

**Fraser Surrey Docks LP**  
**Consideration of Round 2 Public Consultation Input**

**About this Consideration Memo**

This Consideration Memo summarizes the input received from respondents during the Round 2 Public Consultation period held by Fraser Surrey Docks LP (FSD) from July 17 to August 21, 2015, and the consideration of this input by FSD. The Memo addresses key themes as per the Consultation Summary Report (September 2015), available [fsd.bc.ca/amendment](http://fsd.bc.ca/amendment).

**Introduction: Application to Amend Permit No. 2012 – 072 Direct Transfer Coal Facility**

On August 21, 2014, FSD was granted a permit by Port Metro Vancouver (PMV) that gives it conditional approval to build and operate a Direct Transfer Coal Facility within its existing lease area.

On May 4, 2015, FSD announced it was considering applying to amend its existing project permit in order to load coal directly to ocean-going vessels (OGVs). FSD sought comments, May 4 to 19, 2015, from the public and stakeholders on the proposed scope of the studies associated with the amendment under consideration to its existing project permit.

On June 19, 2015, FSD applied to amend its existing project permit. The application was made following consideration of feedback received during Round 1 Public Comment Period and information provided by subject-matter experts.

The proposed amendment would allow FSD to load coal directly from the facility to OGVs. Using OGVs would allow FSD to eliminate or reduce the number of barges required. The proposed amendment to the existing project permit would have no impact on the volume of coal permitted to be shipped through FSD, which is 4 million metric tonnes per year. Currently an estimated 38 million metric tonnes of coal per year are transported through terminals in Port Metro Vancouver's jurisdiction.

More information about FSD's application to amend Permit No. 2012 – 072 can be found at [fsd.bc.ca/amendment](http://fsd.bc.ca/amendment).

**Round 2 Public Consultation (July 17 – August 21, 2015)**

The purpose of Round 2 Public Consultation, held July 17 to August 21, 2015, was to provide an opportunity for the public and stakeholders to review aspects of the existing project permit that FSD applied to amend. During the public consultation FSD sought comments regarding the proposed changes to the design and on the results of the studies associated with the amendment to the existing project permit.

During the public consultation period the following submissions were received:

- 375 submissions were received from residents in Richmond, Surrey, Delta and New Westminster.
- 787 submissions were received from residents in Metro Vancouver (excluding those mentioned above).
- 990 submissions were received from residents of B.C. and Canada (excluding those mentioned above).
- 1,389 submissions were received from residents outside of Canada.

\*51 individuals did not identify a place of residence.

**Fraser Surrey Docks LP**  
**Consideration of Round 2 Public Consultation Input**

During the public consultation period feedback was received through the following methods:

- Online Feedback Form: 40 received
- Written Submissions: 3,552 received
  - Emails: 2,041
  - Postcards submitted to Port Metro Vancouver: 137
  - Form Letter from residents of the United States: 1,374
- Small Group Meetings: 2 meetings (22 participants)

**How feedback has been considered:**

The input received during the public consultation period was considered, along with technical and economic information, by FSD and provided to Port Metro Vancouver as required for FSD's application to amend the existing project permit.

Fraser Surrey Docks LP  
 Consideration of Round 2 Public Consultation Input

Consideration of Input (Round 2 Public Consultation July 17 – August 21, 2015)

