

Fraser Grain Terminal

Design Amendments Public Comment Period

CONSULTATION SUMMARY REPORT

28 September 2018

This Consultation Summary Report presents the findings from the Design Amendments Public Comment Period for the Fraser Grain Terminal Export Facility, undertaken by Lucent Quay Consulting Inc. on behalf of Fraser Grain Terminal. This document has been prepared as part of an application under the Project and Environmental Review (PER) process of the Vancouver Fraser Port Authority.

Lucent Quay is a Vancouver-based communications and engagement firm with extensive experience in port-related and general transportation projects.

For more information about the consultation process, please see the Approach and Methodology section of this report.

Online feedback was collected using the Interceptum survey platform, which stores all data in Canada. The input received reflects the interests and opinions of people who chose to participate in the consultation process.

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1 Background

Fraser Grain Terminal (FGT) proposes to build a grain export facility at 11041 Elevator Road adjacent to Fraser Surrey Docks on port industrial lands in Surrey, B.C. It will be used to ship bulk grain products including wheat, barley, oil seeds, pulses and other specialty grains.

FGT wants to help address two major constraints in getting Canadian grain to overseas customers today – limited western Canada rail capacity, and a shortage of port industrial land for grain handling. The proposed facility will support Canadian farmers, increase efficiency in grain exports and build strong business relationships with customers around the world. Since 2014, exports of grain and specialty crops have increased, with India and China becoming increasingly important destinations for Canadian products.

By consolidating bulk grain handling in a state-of-the-art facility, FGT can increase efficiency and reduce bottlenecks in the grain supply chain while being a good neighbour to adjacent residents and businesses by using modern technology to effectively manage dust and noise. Preliminary analysis indicates that the proposed Project will inject \$100 million directly into the local economy annually and contribute another \$40 million indirectly.

1.1 Project Overview

The proposed facility will have a modern design that minimizes noise and dust from grain handling operations and will replace a derelict manufacturing warehouse on vacant port land that has not been used for more than two years. The proposed modern facility will support Canadian trade, provide jobs for B.C. workers and minimize local air quality and noise effects through the use of innovative and safe technology.

The throughput for this proposed Project is 3.5 million tonnes per annum (Mt/a) bringing the total capacity for the terminal to 4 Mt/a, with the 0.5 Mt/a from the existing joint venture grain facility currently operating at the site. The proposed facility will receive grains by rail then transfer the agri-products to storage silos with some product loaded directly to vessels. From the storage silos, most of the grain will be loaded onto cargo ships with the remaining product transferred into containers, rail cars or trucks. The terminal will load approximately 80 bulk vessels per year (approximately one to two vessels per week), including Panamax, Supramax and Handy-size vessels. While most vessels will be fully loaded at the FGT facility, larger class Panamax vessels will be loaded to the maximum capacity according to guidelines for the river draft (depth) and may be topped up at another deepwater terminal in the Metro Vancouver area. Containers for export will be trucked to container terminals, like Deltaport. A small amount of product will be destined for distribution to customers in the Fraser Valley via rail and trucking.

New construction on the site includes:

- Unloading station and transfer tower with fully enclosed conveying equipment and a built-in dust suppression system
- 25 above-ground steel storage silos (20 x 3,500 t, 4 x 400 t and 1 x 710 t)
- Three ship loaders with choke fed or cascading type telescopic spouts to reduce dust during vessel loading, replacing existing ship loader fitted with older technology

- Semi-loop rail track
- Realignment of an existing rail track
- Extension to three existing holding rail tracks north east of the main grain facility site to reduce railcar shunting during unloading
- Construction of an integrated truck and railcar loading facility and container loading facility with associated container storage yard
- Construction of ancillary buildings – administration building, maintenance shop, and electrical rooms

2 Consultation and Engagement

On behalf of FGT, Lucent Quay Consulting Inc. led a comprehensive round of consultation in accordance with the port authority's requirements. Project stakeholders and members of the public were invited to provide comments and ask questions about the design amendments as part of the Project and Environmental Review (PER) application to the port authority.

2.1 Overview

The Design Amendments Public Comment Period was held from July 23 to August 13, 2018 and was designed to provide interested parties with information about design amendments for the proposed Project. Opportunities to submit input and comments were provided online.

All feedback received during the Design Amendments Public Comment Period, including comments received as written submissions or on the online feedback form, is summarized in this report. The Project team will prepare an Input Consideration Report to outline how feedback and questions will be considered during the final phases of the Project Design.

2.2 Approach and Methodology

FGT is working with the port authority to ensure that community interests are considered as part of the PER process. FGT's approach for the Design Amendments Public Comment Period was to provide valuable information to members of the public and key stakeholders and generate meaningful dialogue as part of the process. The public comment period meets all requirements outlined by the port authority for public and stakeholder consultation.

The Design Amendments Public Comment Period included the following activities, which are described in more detail in sections 2.3 and 2.4 of this document:

- Updated the **Project website** to make information about the design amendments, revised technical studies and application available to the community and stakeholders
- Developed and delivered **notification letters** to inform local residents and stakeholders of the public comment period
 - Delivered notifications by hand, regular and direct mail to local residents and businesses
 - Emailed notifications to the Project database
- Placed **advertisements** in four local newspapers
- Developed an **information presentation**, made available for download on the Project website
- Developed an **online feedback form** to collect community and stakeholder input

2.3 Notification

The Project team designed an effective roll out plan to notify local residents, key stakeholders and nearby businesses about the consultation process and opportunities to participate.

2.3.1 Notifications to Local Community and Businesses

A notification letter was developed to encourage the local community to participate in the Public Comment Period and provide their input. A total of 3,927 letters were delivered to the local community by hand, direct or regular mail depending on location. The letter contained information about the Project and details about how to participate. A breakdown of distribution is provided below:

- 1,598 letters delivered by direct mail
- 2,129 letters delivered by regular mail
- 200 letters delivered by hand to residents in Surrey and Delta adjacent to River Road

See *Appendix 1* for a sample of the notification letter and maps of the notification areas.

2.3.2 Advertising in Local Newspapers

Advertisements were placed in four local newspapers, providing the public with information about the start and end date of the public comment period and where to find information about the Project. Advertisements appeared in the following newspapers on the dates noted below:

- Delta Optimist, Thursday, July 19, 2018
- North Delta Reporter, Thursday, July 19, 2018
- New Westminster Record, Thursday, July 19, 2018
- Surrey NOW-Leader, Friday, July 20, 2018

See *Appendix 2* for copies of the newspaper advertisements.

2.3.3 Project Website

The dedicated Project website (FraserGrainTerminal.ca) was updated to provide members of the public and stakeholders with current information about the amendments to the proposed Project.

Key services the website provided are:

- Background information about and the status of the proposed Project
- Information about amendments to the design of the proposed Project
- Details outlining how to participate in consultation
- A link to the online feedback form
- Downloadable PDF copies of all application documents and technical studies
- Downloadable PDF copies of all consultation documents
- A link to sign-up for Project updates

- Project email and phone contact information
- Link to the port authority website for information about the application process

2.3.4 Project Database Communications

The Project team maintains a Project database to send email communications to interested parties. During the public comment period, 12 people signed up to receive Project updates.

An email was sent to the Project database on July 24, 2018 to notify recipients about the start of the public comment period and included a link to the Project website, a link to the online survey and details about how to participate. The email was successfully delivered to 181 people. Campaign statistics are as follows:

- 112 people opened the email (open rate of 61.9%) a total of 576 times
- The email had a click through rate of 32%
- 55 people clicked through to the project website a total of 106 times
- Eight people clicked through to the online survey a total of nine times

An email was sent to the Project database on August 10, 2018 to notify recipients about the upcoming closing date for the public comment period. The email contained a link to the project website and a link to the online feedback form. The email was successfully delivered to 184 people. Campaign statistics are as follows:

- 96 people opened the email (open rate of 52.2%) a total of 192 times
- The email had a click through rate of 15.2%
- 21 people clicked through to the project website a total of 27 times
- 11 people clicked through to the online survey a total of 13 times

See *Appendix 3* for copies of the email notifications.

2.4 Engagement Methods

A variety of engagement methods were used to inform local residents, stakeholders and nearby businesses about the design amendments and revised technical studies, the purpose of consultation and opportunities to participate.

2.4.1 Information Presentation

A nine-page information presentation was developed for download from the Project and port authority websites.

The information presentation provided the following information:

- Information about the proposed Project including key facts
- A Project update and overview of the Design Amendments including benefits
- Site figures comparing the original design with design amendments for the proposed facility
- Details about how to participate in consultation

See *Appendix 4* for a copy of the Information Presentation.

2.4.2 Online Feedback Form

An eight-question online feedback form was used to collect input as part of the Design Amendments Public Comment Period. Designed as an online feedback form, a link to the feedback form was provided on the Project website and in emails to the Project database.

Responses summarized by key theme can be found in section 4 of this document.

See *Appendix 5* for a copy of the feedback form. See *Appendix 6* for verbatim feedback form responses.

3 Participation

The Design Amendments Public Comment Period provided a variety of methods for participation and input, including an online feedback form, and a Project phone number and email address.

