

Fraser Grain Terminal

Design Amendments Public Comment Period

INPUT CONSIDERATION REPORT

28 September 2018

This Input Consideration 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. For more information about the consultation process, please see the Consultation Summary Report available at frasergrainterminal.ca.

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

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.

Purpose of this Report

This Input Consideration Report provides a summary of comments and questions received during the Design Amendments Public Comment Period for the Fraser Grain Terminal Project, and the related responses and actions from the Project team. Project stakeholders and members of the public were invited to provide comments and ask questions about the proposed design amendments as part of the Project and Environmental Review (PER) application to the Vancouver Fraser Port Authority.

Input received for the Fraser Grain Terminal Project was compiled in the Design Amendments Public Comment Period Consultation Summary Report, which is available at frasergrainterminal.ca and on the [port authority's website](#).

Project Overview

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. 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. This 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 facility and travelling ship loaders will have a modern design that minimizes noise and dust from grain handling operations.

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

Design Amendments Public Comment Period Overview

Fraser Grain Terminal's approach for the Design Amendments Public Comment Period was developed using the requirements outlined by the port authority for public consultation. The Design Amendments Public Comment Period was held from July 23 to August 13, 2018 and included the following activities:

- 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 stakeholders and local residents 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

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

Further details about the Design Amendments Public Comment Period are provided in the Consultation Summary Report, available at frasergrainterminal.ca and on the [port authority's website](#).

Consideration of Consultation Input

The following table summarizes input received from respondents through the Project online feedback form and written submissions and includes the Project team's response.

Please note that similar comments or questions have been summarized into themes. For detailed verbatim comments, please see the Design Amendments Public Comment Period Consultation Summary Report, available at frasergrainterminal.ca and on the [port authority's website](http://portauthority.ca).

Theme	Consultation Input	Project Team Response/Action
AIR QUALITY		
<i>Dust and dust control during operations</i>	How will you contain the dust from the load process so that it doesn't look like smoke coming from the ships?	The unloading station and transfer tower will have fully enclosed conveying equipment and a built-in dust suppression system. The ship loaders will have totally enclosed loading spouts that will minimize dust emissions. The loading spouts will also be extended into the hold of each ship to minimize "free fall" height of the products being loaded.
	The configuration of the distribution conveyors above the storage silo's will be creating a lot of dust at the 20 transfer points, this dust will end up in the storage silo's which in return needs to be released through the silo vents in to the atmosphere. This dust will, as we have seen in the past, blow towards New Westminster, these people in New Westminster have been complaining about the dust for the last 5 years.	Our current facility has older technology and an open ship loader. The proposed facility will have a new state-of-the-art facility with dust control and an enclosed conveyor system. Our rationale for selecting this conveyor solution is that each transfer point on the distribution conveyor system has a dust collection filter to minimize fugitive dust emissions and the enclosed nature will ensure all joints are weather tight.

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	<p>The drop into the storage silo's is so high (if it is a free fall) that the product will separate (segregation) in heavy particles (the grain), the lighter particles (chaff) and again the dust.</p>	<p>The steel silo bin vents are sized to ensure the air velocity is below the minimum velocity which keeps dust airborne. The fully enclosed conveyor system with dust collection will help to minimize fugitive dust emissions that may arise from any product segregation.</p>
	<p>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.</p>	<p>The unloading station and transfer tower will have fully enclosed conveying equipment and a built-in dust suppression system. The ship loaders will also have totally enclosed loading spouts that will minimize dust emissions. Grain, coal, and proposed potash are separate facilities, each with their own dedicated ship loader, thus no potential for cross-contamination.</p>
<p><i>Shore power for marine traffic</i></p>	<p>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.</p>	<p>At present, a limited number of bulk grain marine vessels are equipped with this capability so potential benefits associated with shore power are not included in the assessment. With modern ships and improved international emission standards we will see continued improvement in emissions reduction in the coming years.</p>

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NOISE		
<i>Noise during construction</i>	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?	<ul style="list-style-type: none"> • A temporary increase in noise levels around the proposed Project site is anticipated and our goal is to help minimize the disruption by: • Completing work within port authority approved construction hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday • Providing advanced notice to residents and businesses when noisy work is scheduled to take place (10 business days) • Turning equipment off when not in use • Enforcing speed limits on site
<i>Train whistles/horns</i>	Will there be an increase in train whistle noise, especially at night? Will there be shunting of rail cars? An overpass for cars would alleviate the need for constant whistle blows at roads crossings.	<p>Sounding of train whistles at road crossings is a federally regulated safety requirement, mandated to provide heightened safety at rail crossings for road users.</p> <p>Rail cars will typically move between the terminal and the rail yard during the daytime. Loading of vessels and the receiving and unloading of rail cars could occur at any time.</p> <p>An overpass for cars is not in the scope of this project.</p>