Topic: Opposition to the project	
Input	FSD's Consideration of Input
<ul style="list-style-type: none"> <li>General opposition to building a coal port on the Fraser River.</li> </ul>	<ul style="list-style-type: none"> <li>FSD is a major multi-purpose marine terminal that facilitates shipping of a variety of goods, including general cargo, steel, forest products and agricultural products.</li> <li>FSD received a project permit in 2014 to handle 4 million metric tonnes (MMT) of coal per year. In 2014 approximately 38 metric million tonnes of coal were handled by two existing terminals in Port Metro Vancouver's jurisdiction. FSD received its project permit following a thorough review process (completed August 2014).</li> </ul>
<ul style="list-style-type: none"> <li>Concerns regarding the coal industry, including the impacts of mining, transferring, and burning of coal and that the coal industry is in decline.</li> </ul>	<ul style="list-style-type: none"> <li>Coal is a commodity handled by other terminal operators in Metro Vancouver and Prince Rupert. Concerns expressed by respondents are beyond the scope of the consultation.</li> </ul>
<ul style="list-style-type: none"> <li>Concerns that burning fossil fuels is leading to global warming and there is a need for provincial and federal governments to invest in alternative technologies or renewable energy.</li> </ul>	<ul style="list-style-type: none"> <li>Coal is a commodity handled by other terminal operators in Metro Vancouver and Prince Rupert. Concerns expressed by respondents are beyond the scope of the consultation.</li> </ul>
<ul style="list-style-type: none"> <li>Concerns that the approval process is not credible, that PMV is biased, feedback should not be sent to the proponent and that the amendment needed an independent third-party review.</li> </ul>	<ul style="list-style-type: none"> <li>FSD increased the length of Round 2 Public Consultation from 3 weeks to 5 weeks in consultation with PMV and in response to requests for more time for public comment and consideration.</li> <li>Information about Round 2 Public Consultation was publically advertised and a website was available at <a href="http://fsd.bc.ca/amendment">fsd.bc.ca/amendment</a>.</li> <li>FSD undertook two rounds of consultation regarding the original project permit application and a public comment period prior to applying for an amendment to the existing project permit.</li> <li>Port Metro Vancouver is leading the First Nations, local government and agency consultation for FSD's application.</li> </ul>

**Fraser Surrey Docks LP**  
**Consideration of Round 2 Public Consultation Input**

<ul style="list-style-type: none"> <li>Concerns that the region is assuming all the risk with little economic benefit and the proponent is only building the project for profit.</li> </ul>	<ul style="list-style-type: none"> <li>Based on the conservative approach used, the results from studies indicate that the project, with the proposed amendment, is safe for people in the area.</li> <li>With the proposed amendment, FSD anticipates the addition of up to 20 new direct jobs, in addition to the 25 jobs already identified in the original project permit application. The jobs created by this project will be high wage, family supporting jobs.</li> <li>The anticipated additional jobs are a result of the increased loading operations at the facility related to OGVs which in many cases could require a second shift of labour, as opposed to the one shift needed for the original project permit (based on 100% shift to ocean-going vessels).</li> </ul>
<ul style="list-style-type: none"> <li>Concerns regarding the use of barges, and that there has not been an assessment done on the impacts along the proposed barge route to Texada Island.</li> </ul>	<ul style="list-style-type: none"> <li>For FSD’s proposal, the scope of study and review includes the terminal site and the portion of the ocean-going vessel route along the Fraser River – it does not include the rail corridor from the Canada/U.S. border to the terminal site, nor the route of the vessel. The rail corridor from the Canada/US border to the terminal site was considered as part of the original project permit, and that is not changed under the proposed amendment.</li> <li>FSD’s current project permit allows for 640 return barge movements to Texada. The amendment is intended to reduce most or all barge movements.</li> <li>The scope of the review, including the Human Health Risk Assessment and the Environmental Impact Assessment addendums were undertaken at the direction of Port Metro Vancouver.</li> </ul>
<ul style="list-style-type: none"> <li>Opposition to Canadian ports exporting U.S. thermal coal and stated that several proposals to ship coal from ports along the U.S. west coast have been met with resistance.</li> </ul>	<ul style="list-style-type: none"> <li>Thermal coal, including coal from the United States, is currently shipped through Port Metro Vancouver.</li> </ul>