Participation results are as follows:

- 13 people completed the feedback form online
- Three written submissions were received by email
- 12 people requested to be added to the Project database
- 430 visits to the project website were recorded with 859 unique page views
- The top 10 documents accessed from the website totalled 4,263 hits as follows:
 - Design Amendments Presentation – 2,318 hits
 - Air assessment – 532 hits
 - November 2017 Display Boards – 381 hits
 - Traffic Impact Study – 340 hits
 - Design amendments site map (after) – 328 hits
 - Design amendments site map (before) – 327 hits
 - Consultation Summary Report Appendices (Application Review) – 15 hits
 - Geotechnical Report – 9 hits
 - Project Drawing pack 1.0 – 7 hits
 - Project Drawing Pack 4.0 – 6 hits

Participants who completed the feedback form indicated that they had heard about the consultation through:

- Notification letter delivered to home or business (6)
- Email (5)
- Local newspapers (3)
- Friends or neighbours (2)

Three written submissions were received via email:

- One email was submitted by a local resident
- Two emails were submitted by local businesses with questions about design and contracting opportunities

Responses are summarized by key theme in Section 4 of this document.

4 Key Themes

4.1 Online Feedback Form Key Themes

Between July 23 and August 13, 2018, 13 people completed the online feedback form. Key themes from the online responses include the following.

Air Quality:

- Comment about proposed amendments improving air quality
- Comment that shore power should be a requirement to reduce air pollution and noise
- Questions and concerns about potential effects, in particular dust

Noise:

- Questions and concerns about current and increased train noise, especially idling, shunting and whistles
- Question about mitigation of noise for neighbouring community

Traffic:

- Concern about increased train traffic
- Concern about increased marine traffic and increased risk of collisions and spills

Lighting:

- Concern about increased light levels

General:

- More than 60% of respondents support the proposed Project and half of those strongly support the Project
- More than 60% of respondents were satisfied with the design amendments and half of those were very satisfied
- Comments in support of the Project and satisfaction with the design amendments
- Comment that the area will be improved in case of a seismic event
- Question about level of consultation on the Project
- Question about cross contamination with other proposed developments (coal and potash)
- Comment about green space for the community

See *Appendix 6* for verbatim feedback form responses.

4.2 Written Submissions

During the Design Amendments Public Comment Period three written submissions were received via email. Two submissions were from local businesses and one submission was from a local resident.

Questions and areas of interest identified in the submission from the local businesses include:

- Information about services provided by a construction contracting company
- Comments and questions regarding proposed design to address local dust

Questions and areas of interest identified in the submission from the local resident include:

- Question about increased train whistle noise, especially at night
- Question about rail car shunting
- Comment regarding overpass for cars to alleviate train noise at road crossings

5 Summary

The Design Amendments Public Comment Period was held from July 23 to August 13, 2018 and was designed to provide interested parties with information about the design amendments to the proposed Fraser Grain Terminal Export Facility as part of the PER process. Opportunities to submit input and comments were provided online through a feedback form and by phone or email.

Key themes emerging from consultation conducted as part of the Design Amendments Public Comment Period include:

- More than 60% of respondents support the proposed Project and half of those strongly support the Project
- More than 60% of respondents were satisfied with the design amendments and half of those were very satisfied
- Comments in support of the Project and satisfaction with the design amendments
- Air quality is a key area of interest, in particular dust effects
- Noise is a key area of interest, in particular train whistles, idling and shunting
- Traffic is a key area of interest, in particular the increase in rail traffic
- Increased marine traffic and a risk of spills is a concern

6 Next Steps

The Project team will prepare an Input Consideration Report to outline how feedback and questions will be considered during the final phases of the Project Design.

Fraser Grain Terminal

Design Amendments Public Comment Period

CONSULTATION SUMMARY REPORT - Appendices

September 2018

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Appendix 1 – Letter and Notification Area Maps

23 July 2018

Dear Neighbour,

Re: Proposed Fraser Grain Terminal – Notice of Design Changes and Consultation

This letter is to provide you with important information about design changes to the proposed Fraser Grain Terminal Export Facility (the Project), which is currently under the Vancouver Fraser Port Authority's Project and Environmental Review process. Amendments have been developed based on additional technical analysis following the public comment period last year. The overall concept of the proposed Project remains the same as the proposal that was the subject of public consultation in late 2017.

Fraser Grain Terminal proposes to build a grain export facility on port industrial lands at 11041 Elevator Road in Surrey, B.C. The Project is designed to support Canadian farmers, increase efficiency in grain exports and build strong business relationships with customers around the world. The proposed facility will trans-ship up to 3.5 million metric tonnes per annum of grain products, including wheat, barley, oil seeds, and pulses, which will be received by rail and loaded onto cargo vessels. The Project's modern design will minimize noise and dust from grain handling operations and will replace a manufacturing warehouse on vacant port land.

All amendments to the proposed Project are design changes that do not impact the type of commodity being handled or result in any change to the rail, truck or vessel traffic generated by the proposed facility.

The following is a summary of the primary design changes:

- Three stationary shiploader towers, instead of one travelling shiploader, to reduce loading times and minimize potential view impacts
- Minimize length and number of conveyors to reduce overall facility footprint, power requirements and potential for noise and dust emissions
- Change to the number, size and orientation of the storage silos:
 - Decrease the number of large storage silos from 24 to 20
 - Increase in the capacity of large silos from 3,000 to 3,500 metric tonnes
 - Increase in height of large silos by 3 metres
 - Decrease the number of small silos from 10 to four
 - Decrease in the capacity of small silos from 500 to 400 metric tonnes
 - Add one 710 metric tonne silo
- Reduce number of silo overhead conveyor galleries from three to one
- Increase height of silo overhead conveyor gallery by approximately 10 metres
- Minimize ground densification over contaminated soils and avoid structures over the existing Metro Vancouver water main

- Reduce the number of piles used in the proposed Project from approximately 123 piles to 31 piles
- Complete ground improvements using vibratory piles to minimize potential movement of contaminated soil
- Reposition proposed office building and container yard

The proposal, with all design changes, is shown in Figure 1 overleaf. For comparison purposes, Figure 2 shows the previous scheme that was the subject of public consultation in late 2017.

Fraser Grain Terminal is working with the Vancouver Fraser Port Authority to ensure that stakeholder and community interests are considered as part of the Project and Environmental Review Process. We are committed to developing a sustainable project that meets or exceeds environmental and safety standards and provides benefits for local residents, businesses, and stakeholders.

How to Participate

For more information about the Project, and to view updated drawings and reports, please visit our website at **FraserGrainTerminal.ca** or contact us by phone at **1-866-302-8872** or by email at **comments@FraserGrainTerminal.ca**. Your input is important and we invite interested parties to ask questions and provide comments on the design amendments.

The Public Comment Period will run from 23 July to 13 August 2018 and will be online only.

Please access the information at FraserGrainTerminal.ca and send any comments on the amendments by 13 August 2018.

For questions regarding the Vancouver Fraser Port Authority's permitting process, please contact their community feedback line at **604-665-9004** or **community.feedback@portvancouver.com**.

Kind Regards,



Casey McCawley
Fraser Grain Terminal Ltd.
P: 604-697-2550
E: cmccawley@pandh.ca
FraserGrainTerminal.ca

