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Revision 3

November 8, 2018

Consultation Summary Report



BHP

BHP Potash Export Facility at Fraser Surrey Docks

Consultation Summary Report – Application Review Public Comment Period

November 8, 2018



This Consultation Summary Report presents the findings from the Application Review Public Comment Period for the BHP Potash Export Facility at Fraser Surrey Docks, undertaken by Lucent Quay Consulting Inc. on behalf of BHP Billiton Canada Inc. This document has been prepared as part of an application under the Project and Environmental Review (PER) process of the Vancouver Fraser Port Authority.

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

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

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

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1 Background

1.1 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.

1.2 About the Project

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. The proposed facility, with a throughput of up to 8 million tonnes per annum (Mtpa), will:

- Receive shipments of product by rail from the proposed Jansen mine in Saskatchewan
- Offload product from rail cars to the conveyor system
- Store potash in the product storage building
- Transfer product from the potash storage building via conveyors to the ship loader and to a waiting vessel for export

When the facility throughput reaches the projected 8 Mtpa, 8 to 10 trains per week are expected. Three to four vessels will load at the facility per week ranging from Handysize up to Kamsarmax, similar to vessels that already frequent the existing terminal.

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 and requires a dry location for storage. Potash is processed into solid particles that are up to 4 millimeters in size and range from pink to red in colour. The world's largest known reserves of potash are located in Saskatchewan, Canada.

About 95 per cent of potash production is used in fertilizers, with the remainder used in other chemical and manufactured products. Potash-based fertilizers are a major contributor to improving crop yields and resilience, which helps to feed a growing global population.

2 Consultation and Engagement

2.1 Overview

The Project Team led a comprehensive round of engagement and consultation in accordance with Vancouver Fraser Port Authority (the port authority) requirements as part of the Project and Environmental Review (PER) process. The Application Review Public Comment Period was designed to inform the local community and stakeholders about the results of studies conducted as part of the process and was held from 28 June to 27 July 2018. Project stakeholders and members of the public were invited to provide comments and ask questions about the studies, assessments and plans completed as part of the permit application to the port authority.

All input received during the Application Review Public Comment Period is summarized in this report, including comments received on the feedback form, submitted by email or as part of discussions at community open houses. This input will be considered during the review of the final application. The Project Team will prepare an Input Consideration Report to outline how the feedback and questions are being considered.

This is the second public comment period for the proposed Project. A Preliminary Public Comment Period was held from 12 October to 8 November 2017 and was designed to introduce the company and the proposed Project to interested parties. The Consultation Summary Report for the Preliminary Public Comment period can be viewed or downloaded on the [Project website](#) or [port authority website](#).

2.2 Approach and Methodology

BHP is working with the port authority to ensure that community and stakeholder interests are considered as part of the PER process. BHP's approach for the Application Review Public Comment Period was to develop a comprehensive public engagement process to provide valuable information to members of the public and key stakeholders and to generate meaningful dialogue.

The port authority led stakeholder consultation during the application review period with the support and participation of BHP. The port authority sent notifications and an invitation to provide input as part of the PER process to stakeholders including adjacent municipalities and local businesses. In support of relationship building, BHP continued dialogue with stakeholders who established communication with the Project team during the Preliminary Public Comment Period. This includes staff at municipalities and some tenants.

The BHP engagement and consultation strategy meets all requirements outlined by the port authority for public and stakeholder consultation. Guidelines outlining the requirements are available on the [port authority website](#).

During the Application Review Public Comment Period, the following activities were completed as per the port authority guidelines:

- Updated the **Project website** to make all application information available to the community and stakeholders

- Placed **advertisements** in four local newspapers
- Created a **discussion guide and display boards** for download on the Project website and printed paper copies for community open houses
- Developed an **online feedback form** to collect community and stakeholder input and made paper copies available at the open houses
- Developed a **notification postcard and letters** which were delivered by hand, regular mail and email to neighbouring residents, local businesses, three community associations and to municipal, provincial and federal government stakeholders by email
- Hosted two community **open houses** at locations in local communities (Surrey/Delta and New Westminster)

The activities above are described in more detail in the following sections of this report.

2.3 Notification

Notification Postcards and Emails to Community and Stakeholders

The notification strategy was developed to meet all requirements outlined by the port authority for public and stakeholder consultation and to provide the public and stakeholders with the opportunity to participate.

Notification postcards and letters were distributed to the local community and stakeholders by regular mail, email and/or hand delivery. All notifications contained background Project information, described where to find further information and outlined ways to participate in the Application Review Public Comment Period.

The port authority led stakeholder consultation during the application review period with the support and participation of BHP. The port authority sent notifications and an invitation to provide input as part of the PER process to stakeholders including adjacent municipalities and local businesses. In support of relationship building, BHP continued dialogue with stakeholders who established communication with the Project team during the Preliminary Public Comment Period.

Notifications were distributed, by the Project team, as follows:

- 3,725 postcards were mailed to residents in Surrey, Delta and New Westminster
- 200 postcards were hand-delivered to residents in Surrey and Delta, in areas adjacent to River Road
- 46 letters were emailed to stakeholders including community associations, union representatives and chambers of commerce
- 52 letters were emailed to members of the public and stakeholders who signed up to receive Project updates during the Preliminary Consultation phase

Letters were also emailed to government representatives as follows:

- City of Surrey, City of New Westminster and City of Delta

- Members of Parliament for Surrey Centre, Delta and New Westminster-Burnaby
- Members of the Legislative Assembly for Surrey-Whalley, Delta North and New Westminster

A copy of the notification postcard and maps of the public notification areas are provided as Appendix 1.

Advertising in Local Newspapers

Advertisements were placed in four local newspapers and included the following information:

- The start and end date of the Application Review Public Comment Period
- Website address to access further information about the Project and the application
- Location, date and time for community open houses

Advertisements appeared in the following newspapers on these dates:

- Surrey NOW-Leader, 27 June 2018
- Delta Optimist, 27 June 2018
- New Westminster Record, 28 June 2018
- North Delta Leader, 27 June 2018

Copies of newspaper advertisements are provided as Appendix 2.

Project Web Page

A dedicated Project web page provided information about the proposed Project, the application documents and the public comment period.

The web page provided:

- Background information about the proposed Project
- Details outlining how to participate and attend community open houses
- A link to the online feedback form
- Downloadable PDF copies of all consultation documents, technical studies, assessments and plans
- A link to sign up for Project updates
- Project contact information
- A link to the port authority website for information about the PER process

The Project web page URL is: bhp.com/fsdpotashexport

2.4 Engagement Methods

Discussion Guide and Display Boards

A discussion guide and display boards were developed for community open houses and for download from the Project website. The 16-page discussion guide and 12 display boards were key engagement tools at community open houses. The discussion guide was provided as a printed take-away at the community open houses. These materials were also made available on the port authority website.

The discussion guide and display boards provided the following information:

- Background about BHP
- Overview of the proposed Project
- A description of technical assessments conducted, and plans developed
- Details on how to participate in the Application Review Public Comment Period

A copy of the discussion guide and display boards is provided as Appendix 3.

Feedback Form

A 20-question feedback form was used to collect input as part of the Application Review Public Comment Period. A link to the online feedback form was provided on the Project website and printed copies were available at the community open houses.

A copy of the printed feedback form is provided as Appendix 4.

A detailed record of verbatim responses is provided as Appendix 5.

Community Open houses

Two open houses were held to facilitate community dialogue about the Project on the following dates in these locations:

Saturday, 14 July 2018

11:00 a.m. to 2:00 p.m.

L.A. Matheson Secondary School

9484 122 St.

Surrey, BC, V3V 4M1

Monday, 16 July 2018

5:30 p.m. to 8:30 p.m.

