



# BHP

## BHP Potash Export Facility at Fraser Surrey Docks

Consultation Summary Report – Appendices

Preliminary Public Comment Period

December 2017



## **Appendix 1**

### **Notification Letter and Notification Area Map**

This letter provides important information about a proposed project on federal port industrial lands in Surrey, B.C. **Please have this letter translated.**

这封信件就在卑诗省素里的联邦港口工业用地上提议开展的一项工程提供重要信息。请翻译此信件。

ਇਹ ਪੱਤਰ ਸਰੀ ਬੀ. ਸੀ. ਵਿੱਚ ਫੈਡਰਲ ਪੋਰਟ ਦੀ ਉਦਯੋਗਿਕ ਜ਼ਮੀਨ ਲਈ ਪ੍ਰਸਤਾਵਿਤ ਪ੍ਰੋਜੈਕਟ ਬਾਰੇ ਮਹੱਤਵਪੂਰਣ ਜਾਣਕਾਰੀ ਪ੍ਰਦਾਨ ਕਰ ਦਾ ਹੈ। ਕ੍ਰਿਪਾ ਕਰਕੇ ਇਸ ਪੱਤਰ ਦਾ ਉਲੰਘਾ ਕਰਵਾਓ।

Dear Neighbour,

### **RE: Proposed Potash Export Facility - we want to hear from you.**

This letter provides important information about a proposed project in your area.

BHP Billiton Canada Inc. (BHP) proposes to construct a potash export facility on federal port lands at Fraser Surrey Docks in Surrey, B.C. to export potash from the proposed Jansen mine in Saskatchewan. The new facility, with a throughput of approximately 8 million metric tonnes per year, would receive and store rail shipments of potash and then load potash onto bulk ocean-going vessels.

Following demolition of existing structures and site preparation, the Project construction includes the following key components:

- Rail loop
- Unloading station
- Transfer system
- Potash storage building
- Travelling ship loader and berth improvements
- Substation and utility relocation



### **What is Potash?**

Potash, technically known as potassium chloride (KCl), is a naturally occurring mineral salt and a key ingredient in agricultural fertilizer, including common household garden fertilizers. Potash is non-flammable, non-combustible and is considered non-toxic to aquatic species. Similar to table salt, potash is mildly corrosive to metals, and is water-soluble so requires a dry location for storage. The world's largest known reserves of potash are located in Saskatchewan, Canada.

The proposed project will require a permit under the Project and Environmental Review process with Vancouver Fraser Port Authority. As part of the preliminary review phase, we are seeking input regarding our areas of study for the project. **The public comment period will run from 12 October to 8 November, 2017.**

As part of the permit process, technical studies are being undertaken. A short list of these technical studies is provided below and a full list is provided on the website.

Engineering Studies including:

- Hazardous materials report for demolition
- Lighting
- Geotechnical
- Marine structures

Environmental Assessment Studies including:

- Noise
- Air quality
- View & shade
- Traffic Impact
- Habitat Assessment

Project Plans including:

- Stormwater pollution prevention
- Construction environmental management
- Rail operations
- Spill prevention and emergency response

To learn more about the project and find out how to provide your feedback online visit: [www.bhp.com/fsdpotashexport](http://www.bhp.com/fsdpotashexport)

We are hosting two community information sessions to answer questions and receive comments:

New Westminster	Surrey / Delta
<b>Thursday, 26 October, 2017</b> <b>5:30 p.m. to 8:30 p.m.</b> Fraser River Discovery Centre 788 Quayside Drive New Westminster, BC V3M 6Z6	<b>Saturday, 28 October, 2017</b> <b>11:00 a.m. to 2:00 p.m.</b> Royal Height Elementary School 11665 97 Avenue Surrey, BC V3V 2B9

**Please provide your input by 8 November, 2017.**

We look forward to sharing more information as the permit review process moves forward. We welcome your questions and can be reached by phone at 1-844-385-8581 or by email [PotashPortPermit@bhpbilliton.com](mailto:PotashPortPermit@bhpbilliton.com).

For questions regarding the Vancouver Fraser Port Authority's Project and Environmental Review process, please email Jessica Mehigan, Senior Planner at [permit.comments@portvancouver.com](mailto:permit.comments@portvancouver.com) or call 604.665.9570.

Kind Regards,

Ken Smith

Manager, Corporate Affairs

[www.bhp.com](http://www.bhp.com)

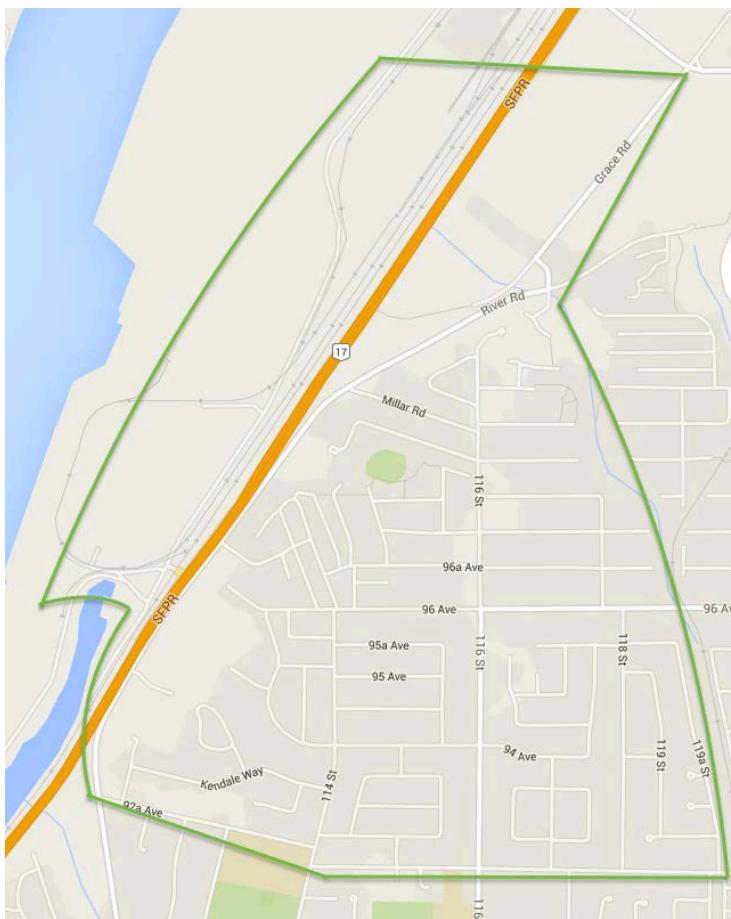




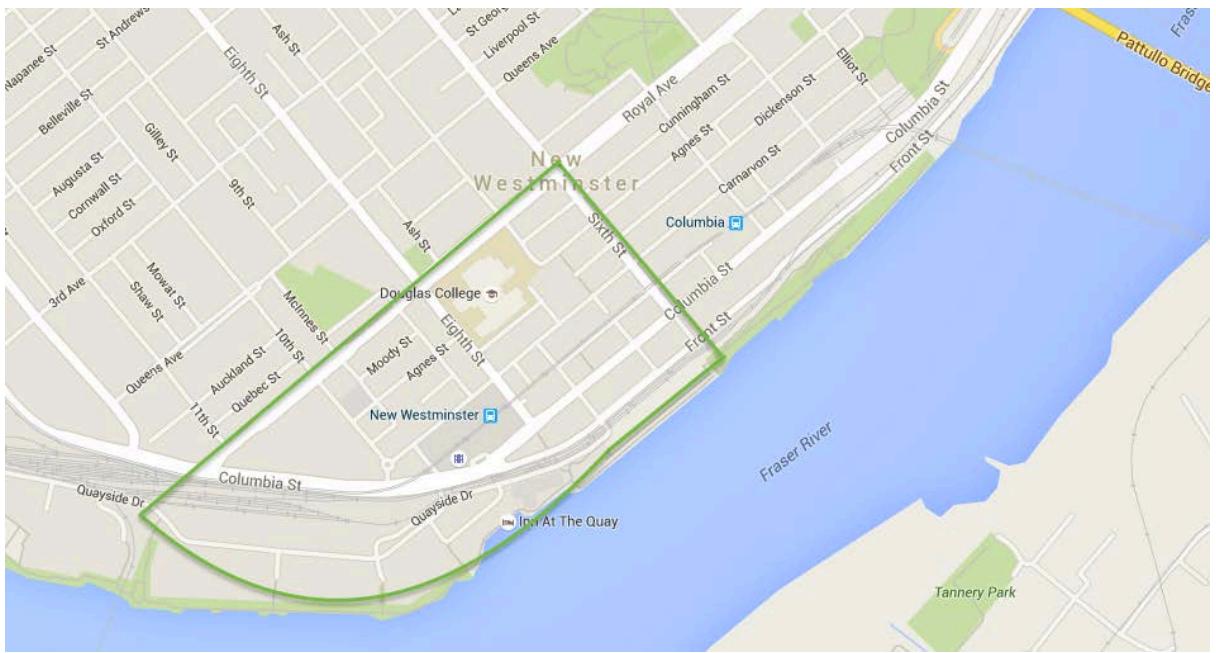
## Local Resident Distribution Area

The maps below show the distribution areas for notification to residents and businesses located directly adjacent to the Project site in Surrey and Delta and in New Westminster across the Fraser River. The areas are a mix of single-family homes and multi-unit residential buildings, with many multi-unit buildings near the Quayside area of New Westminster. Canada Post postal code mail delivery areas are not organized in a linear way, therefore notifications were distributed using a combination of direct mail, postal code mail drops and hand delivery.

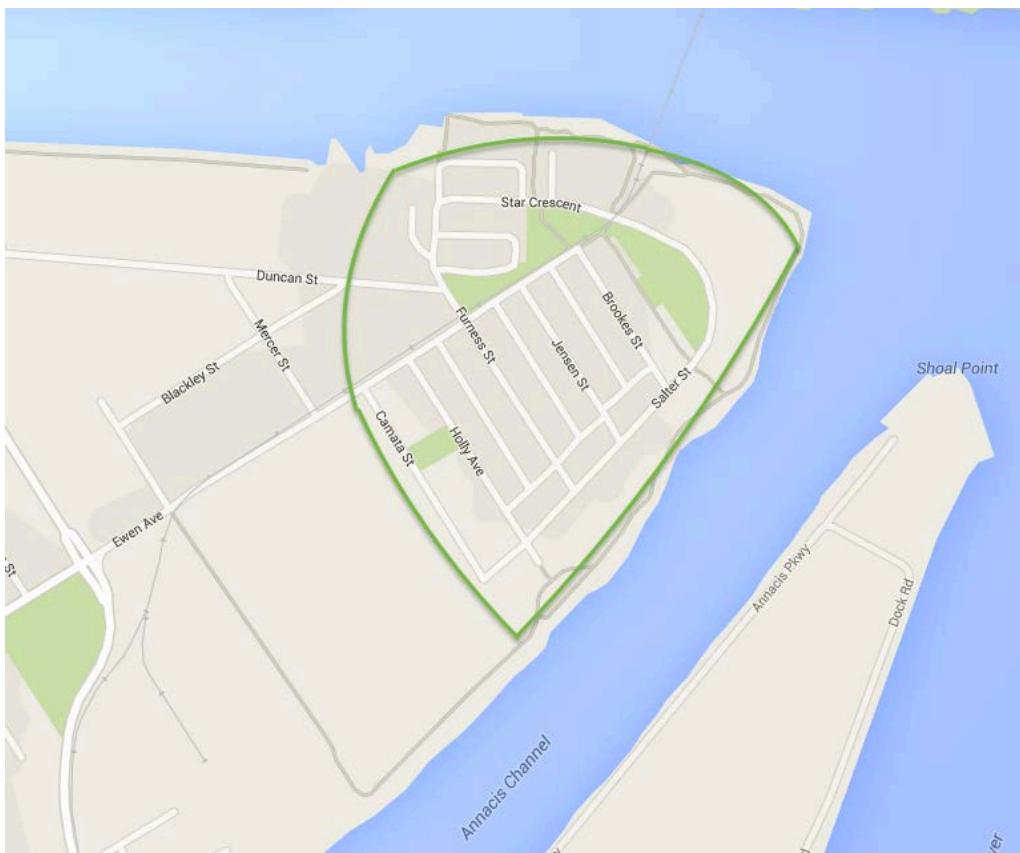
Figure A shows the notification area in Surrey/Delta and Figures B and C outline the proposed notification areas in New Westminster.



*Figure A – Residential notification area – Surrey/Delta*



*Figure B – Residential notification area – New Westminster (Quayside)*



*Figure C – Residential notification area – New Westminster (Queensborough)*



## Appendix 2

### Newspaper Advertisements

# Arts & Entertainment



## Film festival returns with international flair

**Theresa McManus**  
tmcmanus@newwestrecord.ca

The New West Film Fest is taking on an international flair in 2017.

The film festival returns to the Royal City from Oct. 19 to 21, during which time a number of short-length and feature films will be screened at Landmark 10 New Westminster.

Feature films being shown at the festival include *An Inconvenient Sequel*, a documentary in which former U.S. vice-president Al Gore looks at climate change, and *Ghost Story*, a drama described as being about "a passionate young couple, unexpectedly separated by a shocking loss, discover an eternal connection and a love that is infinite."

"Our lineup has something for everyone, and we are very excited about this year's film selection," festival spokesperson Craig Hopkins said in a press release.

Karen Smecher, one of the New West Film Fest directors, said the festival normally shows films that have already appeared at other festivals, but this year organizers opened up submissions to films from around the world.

"A lot of the stuff that we are going to be screening is not going to be available anywhere else but at the festival," she said. "That was a milestone."

Many of the international submissions can be seen in the short-film showcase at this year's festival.

"There is some really good content, some stuff that is from a different perspective," Smecher said.

Opening day of the fest-

tival on Thursday, Oct. 19 has an environmental theme, with showings of *An Inconvenient Sequel* and *Seed*.

"It's an incredible documentary," said Smecher, who loved *Seed* when she saw it at the Vancouver International Film Festival. "It's talking about the loss of agricultural biodiversity from large-scale agriculture."

**Our lineup has something for everyone**

Friday's lineup includes *This is Home*, a documentary about the Fort McMurray wildfires, and the short-film showcase.