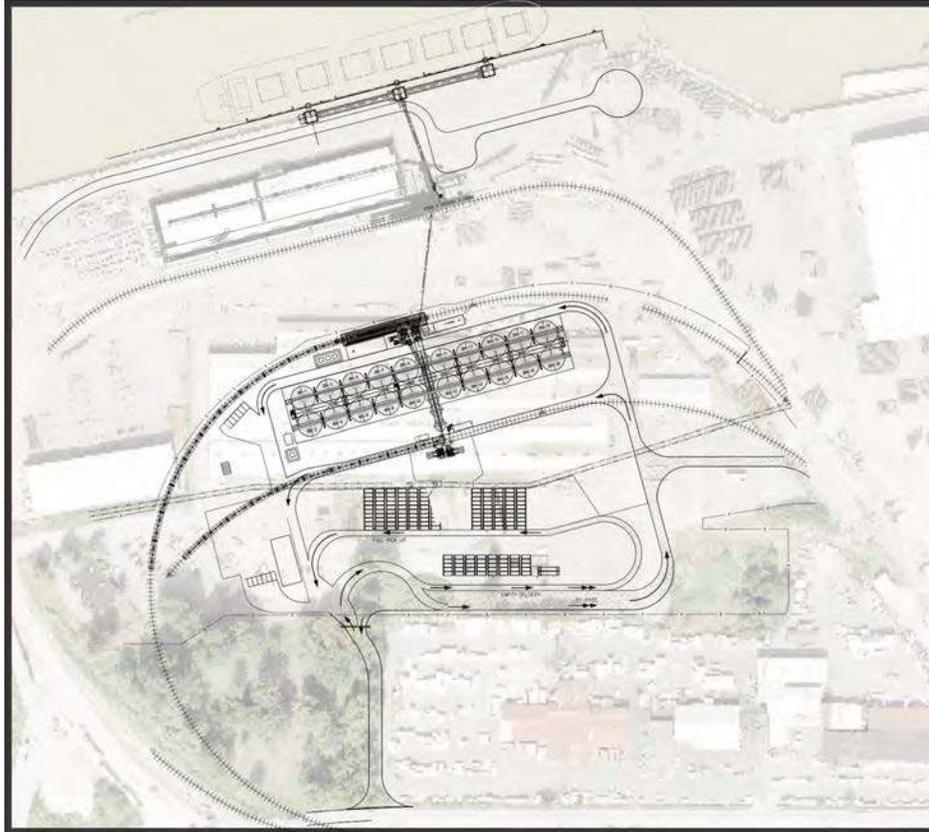


Figure 1 – Design amendments to the proposed Fraser Grain Terminal Project, 2018

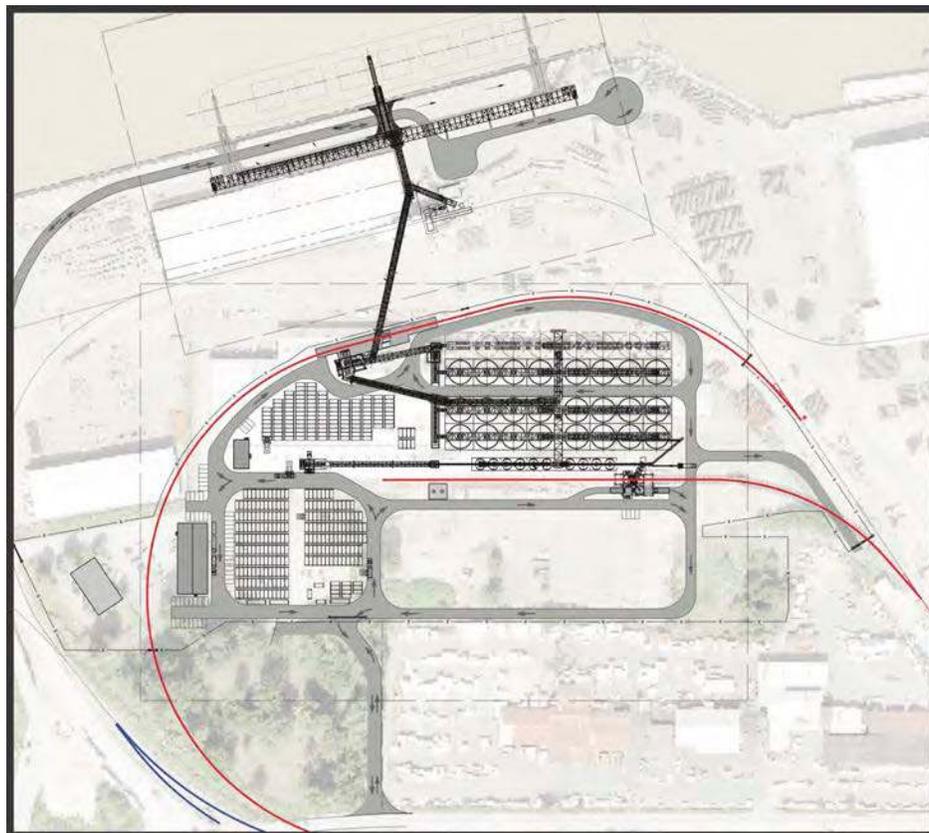


Figure 2 – Original design for the proposed Fraser Grain Terminal Project, 2017

Local Resident Distribution Area

The maps below show the distribution areas for resident notification directly adjacent to the Project site and additional locations in New Westminster. Figure A shows the proposed notification area in Surrey/Delta and Figures B and C outline the proposed notification areas in New Westminster.

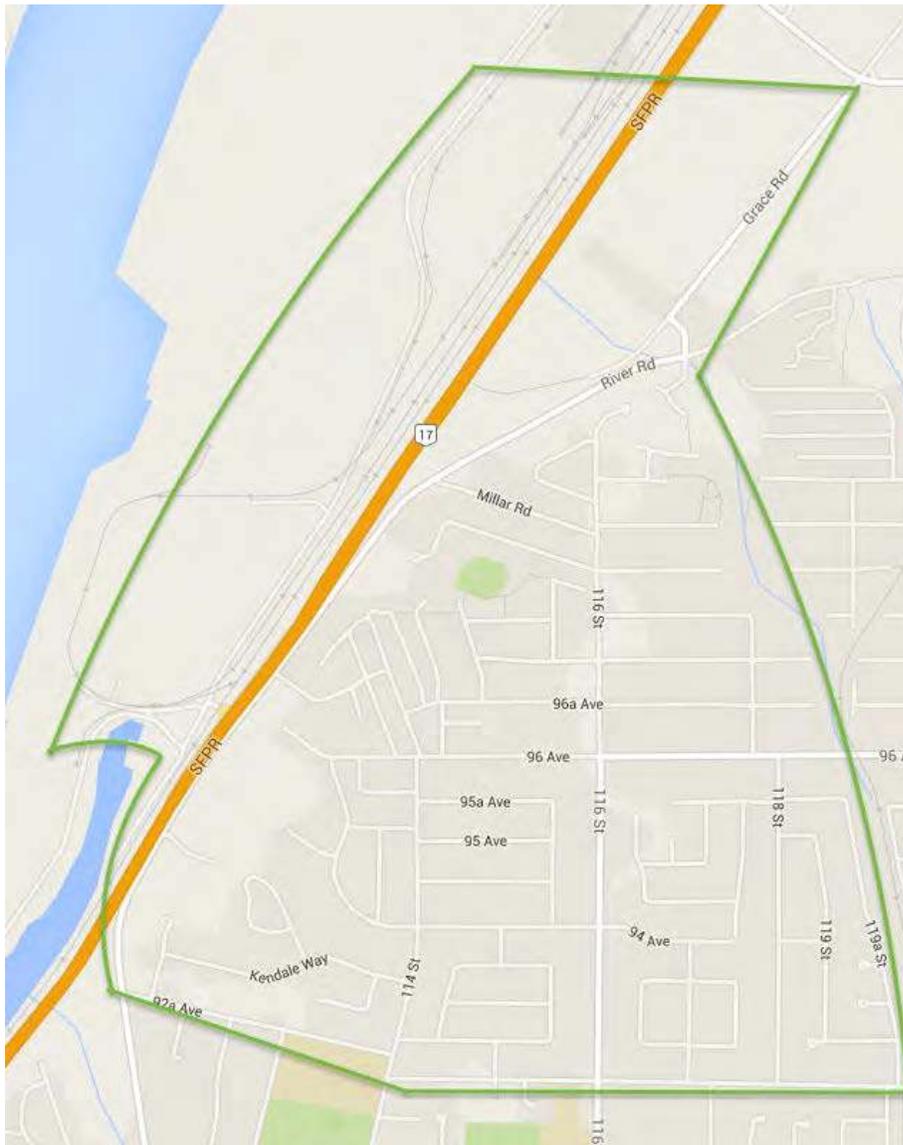


Figure A – Residential notification area – Surrey/Delta



Figure B – Residential notification area – New Westminister (Quayside)

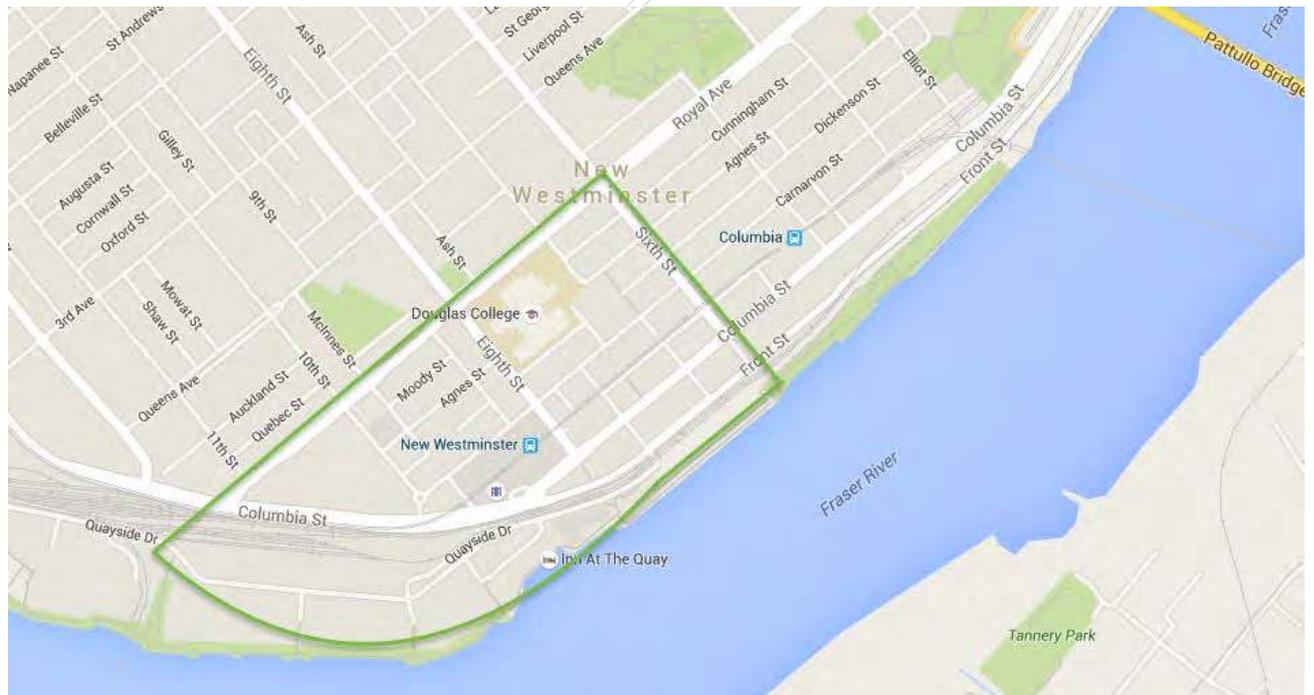


Figure C – Residential notification area – New Westminister (Queensborough)

Appendix 2 – Newspaper Advertisements

Lifestyles

Keep your brain healthy with fitness



Well on Your Way

P.J. WREN

What if you had in your possession a tool that could give you instantaneous benefits to your brain?

