Wherever possible, Westshore is reducing the noise coming from its operations at Roberts Bank. The new stacker-reclaimers will operate at a noise level threshold of 85dB at one metre, an improvement over current aging machines that have noise levels in excess of 95dB.



In the last 20 years, Westshore has received three complaints about noise from Roberts Bank. Each of these complaints has been investigated and none has been found to be associated with Westshore activities.

The office and workshop construction is not anticipated to create noise

in the community as the new buildings will be located on the northwest corner of the site a further 500 metres away from our nearest neighbours.

Another significant program involves changing to quieter conveyor equipment. Switching from steel idler rollers to composite versions, as components fail and equipment is upgraded, will lessen operational noise even further.

Operations and maintenance activities currently occur around the clock and this will not change due to the project. Bulldozing activities typically occur only during daylight hours and will be reduced by 45% as a result of the project.

Studies commissioned by Port Metro Vancouver have shown that current ambient noise levels from Westshore's operations remain below all government guidelines.

Due to there being no change to Westshore's existing operations, the replacement of existing equipment with new quieter equipment and a reduction in bulldozing activities will result in future noise levels being marginally lower than existing levels.



For more information visit [westshore.com](http://westshore.com)

## TERMINAL CAPACITY

### Reliable and efficient

At Westshore's current rated capacity of 33 million tonnes per year approximately 2,000 trains and 300 ships arrive at the terminal each year. It is one of the most reliable, safe and efficient coal export terminals in the world and takes its environmental stewardship seriously. Since the terminal opened in 1970 Westshore has safely unloaded over 65,000 trains and shipped in excess of 725 million tonnes of coal on board more than 8,550 ships.

### Terminal throughput

The planned four-year investment in new equipment will ensure Westshore is efficient and reliable for the future. The replacement of the office, shops and employee facilities as well as the replacement of the first stacker-reclaimer and Shiploader No. 1 will not result in any change to terminal capacity. The replacement of the second two stacker reclaimers and their associated ground conveyors has the potential to increase the terminal throughput capacity from 33 million tonnes per year to 36 million tonnes per year. This increase would be the result of the increase in the handling rate of the two new stacker-reclaimers and conveyors to



match the existing railcar unloading and shiploading rates. The potential capacity increase resulting from the project will be dependent on world coal markets and the ability of the coal supply chain to handle the additional volume. Westshore will continue our policy of offering any additional capacity to Canadian coal producers first.

### Rail and ship traffic

If realized, a 3 million tonne per year increase in terminal throughput will result in one extra train arriving at the terminal every two days and about two additional ships per month. Due to ever-increasing train and ship sizes the actual number of inbound and outbound shipments is expected to continue to decrease for any given volume of coal shipped.

### Road traffic

Westshore does not receive or ship coal by road and as such there are no anticipated changes to traffic associated with the project once it is completed.



**Number of ships and trains (per million tonnes shipped)**

Year	Trains (per million tonnes)	Ships (per million tonnes)
2002	85.0	11.50
2003	80.0	11.00
2004	85.0	11.50
2005	80.0	11.00
2006	75.0	10.50
2007	70.0	10.00
2008	65.0	9.50
2009	60.0	9.00
2010	55.0	8.50
2011	50.0	8.00
2012	45.0	7.50
2013	40.0	7.00
2014	35.0	6.50

For more information visit [westshore.com](http://westshore.com)

## AIR QUALITY

### \$8.5 million dust suppression system



Westshore recently made the most comprehensive upgrade of its environmental management systems in its 40-year-plus history. The \$14 million project completed the winter of 2013, included an \$8.5 million dust suppression system providing site-wide water spray capability. The new system includes 12 new 130-foot high water spray towers to go with five existing units. It also saw the complete replacement of the original 77 ground level sprays with 94 new water sprays. The new system allows pre-emptive spraying to combat rapidly-fluctuating wind conditions. Westshore has found that the most effective method to reduce dust emissions from the stockyard during wind events is to ensure that the top layer of coal in the stockpiles is kept wet binding the smaller potential dust particles to larger particles. Westshore uses the ground level sprays during periods of low wind to wet

the stockpiles and then uses the tower sprays to maintain the moisture level during wind events.

### \$5.5 million water processing plant



All tower sprays use fresh water, but as that water runs off the piles it is collected in a new water processing plant. After its initial use, water is collected and returned for treatment to remove coal solids. The treated water is then recycled through the ground level sprays.

### MAMUS are here



Two Mobile Air Monitoring Units (MAMUs) are now available to collect data on air quality in the community. The custom-made, solar-powered units will be used to track air quality in the area. The results of this monitoring, in addition to existing Metro Vancouver and Westshore Terminals monitoring at the ferry terminal, will be used to guide future improvements to Westshore's dust suppression strategy. Each MAMU will be independently monitored by the Richmond-based engineering, science and technology firm Levelton Consultants Ltd.