Saturday's screenings include two documentaries, *Finn's Searchers* and *That Never Happened: Canada's First National Internment Operations* and the drama, *Ghost Story*.

*Finn's Searchers* is about a man who buried a treasure and left clues for people to find the treasure that's valued at more than \$1 mil-

lion.

"He just wanted people to go treasure hunting," Smecher said. "Whoever finds it gets to keep it."

*That Never Happened* takes a look at Croatian encampments in Canada.

"It's come up that Croatians were also interned in some capacity in the Lower Mainland," Smecher said. "With the plight of immigration and refugees nowadays, we thought it would be good to bring this up."

The New West Film Fest aims to provide a variety of relevant and present-day topics that leave viewers feeling hopeful when they leave the theatre, Smecher said.

"All the movies, even though the content might be heavy, they leave on a positive light," she said.

"We want this to be a place where people are informed, where they find inspiration and knowledge that empowers them. We want to have a very positive, proactive solutions kind of focus content."

See [www.newwestfilmfest.ca](http://www.newwestfilmfest.ca) for information and links to ticket sales. Tickets can be purchased at [www.eventbrite.ca](http://www.eventbrite.ca).

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## Potash Export Facility We want to hear from you

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## news

# Surrey Christmas Bureau welcomes new leader

**But the organization once again finds itself in need of a home for the holidays**

Amy Reid  
Surrey Now-Leader

After longtime Surrey Christmas Bureau director KC Gilroy hung up her sleigh bells in June, another self-described "Christmas nut" has signed on to lead the charity.

"I have some big shoes to fill," said new executive director Lisa Werring, who has spent much of her career in the non-profit sector, largely helping vulnerable children.

Most recently, she served as executive director at Learning Buddies Network, which provided free tutoring to elementary students in the Lower Mainland. Before that, she was the Western Canada operator for Breakfast for Learning.

"So this fits right in," she said of her new position in Surrey, a city she's called home for 27 years.

What also fits right in is her passion for Christmas.

"It couldn't be more perfect, it combines my professional passion with my personal one. My favourite Christmas movie is *It's A Wonderful Life*. I've been known to watch that in July if I'm feeling blue," she laughed.

But Werring said in all seriousness, the need in Surrey is great.

"We helped just under 2,000 families last year, and that included more than 4,000 children. All of that is done with the help of about 125 volunteers that work very hard during those months at our toy depot," she said.

"Think about the impact it has on a child if they don't have a Christmas. If it was 4,000 kids who didn't have a Christmas? It's astonishing to think that could happen and we're happy to be in a position to make sure that doesn't happen."

Like almost every other year, the charity is scrambling to find a home for the holiday.

As former leader Gilroy always said, the group finds itself "one step ahead of the bulldozer," often operating out of empty grocery stores, warehouses or open-plan offices.

Last year, the bureau set up shop in the former Brick store across from Surrey City Hall.

"Unfortunately, that is not available to us this year so we are on the hunt, in very short order," said Werring.

Ideally, the bureau needs 15,000 square feet of warehouse or retail space with a loading bay and parking, and like to move in by Nov. 1, but Werring said they "could probably make do with 10,000 in a pinch, but it would be cozy."

It's also important to be central, said Werring, because many of their clients travel on transit.

"We were so lucky last year to have the support of Bossa, they donated the space last year so it was absolutely incredibly generous, probably the best location we've ever had," she said. "It's a blessing to see Surrey developing so well and coming along with a downtown core, but paradoxically it makes it difficult to find that kind of space. But I know we will find one."

While it's challenging to find a home each year, Werring said it's equally difficult to keep up with the need in Surrey.

Historically, said Werring, the bureau's number of clients grows by about 10 per cent each year, but last year, there was a "sharp uptick" to almost 15 per cent.

"That was largely driven by an influx of families needing help that were from outside of Canada, refugee families, who were new to the area and settling here in Surrey," she added.

But it's all demographics, Werring noted.

"As young people who are starting families can't afford the life in Vancouver, they're now moving out to wonderful Surrey where it's a bit more affordable to live."

One of Werring's long-term goals for the operation is to find a permanent home, like the Lower Mainland Christmas Bureau has.

"That would be ideal," she said. "And to be able to ramp up capacity so we can meet the need."

"No family is alone. We're here. We're friends. And we're going to help."

Anyone wishing to volunteer, or can help with a space for the Christmas bureau to call home this holiday season can call 604-581-9623.

Find more information on the charity at [christmasbureau.com](http://christmasbureau.com).



Surrey Christmas Bureau executive director Lisa Werring.

BLACK PRESS FILE PHOTO

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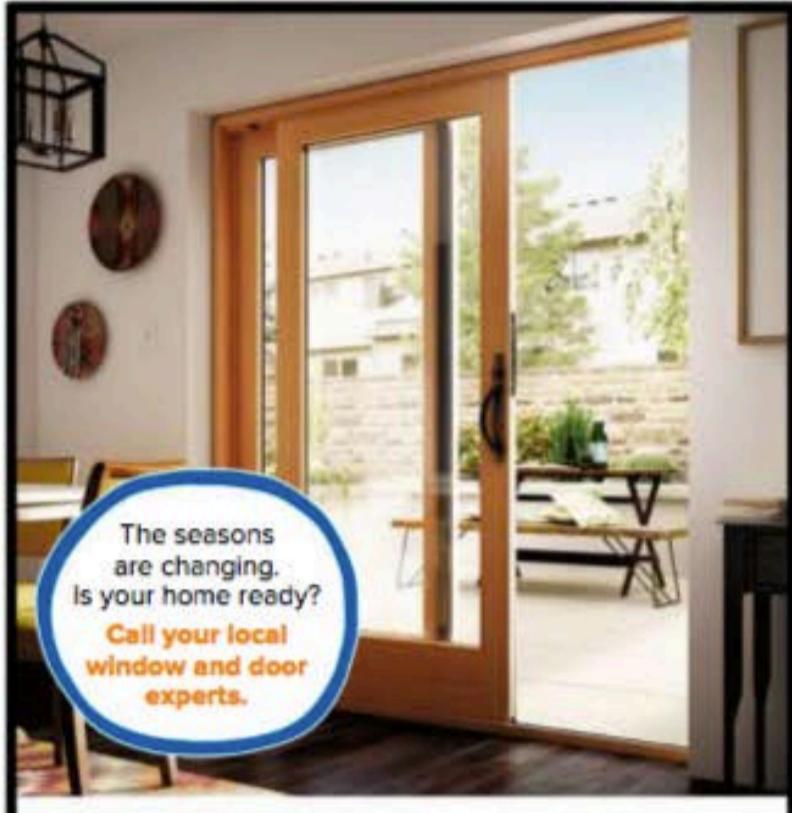
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## Thieves attempt to sell items back to shopper

### South Delta Crime Beat

The purpose of the Crime Beat is to educate and inform the public about some of the property crime trends occurring in South Delta and other files of interest. If you see anything occurring that you believe to be suspicious, call 911 for in-progress crimes and emergencies or 604-946-4411 for other assistance.

The following are some of the calls the Delta police responded to in the previous week:

#### TSAWWASSEN

- Oct. 4, 9:01 p.m., 5000-block of Canoe Pass Way: A security guard at the mall reported two suspects had stolen a customer's purchased goods and then attempted to sell the goods back to the victim. Police attended and detained the suspects for theft. Both suspects have outstanding warrants and were arrested and transported to police cells.

- Oct. 5, 10:16 a.m., 1600-block of Golf Club Drive: Complainant reported damaged street lamps with the electrical covers removed and the copper wire stripped. Police attended but it appeared the damage had been repaired.

- Oct. 5, 8:39 a.m., 1600-block of Golf Club Drive: Complainant reported vehicle parked in driveway had been entered and rummaged through. Nothing appeared to be missing from the vehicle. Complainant believes vehicle was locked but no sign of forced entry.

- Oct. 7, 1:57 a.m., 56th

Street and 16th Avenue: A citizen reported a suspect had kicked out the glass panel in a bus stop shelter. Police attend and located the suspect who admitted to smashing the glass panel, causing \$3,000 in damage. The suspect was transported to police headquarters, charged and then released on a promise to appear in court at a future date.

- Oct. 7, 4:26 p.m., 5000-block of Canoe Pass Way: Manager of a business in the mall reported a person had entered the fitting room with several items but left the fitting room likely wearing at least two of the items. The suspect was being assisted by an accomplice. The suspects who left the store were observed by the mall security getting on the public bus.

- Oct. 7, 9:30 a.m., 5200-block of Belair Drive: Complainant reported they had parked their boat overnight near their residence. In the morning the complainant found the 9.9 Mariner engine valued at \$1,500 stolen from the boat.

- Oct. 9, 10:06 a.m., 800-block of Tsawwassen Beach Road: Complainant reported the theft sometime overnight of five traffic cones from the street outside their residence. The cones marked with "Tupper" were placed on the street to mark recently poured concrete.

- Oct. 9, 11:09 a.m., 4900-block of 3rd Avenue: Complainant reported they left their unlocked vehicle parked on the street in front of their residence. Sometime overnight the vehicle was entered and rummaged through. Items stolen

include a blue Makita 2.5 hp air compressor with a 4.2-gallon tank, a red air hose, several pieces of clothing and the keys to the vehicle from the centre console.

### LADNER

- Oct. 6, 8:43 a.m., Highway 99 and Highway 17A: While conducting a roadside on-foot traffic enforcement, police stopped a vehicle travelling at 132 km/h in an 80 km/h zone. The driver was charged with driving at an excessive speed and given a ticket as well as a 90-day roadside suspension. The vehicle was also impounded.

- Oct. 7, 12:31 p.m., 4700-block of 52A Street: Complainant reported their locked bike stolen from their carport sometime overnight. Complainant indicated the lock had been cut and that some of their neighbours' garages had also been entered and rummaged through.

- Oct. 9, 9:40 a.m., 4700-block of 47A Avenue: Complainant reported they had parked their vehicle in front of their residence and sometime overnight the driver's side tires were slashed, causing approximately \$800 in damage.

- Oct. 9, 8:17 p.m., 5400-block of Westminster Avenue: Complainant reported hearing 10 or 11 shots in the area. Police attended but could not locate a source of the shots. The complainant is new to the area and was not aware it is now hunting season in Delta and that their residence is located close to farmland and Fraser River dike hunting area.

## Delta man pleads guilty to sex charges

DAVE WILLIS

[dwillis@delta-optimist.com](mailto:dwillis@delta-optimist.com)

A Delta man pleaded guilty to 19 sexual offenses in a Whitehorse court last week.

The offenses were against 11 girls under the age of 14 and took place while the man, who can't be named to protect the victims' identities, was living in the Yukon, according to reports.

The 48-year-old pleaded guilty to nine charges of sexual interference, eight charges of producing child pornography and two counts of voyeurism.

The man, who moved to B.C. in 2013, came to the attention of police after a girl came back to the Yukon from a family trip to B.C. to visit the man and his family and told about his sexual misconduct to a school counsellor who subsequently told RCMP, according to reports.

It was reported more victims came forward during Whitehorse RCMP and Delta police investigations and the man was arrested in Delta in 2015.

Whitehorse RCMP contacted Delta police to request assistance with the investigation, Delta police

spokesperson Radhika Sikkhakhan told the Optimist.

Additional offences occurring in Delta were identified, she said.

After the man was arrested a search warrant was executed on his home and Delta police recommended charges, seven of which have been approved, Sikkhakhan said.

The local charges might be included in the sentencing proceedings in the Yukon, said Yukon Crown counsel Noel Sinclair.

Sentencing is set for Jan. 29.



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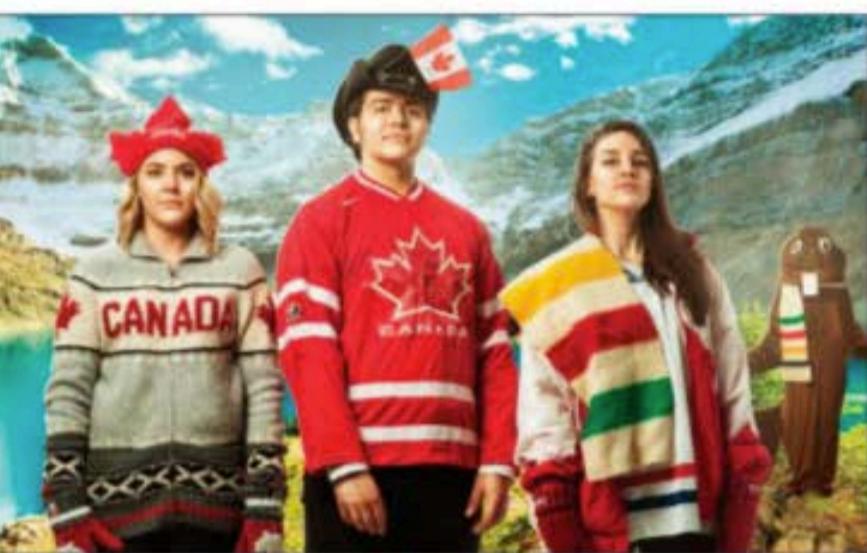
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Carly Pokoradi, Alex Gullason and Frankie Cottrell star in "The Canada Show: The Complete History of Canada in One Hour," which plays Surrey Arts Centre's Studio Theatre on Sunday, Oct. 22.

### The arts

## Applause for 'Baskervilles' and other theatre shows



**ArtsScene**  
Melanie Minty  
Columnist

**L**ive theatre. It's great. Honest. One production of a particular play or musical will be different every time it is performed – even with the same cast, crew and venue. That is part of the mythic quality of live theatre. You never know what is going to happen, exactly. Anything can, and often does, go awry.

Technical difficulties, missed cues, cast members who catch a cold and are replaced at the last minute. Costume malfunc-

tion, lost props, sound board not working correctly. These are just some of the many challenges that face every single live performance, and that is because it involves real people in real time. No PVR here, or second takes captured on film. The show must go on, and not only for the actors and crew. The show must go on because the audience is there. That's you.

Audience interaction inspires the actors on stage. True story. The audience is an important part of the production, and not just for the applause at the end of the show. You are part of the story happening on stage. So, audience people, here are two shows that are very worthy of your support –

and applause.