Inn at the Quay

900 Quayside Drive

New Westminster, BC, V3M 6G1

Open houses provided the opportunity for members of the community to engage with and pose questions to the Project team about the following topics:

- The application, technical studies, assessment and plans
- Project description
- Information about BHP

The two events were informal, drop-in style events with printed reference materials available for review and take-away. Key members of the Project Team were in attendance to provide information about the proposed Project and answer questions from participants. Printed and online feedback forms were available for participants who wanted to provide feedback at the meeting.

Representatives from the port authority were also on site to answer questions pertaining to the port authority's PER process.

3 Participation

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

Participation results are as follows:

- Eleven people attended the community open house in New Westminster
- Two people attended the community open house in Surrey/Delta
- Eleven people completed the feedback form online
- Three written submissions were received by email from local residents

Unique page views on the project website during the Application Review Public Comment Period are as follows:

- Main Project page – 44 views
- Potash Export Facility page – 146 views
- Provide Input page – 44 views
- Digital Information Room page – 96 views

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

- Friends or neighbours
- Local newspapers (New Westminster Record and Surrey NOW-Leader)
- Notification letter delivered to home or business
- Email
- Website

Responses are summarized by key themes in section four of this document.

4 Key Themes

4.1 Feedback Form Key Themes

Between 28 June and 27 July 2018, 11 participants completed the feedback form online.

Key themes from the responses are:

- A majority of respondents indicated that they are satisfied with the technical studies, assessments and plans completed as part of the PER application
- More than 60% of respondents support the proposed Project with 45% strongly in support
- Question about how much rail traffic will increase when the facility is in operation
- Concern about existing and increased noise from trains and facility equipment
- Concern about traffic delays due to increased rail traffic
- Concern about access along Robson Road and Timberland Road due to increased rail traffic
- Concern about air pollution from rail and marine traffic
- Question about mitigation for effects from increased traffic
- Question about spill response and effect of a spill on product
- Question about increased marine, rail and road traffic

A detailed record of verbatim responses is provided as Appendix 5.

4.2 Community Open House Key Themes

Two open houses were held to facilitate community dialogue about the Project and 13 people attended. The following table is a summary of key themes from the discussions with participants at the two open houses.

<p>Key themes below are categorized as follows:</p> <ul style="list-style-type: none"> • Few = 1 to 3 people • Some = 3 to 5 people • Many = 5 to 10 people
<p>Noise</p> <ul style="list-style-type: none"> • Some local residents expressed concern about existing noise levels due to train whistles and idling • Some were supportive of the development of loop track to reduce shunting noise
<p>Air quality</p> <ul style="list-style-type: none"> • Some posed questions about technology and mitigation to reduce dust at the facility • Few expressed concerns about dust levels when loading at current facility and whether these events will continue to occur at proposed facility • Few posed questions or concerns about emissions from vessels and trains especially with increased traffic
<p>Fraser Surrey Docks Direct Transfer Coal Facility project</p> <ul style="list-style-type: none"> • Few posed questions about whether the proposed Potash Facility would replace the permitted Fraser Surrey Docks Direct Transfer Coal Facility project
<p>General</p> <ul style="list-style-type: none"> • Many industry representatives attended the events and were interested and curious about the Project • Many expressed their general support for the proposed Project • Many expressed support because of job creation and economic development • Some had questions about BHP, the company's history with potash and the business reasons for entering into this sector • Some had questions about BHP's approach to local participation in the procurement process • Some had questions about opportunities for local suppliers and services • Few had questions about the proposed development site and whether is a greenfield site or currently developed

4.3 Written Submissions

During the Application Review Public Comment Period, key themes in the three written submissions received include:

- One participant expressed strong support for the proposed Project
- One participant expressed a strong objection to the proposed Project
- Concerns about increased air quality effects and emissions due to increased road and rail traffic
- Concerns about increased noise due to road and rail traffic
- Concern about a potash spill into the Fraser River and the effect a spill would have on ecology of the river and human health
- Concern about spill response

5 Summary and Next Steps

The Application Review Public Comment Period for the proposed Potash Export Facility at Fraser Surrey Docks was held from 28 June to 27 July 2018. A comprehensive public engagement process was implemented in accordance with the port authority's public consultation and engagement requirements.

The Project team developed a dedicated project web page, online feedback form and hosted two public open houses in Surrey/Delta and New Westminster. The Application Review Public Comment Period was developed to provide valuable information to members of the public and key stakeholders and to generate meaningful dialogue.

Key themes that emerged as part of the Application Review Public Comment Period include:

- General support for the Project from interested parties who submitted feedback or attended an open house
- Some concerns and questions about noise, air quality and traffic effects and how these will be mitigated
- Local industry service and suppliers are interested in commercial opportunities

5.1 Next Steps

The Project Team will prepare an Input Consideration Report to outline how the feedback and questions will be considered. The report will be posted on the Project website and the port authority website following approval of the report by the port authority.



BHP

BHP Potash Export Facility at Fraser Surrey Docks

Consultation Summary Report – Appendices

Application Review Public Comment Period

November 2018

Appendix 1

Notification Postcard and Notification Area Map

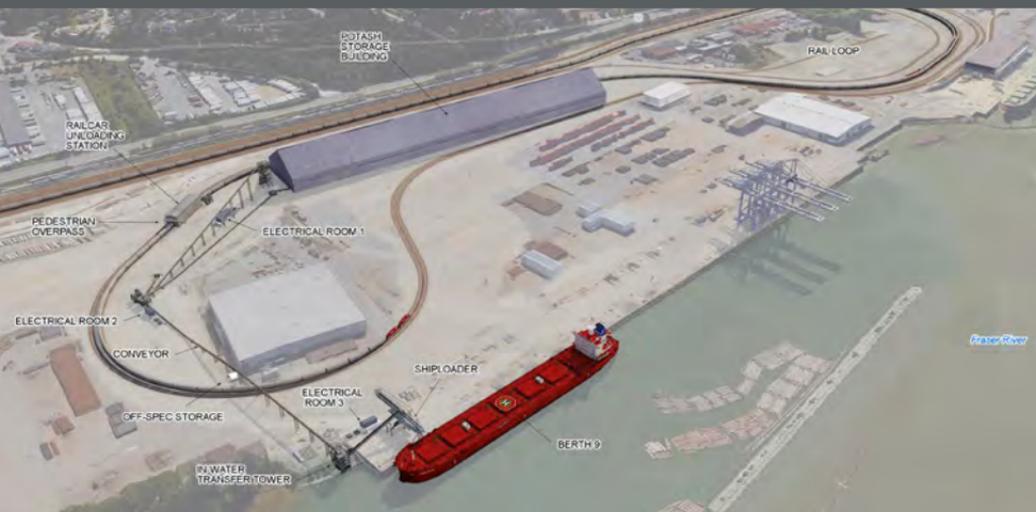


This notification contains important information about a proposed project on federal port industrial lands in Surrey, B.C. Please have it translated.

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 ਸਰ੍ਹੀ ਬੀ. ਸੀ. ਵਿੱਚ ਫੈਡਰਲ ਪੋਰਟ ਦੀ ਉਦਯੋਗਿਕ ਜ਼ਮੀਨ ਲਈ ਪ੍ਰਸਤਾਵਿਤ ਪੋਟੈਸ਼ ਕਾਰੋ ਮਹੱਤਵਪੂਰਣ ਜਾਣਕਾਰੀ ਪ੍ਰਦਾਨ ਕਰਦਾ ਹੈ। ਕ੍ਰਿਪਾ ਕਰਕੇ ਇਸ ਪੱਤਰ ਦਾ ਉਲੱਥਾ ਕਰਵਾਓ।

Proposed Potash Export Facility INVITATION FOR COMMUNITY INPUT



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 up to 8 million tonnes per annum (Mtpa), would receive and store rail shipments of potash and load potash onto bulk ocean-going vessels.

We have submitted our application to the Vancouver Fraser Port Authority as part of the Project and Environmental Review Process.

We want to hear from you

As part of the application review phase, we are seeking input regarding the results of our technical assessments. **The application review public comment period will run from 28 June to 27 July 2018.**

To learn more about the proposed Project, read our application and technical reports, find out how to participate and provide your feedback online visit: www.bhp.com/fsdpotashexport.