**Fraser Surrey Docks LP  
Consideration of Round 2 Public Consultation Input**

<ul style="list-style-type: none"> <li>• Opposition to the use of ocean-going vessels at a port on the Fraser River.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed use of OGVs would provide increased operational flexibility for the terminal, and would address some concerns about fugitive dust which have been identified through consultation.</li> <li>• FSD currently handles up to 400 ocean-going vessels, and 76,000 rail cars per year. These numbers fluctuate depending on market conditions.</li> </ul>
<p><b>Topic: Studies</b></p>	
<p><b>Input</b></p>	<p><b>FSD’s Consideration of Input</b></p>
<ul style="list-style-type: none"> <li>• Concerns that there is a need for a full Health Impact Assessment. Respondents expressed concerns regarding the Human Health Risk Assessment including that it does not review cumulative health risks of industry in the area, the scope is too narrow, and it needs to be conducted by an independent third party.</li> </ul>	<ul style="list-style-type: none"> <li>• The review process, including required studies and the scope of these studies, is conducted by Port Metro Vancouver, the regulatory body for the environmental review process.</li> <li>• The Human Health Risk Assessment includes results from the Air Quality Assessment, including dust particulates, as well as combustion emissions from OGVs berthed at FSD and along the marine transportation route on the Fraser River.</li> <li>• For FSD’s proposal to amend the existing project permit, the scope of study and review includes the terminal site and the portion of the ocean-going vessel route along the Fraser River – it does not include the rail corridor from the Canada/U.S. border to the terminal site, nor the route of the vessel. The rail corridor from the Canada/US border to the terminal site was considered as part of the original project permit.</li> <li>• The proposed amendment would result in an increase of 80 OGVs calling at the site (based on a 100% shift to OGVs), as opposed to an increase of 640 barges (based on the shipping option that has already been permitted).</li> </ul>
<ul style="list-style-type: none"> <li>• Concerns that there was no consideration of the cumulative impacts of shipping traffic from multiple existing and proposed export projects. Respondents expressed concerns regarding the Environmental Impact</li> </ul>	<ul style="list-style-type: none"> <li>• For FSD’s proposal, the scope of study and review includes the terminal site and the portion of the ocean-going vessel route along the Fraser River – it does not include the rail</li> </ul>

**Fraser Surrey Docks LP  
Consideration of Round 2 Public Consultation Input**

<p>Assessment, including that it does not consider cumulative environmental impacts, that it should include impacts in along the entire shipping route, that the Environment Management Plan and Water Management Plan need to be expanded, and that there needs to be more studies to consider the impacts to marine habitats.</p>	<p>corridor from the Canada/U.S. border to the terminal site, the route of the vessel, or cumulative impacts from other activities on the river. The rail corridor from the Canada/U.S. border to the terminal site was considered as part of the original project permit.</p>
<ul style="list-style-type: none"> <li>• That there needed to be additional studies on the impacts from the facility.</li> </ul>	<ul style="list-style-type: none"> <li>• The scope of the studies is determined by Port Metro Vancouver.</li> <li>• Extensive studies were undertaken for the original project permit, which was approved on August 21, 2014, and are available at <a href="http://fsd.bc.ca/amendment">fsd.bc.ca/amendment</a>.</li> <li>• The following studies were undertaken for the existing project permit and updated or provided with addendums as part of the amendment application.             <ul style="list-style-type: none"> <li>○ Human Health Risk Assessment (HHRA)</li> <li>○ Environmental Impact Assessment (EIA)</li> <li>○ Air Quality Assessment (AQA)</li> <li>○ Marine Risk Assessment</li> <li>○ Environmental Management Plan</li> <li>○ Water Management Plan (WMP)</li> <li>○ Fire Life Safety Plan</li> <li>○ Spill Response Plan</li> </ul> </li> <li>• FSD sought comments, May 4 to 19, 2015, from the public and stakeholders on the proposed scope of the studies associated with the amendment under consideration to its existing project permit.</li> <li>• On June 19, 2015, FSD applied to amend its existing project permit. During the public consultation FSD sought comments regarding the proposed changes to the design and on the results of the updated studies associated with the amendment to the existing project permit.</li> </ul>