**Royal Canadian Theatre**  
Company's production of *The Hound of the Baskervilles* has moved out of Surrey Arts Centre and is now on tour.

Next stop is Metro Theatre in Vancouver from Oct. 12 to 14, then on to New Westminster at the newish Anvil Theatre from Oct. 20 and 21. Take some time to go to the Royal Canadian website ([rctheatreco.com](http://rctheatreco.com)) to find out about this play. It is true to the original Arthur Conan Doyle novel, but this play is farce. Just brilliant. Three actors play all the parts, and the mysterious moving fireplace should be another actor. Kudos to stage

*Continued on A29*

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**2017 JETTA**  
1.4 TSI TRENDLINE MANUAL TRANSMISSION  
WEEKLY FINANCE FROM THE EQUIVALENT OF \$50 = 0.99% = 84 WEEKLY WITH \$0 DOWN PAYMENT  
WITH \$2,874.88 TOTAL COST OF BORROWING. \$4K

**2017 GOLF SPORTWAGEN**  
1.8 TSI TRENDLINE FWD MANUAL TRANSMISSION  
WEEKLY FINANCE FROM THE EQUIVALENT OF \$71 = 0.99% = 84 WEEKLY WITH \$0 DOWN PAYMENT  
WITH \$3,474.88 TOTAL COST OF BORROWING. \$4K



## **Appendix 3**

### **Information Brochure and Display Boards**

# BHP Potash Export Facility At Fraser Surrey Docks

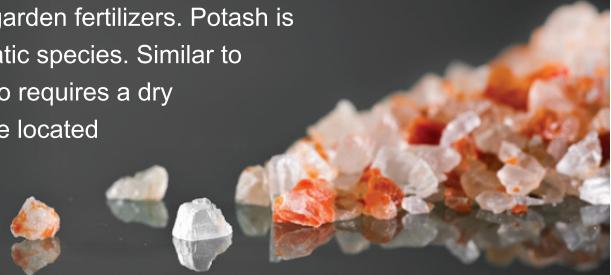
## About BHP

BHP Billiton Canada Inc. (BHP) is a leading global resources company with assets and projects in iron ore, petroleum, copper and coal. BHP proposes to construct a potash export facility at Fraser Surrey Docks in Surrey, B.C. to export potash from the proposed Jansen mine in Saskatchewan.

Additional information about BHP is available on our corporate website [www.bhp.com](http://www.bhp.com)

## What is Potash?

Potash, technically known as potassium chloride (KCl), is a naturally occurring mineral salt and a key ingredient in agricultural fertilizer, including common household garden fertilizers. Potash is non-flammable, non-combustible and is considered non-toxic to aquatic species. Similar to table salt, potash is mildly corrosive to metals, and is water-soluble so requires a dry location for storage. The world's largest known reserves of potash are located in Saskatchewan, Canada. Potash is processed into solid particles that are approximately 3/16 inch (4 millimeters) in size and range from pink to red in colour.



About 95 per cent of potash consumption is for use in fertilizers, the remaining 5 per cent is used in a variety of chemical and manufactured products. Fertilizers are a major contributor to improving crop yields and resilience and helping to feed the growing global population.

## About the Project

Subject to regulatory and internal approvals, BHP would construct an export facility to receive and store rail shipments of potash and load onto bulk ocean-going vessels. The proposed facility, with a throughput of 8 million tonnes per annum (Mtpa), will:

- Receive shipments of product by rail from the proposed Jansen mine
- Offload products from rail cars to the conveyor system
- Store potash in the storage building
- Transfer products from the potash storage building via conveyors to the ship loader and to a waiting vessel for export
- When throughput at the facility reaches the projected 8 Mtpa, 9 to 10 trains per week are expected. Vessels loading at the facility are expected to range from Handysize up to Kamsarmax size with three to four vessels loading per week.

## Project Description

To develop the new facility, the following site preparation and construction activities are planned.

### Site Preparation:

- Remove existing structures and asphalt within building footprints. Demolition will include the building southeast of Shed 4, the container truck gate, the diesel shop and a portion of Shed 5.
- Preload the facility footprint using clean fill

### Construction:

- Rail car unloading facility and material handling and transfer system including dust collection units
- Rail loop and access improvements
- Fully enclosed potash storage building, including materials handling equipment
- Cascading style ship loader to minimize dust and maintain product quality
- Berth improvements
- Railcar loop



Maintenance dredging is anticipated to continue as part of the Fraser River dredging program administered by the port authority. No development dredging to deepen the berth is anticipated.

## Project Status

We are in the preliminary review phase of the Project and Environmental Review Process for the Vancouver Fraser Port Authority. We look forward to sharing more information as it becomes available. A second round of public consultation will be conducted after the permit application is accepted for review by the port authority.

## Technical Studies

As part of the permit application, technical studies are being undertaken in the following areas:

ENGINEERING STUDIES	
Hazardous materials report for demolition	<ul style="list-style-type: none"><li>• Inventory of all hazardous materials currently stored on-site</li><li>• Asbestos and other materials surveys and planning</li></ul>
Lighting	<ul style="list-style-type: none"><li>• Review and define lighting requirements consistent with the port authority's lighting guidelines, WorkSafeBC and Illuminating Engineering Society</li><li>• Light level readings</li></ul>
Geotechnical Report	<ul style="list-style-type: none"><li>• Project-specific seismic and geologic hazards</li><li>• Design requirements to meet national standards based on identified risks</li></ul>
Marine Structures	<ul style="list-style-type: none"><li>• Site plan specific to proposed marine works, load and seismic requirements</li></ul>
Energy Efficiency & BATNEC report	<ul style="list-style-type: none"><li>• Assessment of Project effects to electrical energy consumption levels</li><li>• Summary of the Best Available Technology Not Entailing Excessive Cost (BATNEC) for the proposed Project</li></ul>
ENVIRONMENTAL ASSESSMENT STUDIES	
Noise	<ul style="list-style-type: none"><li>• Baseline noise monitoring</li><li>• Computer modeling</li><li>• Future and construction noise prediction</li><li>• Noise assessment</li><li>• Mitigation measures for construction and operation</li></ul>
Air Quality	<ul style="list-style-type: none"><li>• Level 1 Emission Estimation</li><li>• Level 2 Atmospheric Dispersion Modelling</li><li>• Air assessment for Project operations</li><li>• Mitigation measures for construction and operation</li></ul>
View and Shade	<ul style="list-style-type: none"><li>• Review site design layouts, materials, graphics and documents</li><li>• Review assessment guidelines and reports</li></ul>
Traffic Impact	<ul style="list-style-type: none"><li>• Current and anticipated site traffic (road and rail) and how they will interact on site</li><li>• On-site road traffic circulation</li><li>• Site-generated traffic distribution throughout the day and impacts to adjacent and nearby roads</li><li>• An access/egress and storage analysis for vehicles accessing site including parking requirements</li><li>• Emergency access</li></ul>

Archaeology and Heritage Resources	<ul style="list-style-type: none"> <li>Assess potential for archaeological resources in the Project area</li> <li>Visual surface and drill core inspection</li> <li>Archaeological Overview Assessment</li> <li>Archaeological Potential Preliminary Assessment</li> <li>Chance find procedure</li> </ul>
Flood Protection	<ul style="list-style-type: none"> <li>Flood risk assessment for site infrastructure</li> </ul>
Habitat Assessment	<ul style="list-style-type: none"> <li>Habitat assessments and mitigation for potential effects: <ul style="list-style-type: none"> <li>Fish and fish habitat</li> <li>Terrestrial ecosystems and vegetation</li> <li>Wildlife</li> <li>Species at risk</li> <li>Invasive species</li> </ul> </li> </ul>
<b>PROJECT PLANS</b>	
Stormwater Pollution Prevention Plan	<ul style="list-style-type: none"> <li>Project overview and site inventory including site activities and materials which may affect stormwater</li> <li>Hydrological assessment</li> <li>Issues identification and risk analysis</li> <li>Housekeeping practices, preventative maintenance, reduction and containment activities, and treatment</li> <li>Implementation and monitoring</li> </ul>
Construction Environmental Management Plan	<ul style="list-style-type: none"> <li>Site environmental management during construction to avoid or minimize potential adverse impacts</li> <li>Will include consideration for nesting birds</li> </ul>
Soil and Groundwater Management Plan	<ul style="list-style-type: none"> <li>Site introduction, including background, history of use, and a summary of existing soil and groundwater conditions at the site</li> <li>Management procedures that will be put in place during excavation work if contamination is identified</li> </ul>
Rail Operations Plan	<ul style="list-style-type: none"> <li>Expected rail operations and interactions with other traffic on site</li> </ul>
Marine Traffic Information Requirements	<ul style="list-style-type: none"> <li>Vessel design ranges and vessel traffic, anchorage and utilization</li> <li>Operations for berthing/ unberthing</li> </ul>
Fire safety plan	<ul style="list-style-type: none"> <li>Employee safety education and compliance with regulations</li> <li>Identify potential hazards and procedures in the event of an emergency</li> </ul>
Spill Prevention and Emergency Response Plan	<ul style="list-style-type: none"> <li>Measures to avoid spills</li> <li>Contingency response planning and risk identification</li> </ul>
Contaminated Sites	<ul style="list-style-type: none"> <li>Phase 2 environmental site assessment</li> </ul>

The Vancouver Fraser Port Authority's website

<https://www.portvancouver.com/development-and-permits/project-and-environmental-reviews/> provides information about the Project and Environmental Review Process, and technical guidelines for the above studies.

## Your Input

BHP is committed to ensuring community interests are considered as part of the Vancouver Fraser Port Authority permit review process. Your input is important and we invite you to ask questions and provide comments.

At this time, we are specifically seeking feedback on the scope of studies that will be completed as part of our application to the Vancouver Fraser Port Authority. The 20-business day public comment period will take place from **12 October to 8 November, 2017**.

## How To Participate

Visit our project website for information about the project, to complete our online feedback form and to sign up for project updates [www.bhp.com/fsdpotashexport](http://www.bhp.com/fsdpotashexport).

Attend a public information session where you can meet the project team and discuss your questions and comments:

New Westminster	Surrey / Delta
<b>Thursday, 26 October, 2017</b> 5:30 p.m. to 8:30 p.m.  Fraser River Discovery Centre 788 Quayside Drive New Westminster, BC V3M 6Z6	<b>Saturday, 28 October, 2017</b> 11:00 a.m. to 2:00 p.m.  Royal Height Elementary School 11665 97 Avenue Surrey, BC V3V 2B9

## Next Steps

The preliminary public comment period ends on 8 November, 2017 and input must be received by the closing date to be considered in refining the scope of the studies. Once the public comment period ends, we will prepare a Preliminary Review Phase Consultation Summary Report and a Preliminary Review Phase Input Consideration Report and, following approval by Vancouver Fraser Port Authority, post these to the project website and on the port authority website.

Once we have submitted our permit application, we will host a second phase of consultation. The Application Review Public Comment Period will include community open houses where we will provide further details about our project and participants can provide input on the results of our assessments.

We look forward to sharing more information as the permit review process moves forward. We welcome your questions by phone, mail or email.

## Contact Us

**Email:** PotashPortPermit@bhpbilliton.com

**Mail:** BHP

Attention: Jansen Outbound Logistics Project Team  
130 3rd Avenue South  
Saskatoon, SK S7K 1L3

**Phone:** 1-844-385-8581

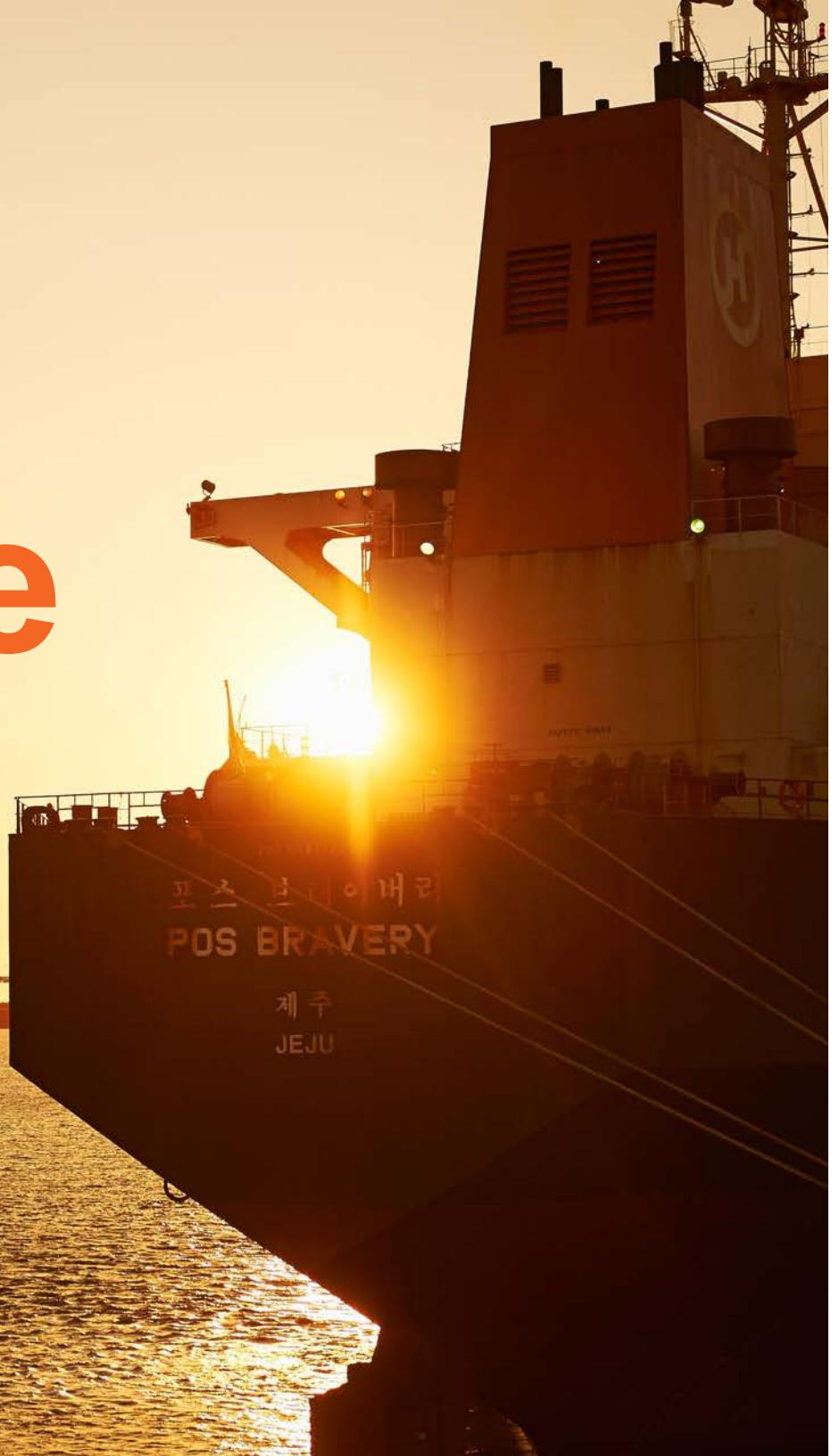
For questions regarding the Vancouver Fraser Port Authority's Project and Environmental Review process, please email Jessica Mehigan, Senior Planner at [permit.comments@portvancouver.com](mailto:permit.comments@portvancouver.com) or call 604.665.9570.