For more information visit [westshore.com](http://westshore.com)

## IMPROVED ENVIRONMENT

### Reduced diesel emissions

The vast majority of Westshore's coal-handling equipment operates on electricity. Westshore's plan to add three new electrically powered stacker-reclaimers will mean all four of the machines will be among the most modern and efficient available. Their longer booms will have greater reach over the coal piles reducing the requirement for bulldozing, reducing in turn diesel emissions from the bulldozer fleet.



### Train monitoring

Responding to community concerns over dust from trains, Westshore has built a monitoring station at the 80th Street Overpass in Delta to remotely monitor coal train movements into and out of Roberts Bank. This allows incidents of dusting to be reported back to the railways and mines so they can be addressed immediately.



### Reduced carbon footprint

Westshore terminal improvements over the past decade have had the effect of reducing our carbon footprint. New coal car dumpers and improved shiploading have significantly reduced the time trains and ships spend at the terminal. Improvements in ship engine technology combined with the use of low sulphur fuels are reducing the impact of shipping on regional air quality.

Westshore is incorporating current building best practices into the design of the new office complex including:

- Insulated construction
- Energy efficient heating and heat recovery
- Low emission glazing
- LED lighting
- Lighting occupancy sensors



### Recycling

Westshore operates an extensive recycling program for:

- Oil and grease
- Antifreeze
- Electronic components (E-waste)
- Batteries
- Light bulbs
- Idler rolls
- Steel and other metals
- Cardboard and paper
- Paint



For more information visit [westshore.com](http://westshore.com)

**APPENDIX B: Open House Advertisement**



## **Terminal Infrastructure Reinvestment Project – Open House**

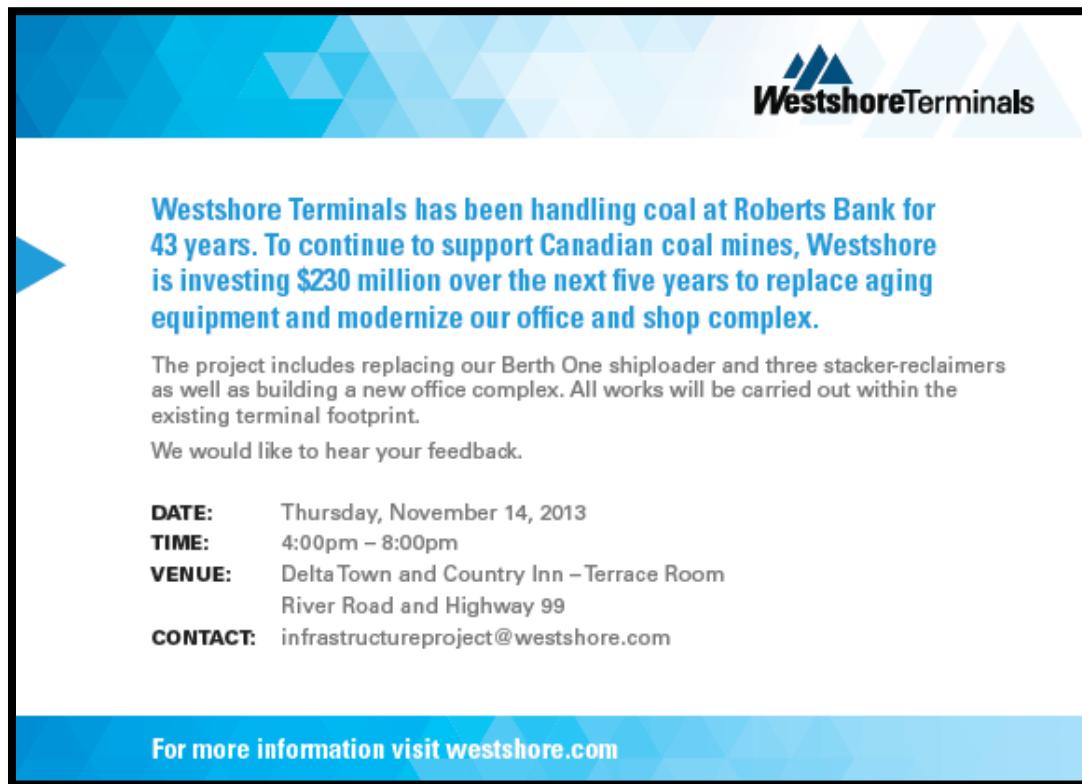
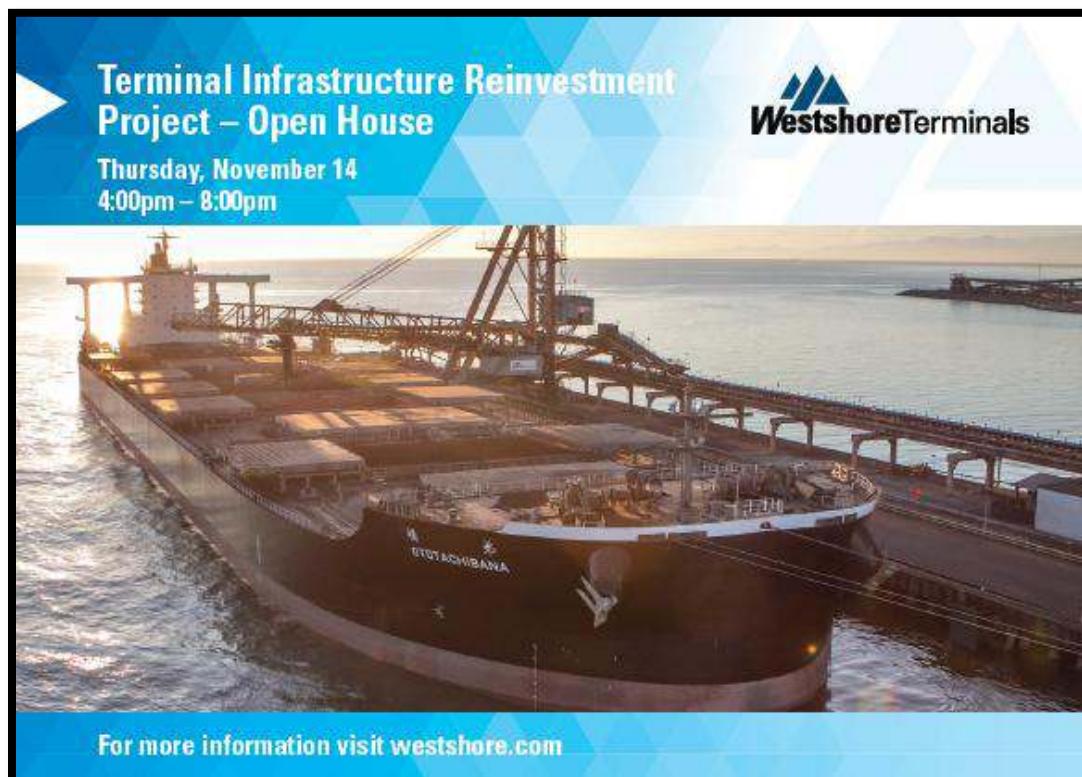
**Westshore Terminals has been handling coal at Roberts Bank for 43 years. To continue to support Canadian coal mines, Westshore is investing \$230 million over the next five years to replace aging equipment and modernize our office and shop complex.**