**Fraser Surrey Docks LP  
Consideration of Round 2 Public Consultation Input**

<ul style="list-style-type: none"> <li>Concerns that the Spill Response Plan is not comprehensive and is unable to mitigate spills. Participants asked who was responsible in case of a fuel spill in the Fraser River, and where the closest Coast Guard station was located.</li> </ul>	<ul style="list-style-type: none"> <li>As part of the amendment application a new Spill Response Plan has been prepared with regard to the change from barges to ocean-going vessels.</li> <li>The updated Spill Response Plan addresses topics related to spills. Bunkering, when occurring at the berth, would be completed as per the bunkering/vessel operational procedures, which are outside of FSD’s scope, but has been addressed in the new Spill Response Plan.</li> <li>The management of ballast water and invasive species is governed under Transport Canada and International Marine Organization (IMO) standards which fall outside of FSD’s scope.</li> <li>The Canadian Coast Guard Hovercraft Base is located on Sea Island, Richmond, B.C.</li> </ul>
<ul style="list-style-type: none"> <li>Concerns regarding the Air Quality Assessment, including that it is flawed and that it needs a larger scope to address impacts along the entire rail and shipping route.</li> </ul>	<ul style="list-style-type: none"> <li>The Air Quality Assessment was completed with a scope that included an assessment of air quality impacts: <ul style="list-style-type: none"> <li>At 6 different points along the rail route in Metro Vancouver</li> <li>Along the marine route between FSD and the mouth of the Fraser River</li> </ul> </li> <li>Potential air quality impacts related to the amendment have been assessed in the Air Quality Assessment Addendum (2015), within the same scope as the original study.</li> <li>The Air Quality Management Plan will be developed prior to operation as a condition of the original project permit, and will include on-going monitoring.</li> <li>Air quality impacts from ocean-going vessel emissions while at berth are assessed in the AQA Addendum (2015).</li> <li>To comply with the rail partner’s loading requirements, all customers will be required to contractually commit to: <ul style="list-style-type: none"> <li>Applying a veneer suppressant at mines pre-departure, which binds the surface particles together to provide a</li> </ul> </li> </ul>

Fraser Surrey Docks LP  
 Consideration of Round 2 Public Consultation Input

	<p>membrane that is resistant to dust lift-off, and a second time prior to arriving at FSD</p> <ul style="list-style-type: none"> <li>○ Profiling coal loads in accordance with the rail partner's loading template</li> <li>○ Removing excess coal on wagon sills by using a car sill brush</li> </ul> <ul style="list-style-type: none"> <li>● There has been no change to the spraying of empty railcars as a result of the amendment. The sides and inside of the empty cars will be automatically sprayed with dust suppressant to remove any remaining coal after leaving the rail receiving building at a defined wash car station. The spray device is configured in an arch shape along either side and across the inside, with nozzles at specific intervals to ensure full coverage. The spray device is automatically triggered from a sensor in the track that recognizes movement of the railcar. All water collected from car washing will be automatically pumped to the adjacent water treatment/settling pond for proper handling, recycling and/or disposal.</li> </ul>
<ul style="list-style-type: none"> <li>● Questions about whether the Air Quality Assessment accounted for multiple shipping scenarios, including a scenario where FSD moved coal by barge and OGV. Participants were also interested in the contents of the Air Quality Management Plan and if a draft would be made available for review and comment.</li> </ul>	<ul style="list-style-type: none"> <li>● The Air Quality Assessment was updated based on modelling scenarios for 100% barge and 100% OGVs. Additional modelling scenarios between 0% and 100% for barges vs. OGVs would not have provided additional meaningful data, as the OGV and barge modelling captures the full range of scenarios.</li> <li>● The original Air Quality Assessment (2014) was completed with a scope that included an assessment of air quality impacts:           <ul style="list-style-type: none"> <li>○ At 6 different points along the rail route in Metro Vancouver</li> <li>○ Along the marine route between FSD and the mouth of the Fraser River</li> </ul> </li> </ul>