A tool that could improve your focus and your ability to keep your attention on a task?

A tool that could protect you from dementia, Alzheimer's, and even depression?

And, finally, a tool that doesn't cost a thing and that everyone has access to?

Would you use it? Hell yes you would, and hell yes you can because the tool in question is exercise.

Experts are all in agreement that exercise can protect the brain and has immediate and long-lasting effects to it.

A study completed at the University of British Columbia found that regular aerobic exercise boosted the size of the hippocampus, the area of the brain involved in

| Fitness Level on Test | Dementia Risk |
|-----------------------|---------------|
| High | 5% |
| Medium | 25% |
| Low | 32% |
| Could not finish test | 45% |

verbal memory and learning. This makes the brain stronger and less susceptible to dementia and Alzheimer's.

In another newer study published in the journal *Neurology: Clinical Practice* they discovered that people who exercised about 52 hours over a period of six months had the greatest improvements in various thinking and speed tests.

This was a large sam-

pling of people that they used as well. The data included more than 11,000 older people.

On average, these people exercised for about an hour, three times a week, and the effect to the brain applied to both people without cognitive decline as well as those with mild cognitive impairment or dementia.

In another study, published in an online issue of the journal *Neurology*,

they reported that women with higher levels of physical fitness at middle age were nearly 90 per cent less likely to develop dementia decades later (see sidebar).

What type of exercise benefits the brain the best?

Aerobic exercise is backed the most by research.

Some examples include brisk walking, running, circuit training, swimming, bike riding and hiking.

To get the best brain boost aim for 150 minutes a week, working at a moderate-intensity (trainer tip: this is where you can talk, but you couldn't be bothered to).

My final thought, it is more evident than ever that we need to exercise. All of the research, the data, the information is pointing/yelling/screaming at us to move more.

Our health, and now our brains, can't wait until later. We have to start now.

P.J. Wren is a local personal trainer & writer. Workout with her online at www.fitnesswithpj.com, or in person at her award-winning group fitness facility, www.thestudio.ca.

Storyteller visiting South Delta libraries

Experience the world through folk tales, wise words, and song with storyteller Shayna Jones next week at your local library.

Jones says listeners can enjoy an age old, unmediated art at her performances and that audience

participation is invited.

She says, "Listeners can look forward to a sliver of time to listen to simple and hearty stories well told..."

On Monday, July 23 Jones will visit the Ladner Pioneer Library from 11-

to 11:45 a.m. followed by a performance at the Tsawwassen Library from 2 to 2:45 p.m.

Jones trained at Trinity Western University, apprenticed with Pacific Theatre and has performed with the Arts Club

Theatre Company, Stone's Throw Productions and the University of British Columbia, her website notes.

PHOTO BY LOUIS BOCKHE

Storyteller Shayna Jones will be in Ladner and Tsawwassen next week.



FGT
FRASER GRAIN TERMINAL

Proposed Fraser Grain Terminal Export Facility Notice of Design Changes

The proposed Fraser Grain Terminal Project is currently under the Vancouver Fraser Port Authority Project and Environmental Review process. Amendments have been made to the design based on additional technical analysis following public consultation in late 2017. The overall concept of the proposed Project remains the same.

Visit FraserGrainTerminal.ca to:

- View updated drawings and reports
- Provide your comments and find out how to participate

PUBLIC COMMENT PERIOD

We will be accepting feedback until 13 August, 2018.

Thank you for your participation

CONTACT US 1-866-302-8872
comments@FraserGrainTerminal.ca

RIVER ROCK SHOW THEATRE PRESENTS



sept
7

**COLIN MOCHRIE &
BRAD SHERWOOD**



sept
22

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FERGUSON**
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news

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plus, according to Bishop's fiscal framework).

The announcement marks the third finance-related commitment Bishop has made in her bid for mayor.

The first, made in early July, was a pledge that Bishop would publish the city's Statements of Financial Information online. Currently, these statements are only available in through the city's finance department and must be picked up in person at city hall.

One week later, Bishop promised she would create an economic development office at the city to attract more business to Delta. Although the city manager has the responsibility of overseeing business-related projects, and the Invest in Delta mayor's standing committee provides guidance on economic development, Bishop believes this is not enough.

Bishop said those campaign promises, along with today's announcement, show her commitment to maintaining Delta's current financial position.

"When it comes to money, people really care," she said. "They really care about how their tax dollars are spent, and they really care about what their perceived tax increases are."

"This is the first time the mayor's chair is open in 19 years, even though in past election it has been challenged," she continued. "With change comes uncertainty and we want to convey that in this regard, there is certainty. There's going to be stability, there's going to be accountability, and we will govern with a steady hand when it comes to the city's revenues and expenditures."

Bishop is mayoral candidate for Team Delta, a slate that includes council candidates Robert Campbell, Simran Walia, Joan Hansen



Delta mayoral candidate Sylvia Bishop unveils the fiscal framework her Team Delta's slate will put into action if elected.

CECILE KENNEDY PHOTO

and Kim Kendall.

Also running for mayor is former Delta police chief Jim Cessford with the Independents Working for You slate, and former city manager George Harvie with Achieving for Delta.

The civic election will take place on Saturday, Oct. 20.

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CONTACT US

1-866-302-8872

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Centre for Supportive Care



Kids Grieve Too

Young people are the "forgotten mourners" following a death. Their worlds are instantly transformed, their sense of security broken. Too often, their grief is overlooked. Their parents may be absorbed in their own grief — they may not have the energy and knowledge of how to support their children's loss.

Supporting grieving children requires honesty, patience, empathy and the ability to listen to them without being judgmental. Kids want to be included in the process of working through loss. Having choices allows children to do so in a way that is right for them.

The goal of grief support is to give kids an opportunity to relate their stories in a safe place, while learning appropriate ways of expressing feelings and sharing special memories. Through helpful, creative activities such as playtime, art and story-telling, children can process grief and work through difficult emotions.

Delta Hospice's Centre for Supportive Care services may encompass home or school visits, support groups, respite activities, phone contacts, literature and workshops. It can also provide access to a lending library with age-appropriate books on grief and loss, as well as information on how to help children cope with these emotions. Call the Centre for Supportive Care at 604-948-0660 to learn more.

Quality of Life Matters

Harold & Veronica Savage Centre for Supportive Care • 4631 Clarence Taylor Crescent, Ladner • Monday to Friday, 9 am — 4 pm or by appointment at 604-948-0660



Resources

The Dougy Center (www.dougy.org), the National Center for Grieving Children & Families, provides support and training to individuals and organizations seeking to assist children in grief. Their books *Helping Children Cope with Death*, *35 Ways to Help a Grieving Child* and *Helping Teens Cope with Death* are excellent resources for parents, teachers and others trying to support a grieving child. Search for "The Dougy Center" under "Books" at www.amazon.ca.

Arts & Entertainment

Classic tragedy onstage for Shakespeare in the Park



Janaya Fuller-Divam
LIVELY CITY
afuller@newwestminster.ca

It's the most wonderful time of the year, at least for theatre fans. Shakespeare in the Park is back, and this year, *Shadows and Dreams* Theatre Company is taking on a tragedy.

The theatre company, which has been putting on productions at the Queen's Park bandshell for more than a decade, is presenting *Romeo and Juliet* this year.

The production stars **Shelby Wynings** as Juliet and **Steven Simpson** as Romeo, and it's directed by **Kerri Norris**.

Romeo and Juliet is at Queen's Park at the bandshell at 2 p.m. on July 21, 22, 28, 29 and Aug. 4 and 5. Performances are free.

GET ARTSY AT STREAT

There is plenty to see and eat and do at The Columbia sREAT Food Truck Festi-

val, including artisanal crafts and goods.

For those who want to beat the heat and escape indoors awhile, The British Columbia Artisan Society is welcoming more than 50 local artists to The Amvil Centre for a special artisan market, held in conjunction with the food truck festival.

I'm continually impressed by the creative strength

There will be jewellery designers, soap makers, painters, wine makers, wood crafters, fashion designers, candle makers, home care products, tea infusers, chocolatiers, and much more, according to a press release from the B.C. Artisan Marketing Society.

Admission is free and the market is in Amvil Centre, which is air-conditioned.