# BHP

# Welcome

BHP Potash Export Facility  
at Fraser Surrey Docks

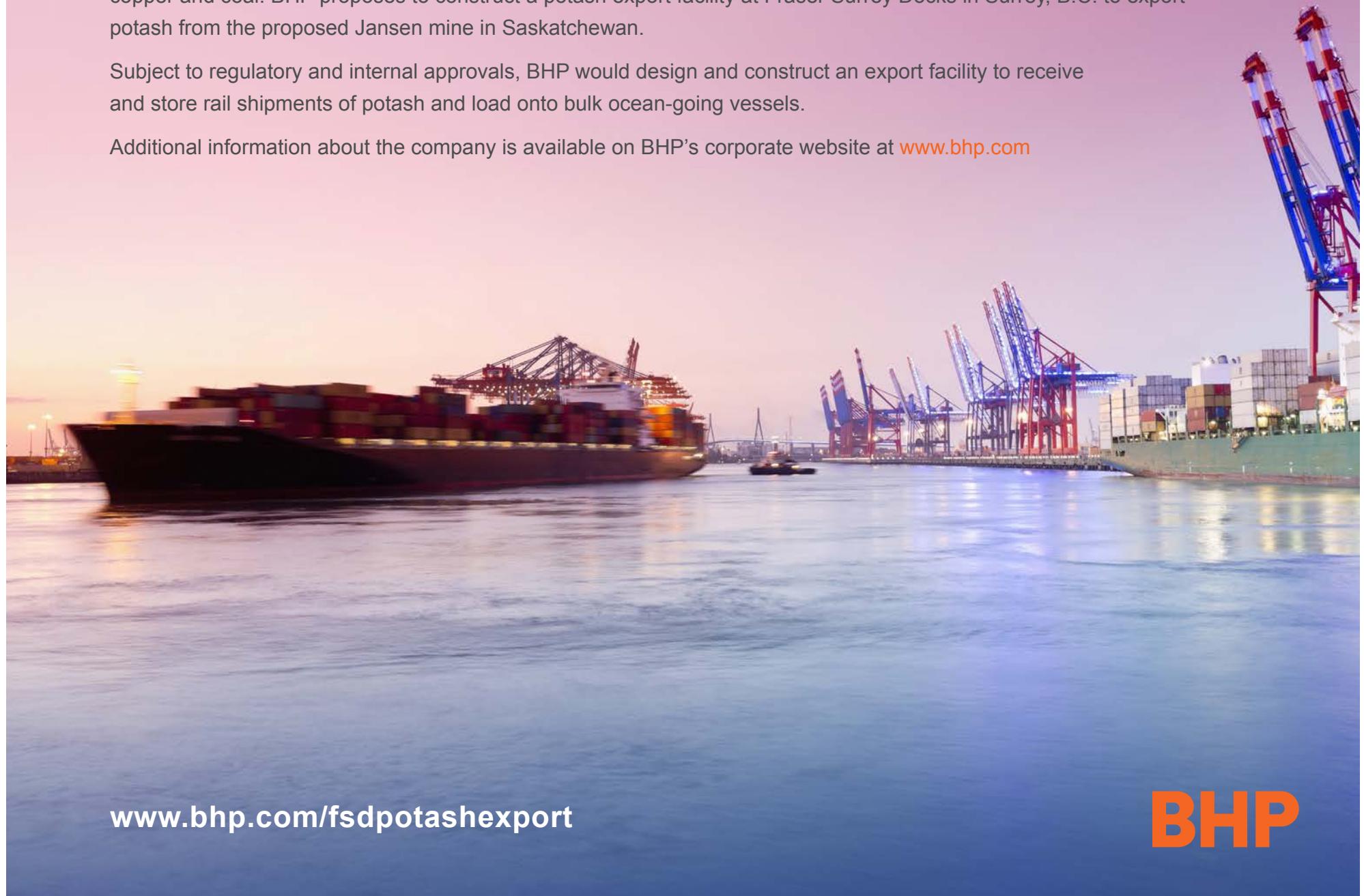


# About BHP

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Subject to regulatory and internal approvals, BHP would design and construct an export facility to receive and store rail shipments of potash and load onto bulk ocean-going vessels.

Additional information about the company is available on BHP's corporate website at [www.bhp.com](http://www.bhp.com)



[www.bhp.com/fsdpotashexport](http://www.bhp.com/fsdpotashexport)

**BHP**

# About the Project

Subject to regulatory and internal approvals, BHP would construct an export facility to receive and store rail shipments of potash and load onto bulk ocean-going vessels. The proposed facility, with a throughput of 8 million tonnes per annum (Mtpa), will:

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When throughput at the facility reaches the projected 8 Mtpa, 9 to 10 trains per week are expected. Vessels loading at the facility are expected to range from Handysize up to Kamsarmax size with three to four vessels loading per week.

## Project Status

We are in the preliminary review phase of the Project and Environmental Review Process for the Vancouver Fraser Port Authority. We look forward to sharing more information as it becomes available. A second round of public consultation will be conducted after the permit application is accepted for review by the port authority.



**BHP**

# Technical Studies

As part of the permit application, technical studies are being undertaken in the following areas:

## Engineering Studies including:

- Hazardous materials report for demolition
- Lighting
- Geotechnical
- Marine structures

## Environmental Assessment Studies including:

- Noise
- Air quality
- View & shade
- Traffic impact
- Habitat Assessment

## Project Plans including:

- Stormwater pollution prevention
- Construction environmental management
- Rail operations
- Spill prevention and emergency response

The Vancouver Fraser Port Authority's website provides information about the Project and Environmental Review Process, and technical guidelines for the above studies.  
<https://www.portvancouver.com/development-and-permits/project-and-environmental-reviews/>

## Contact Us

**Email:** PotashPortPermit@bhpbilliton.com

**Mail:** BHP

Attention: Jansen Outbound Logistics Project Team  
130 3rd Avenue South  
Saskatoon, SK S7K 1L3

**Phone:** 1-844-385-8581

For questions regarding the Vancouver Fraser Port Authority's Project and Environmental Review process, please email Jessica Mehigan, Senior Planner at [permit.comments@portvancouver.com](mailto:permit.comments@portvancouver.com) or call 604.665.9570.

**BHP**



## **Appendix 4**

### **Feedback Form**

# ONLINE FEEDBACK FORM

BHP Billiton Canada Inc. (BHP) 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 preliminary review phase of the port authority's permitting process.

Before completing this survey we recommend that you review the project information available at the project website: [www.bhp.com/fsdpotashexport](http://www.bhp.com/fsdpotashexport)

Or on the Vancouver Fraser Port Authority Website:

<https://www.portvancouver.com/development-and-permits/status-of-applications/>

Thank you for taking the time to provide your input. We are accepting comments through to **8 November, 2017**.

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:

WORK

HOME

## TECHNICAL STUDIES

As part of the permit process, technical studies are being undertaken to determine the potential effects of the new Potash Export Facility on areas of First Nations, environmental and community interest and to develop plans to appropriately address these effects.

Please rate your level of interest for the scope of the assessments described:

ASSESSMENTS	SCOPE	LEVEL OF INTEREST
<b>ENGINEERING STUDIES</b>		
Hazardous materials report for demolition	<ul style="list-style-type: none"><li>Inventory of all hazardous materials currently stored on-site</li><li>Asbestos and other materials surveys and planning</li></ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable Reasons: <hr/> <hr/>

<b>Lighting</b>	<ul style="list-style-type: none"> <li>• Review and define lighting requirements consistent with the port authority's lighting guidelines, WorkSafeBC and Illuminating Engineering Society</li> <li>• Light level readings</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable  Reasons: <hr/> <hr/>
<b>Geotechnical Report</b>	<ul style="list-style-type: none"> <li>• Project-specific seismic and geologic hazards</li> <li>• Design requirements to meet national standards based on identified risks</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable  Reasons: <hr/> <hr/>
<b>Marine Structures</b>	<ul style="list-style-type: none"> <li>• Site plan specific to proposed marine works, load and seismic requirements</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable  Reasons: <hr/> <hr/>
<b>Energy Efficiency &amp; BATNEC report</b>	<ul style="list-style-type: none"> <li>• Assessment of Project effects to electrical energy consumption levels</li> <li>• Summary of the Best Available Technology Not Entailing Excessive Cost (BATNEC) for the proposed Project</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable  Reasons: <hr/> <hr/>

ENVIRONMENTAL ASSESSMENT STUDIES			
<b>Noise</b>	<ul style="list-style-type: none"> <li>• Baseline noise monitoring</li> <li>• Computer modeling</li> <li>• Future and construction noise prediction</li> <li>• Noise assessment</li> <li>• Mitigation measures for construction</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable	<p>Reasons:</p> <hr/> <hr/>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>• Level 1 Emission Estimation</li> <li>• Level 2 Atmospheric Dispersion Modelling</li> <li>• Air assessment for Project operations</li> <li>• Mitigation measures for construction</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable	<p>Reasons:</p> <hr/> <hr/>
<b>View and Shade</b>	<ul style="list-style-type: none"> <li>• Review site design layouts, materials, graphics and documents</li> <li>• Review assessment guidelines and reports</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable	<p>Reasons:</p> <hr/> <hr/>
<b>Traffic Impact</b>	<ul style="list-style-type: none"> <li>• Current and anticipated site traffic (road and rail) and how they will interact on site</li> <li>• On-site road traffic circulation</li> <li>• Site-generated traffic distribution throughout the day and impacts to adjacent and nearby roads</li> <li>• An access/egress and storage analysis for vehicles accessing site including parking requirements</li> <li>• Emergency access</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable	<p>Reasons:</p> <hr/> <hr/>

<b>Archaeology and Heritage Resources</b>	<ul style="list-style-type: none"> <li>• Assess potential for archaeological resources in the Project area</li> <li>• Visual surface and drill core inspection</li> <li>• Archaeological Overview Assessment</li> <li>• Archaeological Potential Preliminary Assessment</li> <li>• Chance find procedure</li> </ul>	<p><input type="checkbox"/> Very interested  <input type="checkbox"/> Somewhat interested  <input type="checkbox"/> Neither interested nor disinterested  <input type="checkbox"/> Somewhat disinterested  <input type="checkbox"/> Very disinterested  <input type="checkbox"/> Did not review/ not applicable</p> <p>Reasons:</p> <hr/> <hr/>
<b>Flood Protection</b>	<ul style="list-style-type: none"> <li>• Flood risk assessment for site infrastructure</li> </ul>	<p><input type="checkbox"/> Very interested  <input type="checkbox"/> Somewhat interested  <input type="checkbox"/> Neither interested nor disinterested  <input type="checkbox"/> Somewhat disinterested  <input type="checkbox"/> Very disinterested  <input type="checkbox"/> Did not review/ not applicable</p> <p>Reasons:</p> <hr/> <hr/>
<b>Habitat Assessment</b>	<ul style="list-style-type: none"> <li>• Habitat assessments and mitigation for potential effects: <ul style="list-style-type: none"> <li>◦ Fish and fish habitat</li> <li>◦ Terrestrial ecosystems and vegetation</li> <li>◦ Wildlife</li> <li>◦ Species at risk</li> <li>◦ Invasive species</li> </ul> </li> </ul>	<p><input type="checkbox"/> Very interested  <input type="checkbox"/> Somewhat interested  <input type="checkbox"/> Neither interested nor disinterested  <input type="checkbox"/> Somewhat disinterested  <input type="checkbox"/> Very disinterested  <input type="checkbox"/> Did not review/ not applicable</p> <p>Reasons:</p> <hr/> <hr/>

PROJECT PLANS			
<b>Stormwater Pollution Prevention Plan</b>	<ul style="list-style-type: none"> <li>Project overview and site inventory including site activities and materials which may affect stormwater</li> <li>Hydrological assessment</li> <li>Issues identification and risk analysis</li> <li>Housekeeping practices, preventative maintenance, reduction and containment activities, and treatment</li> <li>Implementation and monitoring</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable	<p>Reasons:</p> <hr/> <hr/>
<b>Construction Environmental Management Plan</b>	<ul style="list-style-type: none"> <li>Site environmental management during construction to avoid or minimize potential adverse impacts</li> <li>Will include consideration for nesting birds</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable	<p>Reasons:</p> <hr/> <hr/>
<b>Soil and Groundwater Management Plan</b>	<ul style="list-style-type: none"> <li>Site introduction, including background, history of use, and a summary of existing soil and groundwater conditions at the site</li> <li>Management procedures that will be put in place during excavation work if contamination is identified</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable	<p>Reasons:</p> <hr/> <hr/>
<b>Rail Operations Plan</b>	<ul style="list-style-type: none"> <li>Expected rail operations and interactions with other traffic on site</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable	<p>Reasons:</p> <hr/> <hr/>

<b>Marine Traffic Information Requirements</b>	<ul style="list-style-type: none"> <li>• Vessel design ranges and vessel traffic, anchorage and utilization</li> <li>• Operations for berthing/unberthing</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable  Reasons: <hr/> <hr/>
<b>Fire Safety Plan</b>	<ul style="list-style-type: none"> <li>• Employee safety education and compliance with regulations</li> <li>• Identify potential hazards and procedures in the event of an emergency</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable  Reasons: <hr/> <hr/>
<b>Spill Prevention and Emergency Response Plan</b>	<ul style="list-style-type: none"> <li>• Measures to avoid spills</li> <li>• Contingency response planning and risk identification</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable  Reasons: <hr/> <hr/>
<b>Contaminated Sites</b>	<ul style="list-style-type: none"> <li>• Phase 2 environmental site assessment</li> </ul>	<input type="checkbox"/> Very interested <input type="checkbox"/> Somewhat interested <input type="checkbox"/> Neither interested nor disinterested <input type="checkbox"/> Somewhat disinterested <input type="checkbox"/> Very disinterested <input type="checkbox"/> Did not review/ not applicable  Reasons: <hr/> <hr/>

Please provide any additional feedback you have about the scope of studies including any additional studies you would like to request:

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**Please provide any additional questions or comments about this Project.**

# PLEASE TELL US ABOUT YOURSELF

**How did you hear about this Project? (Please check all that apply)**

- Advertisement in local newspaper
    - Surrey NOW-Leader
    - Delta Optimist
    - North Delta Reporter
    - New Westminster Record
  - Friends/ Neighbours
  - Letter in the mail
  - Email
  - Websites
  - 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
  - A member of a First Nation in BC or Métis local
  - Work on/with a First Nation in BC
  - Live or work outside of Surrey, Delta or New Westminster (please describe) \_\_\_\_\_

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

- Yes  
 No

If yes, please provide your email address: \_\_\_\_\_

Any personal contact information you provide to BHP 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 BHP Project and/or the information collection undertaken, please contact the BHP project team at [PotashPortPermit@bhpbilliton.com](mailto:PotashPortPermit@bhpbilliton.com) or 1-844-385-8581.