**Fraser Surrey Docks LP  
Consideration of Round 2 Public Consultation Input**

	<ul style="list-style-type: none"> <li>The Air Quality Management Plan will be developed prior to operation as a condition of the original project permit, and will include on-going monitoring.</li> </ul>
<b>Topic: Impacts from the project</b>	
<b>Input</b>	<b>FSD's Consideration of Input</b>
<ul style="list-style-type: none"> <li>Concerns about the environmental impacts that exporting coal along the Fraser River would have on marine habitats, wildlife (salmon, orcas and other whale populations) and the coastline, including the increased risk of spills, pollution and shipping traffic.</li> </ul>	<ul style="list-style-type: none"> <li>The updated Spill Response Plan addresses topics related to spills. Bunkering, when occurring at the berth, has been addressed in the new Spill Response Plan.</li> <li>The management of ballast water and invasive species is governed under Transport Canada and International Marine Organization (IMO) standards which fall outside of FSD's scope. For FSD's proposal, the scope of study and review includes the terminal site and the portion of the ocean-going vessel route along the Fraser River – it does not include the rail corridor from the Canada/U.S. border to the terminal site, nor the route of the vessel.</li> <li>The marine vessel loader will be designed and operated according to the best available technology within reasonable cost parameters.</li> <li>FSD has applied to Metro Vancouver for a Waste Discharge Permit, which would allow FSD to discharge water to the Annacis Island Treatment Facility, ensuring that it is properly treated.</li> </ul>
<ul style="list-style-type: none"> <li>Respondents stated that the air quality in the region is getting worse and expressed concerns about the impacts of coal dust to the air quality and health of residents in the region, specifically children, and expressed concerns about the impacts of coal, including cancer, asthma and allergies.</li> </ul>	<ul style="list-style-type: none"> <li>Air quality will be monitored throughout the construction period and during operations via two <i>Met One E-Sampler</i> air quality measurement stations sampling total particulate matter. If total particulate matter monitoring data exceeds air quality objectives or baseline levels, then the origin or source of the emissions will be investigated and documented. The cause and potential reasons will be determined and corrective action will be taken to ensure ambient air quality is below air quality objectives or baseline levels.</li> </ul>

**Fraser Surrey Docks LP  
Consideration of Round 2 Public Consultation Input**

	<ul style="list-style-type: none"> <li>• Potential health impacts from coal dust and pollution as a result of the project and proposed amendment are within the scope of the Human Health Risk Assessment, and have been assessed in the updated studies, including the Human Health Risk Assessment.</li> <li>• Potential air quality impacts related to the amendment have been assessed in the Air Quality Assessment.</li> <li>• The Air Quality Management Plan will be developed prior to operation as a condition of the original project permit, and will include on-going monitoring.</li> </ul>
<ul style="list-style-type: none"> <li>• That residents had witnessed an increase in noise over the past few years and were concerned with further increases as a result of the project. Participants noted concerns regarding a decrease in their property value as a result of increased industrial activity.</li> </ul>	<ul style="list-style-type: none"> <li>• Most construction activities will take place between 7:00AM and 7:00PM. This timing is consistent with Corporation of Delta and City of Surrey noise bylaws.</li> <li>• Pile driving work will be performed in accordance with industry best practices. Vibratory driving, rather than hammer driving, will be used to reduce noise.</li> <li>• Project design minimizes unloading and conveyor noise. The receiving pit and the conveyor system will be enclosed. All conveyors will be operated via electric motors in order to minimize noise.</li> <li>• Ship noise from Panamax sized ocean-going vessels will be comparable to the noise currently generated by similar sized vessels that already berth at FSD.</li> <li>• FSD and its rail partner intend to minimize rail noise (if required) through several mitigation measures, including:             <ul style="list-style-type: none"> <li>○ Limiting the speed of rail movements within FSD and the adjacent Port Authority Rail Yard to 3 miles per hour or less</li> <li>○ Using continuously welded rail for the new rail segments</li> </ul> </li> <li>• Ensuring that the turning angles of all new project rail installed at FSD are 12 degrees or less in order to minimize noise created by the steel railcar wheels.</li> </ul>