The market takes place during the festival on Saturday, July 28 from 4 to 10 p.m.

NEW WESTMINSTER ARTIST A FINALIST

A recent Simon Fraser University graduate of the Masters of Fine Arts program is one of 15 finalists in the 2018 RBC Canadian Painting Competition.

Krystle Coughlin, a New Westminister resident, was selected from more than 500 submissions for the Royal Bank of Canada prize, according to a press release. The selected piece is untitled.

"I'm continually impressed by the creative strength of the artists and emerging talent who enter this competition," **Corrie Jackson**, senior art curator for RBC, stated in the release.

The winner will be announced on Sept. 18 in Toronto, winning \$25,000 and a residency at the Banff Centre for the Arts.

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Visit FraserGrainTerminal.ca to:

- View updated drawings and reports.
- Provide your comments and find out how to participate.

PUBLIC COMMENT PERIOD

We will be accepting feedback until 13 August, 2018.

Thank you for your participation.

CONTACT US

1-866-302-8872

comments@FraserGrainTerminal.ca



the original

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"Serving Our Community - Representing Our City"



DEBATE

■ Kudos and a truck load of roses to the City of Surrey for the July 14th free pop-up junk drop off. It was one of the hottest days so far this year and everyone was so pleasant, helpful and organized, despite the long lines of cars and truck and extreme heat. The city had so many staff on for the day for sorting, flagging, ensuring the lines moved, loading containers and great signage to make it easy.

■ A bouquet of red roses to everyone involved in running the *Surrey Now-Leader* for this Roses and Rotten Tomatoes column. Thanks for giving us a chance to spread some cheer in this gloomy world.

■ A bouquet of red roses for the person who gave two Surrey city employees working on 176th and 96th Avenue red roses instead of rotten tomatoes. Your beautiful heart was shining right through your message. I hope happy things happen to you all through your life.

■ Crinkly, hollow, mouldy tomatoes to people who don't move to the rear of the bus. Get up onto the high floor section so there won't need to be any unnecessary pass ups.

■ Beautiful red roses to Dr.



Do you have someone you would like to thank? Or maybe something to get off your chest? Email us at edit@surreynowleader.com.

Ahmed Ashrafi and Dr. Ed Percy as well as all of the Surrey Memorial Hospital O.R. team for an excellent experience, which was followed up by the wonderful care I received from Tannu and Melissa in the SMH recovery room followed then by the fabulous nurses Christine, Audrey, Emily, Breanna, Pretty, Navi and Joan on the surgical ward during my two-day stay starting June 8. Thank you all, you are all a credit to your profession.

■ Red roses to the Grandview Heights aquatic indoor pool! What a well-built and classy facility. By far the best swimming pool in all of Surrey!

■ Rotten tomatoes to the person or persons taking the flowers from the memorial site in Surrey. I know what it is like to lose someone. The pain is always there, and for some jerk to take that away? He or she must have no soul. You know who you are. You should be ashamed of yourself. This mother is grieving — have some dignity!

■ Rotten tomatoes to the blue car that couldn't wait to turn right from Highway 10 and 152nd Street. The light was green for us, yet you just couldn't wait. You almost caused a serious pedestrian accident. You could've really hurt my son and I.

FOR SALE

6 Acreages in Langley Township (56 Avenue & 232 Street)

- Lot 3 – 20 acres (660' x 1300') – \$3,500,000
- Lot 4 – 12.4 acres (420' x 1300') – \$2,000,000
- Lot 5 – 12.4 acres (420' x 1300') – \$1,950,000
- Lot 6 – 12.4 acres (420' x 1300') – \$2,300,000
- Lot 7 – 12.4 acres (420' x 1300') – \$2,300,000

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- Berry farm
- Vineyard
- Equestrian
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FGT
FRASER GRAIN TERMINAL

Proposed Fraser Grain Terminal Export Facility Notice of Design Changes

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Visit FraserGrainTerminal.ca to:

- View updated drawings and reports
- Provide your comments and find out how to participate

PUBLIC COMMENT PERIOD

We will be accepting feedback until 13 August, 2018.

Thank you for your participation.

CONTACT US

1-866-302-8872

comments@FraserGrainTerminal.ca

Appendix 3 – Email Notifications



This letter is to provide you with important information about design changes to the proposed Fraser Grain Terminal Export Facility (the Project), which is currently under the Vancouver Fraser Port Authority's Project and Environmental Review process.

Amendments to the proposed Project have been developed based on additional technical analysis following the public comment period last year. The overall concept of the proposed Project remains the same as the proposal that was the subject of public consultation in late 2017.

Public Consultation:

Your input is important and we invite interested parties to ask questions and provide comments on the design amendments. The public comment period will run from **July 23 to August 13, 2018** and will be online only.

Visit our [website](#) to:

- Find more information about the Project
- View updated drawings, technical studies and reports
- Fill out an [online feedback form](#)

Contact us anytime by phone at 1-866-302-8872 or by email at comments@FraserGrainTerminal.ca.

Thank you for your interest in our Project.

Kindest Regards,
Fraser Grain Terminal Project Team

frasergrainterminal.ca

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We would like to thank you for your interest in the FGT Project.

Our comment period is coming to a close.

Your input is important to us. **August 13, 2018 is the last day to provide comments** on the design amendments for the Project. If you have not provided comments about our project, we would encourage you to complete [our online feedback form](#).

Visit our [website](#) to:

- Find more information about the Project
- View updated drawings, technical studies and reports

Amendments to the proposed Project have been developed based on additional technical analysis following the public comment period last year. The overall concept of the proposed Project remains the same as the proposal that was the subject of public consultation in late 2017.

Contact us anytime by phone at 1-866-302-8872 or by email at comments@FraserGrainTerminal.ca.

Kindest Regards,
Fraser Grain Terminal Project Team

frasergrainterminal.ca

Appendix 4 – Information Presentation

About the Proposed Project

The proposed facility will be used to ship bulk grain products including wheat, barley, oil seeds, pulses and other specialty grains. The throughput for this proposed Project is 3.5 million tonnes per annum (Mt/a) bringing the total capacity for the terminal to 4 Mt/a with the 0.5Mt/a from the existing joint venture grain facility currently operating at the site. The proposed facility will receive approximately 80 bulk vessels per year (approx. 1-2 vessels per week), including Panamax, Supramax and Handy-size vessels.

The proposed facility will:

- Have a modern design that minimizes noise and dust from grain handling operations
- Support Canadian trade
- Provide jobs for B.C. workers



Project Key Facts

We want to help address two major constraints in getting Canadian grain to overseas customers today – limited rail capacity in western Canada, and a shortage of port industrial land for grain handling.

Our proposed facility will support Canadian farmers, increase efficiency in grain exports and build strong business relationships with customers around the world. Since 2014, exports of grain and specialty crops have increased, with India and China becoming increasingly important destinations for Canadian products.

By consolidating bulk grain handling in a state-of-the-art facility, we can:

- Help increase efficiency and reduce bottlenecks in the grain supply chain
- Be a good neighbor to adjacent residents and businesses by using modern technology to effectively manage dust and noise



**EXPORTS OF
GRAIN AND
SPECIALTY CROPS**



Project Update - Design Amendments

- The proposed project is currently under the Vancouver Fraser Port Authority's Project and Environmental Review process
- Amendments have been developed based on additional technical analysis following the public comment period last year
- The overall concept of the proposed Project remains the same as the proposal that was the subject of public consultation in late 2017
- All amendments to the proposed Project are design changes that do not impact the type of commodity being handled or result in any change to the rail, truck or vessel traffic generated by the proposed facility



Design Amendments - Overview

The following is a summary of the primary design changes:

- Three stationary shiploader towers, instead of one travelling shiploader, to reduce loading times and minimize potential view impacts
- Minimize length and number of conveyors to reduce overall facility footprint, power requirements and potential for noise and dust emissions
- Change to the number, size and orientation of the storage silos:
 - Decrease the number of large storage silos from 24 to 20
 - Increase in the capacity of large silos from 3,000 to 3,500 metric tonnes
 - Increase in height of large silos by 3 metres
 - Decrease the number of small silos from 10 to four
 - Decrease in the capacity of small silos from 500 to 400 metric tonnes
 - Add one 710 metric tonne silo