## Appendix 5

### Detailed Feedback Form Responses



## **BHP Potash Export Facility at Fraser Surrey Docks**

Consultation Summary Report – Preliminary Public Comment Period

Detailed Feedback Form Responses

December 2017

A twenty-question feedback form was used to collect input as part of the Preliminary Public Comment Period. A link to the online feedback form was provided on the Project website and printed copies were available at the public information sessions.

Between 12 October and 8 November 2017, 26 participants completed the feedback form either online or on paper at a community information meeting. The following provides a detailed record of the input received.

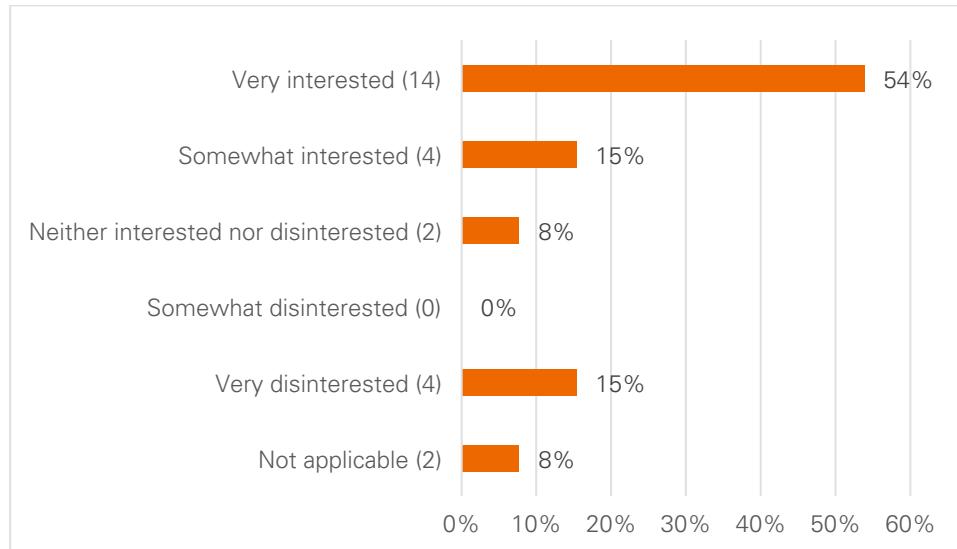
### **Online Feedback Form**

**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	Work	Home
V2L		1
V3M	10	1
V3N	2	
V3V	7	2
V4C	2	1
V5B	1	
V5E	1	1
V5G	1	
V6C		1
V6H		1
V6K	1	

**Please rate your level of interest for the scope of the assessments described:**

#### ENGINEERING STUDIES – Hazardous materials report for demolition



#### Reasons

This will likely negatively impact the quality of life of myself and other residents of Quayside Terraces and surrounding areas, such as Queensborough.

The hazardous material and the way this material is stored and disposed of, affects the residents in the area.

The site is almost right across my ground unit apartment.

Impact to my home.

We live close enough to be very concerned.

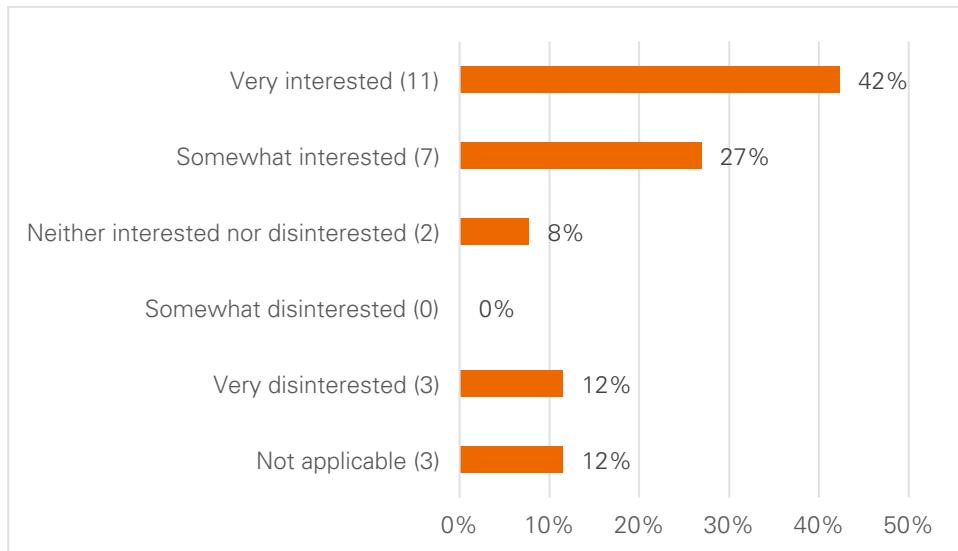
Environmental impact.

Dust from demolition - air quality.

Damage to paint on cars.

Air quality.

## ENGINEERING STUDIES – Lighting



### Reasons

This will likely negatively impact the quality of life of myself and other residents of Quayside Terraces and surrounding areas, such as Queensborough.

Understood the operation is 24/7, it meant lightings will be on during the night when I sleep. My unit is almost right opposite the would-be-site of the Potash Export facility.

### Impact to my home.

The current light from FSD illuminates the interior of my house from the side when on at night, to add more lights that would illuminate the back of my house (which is what would happen if the potash facility is built) is totally unacceptable. It feels like we are always in daylight, it is very disturbing. This is feedback that has been provided to FSD but they have done nothing to improve the current situation. The light level readings should have a baseline of typical suburban night light levels not a baseline of current levels which the FSDs already negatively impact.

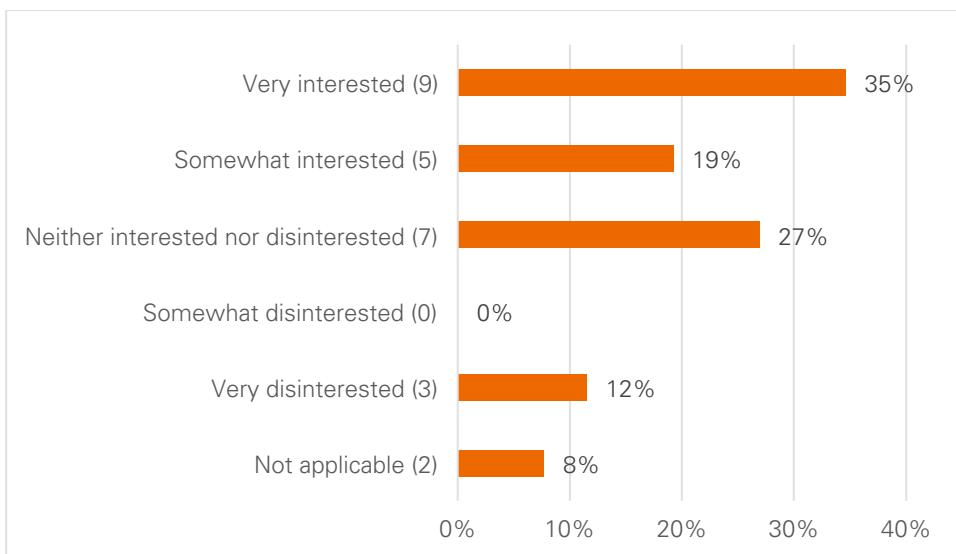
Don't like high power security light lit all night or flashing& blink lights visible from my windows.

Light reflections to New West.

Impact on environment. People and habitat.

What are the effects on migrating fish (especially at night)?

## ENGINEERING STUDIES – Geotechnical Report



### Reasons

Safety is important especially the seismic hazards and precautions.

Impact to my home.

I do not understand what would be studied in this area. If the study is to look at the seismic impact the construction to create a facility for potash would have on the neighbouring community then I'm very interested as construction of the south Fraser perimeter road caused my home to shift slightly creating cracks in the ceiling and walls.

More of a intrinsic concern to the project than nearby residents.

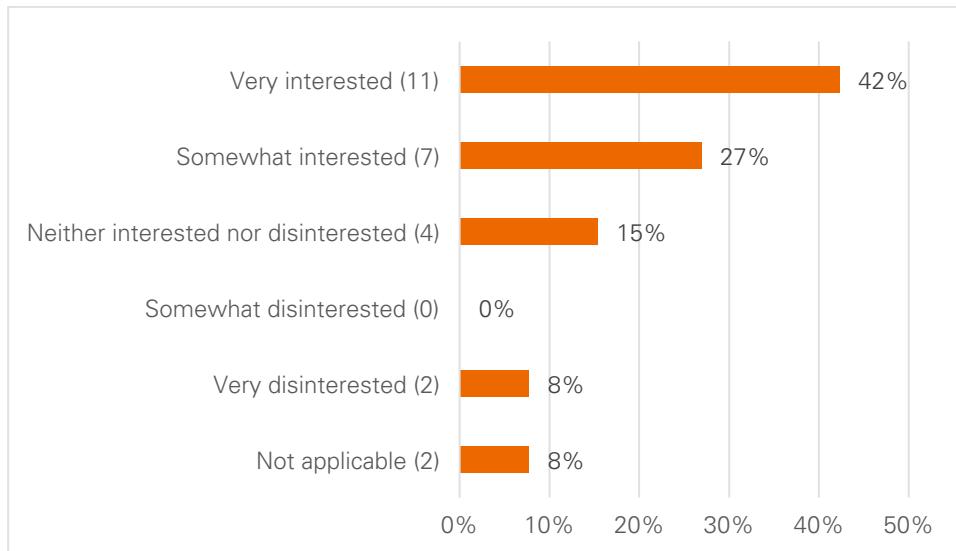
Studies have been done on Queensborough so presume the same.

Environmental impact.

Concerned re: pile driver noise during construction

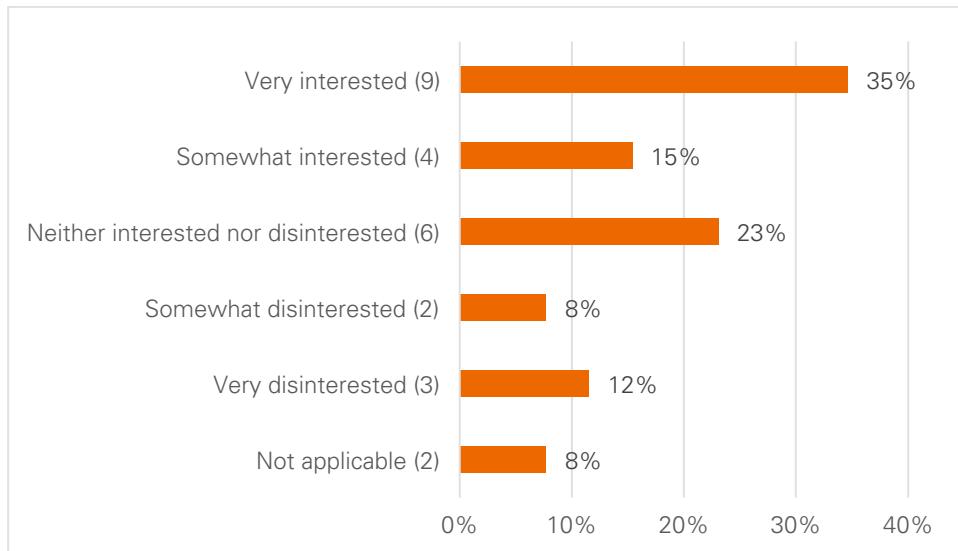
Noise - added noise - time frame?

## ENGINEERING STUDIES – Marine Structures



Reasons
Impact to my home.
Do not know what this studies.
It's your site. Do it right.
Impact on Fraser River and fish stocks.
Loading 24/7? Noise level?

## ENGINEERING STUDIES – Energy Efficiency & BATNEC report



### Reasons

It is important for this project to be as sustainable and environmentally friendly as it can. Assessment of electrical energy consumption is a start.

Impact to my home.