We are hosting two open houses to answer questions and receive comments:

SURREY/DELTA

Saturday, 14 July, 2018
11:00 a.m. to 2:00 p.m.

L.A. Matheson Secondary School
9484 122 Street
Surrey, BC, V3V 4M1

NEW WESTMINSTER

Monday, 16 July, 2018
5:30 p.m. to 8:30 p.m.

Inn at the Quay
900 Quayside Drive
New Westminister, BC, V3M 6G1

We welcome your questions and can be reached by phone at
1-844-385-8581

or by email

PotashPortPermit@bhp.com

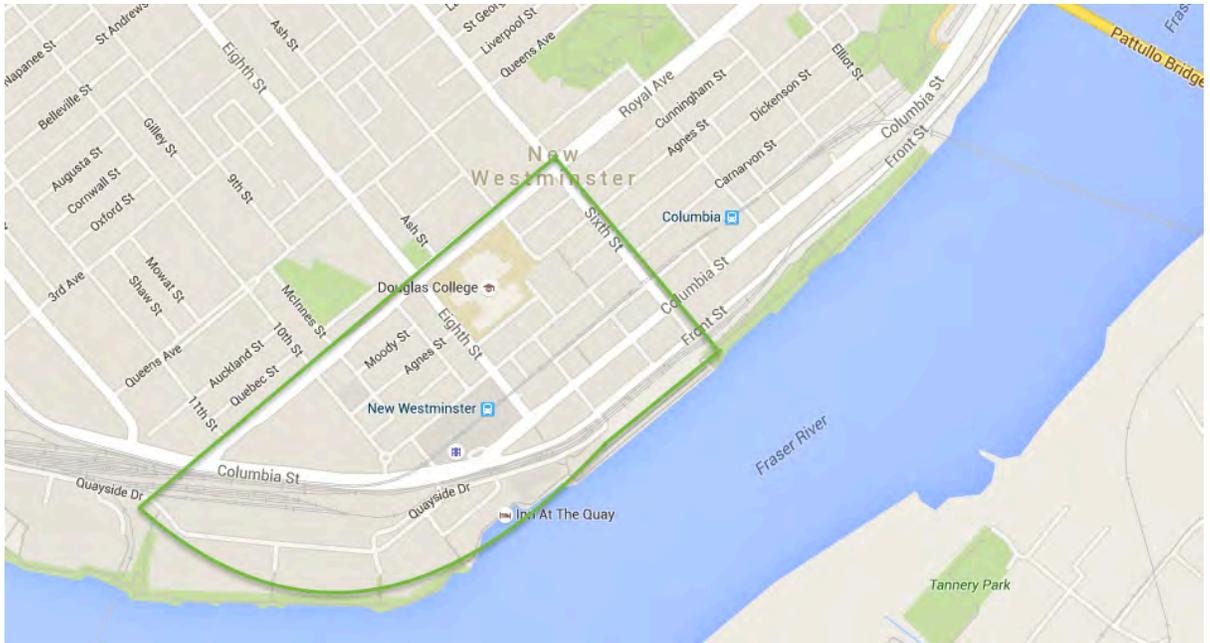


Figure B – Residential notification area – New Westminister (Quayside)

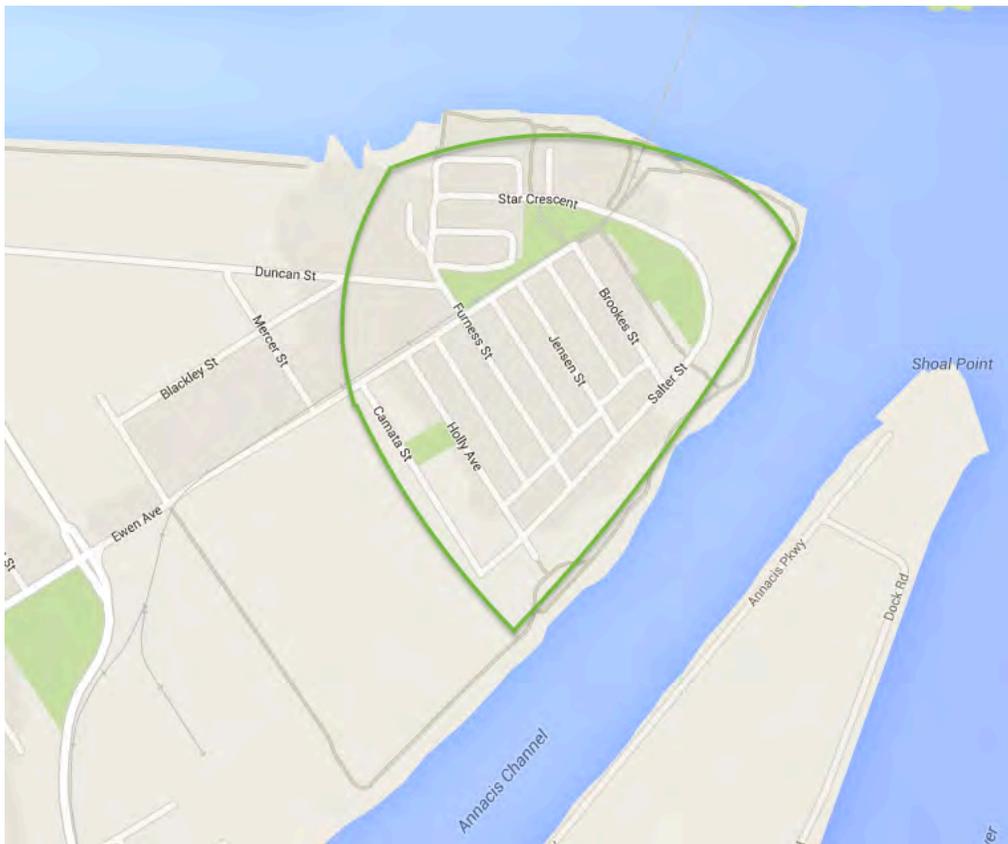


Figure C – Residential notification area – New Westminister (Queensborough)

Appendix 2

Newspaper Advertisements

DeltaVotes

2018 Local Government Elections

ARE YOU REGISTERED TO VOTE?

The Provincial List of Electors will be used by the City of Delta for the conduct of the 2018 Local Government Election for the offices of Mayor, Councillors and School Trustees to be held on Saturday, October 20, 2018.

In order to register, update or check your voter registration for these elections, all Delta residents and residents of the Tsawwassen First Nation Lands (*voting for School Trustee only*) are encouraged to visit Elections BC's Online Voter Registration system at www.elections.bc.ca or you can call Elections BC toll free at 1-800-661-8683 (Monday to Friday, 8:30 a.m. to 4:30 p.m.).

In order to ensure your name will be included on the Provincial List used for these elections, you must be registered with Elections BC **before Thursday, July 19, 2018**. After July 19, 2018, you may register directly with the Office of the City Clerk.

For additional information regarding the 2018 Local Government Elections contact the Office of the City Clerk at 604-946-3220 or visit the City of Delta website at www.delta.ca/elections.



City of Delta
4500 Clarence Taylor Crescent
Delta BC V4K 3E2
(604) 946-4141
www.delta.ca

BHP

Proposed Potash Export Facility Application Review

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.

We have submitted our permit application to the Vancouver Fraser Port Authority and are seeking input regarding the results of our technical assessments. Our public comment period will take place from 28 June to 27 July 2018.

To learn more about the proposed project and review our application and technical assessments visit: www.bhp.com/fsdpotashexport.