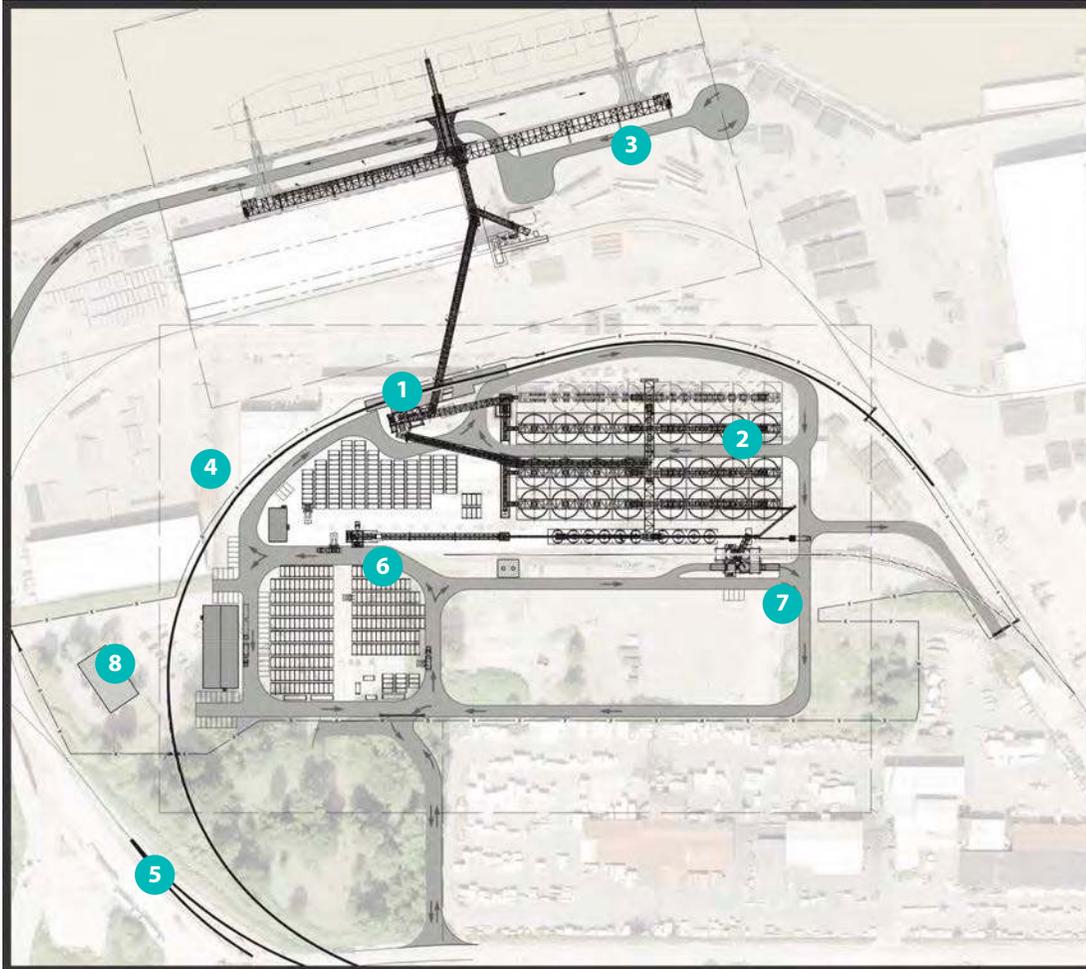
Design Amendments - Overview

The following is a summary of the primary design changes:

- Reduce number of silo overhead galleries from three to one
- Increase height of silo overhead conveyor gallery height by approximately 10 metres
- Minimizes ground densification over contaminated soils and avoid structures over the existing Metro Vancouver water main
- Reduce the number of piles used in the Project from approximately 123 piles to 31 piles
- Complete ground improvements using vibratory piles to minimize potential movement of contaminated soil
- Reposition proposed office building and container yard

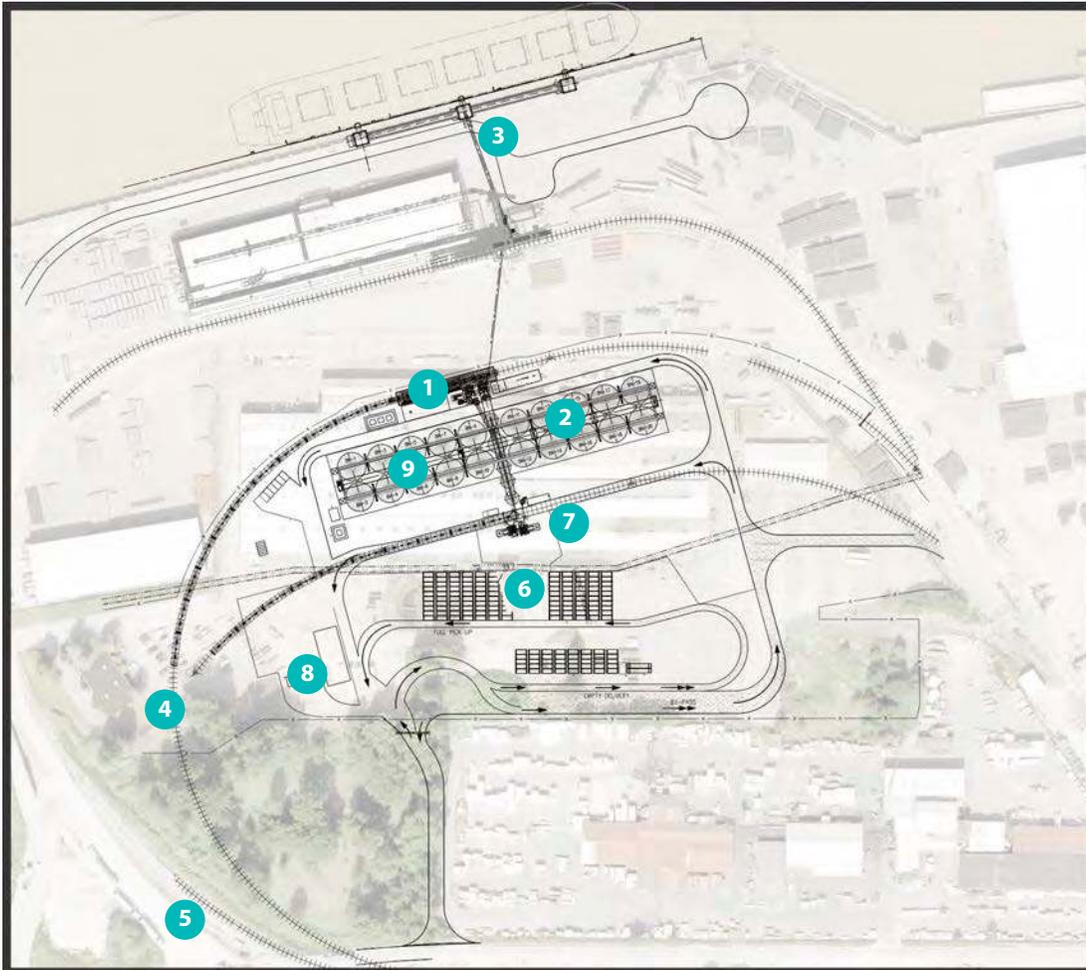


Original Design for Proposed Fraser Grain Terminal Project, 2017



- 1 Unloading station and transfer tower with fully enclosed conveying equipment and built in dust suppression system
- 2 34 above-ground steel storage silos (24 x 3,000 t and 10 x 500 t)
- 3 Travelling shiploader
- 4 Semi-loop rail track
- 5 Realignment of existing rail track
- 6 Container loading facility and storage yards
- 7 Rail and truck loading facility
- 8 Administration building and maintenance shop

Design Amendments for the Proposed Fraser Grain Terminal, 2018



- 1 Unloading station and transfer tower with fully enclosed conveying equipment and built in dust suppression
- 2 26 above-ground steel storage bins (20 x 3,500 t, 4 x 400 t and 1 x 710 t) with a three metre increase in height for large silos
- 3 Three fixed tower shiploaders with telescoping spouts
- 4 Semi-loop rail track
- 5 Realignment of existing rail track
- 6 Container storage yard
- 7 Integrated truck and railcar loading facility and container loading facility
- 8 Administration building and maintenance shop
- 9 A reduction of silo overhead conveyor galleries from three to one and an increase in height of overhead conveyor gallery of approximately 10 m

Design Amendments - Benefits

The new design provides the following benefits:

- Optimization of the layout results in fewer conveyors and transfer points which means less dust and noise sources
- Fewer conveyors result in less light fixtures
- Three stationary shiploader towers, instead of one travelling shiploader reduces loading times and minimizes potential view impacts
- Fewer storage silos
- Reduction in total energy requirements
- Minimizes potential movement of contaminated soil



How to Participate

Your input is important and we invite interested parties to ask questions and provide comments on the design amendments to the proposed Project.

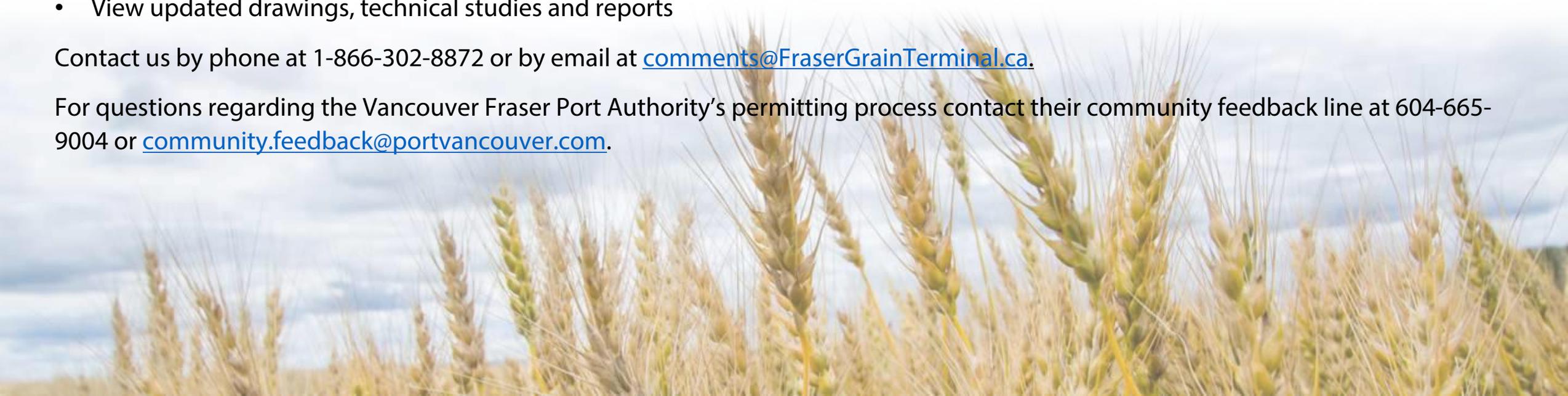
The Public Comment Period will run from 23 July to 13 August 2018 and will be online only.