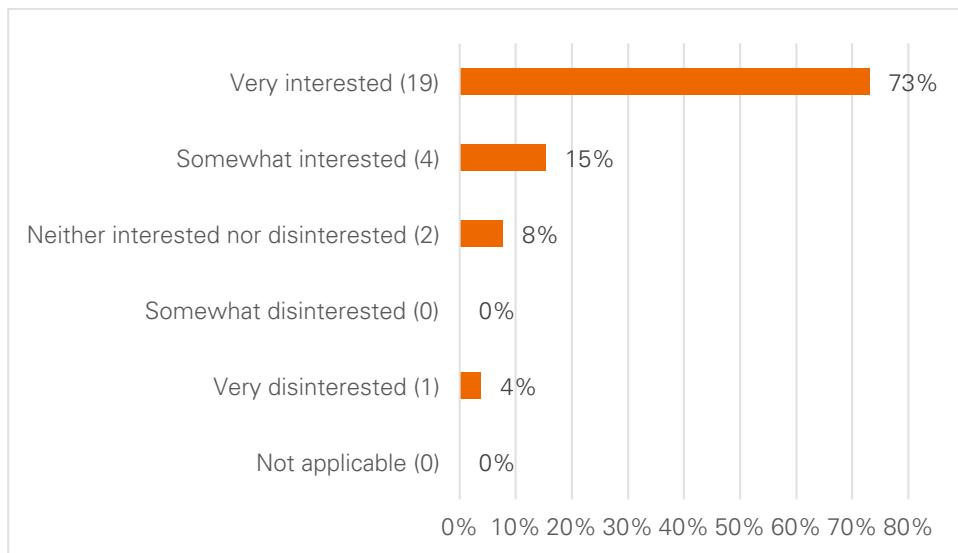
Do not know what this is studying but if the facility is on the same power grid as residential homes there will be a concern.

I expect infrastructure is bolstered before any project is launched.

Shore power, will it be supplied to the vessels? Or will we have to listen to the constant noise of auxiliary power run by vessels.

Shore power idling noise and pollution

## ENVIRONMENTAL ASSESSMENT STUDIES – Noise



### Reasons

This will likely negatively impact the quality of life of myself and other residents of Quayside Terraces and surrounding areas, such as Queensborough.

Noise assessment is important to be done for the courtesy of residents in the area.

It will disturb the sleep of the residents - facility's operation hours are 24/7.

Impact to my home.

Currently noise is a significant issue. I can clearly hear inside my house, with doors and windows closed, train whistles / back-up beeper from equipment / the crash when something big (i.e.: pipes) is dropped / etc. and this is all over top of the steady hum of traffic on the South Fraser Perimeter Road (SFPR). The land slopes uphill from the FSD property and creates a natural amphitheater, as a result sound travels a significant distance and can clearly be heard. Requests to cover the SFPR through this residential area (from Tannery to the Alex Fraser Bridge) were ignored. Train whistles have become a constant headache over the past few years and complaints seem to result in an increased, one might say deliberate, frequency and duration of the whistle at all times of the day and night. Efforts to have this noise addressed have gone nowhere with provincial authorities pointing to federal as the ones responsible and federal authorities saying take it up with the rail companies and rail companies thumbing their nose at the public. Municipal officials will not even hear the complaints. The creation of a potash facility at FSD will obviously increase the rail traffic, therefore increase the train whistle activity and increase the work activity on the docks with the noise of rail car dumping, conveyer operating and dumping into ships. Your scope is insufficient as it focuses on the construction and does not address operations once complete. In addition, as previously stated, any baseline should be taken from a normal suburban neighbourhood and not our currently compromised noise levels.

This will likely negatively impact the quality of life of myself and other residents

of Quayside Terraces and surrounding areas, such as Queensborough.

Who is the judge on what is acceptable noise levels, what hours, what's days?

Effects to Quayside residents.

Trains, noise of rails and horns honking at all hours. Train cars shunting.  
Vessel auxiliary power constantly running.

For residents across the river

Train and unloading in evening and early morning

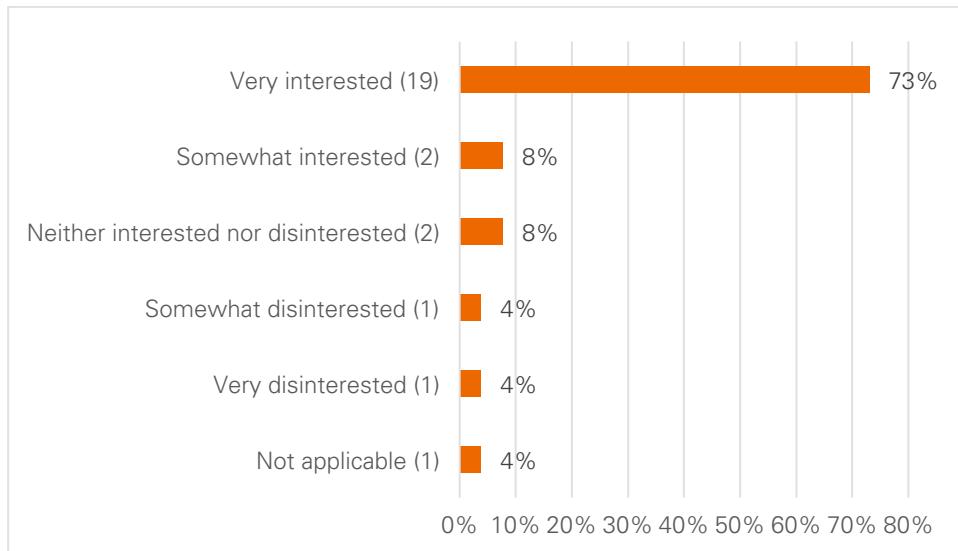
Nighttime noise? Increased? Will trains idle? Train whistle, shunting, loading and unloading? Extra road noise i.e. more employees etc. with cars

We have a lot of noise now.

We have enough noise already in our area

How will constant trains and offloading affect local quality of life.

## ENVIRONMENTAL ASSESSMENT STUDIES – Air Quality



### Reasons

I'm interested to learn how regional government (Metro Vancouver) air quality permitting requirements apply to this project taking place on federal port lands.

This will likely negatively impact the quality of life of myself and other residents of Quayside Terraces and surrounding areas, such as Queensborough.

The air quality impact of this project is very important to assess for the future of people living in new west, surrey, and even the lower mainland.

### Impact to my home.

Air pollution is a significant issue in the neighbourhoods surrounding FSD. I can no longer leave windows open in my house unless I'm willing to clean the window ledges etc. of black soot daily. The truck traffic on the South Fraser Perimeter Road (SFPR) along with the train traffic has black diesel particulates settling on all surfaces. As I mentioned before, requests to cover the SFPR through this residential area (from Tannery to the Alex Fraser Bridge) were ignored, however that would only address part of the problem since the trains would still be an issue. The current loading of grain, and the visible dust cloud it creates, gives the neighbourhoods surrounding the FSD a clear idea of what will happen during any other loading (i.e.: coal or potash). Depending on the direction of the winds, which are stronger along the river valley, this "dust" travels, is breathed in and settles onto homes, property, and vehicles. Given the corrosive nature of potash this would have

The creation of a potash facility at FSD will obviously increase the rail traffic; therefore increase the train diesel emissions. The dumping of potash granules, first into storage sheds and then into a docked ship, will create fine potash dust. Your scope mentions construction and project operations but it is unclear how it will assess "operations" at this preliminary stage and whether or not it will include consideration of trains. As previously stated, any baseline should be taken from a normal suburban neighbourhood and not from our currently

compromised air quality levels.

Which way is the wind blowing? ....

Can't imagine having too much air pollution.

Emissions from trains and vessels, as well as from loading potash.

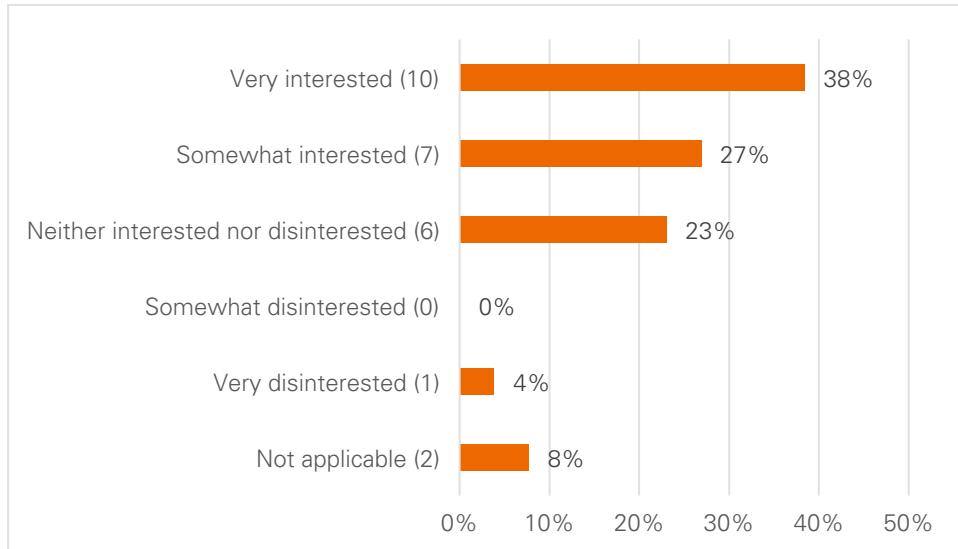
I have asthma - extra diesel in air from more trains, also? potash powder

Air quality

Idling of ships and trains again more noise

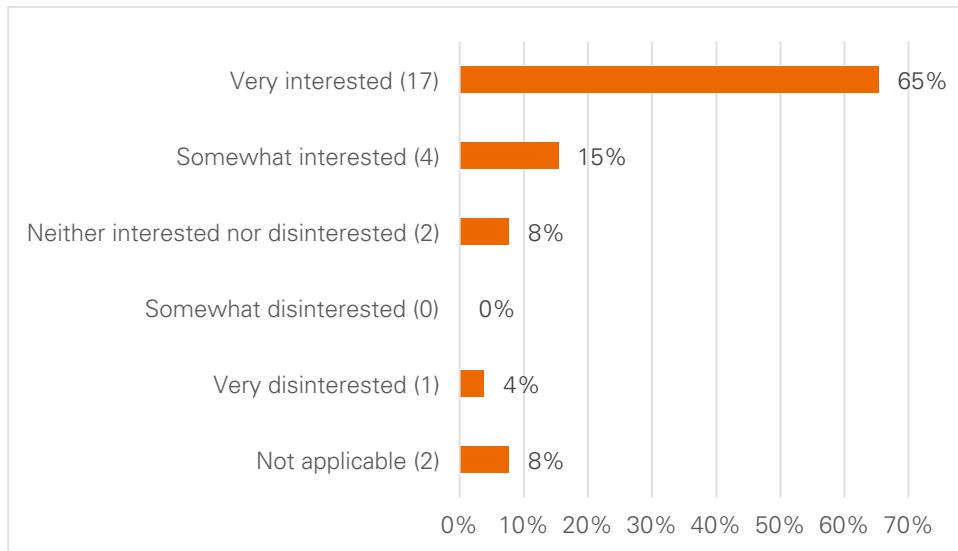
Idling of ships and trains

## ENVIRONMENTAL ASSESSMENT STUDIES – View and Shade



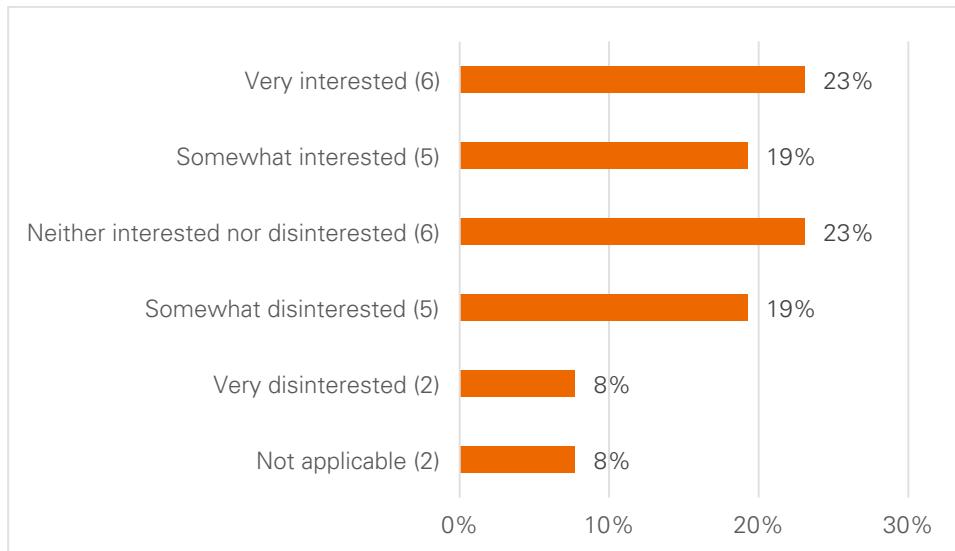
Reasons
Impact to my home.
Not sure what this relates to from an environmental point of view - see previous comments regarding light and noise pollution, which were exasperated by the removal of a major green belt between the FSD and local neighbourhoods.
Build it to code, it's your boat...
Proximity of proposed train route near Royal Heights neighborhood.
Riparian enhancement?