Fraser Surrey Docks LP  
 Consideration of Round 2 Public Consultation Input

	<ul style="list-style-type: none"> <li>• Condition 53 in the existing project permit for loading to barge states “... In the event that it becomes apparent to VFPA that additional measures are necessary with regard to managing noise, VFPA may require that the Proponent prepare and submit a Noise Management Plan ... The Proponent shall be responsive to noise-related issues identified by regulators and VFPA during construction and operations.”</li> </ul>
<ul style="list-style-type: none"> <li>• Concerns that the proposal would increase open-car coal train traffic through residential communities, increasing residents’ exposure to diesel exhaust (a known carcinogen), coal dust, nighttime noise and damaging vibration from heavy coal trains. Respondents sought clarification about the transport of coal from the mine site to the terminal by rail, expressing concerns about impacts of coal dust on communities such as White Rock.</li> </ul>	<ul style="list-style-type: none"> <li>• The facility will be a direct transfer from rail to ocean-going vessel and there will be no stockpiles of coal onsite.</li> <li>• To comply with the rail partner’s loading requirements, all customers will be required to contractually commit to:             <ul style="list-style-type: none"> <li>○ Applying a veneer suppressant at mines pre-departure, which binds the surface particles together to provide a membrane that is resistant to dust lift-off, and a second time prior to arriving at FSD</li> <li>○ Profiling coal loads in accordance with the rail partner’s loading template</li> <li>○ Removing excess coal on wagon sills by using a car sill brush</li> </ul> </li> <li>• The receiving pit (below the railcars) will be entirely enclosed, apart from the grating at the top of the pit to allow for the entry of coal from the bottom-dump railcars.</li> <li>• Air quality will be monitored throughout the construction period and during operations via two <i>Met One E-Sampler</i> air quality measurement stations sampling total particulate matter. If total particulate matter monitoring data exceeds air quality objectives or baseline levels, then the origin or source of the emissions will be investigated and documented. The cause and potential reasons will be determined and corrective action will be taken to ensure ambient air quality is below air quality objectives or baseline levels.</li> </ul>

**Fraser Surrey Docks LP  
Consideration of Round 2 Public Consultation Input**

<ul style="list-style-type: none"> <li>Concerns regarding impacts of construction and operations, including increased noise from queuing of rail cars, stockpiling of coal on the site, and decreases in property values.</li> </ul>	<ul style="list-style-type: none"> <li>Most construction activities will take place between 7:00AM and 7:00PM. This timing is consistent with Corporation of Delta and City of Surrey noise bylaws.</li> <li>Pile driving work will be performed in accordance with industry best practices. Vibratory driving rather than hammer driving, will be used to reduce noise.</li> <li>Project design minimizes unloading and conveyor noise. The receiving pit and the conveyor system will be enclosed. All conveyors will be operated via electric motors in order to minimize noise.</li> <li>Ship noise from Panamax sized ocean-going vessels will be comparable to the noise currently generated by similar sized vessels that already berth at FSD.</li> <li>FSD and its rail partner intend to minimize rail noise (if required) through several mitigation measures, including:             <ul style="list-style-type: none"> <li>Limiting the speed of rail movements within FSD and the adjacent Port Authority Rail Yard to 3 miles per hour or less</li> <li>Using continuously welded rail for the new rail segments</li> </ul> </li> <li>Ensuring that the turning angles of all new project rail installed at FSD are 12 degrees or less in order to minimize noise created by the steel railcar wheels.</li> </ul>
<p><b>Topic: Review and consultation process for the project</b></p>	
<p><b>Input</b></p>	<p><b>FSD’s Consideration of Input</b></p>
<ul style="list-style-type: none"> <li>Suggestions that B.C. needs to have a say in the approval of a new coal facility, local governments should be part of the approval process and that the process is undemocratic.</li> </ul>	<ul style="list-style-type: none"> <li>The review process, including required studies and the scope of these studies, is conducted by Port Metro Vancouver, the regulatory body.</li> <li>FSD undertook two rounds of consultation regarding the original project permit application and a public comment period prior to applying for an amendment to the existing project permit. Stakeholders, including the public and local</li> </ul>