Visit our website at **FraserGrainTerminal.ca** to

- Find more information about the Project
- View updated drawings, technical studies and reports

Contact us by phone at 1-866-302-8872 or by email at comments@FraserGrainTerminal.ca.

For questions regarding the Vancouver Fraser Port Authority's permitting process contact their community feedback line at 604-665-9004 or community.feedback@portvancouver.com.



Appendix 5 – Feedback Form



Fraser Grain Terminal is working with the Vancouver Fraser Port Authority to ensure that community interests are considered as part of the Project and Environmental Review process.

Our Project is in the application review phase of the Vancouver Fraser Port Authority's Project and Environment Review (PER) process. Amendments have been developed based on additional technical analysis following the public comment period last year. The overall concept of the proposed Project remains the same as the proposal that was the subject of public consultation in late 2017.

Your input is important and we invite interested parties to ask questions and provide comments on the design amendments for the proposed Project. The Public Comment Period will run from **23 July to 13 August, 2018** and will be conducted online.

Before completing this survey, we recommend that you review the Project information available on the [Project website](#) or on the [port authority's website](#).

Available for review are:

- Information presentation outlining the amendments
- Updated drawings and reports
- Updated permit application
- All technical studies and reports

Thank you for taking the time to provide your input. The please submit your feedback by 13 August, 2018.

Privacy Policy

Any personal contact information you provide to Fraser Grain Terminal as part of this feedback form is collected and protected in accordance with the Access to Information Act and the Privacy Act. This database allows the Project team to maintain a record of contact. Your personal information will not be used for any purpose other than to provide project updates via email and reply to your comments or questions, at your request. If you have any questions regarding the Fraser Grain Terminal Project and/or the information collection undertaken, please contact the Fraser Grain Terminal project team at comments@frasergrainterminal.ca or 1-866-302-8872.

To help us understand where people who are interested in this Project live or work please provide the first three characters of your work and/or home postal code.

| | Post code (e.g. A1A) |
|------|----------------------|
| Home | <input type="text"/> |
| Work | <input type="text"/> |

0%

Design Amendments

The overall concept of the proposed Project remains the same as the proposal that was the subject of public consultation in late 2017.

The following is a summary of the primary design changes:

- Three stationary shiploader towers, instead of one travelling shiploader, to reduce loading times and minimize potential view impacts
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 - Decrease the number of large storage silos from 24 to 20
 - Increase in the capacity of the large silos from 3,000 to 3,500 metric tonnes
 - Increase in height of large silos by 3 metres
 - Decrease the number of small silos from 10 to four
 - Decrease in the capacity of small silos from 500 to 400 metric tonnes
 - Add one 710 metric tonne silo
- Reduce number of silo overhead galleries from three to one
- Increase height of silo overhead conveyor gallery by approximately 10 metres
- Minimize ground densification over contaminated soils and avoid structures over the existing Metro Vancouver water main
- Reduce the number of piles used in the Project from approximately 123 piles to 31 piles
- Complete ground improvements using vibratory piles to minimize potential movement of contaminated soil
- Reposition proposed office building and container yard.

In the question on the following page, please rate your level of satisfaction with the results of the assessments.

 25%

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Please rate your level of satisfaction with the design amendments to the proposed Project.

- Very satisfied
- Somewhat satisfied
- Neither satisfied nor dissatisfied
- Somewhat dissatisfied
- Very dissatisfied

Please provide your reasons for your level of satisfaction:

 25%

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Fraser Grain Terminal Export Facility - Design Amendments Public Comment Period X

Please use the space below to provide additional questions or comments about design amendments to the proposed Project.

 38%

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Fraser Grain Terminal Export Facility - Design Amendments Public Comment Period X

Please rate your level of agreement with the following statement:

I support the proposed Fraser Grain Terminal project to be built in Surrey, British Columbia.

- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

Please provide your reasons for your level of satisfaction:

 50%

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How did you hear about this public comment period consultation and open house? *(Please check all that apply)*

- Advertisement in local newspaper (Surrey NOW-Leader)
- Advertisement in local newspaper (Delta Optimist)
- Advertisement in local newspaper (North Delta Leader)
- Advertisement in local newspaper (New Westminster Record)
- Friends or neighbours
- Notification letter by mail to home or business
- Email notification

Other (Please describe)



Do you... *(Please check all that apply)*

- Live in Surrey
- Work in Surrey
- Live in New Westminster
- Work in New Westminster
- Live in Delta
- Work in Delta

Live or work outside of Surrey, Delta, or New Westminster (Please describe)



Fraser Grain Terminal Export Facility - Design Amendments Public Comment Period X

Would like to be added to our database and receive Project updates?

Yes
 No

If yes, please provide your email address:

88%

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Fraser Grain Terminal Export Facility - Design Amendments Public Comment Period X



FRASER GRAIN TERMINAL

Thank you for your participation.

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Appendix 6 – Verbatim Feedback Form Responses



FRASER GRAIN TERMINAL

FRASER GRAIN TERMINAL EXPORT FACILITY

Consultation Summary Report – Design Amendments Public Comment Period

Detailed Feedback Form Responses

September 2018

Overview

A feedback form was used to collect input as part of the Design Amendments Public Comment Period. A link to the 8-question online feedback form was provided on the Project website and email notifications.

During the Design Amendments Public Comment Period, between July 23 and August 13, 2018, 13 people completed the online survey.

This document provides a verbatim record of the responses.

Online Feedback Form Responses

To help us understand where people who are interested in this Project live or work please provide the first three characters of your work and/or home postal code.

| Post Code | Home | Work |
|-----------|------|------|
| V3A | 1 | 1 |
| V3L | | 1 |
| V3M | 1 | |
| V3V | 4 | 1 |
| V4C | 3 | |
| V4E | | 1 |
| V4G | | 1 |
| V4K | | 1 |
| V4L | 1 | |
| V5K | | 1 |
| V6G | 1 | |

Design Amendments

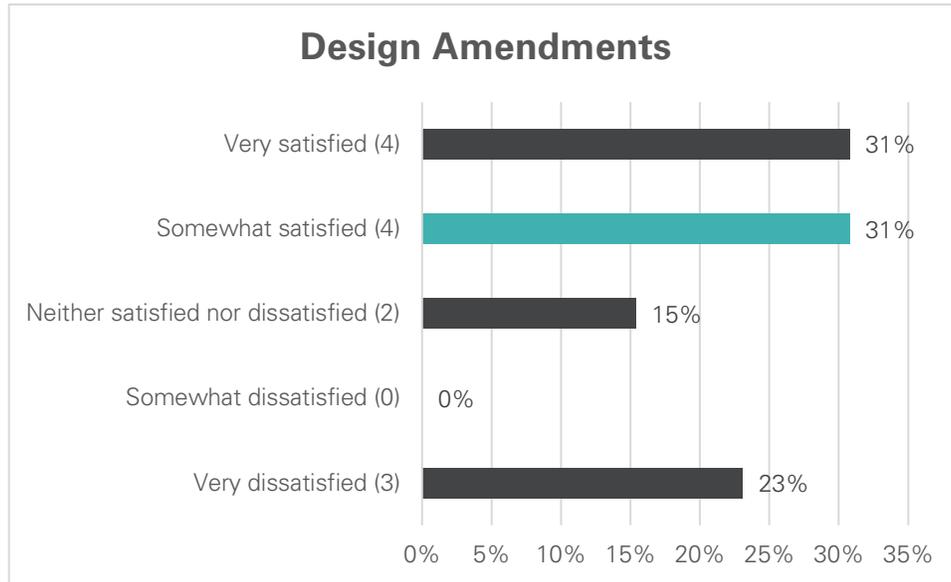
The overall concept of the proposed Project remains the same as the proposal that was the subject of public consultation in late 2017.

The following is a summary of the primary design changes:

- Three stationary shiploader towers, instead of one travelling shiploader, to reduce loading times and minimize potential view impacts
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 - Decrease in the capacity of small silos from 500 to 400 metric tonnes
 - Add one 710 metric tonne silo
- Reduce number of silo overhead galleries from three to one
- Increase height of silo overhead conveyor gallery by approximately 10 metres
- Minimize ground densification over contaminated soils and avoid structures over the existing Metro Vancouver water main
- Reduce the number of piles used in the Project from approximately 123 piles to 31 piles
- Complete ground improvements using vibratory piles to minimize potential movement of contaminated soil
- Reposition proposed office building and container yard.