The project includes replacing our Berth One shiploader and three stacker-reclaimers as well as building a new office complex. All works will be carried out within the existing terminal footprint.

**DATE:** Thursday, November 14, 2013  
**TIME:** 4:00pm – 8:00pm  
**VENUE:** Delta Town and Country Inn – Terrace Room  
River Road and Highway 99  
**CONTACT:** [infrastructureproject@westshore.com](mailto:infrastructureproject@westshore.com)

**For more information visit [westshore.com](http://westshore.com)**

**APPENDIX C: Direct Mail Postcard**



**APPENDIX D: Feedback Form**

## FEEDBACK FORM



### TERMINAL INFRASTRUCTURE REINVESTMENT PROJECT

Westshore Terminals is investing \$230 million over the next five years to replace aging equipment and modernize its office and shop complex. The equipment upgrades will ensure Westshore continues to operate with the latest technology and environmental management systems, and will result in an overall reduction in our operating emissions.

The terminal infrastructure reinvestment project includes:

1. New office-warehouse-shop complex
2. Modification of access road
3. Three replacement stacker-reclaimers
4. The replacement of two existing conveyors
5. Replacement of the Berth One shiploader

### WE WANT TO HEAR FROM YOU

Westshore is sharing information about the project and requesting feedback from our neighbours. Feedback will be summarized and provided to Port Metro Vancouver. Comments can be emailed to [infrastructureproject@westshore.com](mailto:infrastructureproject@westshore.com), or completed forms can be sent to:

Westshore Terminals – 1 Roberts Bank, Delta, BC V4M 4G5 Attention: Greg Andrew

**1. Please provide your feedback on the individual components of the reinvestment project:**

- A. New office-warehouse-shop complex:

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- B. Modification of the access road:

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- C. Three replacement stacker-reclaimers:

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- D. The replacement of two existing conveyors:

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**PLEASE TURN OVER**



E. Replacement of the Berth One shiploader:

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**2. What additional comments do you have about our proposed project?**