## ENVIRONMENTAL ASSESSMENT STUDIES – Traffic Impact



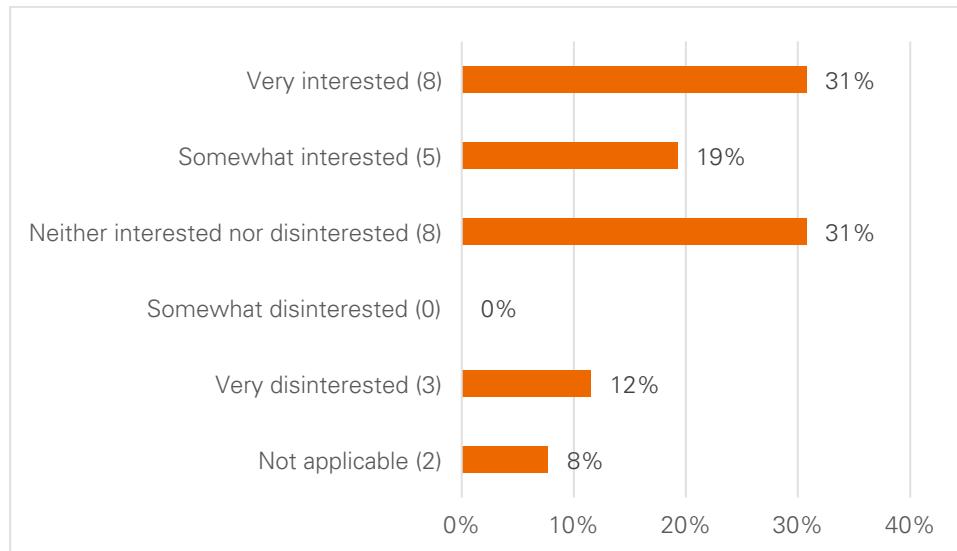
Reasons
I'm interested to know if this new project, if approved, would end Fraser Surrey Docks approved plans for a coal export terminal?
I've had a look at the drawings for each, and I can see the footprints don't appear to overlap, but I wonder if space requirements or logistics (e.g. arrival and moving trains in the Port Area Rail Yard) make the two projects incompatible.
traffic impact is important to assess for the courtesy of the residents living around the area.
Impact to my home.
Interested as it relates to trains (air quality and noise) and trucks idling while waiting for more trains to clear the road (air quality). Interesting that storage of vehicles is part of the assessment, assume this is recognition of the corrosive nature of potash...what will be done to protect homes and vehicles in the surrounding neighbourhoods?
Modeling or forecasting is as good as the data & assumptions you feed in
I'll just stay away from Surrey.
Constant traffic to port by cars and trains. Need mitigation!
More noise/ fumes / dust?
Excess traffic
Will additional CP Rail Cars affect access to Fraser River Parks or certain businesses

## ENVIRONMENTAL ASSESSMENT STUDIES – Archaeology and Heritage Resources



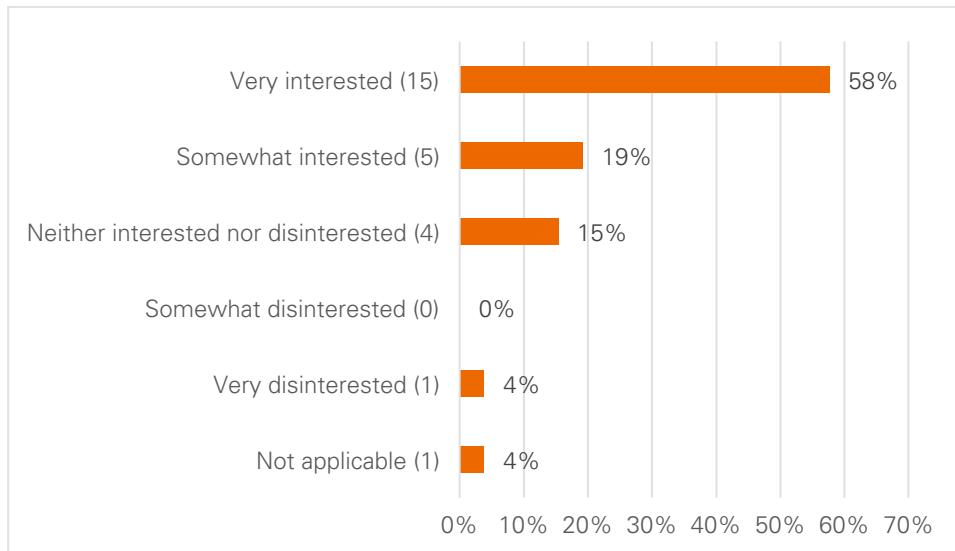
Reasons
It is important not to disturb heritage sites.
Impact to my home.
Respect is what is expected, as always.
Do not believe that there are any archeological remains, etc. Middens, etc., were further west and east on the river.

## ENVIRONMENTAL ASSESSMENT STUDIES – Flood Protection



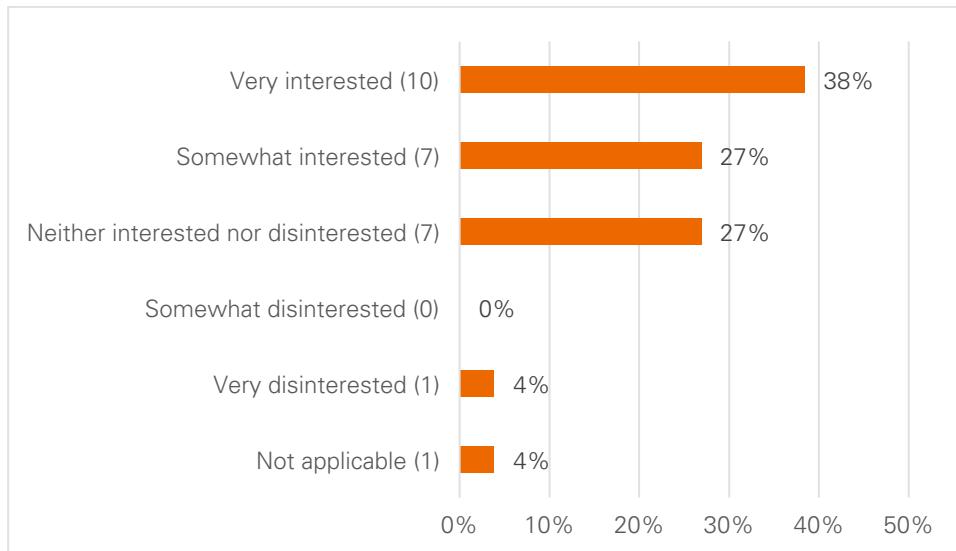
Reasons
Safety is crucial.
Impact to my home.
It's your to worry about.
Knowing about global warming
Needs to be considered as water levels rise.

## ENVIRONMENTAL ASSESSMENT STUDIES – Habitat Assessment



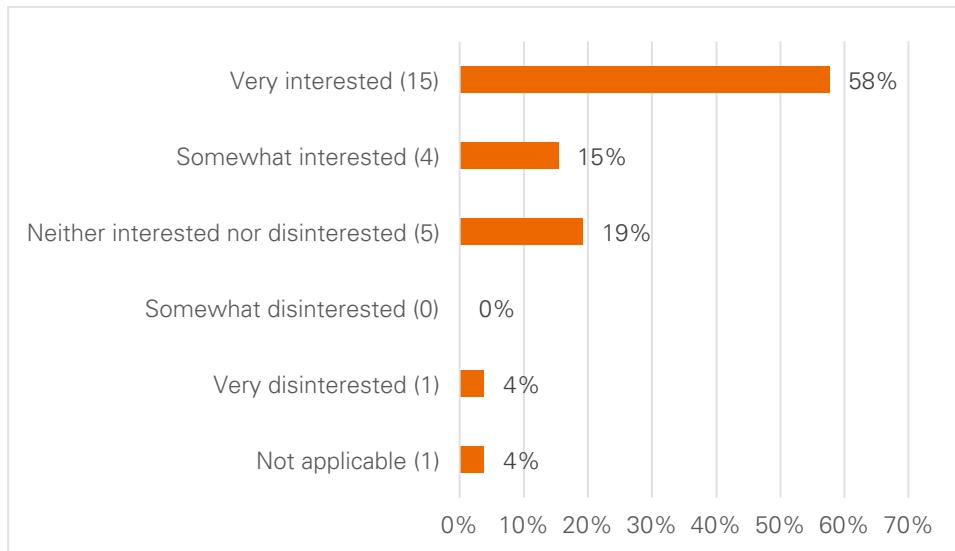
Reasons
It is important not to disturb and instead protect the flora and fauna of the area. We need to support our ecosystems.
It is important not to disturb and instead protect the flora and fauna of the area. We need to support our ecosystems.
Impact to my home.
The Fraser River is the proposed location for rainwater and other water "run-off" and this is part of the problem resulting in reduced fish stock in the river.
Always a concern.
Concerned about all habitat, and especially the Salmon!
Concerned about salmon runs declining
Contamination of marine life - affects food we eat.
Environmentally friendly
We have a sensitive ecosystem just above this location

## PROJECT PLANS – Stormwater Pollution Prevention Plan



Reasons
Impact to my home.
Your duty & responsibility
Pollution
Pollution of Fraser?!
Will runoff be managed through separator system or directly into local sanitary sewer.

## PROJECT PLANS – Construction Environmental Management Plan



### Reasons

This will likely negatively impact the quality of life of myself and other residents of Quayside Terraces and surrounding areas, such as Queensborough.

Impact to my home.

There has been noticeable reduction in the number of eagles in the area, the habitat is being reduced and the added noise will not help keep the ones that remain.

Your duty & responsibility

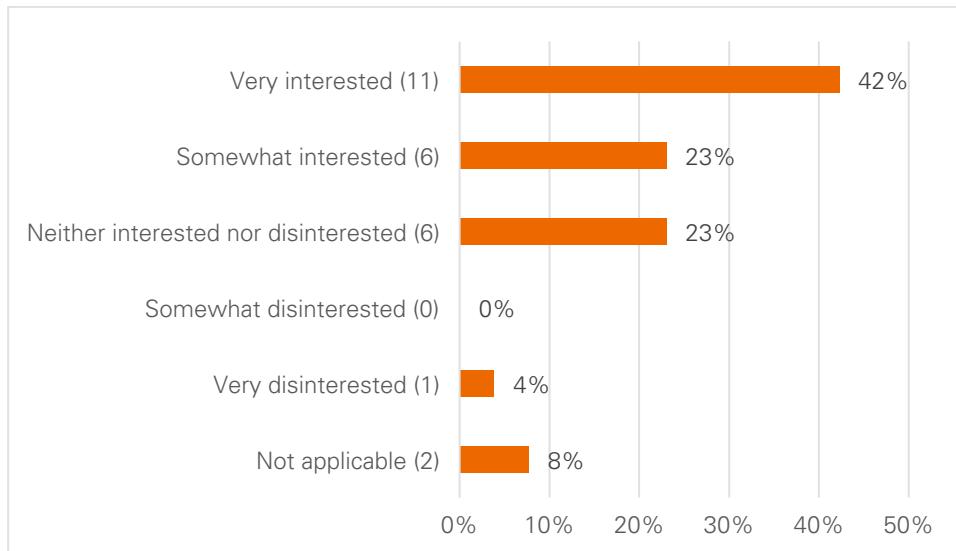
Should include all habitat.

Noise of pile drivers during building - train noise at night - hours?

More noise

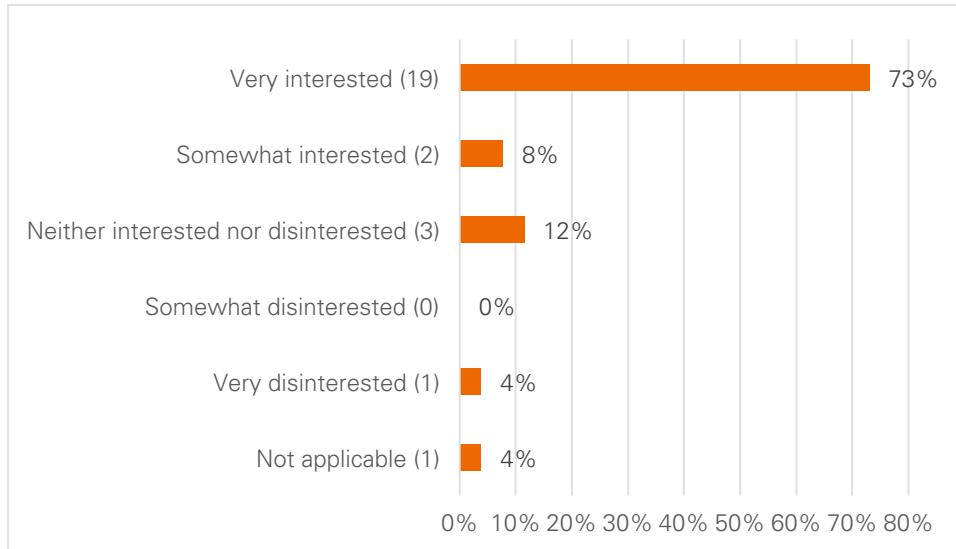
Noise from pile driving and construction noise

## PROJECT PLANS – Soil and Groundwater Management Plan



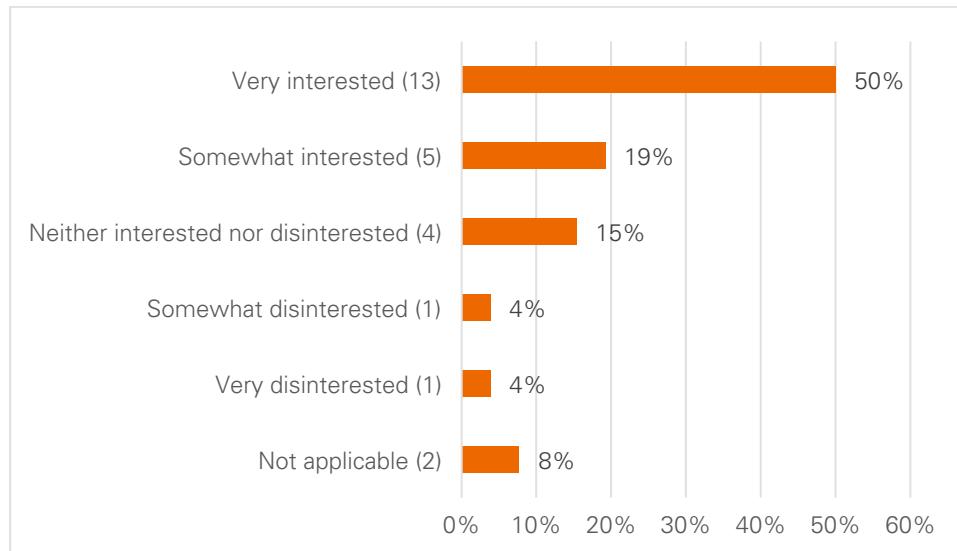
Reasons
Impact to my home.
Your duty & responsibility
Impact on Fraser River
Archaeological Integrity

## PROJECT PLANS – Rail Operations Plan



Reasons
I'm interested to know if this new project, if approved, would end Fraser Surrey Docks approved plans for a coal export terminal?
I've had a look at the drawings for each, and I can see the footprints don't appear to overlap, but I wonder if space requirements or logistics (e.g. arrival and moving trains in the Port Area Rail Yard) make the two projects incompatible.
This will likely negatively impact the quality of life of myself and other residents of Quayside Terraces and surrounding areas, such as Queensborough.
Noise pollution - operations 24/7 - will affect sleep of the residents, sleep deprivation is a very serious health hazard
Impact to my home.
See previous comments on noise and air pollution.
Of course
Noise!!
This is already close to unbearable with train noise. The trains constantly honk horns, especially throughout the night and on weekends. They will sit empty and idle below our homes for up to 36 hours.
Diesel fumes from the extra trains; noise
Trains and whistle noises
Idling of trains, noise from trains, blowing of whistles

## PROJECT PLANS – Marine Traffic Information Requirements



### Reasons

I'm interested to know the projected total volume of marine traffic on the river, and the impact of the Massey Tunnel under the river on that traffic.