In the question on the following page, please rate your level of satisfaction with the results of the assessments.

Please rate your level of satisfaction with the design amendments to the proposed Project.



Reasons:

These are minimal improvements. Annieville is a residential area and in the past year, there have been more houses built. This area is not the place for additional industrial density. Post densification should take place at the Roberts Bank location, in Vancouver Harbour, or closer to the mouth of the river.

The amount of particulate in the air will be reduced, and the area will be improved in case of seismic event.

Your thinking is good, but I love my home sweet home and don't want to leave from here.

Ships are not required to go on Shore Power while loading/unloading. It would help to reduce air pollution, open area noise, and underwater radiated noise. This should be a requirement not an option.

Will there be any noise mitigation put into place during the construction of the towers so as not to adversely affect the community - Annieville and Royal Heights?

I don't see any improvements for the mitigation of dust from the loading of grain other than a shorter track. Also, no comment on the cross-contamination issue of coal or now proposed potash loading. There is no comment on spills into the Fraser River and your consultation with the public on the New Westminster side of the river is lacking credibility since nothing has been provided until now with respect to consultation and this comment period is only online?

At the public meeting a year and a half ago, I commented supporting the project with minor suggestions. These amendments do not change my position.

Please use the space below to provide additional questions or comments about design amendments to the proposed Project.

Reasons:

As you will have access to rail facilities, can there be some sort of rail diversion, so as to not have any more noise pollution from train traffic at crossings? Currently the trains come through this area most of the night and are very inconsiderate about their use of the whistles. It may be law but the total lack of concern about people's sleep, needs to be addressed. I'm hoping that "you" could influence this application of and removal of road crossings. Whether rerouting crossings, eliminating them or restricting how trains blow during the night, would be appreciated by the tax payers of North Delta. I don't know who else to ask. Sorry if I'm off topic. You have obviously given great consideration to the dust and associated air quality issues and I thank you for that.

I would very much like to see this new project be built. I just hope that it is built large enough to handle potential growth.

I remain extremely concerned about the additional noise and lighting at night, (which is already significantly louder than 20 years ago). I am also concerned that bringing more, and perhaps larger, ships up the narrow channel of the river elevates the possibility of an accident which could be devastating to the environment. The channel is narrow, and as marine traffic increases, the likelihood of an accident increases significantly.

As a South Fraser resident and employee, it is good to see investment in the infrastructure that will provide long term, good paying employment to locals. These port jobs pay significantly higher wages than most other local positions which is extremely helpful with the high cost of living in the lower mainland.

I don't know about this. Some green space/park should be built for the community to enjoy.

At this time, I have no additional comments about the design amendments.

I'm satisfied with the new design.

Why don't you hold a public consultation on this project with your changes? It is difficult to capture these changes in an online post.

Unsure about fit with possible potash project - particularly re loop track vs shunting.

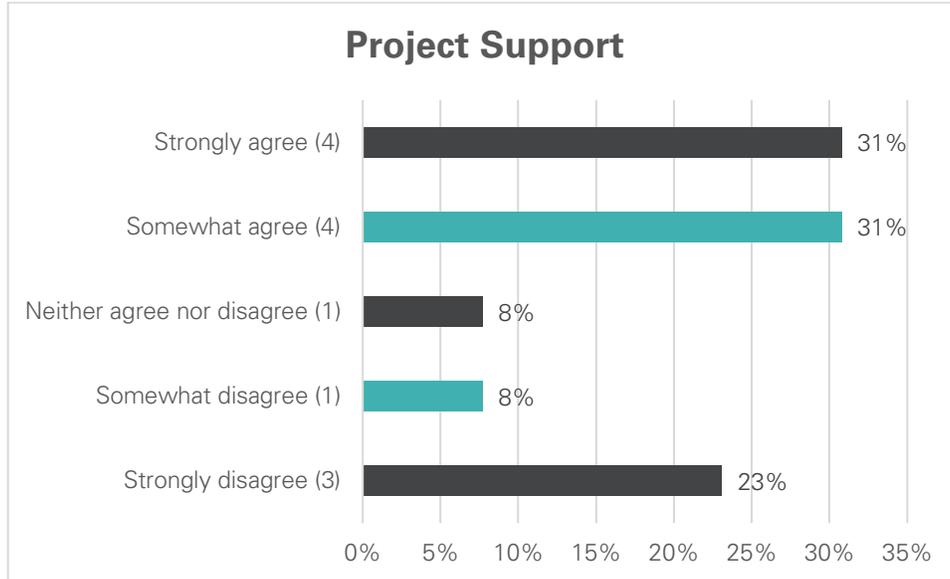
I'm sorry, I am unable to comment on the design amendments as I have not had time to really look at them. I am away right now and really want to comment on the trains that will affect the area.

The amendments are fine.

Still concerns reading noise.

Please rate your level of agreement with the following statement:

I support the proposed Fraser Grain Terminal project to be built in Surrey, British Columbia.



Reasons:

Noise at night, increased lighting, increased traffic (marine and train), and increased potential of a marine disaster.

It will be a significant upgrade on the existing grain export facility in terms of environmental impact. It will bring great socioeconomic benefit to the region.

Only with some benefits provided to surrounding community and improvements to environment.

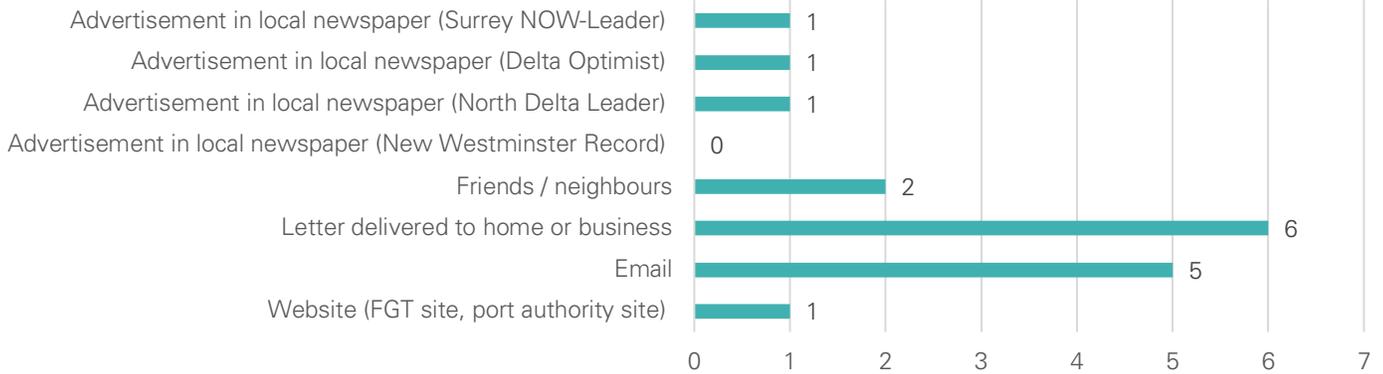
I only hope that there is concern shown for the local communities and all possible attempts will be made to mitigate noise such as:

1. Supplying shore power so that the auxiliary engines are not running constantly through the night
2. Better control over the train whistles (sometimes the trains will blow their horns for extended periods of time, or signal to each other via horns - we have heard up to 20 blows of the horn at one time)
3. Containing the dust from the load process so that it doesn't look like smoke coming from the ships

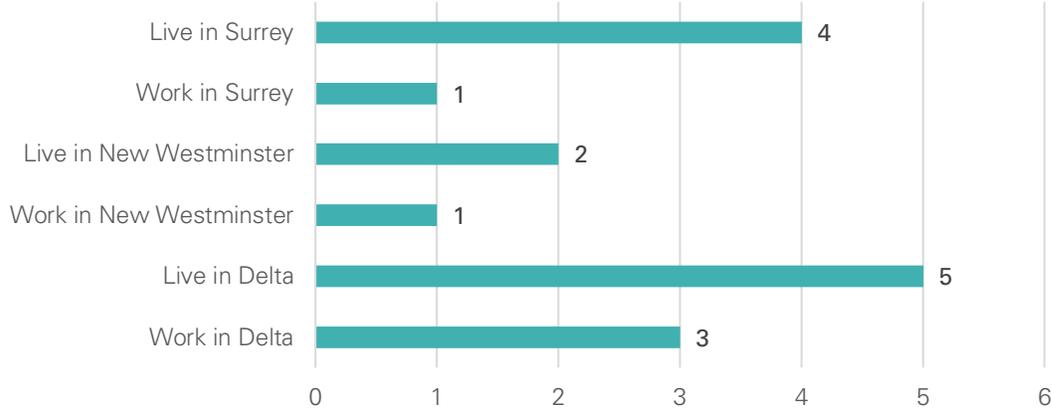
For reasons already stated in addition to the lack of evaluation or impact of the proposal for a potash loading facility. Further you are not acknowledging the impact of the increase in railway activity in your study.

Robustness of most grain terminals is below mining grade.

How did you find out about the Project?



Do you...(Please check all that apply)



Would like to be added to our database and receive Project updates?