We are hosting two open houses to answer questions and receive your comments:

Surrey/Delta	New Westminister
<p>Saturday, 14 July, 2018 11:00 a.m. to 2:00 p.m.</p> <p>L.A. Matheson Secondary School 9484 122 Street Surrey, BC, V3V 4M1</p>	<p>Monday, 16 July, 2018 5:30 p.m. to 8:30 p.m.</p> <p>Inn at the Quay 900 Quayside Drive New Westminister, BC, V3M 6G1</p>

Contact us at 1-844-385-8581 or PotashPortPermit@bhp.com



bhp.com



PHOTO COURTESY OF DELTA POLICE

Delta police bike unit officers are shown in front of the Tsawwassen First Nation offices.

New DPD bike unit has an immediate impact

IAN JACQUES
ijacques@delta-optimist.com

A new bike unit has already paid dividends for the Delta police.

The first day the bike unit was in operation, officers arrested a suspected shoplifter at Tsawwassen Mills.

"We stopped her just as she was going to her car," said Const. Jeff Miller. "She told me, 'I was going to run, but then I looked at you and thought, forget it.'"

Started in mid-June, the bike unit is an addition to the department's Tsawwassen First Nation (TFN) Services Team. TFN lands are flat, with a number of trails, and readily

lend themselves to policing on bike.

"It just makes us that much more accessible," said Sgt. Roy Garnham, who heads up the unit. "Rather than being in cars, behind windows, we're finding already that people are stopping us more, waving at us, just wanting to have a quick chat."

He points out the bikes are convenient, saying he can get from the TFN administrative offices to the mall in three minutes - sometimes faster than what he might be able to do in the car, dependent on traffic.

Both officers took a one-week course that teaches police officers bike-specific

ic tactics as well as training on how to do power slides, travel safely down stairs and more.

They wear their regular duty belts, as well as a police uniform modified for use on bikes, consisting of shorts and short-sleeved shirt, and, of course, a helmet. The bikes are specially designed for law enforcement use, with heavy-duty 29-inch tires.

"They're not exactly light weight," Garnham said wryly.

DPD has had a bike unit in the past, but it's been about 15 years since it was active. Garnham thinks the unit is the perfect fit for the Tsawwassen First Nation.



IMPORTANT REMINDER Property Taxes are due July 3, 2018

The 2018 property tax notices have been mailed. If you have not received your notice, please contact the Taxation Office by email at taxation@delta.ca or by phone at 604-946-3235.

All property owners are responsible for the payment of property taxes whether or not a property tax notice is received. A 5% penalty will be applied on current taxes if unpaid after July 3, 2018. An additional 5% penalty will be applied on current taxes if unpaid after September 4, 2018.

For more information, please visit Delta.ca



City of Delta
4500 Clarence Taylor Crescent
Delta BC V4K 3E2
(604) 946-4141
www.delta.ca

BHP

Proposed Potash Export Facility Application Review

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Contact us at 1-844-385-8581 or PotashPortPermit@bhp.com



bhp.com

ENGAGE

People

Guildford-area teacher earns \$69K on 'Jeopardy!' in 'one-man invasion'

Ashley Wadhvani
Black Press Media

A teacher at Surrey's Guildford Park Secondary has done the province proud in his latest windfall on TV game show *Jeopardy!*.

Ali Hasan, who lives in New Westminister, gained fans from across B.C. last week as he became what the show's host, fellow-Canadian Alex Trebek, called "a one-man invasion" on the American game show.

On Friday's show (June 22), Hasan was going for his fourth win since his debut the previous Tuesday.

Nearing the end of the show, two incorrect answers in a row put Hasan in third place, with \$7,800.

But it was the final jeopardy that confirmed Hasan's second-place finish.

The clue: "Vestibular rehabilitation is one treatment for a condition that is also



Ali Hasan, who teaches at Guildford Park Secondary, is shown on "Jeopardy!" in a screen grab of video posted to the TV game show's Youtube channel.

the title of this 1958 suspense film."

Hasan answered, "What is vertigo?" to earn \$3,801.

But Jordan Nussbaum, a fellow Canadian and Toronto lawyer, also answered vertigo. With \$8,800 wagered, that brought his grand total to

\$15,800.

In the end, Hasan took home a total of US\$67,801, plus \$2,000 on Friday for coming in second place.

"We have one Canadian champion being replaced by another Canadian," Trebek said.

Fleetwood students in doc movie about entrepreneurship

Students at a school in Fleetwood are the focus of a new documentary movie about a program that encourages entrepreneurship.

For seven weeks, filmmakers followed four kids at Walnut

Road Elementary to make *Mindset Matters*, a 45-minute doc that was screened for the first time on Tuesday evening (June 26) at Surrey City Hall.

The movie aims to show "the power

and importance" of entrepreneurship as a way of learning, in a showcase of Surrey-based PowerPlay Young Entrepreneurs, a program taught in classrooms across B.C.

The film screening

was to include opening remarks by Bruce Ralston, Minister of Jobs, Trades and Technology, and also PowerPlay program founder Bill Roche and Surrey Schools district principal Antonio Vendramin.



Historic STEWART FARM

DOMINION DAY

Historic Stewart Farm, 13723 Crescent Road, Surrey, B.C.

Celebrate Canada Day the old-fashioned way at Historic Stewart Farm. There will be tons of fun for all ages at this family friendly event.

FREE

- Heritage demonstrations
- Live entertainment
- Old-fashioned games
- Food Truck
- Ample room for picnicking!



Saturday, June 30
11am-3pm
604.592.6956

surrey.ca/stewartfarm



CARRIERS WANTED ROUTES AVAILABLE

Newton / Whalley / City Centre

ROUTE#	QTY	AREA DESCRIPTION
17-06	101	77A Ave - 79 Ave, 140 St - 141B St
19-01	91	84 Ave - 85A Ave, 120A St - 121A St
20-14	100	85A Ave - 86 Ave, 129 St - 130 St
20-24	74	85A Ave - 87 Ave, 134 St - King George Blvd
21-10	94	83 Ave - 81 Ave, 133 St - 135 St
21-11	85	78A Ave - 80 Ave, 132 St - 134 St
22-02	113	70B Ave - 72 Ave, 130 St - 132 St
22-03	101	70B Ave - 72 Ave, 132 St
23-11	61	95 Ave - 96A Ave, Princess Dr
24-09	78	97A Ave - 100 Ave, 126 St - 128 St
26-19	75	88 Ave - 89 Ave, 130 St - 134 St

Contact Roy at 604-575-5368 or zchecker2@surreynowleader.com

Guildford / Fleetwood / Fraser Heights

ROUTE#	QTY	AREA DESCRIPTION
27-10	112	85 Ave - 85A Ave, 143A St - 144 St
28-31	84	82 Ave - 83A Ave, 153 St - 154B St
29-09	88	91 Ave - 91A Ave, 150 St - 151 St
30-23	83	104A Ave - 105A Ave, 168 St - 170A Ave
30-35	88	92 Ave - 94 Ave, 162A St - 163A St
30-63	51	96 Ave - 100 Ave, 160 St
30-66	83	109 Ave - 110 Ave, 160 St - 162 St
33-01	93	Glen Avon Dr, Laughlin Dr, Landdowne Dr
36-02	67	Grossman Rd - 114A Ave, 142 St - McBride Rd
37-05	77	106 Ave - 108 Ave, 140 St - 141A St
37-13	89	104A Ave - 105A Ave, 114 St - 148 St

Contact Christy at 604-575-5341 or zchecker3@surreynowleader.com

Cloverdale / Newton

ROUTE#	QTY	AREA DESCRIPTION
10-01	82	171 St - 172 St, 82 Ave - 84 Ave
11-01	94	179 St - 181 St, 84 Ave - 85A Ave
11-05	93	186 St - 188 St, 83 Ave - 84 Ave
12-11	80	180 St - 182 St, 57 Ave - 58 Ave
12-17	80	186 St - 188A St, 55 Ave - 55A Ave
13-22	103	186 St - 190 St, 56 Ave - 57 Ave
15-20	63	150A St - 152 St, 56A Ave - 56 Ave
16-07	112	150A St - 152 St, 34 Ave - 56 Ave
16-12	72	146A St - 150 St, 30B Ave - 82 Ave
16-36	67	146 St - 150 St, Spenser Dr - 55A Ave
41-23	52	162 St - 165 St, 88 Ave - 89 Ave

Contact Amber at 604-575-5345 or zchecker6@surreynowleader.com



Black Press Media

GET YOUR ROUTE TODAY!