**Fraser Surrey Docks LP**  
**Consideration of Round 2 Public Consultation Input**

	<p>municipalities were offered the opportunity to review the proposed amendment and provide comments.</p>
<ul style="list-style-type: none"> <li>That there had been no public hearings or meaningful consideration of public input in permitting decisions.</li> </ul>	<ul style="list-style-type: none"> <li>All submissions received from online Feedback Forms, written submissions (emails and letters), and the small group meetings during Round 2 Public Consultation were reviewed. The Consultation Summary Report was developed and included a summary of the key themes, and as much as possible, the language expressed by respondents has been retained in the key themes.</li> <li>FSD increased the length of Round 2 Public Consultation from 3 weeks to 5 weeks in consultation with PMV and in response to requests for more time for public comment and consideration.</li> <li>Information about Round 2 Public Consultation was publically advertised and a website was available at <a href="http://fsd.bc.ca/amendment">fsd.bc.ca/amendment</a>.</li> <li>FSD undertook two rounds of consultation regarding the original project permit application and a public comment period prior to applying for an amendment to the existing project permit.</li> </ul>
<ul style="list-style-type: none"> <li>Concerns that health officers are not part of the approval process and participants stated health officers need to review the studies before a new coal port is built.</li> </ul>	<ul style="list-style-type: none"> <li>Port Metro Vancouver is leading the First Nations, local government and agency consultation for FSD’s application.</li> <li>Port Metro Vancouver provided local health authorities (Vancouver Coastal and Fraser Health) with opportunities to input to the scope and results of the studies.</li> </ul>
<ul style="list-style-type: none"> <li>That Port Metro Vancouver should be running the public consultation rather than FSD, to ensure a third-party, arms-length oversight for the consultation process.</li> </ul>	<ul style="list-style-type: none"> <li>Port Metro Vancouver is leading the First Nations, local government and agency consultation for FSD’s application.</li> </ul>
<b>Topic: Additional comments</b>	
<b>Input</b>	<b>FSD’s Consideration of Input</b>
<ul style="list-style-type: none"> <li>Respondents were interested in the use of Panamax-sized vessels, asking for clarification about the potential need for additional dredging of the Fraser River following the removal of the George Massey Tunnel,</li> </ul>	<ul style="list-style-type: none"> <li>The OGVs that would be used at the facility would be Panamax class vessels with a 225m LOA, 32.26 beam and a maximum load capacity of 80,000 deadweight tonnes</li> </ul>

**Fraser Surrey Docks LP**  
**Consideration of Round 2 Public Consultation Input**

<p>and whether OGVs would be topped up with coal at another location prior to departing for Asia.</p>	<p>(DWT). At the facility, these vessels would be loaded to a maximum of 54,000 tonnes to a maximum draft of 11.5m and within the PMV Navigational Channel Guidelines for the Fraser River. Any vessels accommodated at FSD would be in accordance with the current size limitations of the Fraser River; as a result, no capital dredging or channel modifications would be required in support of, or as a result of, the proposed amendment.</p> <ul style="list-style-type: none"> <li>• At this time, the proposed project does include topping up ocean-going vessels.</li> </ul>
<ul style="list-style-type: none"> <li>• Respondents asked whether the facility would have shore power capability or whether FSD would plan to install shore power in the future.</li> </ul>	<ul style="list-style-type: none"> <li>• Bulk OGVs are not equipped for shore power, unlike some cruise ships and newer container ships. Therefore, FSD is not in a position to offer shore power as part of the amendment application.</li> </ul>
<ul style="list-style-type: none"> <li>• Respondents asked about the waste water system at the facility, including whether storm water would be released into the Fraser River, if there was on-site storage for waste water, and whether Metro Vancouver had the capacity to deal with the waste water discharge from the facility.</li> </ul>	<ul style="list-style-type: none"> <li>• FSD has applied to Metro Vancouver for a Waste Discharge Permit, which would allow FSD to discharge water to the Annacis Island Treatment Facility, ensuring that it is properly treated.</li> </ul>