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	<p>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.</p>	<p>Sounding of train whistles at road crossings is a federally regulated safety requirement, outside of the control of the facility operators, mandated to provide heightened safety at rail crossings for road users. Transport Canada requires that if a conductor identifies a safety issue that they sound their whistle, per safety regulations.</p>
	<p>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. Whether rerouting crossings, eliminating them or restricting how trains blow during the night.</p>	<p>Sounding of train whistles at road crossings is a federally regulated safety requirement, outside of the control of the facility operators, mandated to provide heightened safety at rail crossings for road users.</p> <p>Rail cars will typically move between the terminal and the rail yard during the daytime. Loading of vessels and the receiving and unloading of rail cars could occur at any time.</p>
TRAFFIC		
<i>Rail traffic</i>	<p>Unsure about fit with possible potash project - particularly re loop track vs shunting.</p>	<p>There is communication between the various proponents and the port authority regarding rail alignments to ensure that designs are compatible.</p>

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<p>LIGHTING</p> <p><i>Current lighting</i></p>	<p>I remain extremely concerned about the additional noise and lighting at night, (which is already significantly louder than 20 years ago).</p>	<p>Project-related light trespass and sky-glow effects will be minimal, due to distance to local residences and effective lighting design. Light sources in the container area, shipping area and on the walkway to the ship loading area have the most potential for light trespass and will be aimed downward and away from residences. At night, exterior lighting will be operated at exterior-emergency levels and full lighting will only be turned on when required for nighttime operations. Light shields may be adjusted during installation should adverse effects to nearby residences be detected.</p> <p>The lighting plan for the proposed facility considers lighting required for worker safety, and potential effects of light spill to nearby residential areas. The lighting assessment reviewed the lighting design for potential effects to nearby residences and verified that the design and proposed operation of the terminal is consistent with industry practice and minimizes potential for adverse lighting effects due to the Project to the greatest extent practical.</p> <p>Noise concerns are addressed above in the Noise section of this report.</p>

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SPILL PREVENTION, EMERGENCY RESPONSE, AND HAZARDOUS MATERIALS MANAGEMENT		
<i>Spill Management Plan</i>	There is no comment on spills into the Fraser River.	A Spill Prevention, Emergency Response and Hazardous Materials Handling Plan has been developed in accordance with industry and regulatory best practices, as well as port authority guidelines. This plan includes procedures for emergency response, spill prevention, containment and clean up.
	I am 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.	<p>Current port operations have navigational aids. The port authority is responsible for the safe, efficient and reliable movement of marine traffic, and the facility operators will work closely with the port authority to ensure compliance with requirements on vessel practices and procedures. Ships will be similar in size to ones that visit the terminal today.</p> <p>A Spill Prevention, Emergency Response and Hazardous Materials Handling Plan has been developed in accordance with industry and regulatory best practices, as well as port authority guidelines. This plan includes procedures for emergency response, spill prevention, containment and clean up.</p>

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<p>GENERAL</p> <p><i>Consultation</i></p>	<p>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?</p>	<p>This is the third round of consultation for the proposed Fraser Grain Terminal Project. For this round of consultation, the following notification activities were conducted:</p> <ul style="list-style-type: none"> • 3,727 letters were delivered by mail • 200 letters were delivered by hand • Advertisements were placed in four local newspapers • Two email notifications were delivered to more than 180 people <p>The two previous rounds of consultation included meetings and open houses with the public.</p> <p>The Preliminary Public Comment Period was held from November 3 to December 1, 2016 and included two public information meetings on the following dates and locations:</p> <ul style="list-style-type: none"> • Trinity Lutheran Church, Delta Wednesday, November 16, 2016 • Old Crow Coffee, New Westminster Saturday, November 26, 2016

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		<p>The Application Review Public Comment Period was held from November 15 to December 12, 2017 and included two community open houses on the following dates and locations:</p> <ul style="list-style-type: none"> • Inn at the Quay, New Westminster Thursday, November 30, 2017 • Royal Heights Elementary School, Surrey Saturday, December 2, 2017 <p>All consultation materials, Consultation Summary Reports and Input Consideration Reports are available on the Project website and the port authority's website.</p>
<p>Port Development</p>	<p>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. Port densification should take place at the Roberts Bank location, in Vancouver Harbour, or closer to the mouth of the river.</p>	<p>Of the available port sites, the selected site is preferred for efficiency and ease of access to marine, road and rail modes. The site is designated as industrial land under the port authority's Land Use Plan. This is an approved use of the site, replacing an existing derelict facility.</p>
	<p>Some green space/park should be built for the community to enjoy.</p>	<p>The site is designated as industrial land under the port authority's Land Use Plan. This is an approved use of the site, replacing an existing derelict facility.</p>