SURREY NOW-LEADER



Beyond Meat Burger joining A&W's burger family

Cayley Dobie
cdobie@newwestrecord.ca

A popular meatless burger is making its Canadian fast food debut next month.

A&W has announced that starting July 9, customers will be able to order its new Beyond Meat Burger featuring a Beyond Meat patty, made from plant-based proteins like mung beans, peas and rice. Other ingredients include coconut oil, pomegranates, potatoes, apples and beets.

Like the Veggie Deluxe Burger, the Beyond Meat

Burger is served with lettuce, tomato, red onion, pickles, ketchup, mustard and mayo on a sesame seed bun or lettuce wrap, according to A&W.

For vegans, people who don't consume any animal products or bi-products, they'll have to order the burger on lettuce wrap until A&W offers a vegan bun as well.

This is the first time Beyond Meat burger patties will be available in a Canadian fast food chain.

"We are a burger-loving company with a lot of firsts,

but this is the fastest new-product launch in our history," said A&W Canada president and CEO Susan Senecal in a press release.

"When we tried the Beyond Meat Burger, we were amazed with how great it tasted and knew we had to be the first national burger chain to bring it to Canadians across the country.

"Our guests tell us that they want a range of great-tasting burgers, and A&W's Beyond Meat Burger will be a new option to try. It's a true, full-flavoured burger experience that we can't

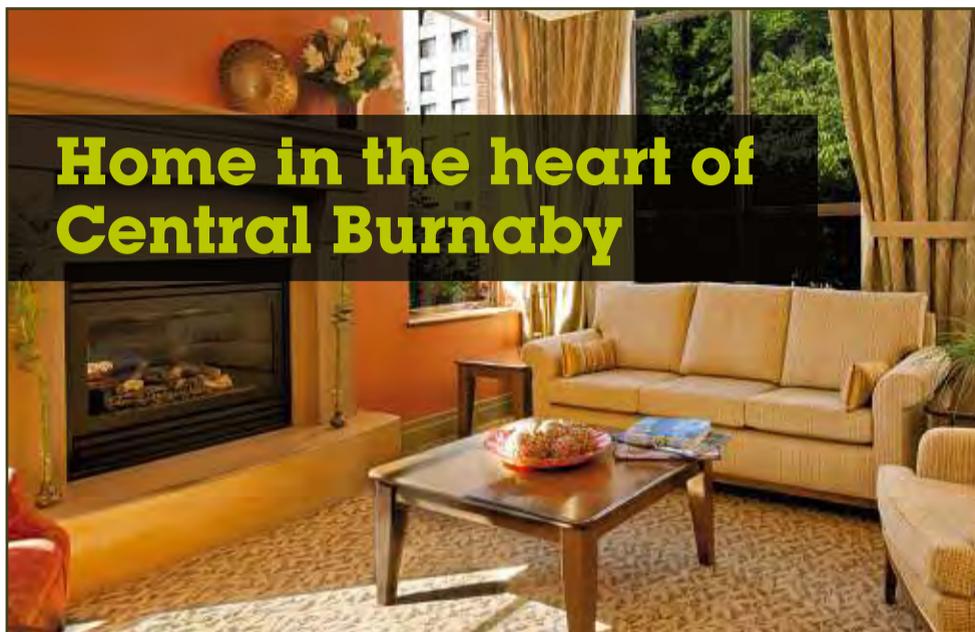
wait to share," Senecal added.

Beyond Meat is an American company creating meat

alternatives made from plants.

There are three A&W locations in New Westminster,

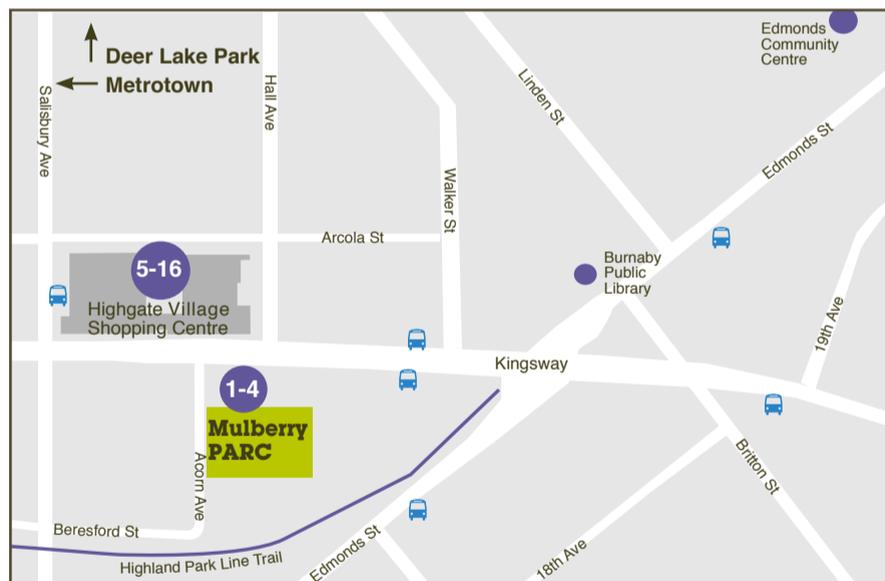
including the food court at Royal City Centre, Shops at New West Station and at Queensborough Landing.



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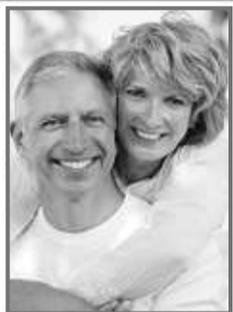
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BHP

Proposed Potash Export Facility Application Review

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.

We have submitted our permit application to the Vancouver Fraser Port Authority and are seeking input regarding the results of our technical assessments. Our public comment period will take place from 28 June to 27 July 2018.

To learn more about the proposed project and review our application and technical assessments visit: www.bhp.com/fsdpotashexport.

We are hosting two open houses to answer questions and receive your comments:

Surrey/Delta

Saturday, 14 July, 2018
11:00 a.m. to 2:00 p.m.

L.A. Matheson Secondary School
9484 122 Street
Surrey, BC, V3V 4M1

New Westminster

Monday, 16 July, 2018
5:30 p.m. to 8:30 p.m.

Inn at the Quay
900 Quayside Drive
New Westminster, BC, V3M 6G1

Contact us at 1-844-385-8581 or PotashPortPermit@bhp.com



bhp.com

BHP

Proposed Potash Export Facility

Application Review

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Delta saw more revenue from building permits in 2017

Continued from 5

and \$529.55 for police board. This is less than her \$15,690 in combined expenses for 2016, which was significantly higher than 2017 because she attended the Cities and Ports "Crossover" Conference in the Netherlands.

Counc. Heather King had the second highest expenses in 2017, at \$9,059.25.

According to Counc. Sylvia Bishop, a large percentage of councillors' expenses were for conferences like UBCM in Victoria and FCM in Ottawa.

"I think often those are the most expensive of the expenses," Bishop said at council. Some councillors attend certain conferences while others don't, which results in some variance in their expenses.

Mayor and council's remuneration and expenses make up about two per cent of general government expenses, a category which includes the city manager wages, the entire HR department, the corporate services department, legal expenses, 911 services, grants and insurance.

In 2017, the city spent \$216 million, and brought in \$268 million in revenue. This resulted in a surplus of \$52 million, nearly double what was budgeted.

The top expenses for the city were for police services and Delta's parks, recreation and culture department, coming in at \$39.6 million and \$33.3 million, respectively.

Just over half of Delta's revenue, \$143 million,

came from taxes and grants. The next highest revenue source was the sale of services, which includes utilities and recreation memberships, facility rentals and the like.