This will likely negatively impact the quality of life of myself and other residents of Quayside Terraces and surrounding areas, such as Queensborough.

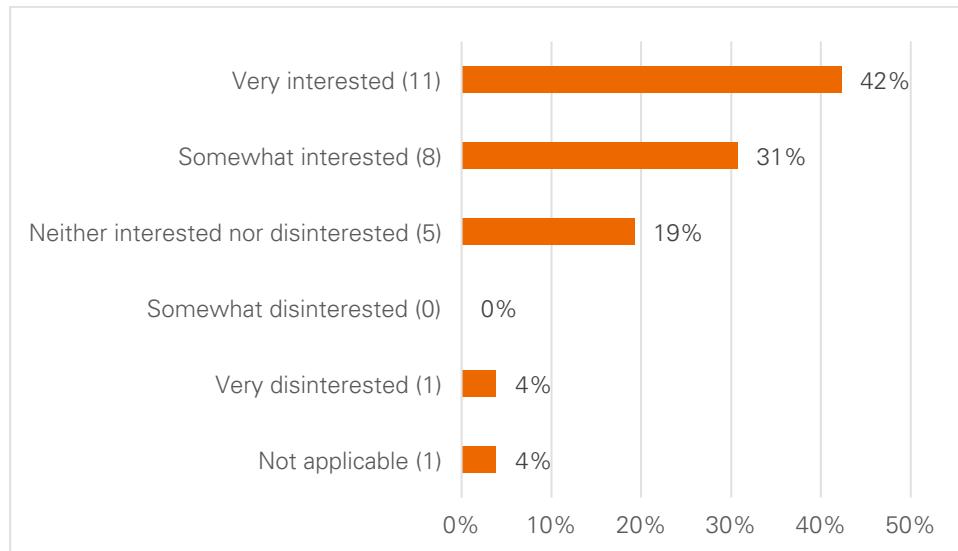
Impact to my home.

Noise.

Love watch ships & trains as long as no harm comes to anyone, anything.

Noise and pollution impacts.

## PROJECT PLANS – Fire Safety Plan



### Reasons

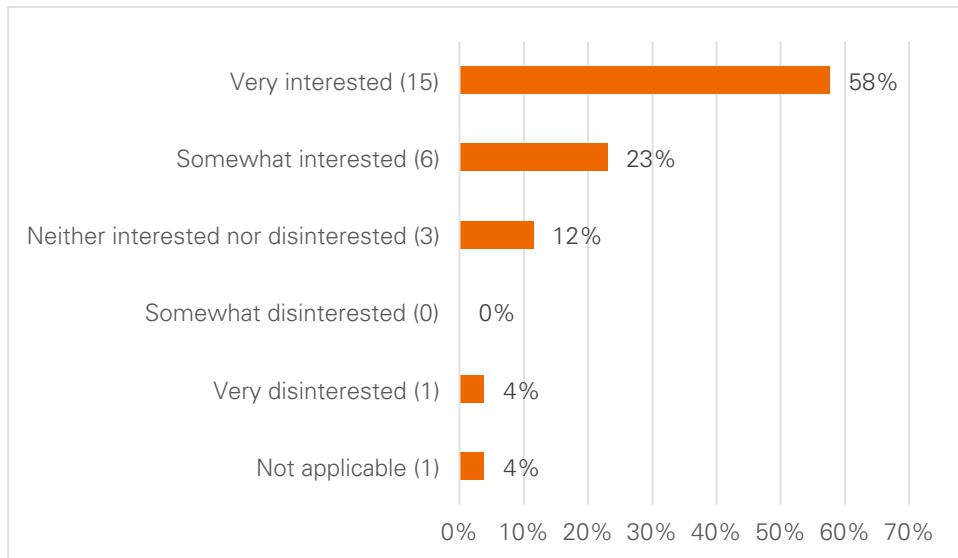
Impact to my home.

An emergency could have impacts that are far reaching, what is being done to education and protect surrounding neighbourhoods?

Of course

Safety is utmost important

## PROJECT PLANS – Spill Prevention and Emergency Response Plan



### Reasons

Impact to my home.

A spill could have impacts that are far reaching, what is being done to education and protect surrounding neighbourhoods?

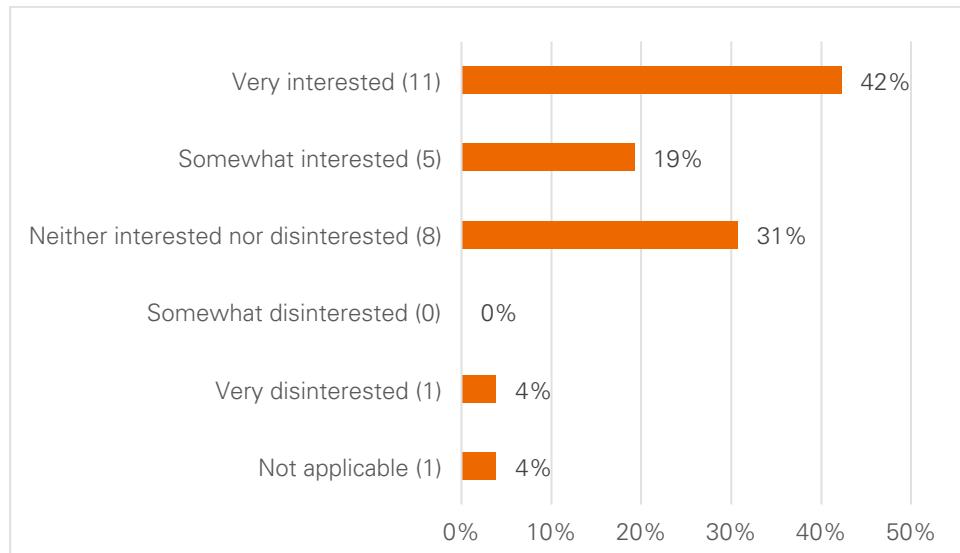
Obviously

Run off into river concerns

Impact on water conditions and wildlife

Is there one?

### PROJECT PLANS – Contaminated Sites



#### Reasons

Impact to my home.

Your duty & responsibility

What are the developments and proposed changes

**Please provide any additional feedback you have about the scope of studies including any additional studies you would like to request:**

I would be interested to know if this same site would be able to export coal or if this is approved will eliminate coal exports from Fraser Surrey docks?

Lighting and train noise mitigation. Up to 10 trains per week at max capacity means 20 arrival and departures, which is almost 3 per day on a 7 day week. What happens on Saturday and Sunday? Which route will trains us coming and going?

Ships arrival and departure times?

Will the conveyor be covered? Is there a potential for dust?

Has the grain loading facility been cancelled? If not how will both system interact?

As far as open houses are concerned there needs to be more than just one per side of the

This facility would definitely downgrade the community where I am living now from the point of view of:

Noise

View

Pollution

Hazards Material

traffic

Air Quality

Spill Over

Etc.

and I am hundred percent oppose with this project.

Instead of this, I suggest build park, extend natural habitats and improve the environment and help upgrade the quality of people lives who are living in this area.

I'm interested to know if this new project, if approved, would end Fraser Surrey Docks approved plans for a coal export terminal?

I've had a look at the drawings for each, and I can see the footprints don't appear to overlap, but I wonder if space requirements or logistics (e.g. arrival and moving trains in the Port Area Rail Yard) make the two projects incompatible.

Thank you.

I am specifically interested in the changes in overall traffic along Timberland and Robson road and the changes in rail traffic that would effect the rail crossings on these roads.

I represent an industrial site that is west of Fraser Surrey docks and uses

Timberland and Robson road for access to our site. We would be directly impacted by changes in rail and vehicle traffic to and from the Fraser Surrey docks. Of particular concern are blockages in access along this route while rail activity is taking place.

What is your plan to deal with increased rail and/or vehicle traffic into Fraser Surrey Docks, and not negatively impact other tenants in the area.

I am vehemently opposed to the development of yet more export facilities in this area.

Once this potash export facility is no longer in use, how long must this city wait until it is safe to develop the area.

Once this potash export facility is no longer in use, how long must this city wait until it is safe to develop the area?

How many years will this potash export facility be operating for?

As stated a number of times baselines need to be from an average suburban neighbourhood not from the currently compromised environment. The studies of light, noise and air should be significant in breadth and depth, measuring not just within the area of the facility but extending up as far as Scott Road to the south, King George Blvd to the east, Alex Fraser Bridge to the west and New Westminster to the north.

Assessments should be written in plain English and distributed to interested parties, unlike the work done on the coal proposal this must be an open and transparent process.

Profit should not override safety or negative or deadly impact to human & nature

Current noise and traffic jams are already intolerable. So far, I am not aware or do not see anyone from the city or any departments or organizations, offering any kind of solution or recommendation or plan to mitigate the present challenges. So to jump in and spend time, money and efforts on something that would definitely add more noise, pollution and traffic is indeed not wise and unwarranted. If the current problem is already not solved and proved to be a huge challenge, why are we creating a bigger problem. As the saying goes, there is already smoke, so don't create a fire, and try to fight that when it happens. Hopefully, everyone concerned would understand the gravity of this undertaking and not be blinded by the economics or bottom line, but be aware of the impact on lives and the environment. Last but not least, the smell and the potential leakage of bunker oil and diesel due to the increased traffic would be a serious matter to consider. Just take a walk by the Fraser river, take a deep breath and you will catch the smell of what I am referring to. If that is bad, wait till you experience the increased in traffic - that can already be envisaged, without tons of man-hours and expenses on costly studies and research or extrapolation by consultants or experts. Hope no permit will be granted and they could take it somewhere else. Thank you.

My family has lived on River Road for 97 years. We have adjusted to most changes. But are very concerned with the increase in noise expected by the trains as well as the air pollution, diesel particulates.

Air pollution main concern; also noise esp. at night

Please provide any additional questions or comments about this Project.

See previous note

Once this potash export facility is no longer in use, how long must this city wait until it is safe to develop the area?

How many years will this potash export facility be operating for?

FSD needs to stick with containers and quit trying to bring hazardous products to a dock that is abutting residential neighbourhoods.

Be transparent

No matter what precautions or steps are taken to lighten the impact of noise, pollution, traffic, leakage, spillage, all of us know and would agree, that without any doubt, there will definitely and undeniably, be added noise, pollution, increased in traffic volume, leakages, spillages, and there will still be problems and risks involved. Current conditions are already so bad and I do not see the pros of having a project that would only add to the current situation and challenges we are facing. These challenges are not new and have continue to grow each passing day, without a solution in sight. So we are creating a bigger problem, when already the current situation is getting worse. Hopefully, they could source for an alternative location somewhere i.e. heard they are contemplating another site, in Washington.

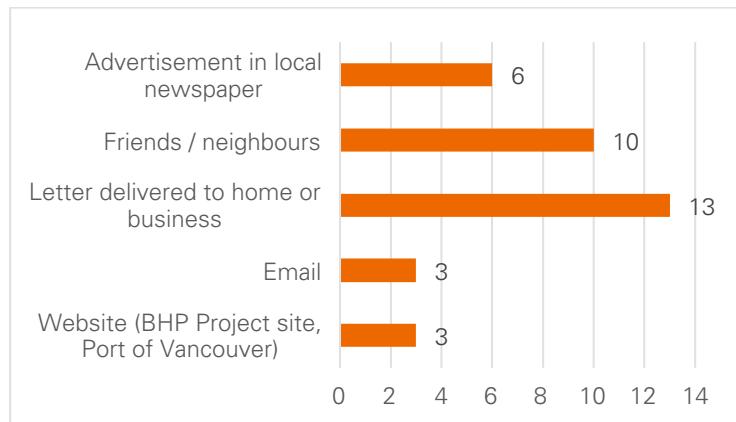
Will our property value go down? With extra noise and air quality

Can a "Sound" wall or buffer wall be built to deflect noise?

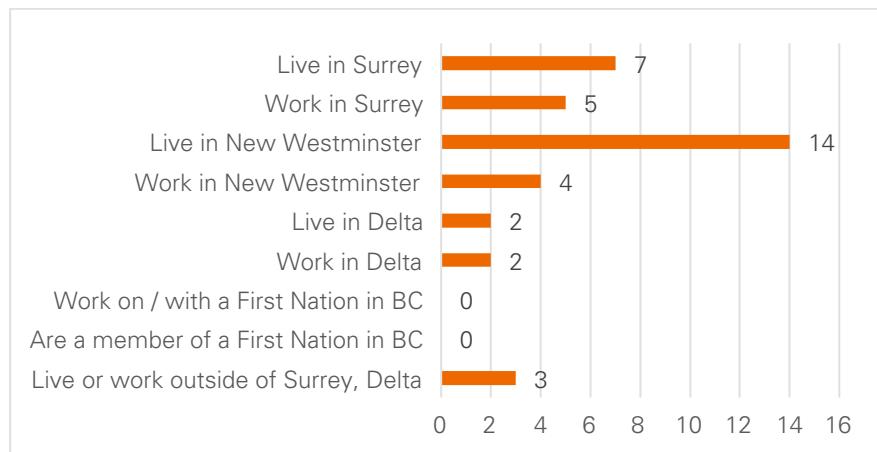
I have concerns as to the efficiency 80% loading of mega ships. I believe Prince Rupert is a more logical depot for this type of facility and I would suggest the Federal Government provide support / tax incentives to allow use of the CN Rail Line to Prince Rupert.

## PLEASE TELL US ABOUT YOURSELF

How did you hear about this Project? (*Please check all that apply*)



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



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