Of the \$72.3 million earned from those services, \$26.9 million was from water usage fees, \$17.4 million was from sewer, \$5.9 million was from garbage and recycling, \$7.2 million was from "recoverables" and \$8.6 million is from recreation admissions, programs and rentals. The remaining \$6.2 million comes from land use agreements, Tsawwassen First Nation servicing agreements, TransLink-funded roads and other items.

Revenue from licences, permits, fees and penalties only made up four per cent of the revenue for 2017, however that was a nearly 18 per cent increase from 2016.

In 2017, the revenue derived was \$11.3 million, compared to \$9.6 million the year before. This was because income from building permits and inspection fees nearly doubled, going from \$2.6 million in 2016 to \$4.9 million in 2017. Other types of licences and permits remained relatively stable since last year, with a small increase in penalties on taxes and utilities, and a small decrease in development application fees.

Delta, long declared debt-free by Jackson, currently has a debt of \$2.6 million. The "debt-free" status refers to the city not adding to its debt since 2003; Delta is expected to pay off its debt by 2022.



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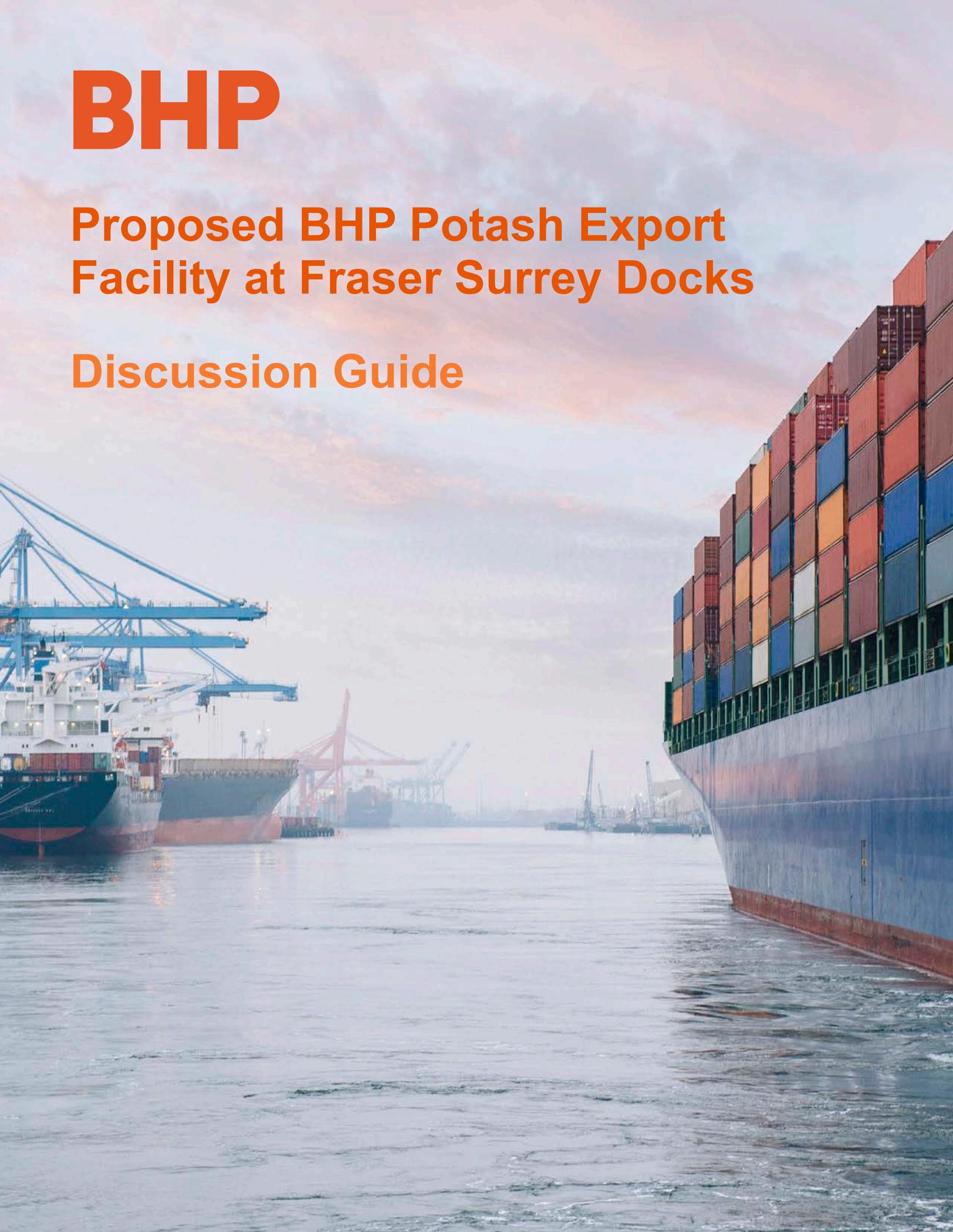
Appendix 3

Discussion Guide and Display Boards

BHP

Proposed BHP Potash Export Facility at Fraser Surrey Docks

Discussion Guide



BHP

Our Charter

**We are BHP,
a leading global resources company.**

Our Purpose

Our purpose is to create long-term shareholder value through the discovery, acquisition, development and marketing of natural resources.

Our Strategy

Our strategy is to own and operate large, long-life, low-cost, expandable, upstream assets diversified by commodity, geography and market.

Our Values

Sustainability

Putting health and safety first, being environmentally responsible and supporting our communities.

Integrity

Doing what is right and doing what we say we will do.

Respect

Embracing openness, trust, teamwork, diversity and relationships that are mutually beneficial.

Performance

Achieving superior business results by stretching our capabilities.

Simplicity

Focusing our efforts on the things that matter most.

Accountability

Defining and accepting responsibility and delivering on our commitments.

We are successful when:

Our people start each day with a sense of purpose and end the day with a sense of accomplishment.

Our teams are inclusive and diverse.

Our communities, customers and suppliers value their relationships with us.

Our asset portfolio is world-class and sustainably developed.

Our operational discipline and financial strength enables our future growth.

Our shareholders receive a superior return on their investment.



Andrew Mackenzie
Chief Executive Officer

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 (Project) at Fraser Surrey Docks (FSD) in Surrey, British Columbia (BC) to export potash from the proposed Jansen Project in Saskatchewan. With a throughput of up to approximately 8 million tonnes per annum (Mtpa), the new facility would receive, store, load, and ship potash onto bulk ocean-going vessels to customers around the world.

The FSD terminal is an active port facility, located at 11060 Elevator Road in Surrey, BC, opposite the northern end of Annacis Island and adjacent to the South Westminster Heights residential neighbourhood. The proposed Project is located on federal lands within the jurisdiction of the Vancouver Fraser Port Authority (port authority) and is therefore subject to port authority review and approval. The Application has been prepared to meet the Project and Environmental Review (PER) Application Submission Requirements for PER No. 17-108 issued by the port authority on July 24, 2017. The Application includes engineering and environmental studies, effects assessments, and management plans to address anticipated construction and operation-phase effects.

BHP uses a rigorous environmental management approach to identify, assess, and control material risks, and strives to deliver lasting benefits to the environment and the communities in which it operates by improving natural resource management and enhancing biodiversity. BHP is committed to delivering responsible environmental management solutions for this Project while continuously pursuing conservation and other opportunities to achieve social and environmental benefits. Supporting conservation efforts and responsible development is integral to sustainability, identified as a core value in BHP's Charter. Additional information about BHP is available on the corporate website at www.bhp.com.

What is Potash?

Potash, technically referred to as potassium chloride, 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 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 up to approximately 4 millimetres in size and range from pink to red in colour.

Canada exports potash to countries including the United States, Brazil, Indonesia, China, and India. Approximately 95 percent (%) of potash consumption is for use in fertilizers; the remaining 5% is used in a variety of chemical and manufactured products. Potash is a major contributor to improving crop yields and resilience, and helps to feed the growing global population.



Project Rationale

BHP anticipates that the world will require additional supplies of potash in the next decade, as the market rebalances with demand growth absorbing current overcapacity and latent capacity. BHP has identified the FSD site as a potential location for the Project. FSD is considered a suitable location for the Project because of the existing rail and deep-water infrastructure.

Canada has the world's largest known reserves of potash. BHP is investing in the long-term future of the potash market by developing its potash business and holdings in the Saskatchewan basin to meet the increasing global demand for potash. BHP's proposed facility would receive potash via rail from the proposed Jansen Project in Saskatchewan, store the product, then load onto bulk ocean-going vessels for export. A permitted port site is required to seek approval of the proposed Jansen mine project.

Project Overview

The 29-hectare site is located entirely on port authority property, and would occupy part of the existing FSD container yard and FSD's Berth #9. The proposed facility would:

- Receive shipments of potash by rail from the proposed Jansen mine
- Offload product from railcars to the conveyor system
- Store potash in the storage building
- Transfer product from the potash storage building, or directly from rail, via the conveyors to the shiploader and to a waiting vessel for export.

The proposed Jansen mine is planned to initially produce 4 Mtpa of potash, and ramp-up over time to 8 Mtpa. At the eventual throughput of 8 Mtpa, 8 to 10 trains and 3 to 4 vessels per week would be servicing the facility.

Site preparation and construction activities are planned.

Site Preparation:

- Demolish existing structures and remove asphalt in select areas. Demolition will include the former Bekaert office building, the container truck gate, the diesel shop, portions of existing rail, and a portion of Shed 5.
- Relocate existing sewer main, watermain, and storm sewer utilities to accommodate new structure foundations.
- Preload the facility footprint using clean fill and conduct other ground improvements.

Construction:

- Install the railcar unloading facility and material handling and transfer system including dust collection units.
- Install the rail loop, and complete access improvements.
- Construct fully enclosed potash storage building, including materials handling equipment.
- Conduct seismic upgrades at the berth.
- Install traveling shiploader with cascade-type spout to minimise dust and maintain product quality.

No development dredging is required to deepen the berth.

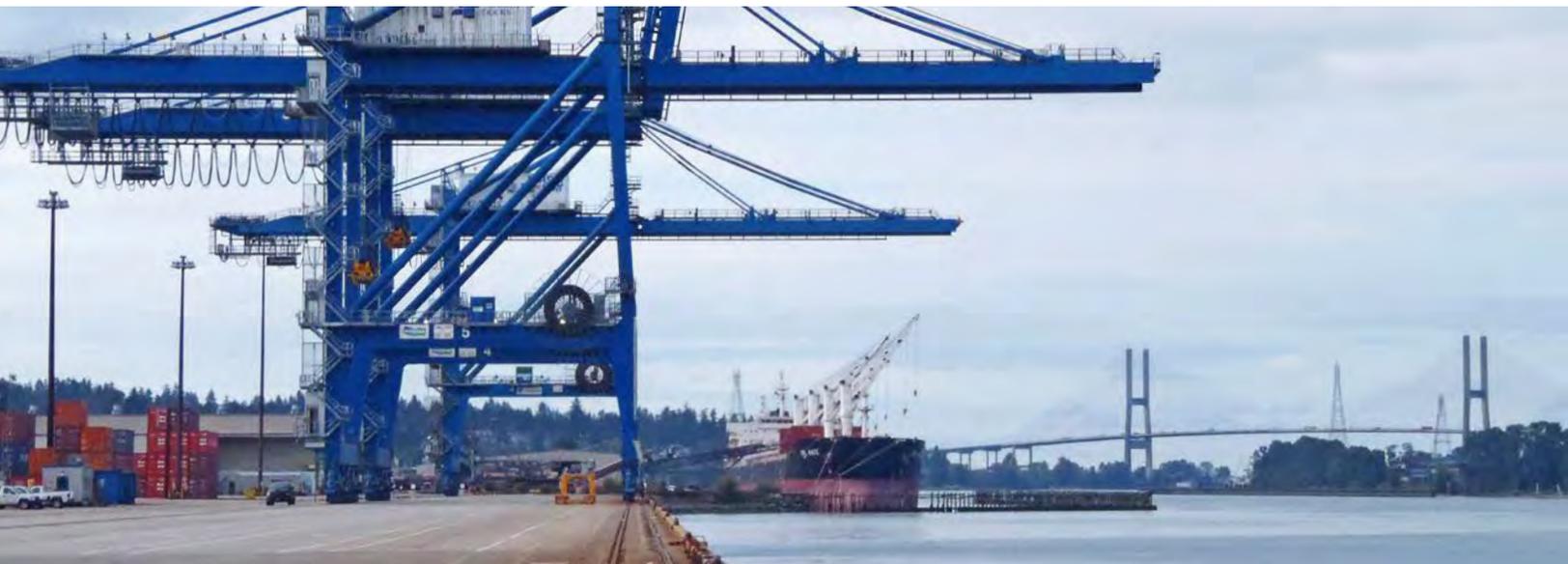


Project Setting

The Project site is located in Surrey, BC in an industrial area adjacent to Highway 17 (South Fraser Perimeter Road). Situated on the south shore of the Fraser River's Main Arm, the site has been an industrial port facility since the early 1930s. Land use west of Highway 17 is designated as industrial, and east of the highway is designated for residential, institutional, and park use. The nearest residences are located approximately 75 metres (m) from the Project site.



Project Rendering



Studies, Reports, and Plans

The Application includes the following studies, assessments, and plans:

1.0 General Submission Requirements	4.0 Required Studies, Reports and Plans	5.0 Community and Stakeholder Consultation
1.1 Application Fee and Documentation Deposit 1.2 Building Permit 1.3 Project Team Members Contact List Attachment 1-A: Table of Concordance Attachment 1-B: Project Team Contact List	4.1 Project Engineering Studies Attachment 4.1-A: Hazardous Materials Report for Demolition Attachment 4.1-B: Geotechnical Report Attachment 4.1-C: Energy Efficiency Study Attachment 4.1-D: Marine Traffic Information Requirements Report 4.2 Project Effects Assessments Effects Assessments Attachment 4.2-N: Phase I and II Environmental Site Assessment Attachment 4.2-O: Lighting Impact Statement Attachment 4.2-P: Noise Assessment Attachment 4.2-Q: Air Quality Assessment Attachment 4.2-R: View and Shade Impact Analysis Attachment 4.2-S: Traffic Impact Assessment Attachment 4.2-T: Archaeological Potential – Preliminary Assessment Report Attachment 4.2-U: Archaeological Overview Assessment Attachment 4.2-V: Flood Protection Assessment Attachment 4.2-W: Aquatic Resources Assessment Report Attachment 4.2-X: Terrestrial Resources Assessment Report Attachment 4.2-Y: Summary of Potential Effects and Mitigation	4.3 Project Plans Attachment 4.3-A: Stormwater Pollution Prevention Plan Attachment 4.3-B: Construction Environmental Management Plan Attachment 4.3-C: Rail Operations Plan Attachment 4.3-D: Fire Safety Plan Attachment 4.3-E: Spill Prevention and Emergency Response Plan 5.1 Preliminary Comment Period 5.2 Planned Consultation During Application Review 5.3 Planned Communications During Construction Attachment 5-A: Consultation Summary Report Attachment 5-B: Input Consideration Report
2.0 Project Description Requirements		6.0 Indigenous Engagement
2.1 General Information 2.2 Project Construction 2.3 Project Operations Attachment 2-A: BC Hydro Letter of Acknowledgment Attachment 2-B: Metro Vancouver Letter of Acknowledgment Attachment 2-C: CN Rail Letter of Acknowledgment		Attachment 6-A: Indigenous Engagement Summary
3.0 Project Drawing Requirements		
Attachment 3-A: Drawings		



Core sample of potash from Saskatchewan



Service shaft headframe at the Jansen Potash Project in Saskatchewan

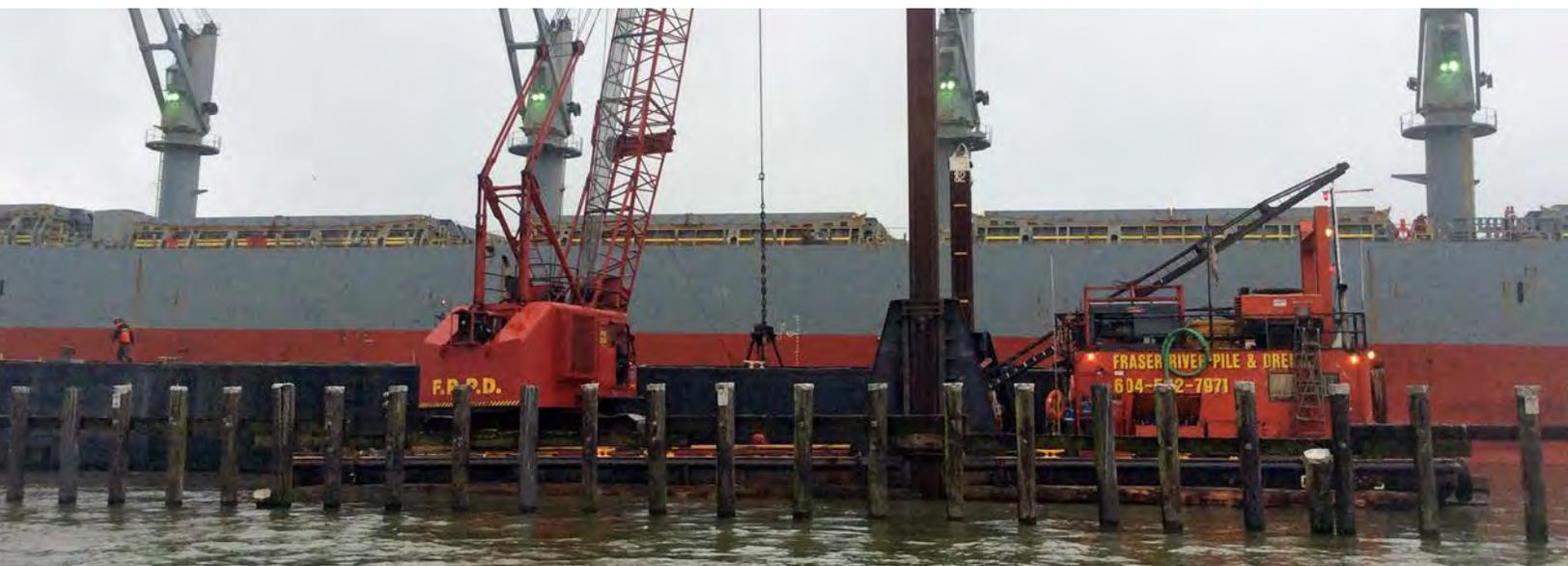
Project Engineering Studies and Key Findings

- **Hazardous Materials Report for Demolition**
 - Buildings to be demolished have the following hazardous materials: asbestos-containing materials, lead paints, polychlorinated biphenyls-containing ballasts or capacitors, lead, mercury, and stored chemicals. The Hazardous Materials Report for Demolition recommends measures for storing, handling, and recycling or disposing of hazardous building materials prior to and during demolition of buildings.
- **Geotechnical Study** – Project-related geotechnical concerns pertain to the seismic risk and potential for liquefaction of low-resistance clean sand underlying the site. Stone columns and soil densification are proposed ground improvement options to meet the seismic performance requirements for the berth. In addition, the use of soil densification and piling is proposed for the storage building to meet the ground settlement criteria and provide acceptable seismic performance.
- **Energy Efficiency Study** – Both Project design technology and measures recommended for operation are proposed for Project energy conservation. Combined, these result in a total energy savings of 1,535 megawatt hours per year and an overall savings of 14% in relation to the theoretical baseline energy consumption.
- **Marine Traffic Information Requirements**
 - Marine vessel types include Handysize, Handymax, Supramax, Ultramax, Panamax, and Kamsarmax. The operational plan includes guidance for vessel berthing and unberthing (along with information on pilotage tug assistance), as well as mooring and unmooring operations.



Project Effects Assessments and Key Findings

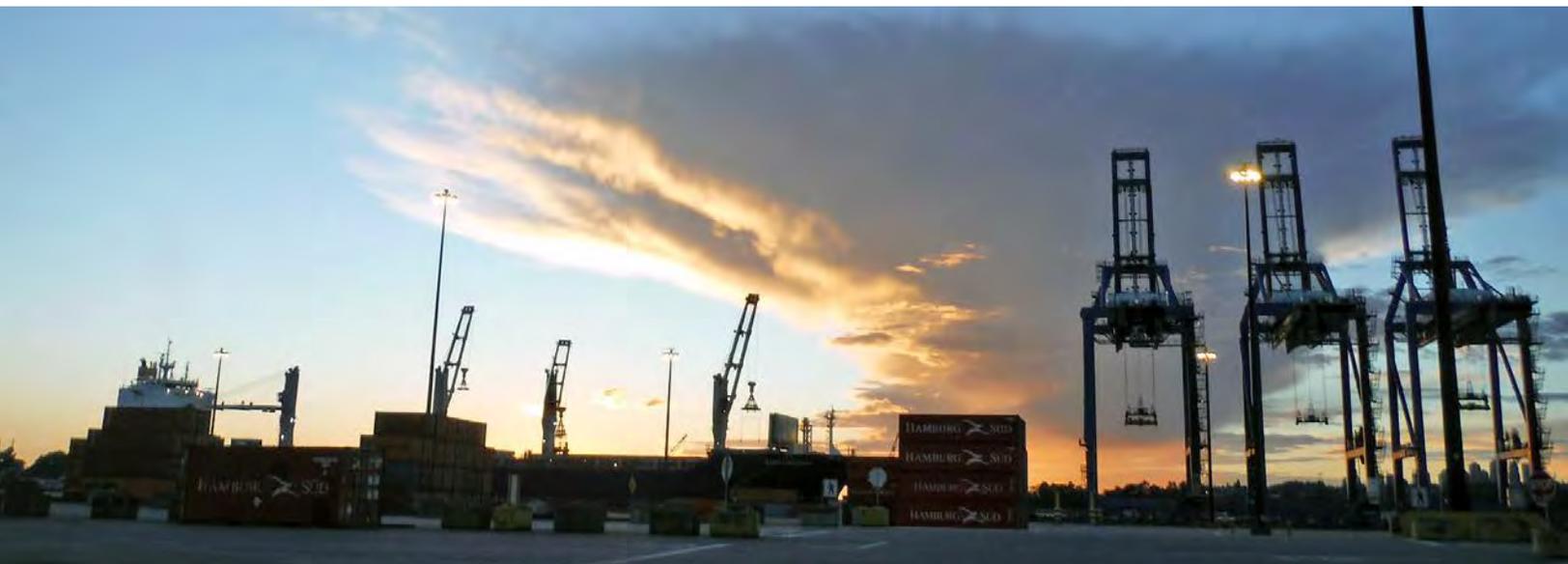
- **Traditional Use** – The Traditional Use (TU) information will be assessed separately in an addendum to this Application, as the information is provided. This Application has been written using secondary data and does not incorporate TU information provided by Indigenous groups' own TU studies. Each Addendum will assess potential impacts to a specific Indigenous group, using the same assessment scope that was used for this Application. Each Addendum will also discuss relevant additional mitigation measures if applicable.
- **Phase I and II Environmental Site Assessment** – The Phase I and II Environmental Site Assessment identified 10 onsite areas of potential environmental concern and 2 offsite areas of potential environmental concern. Based on the information reviewed and sampling conducted, there is a low likelihood of contaminated soil or groundwater being encountered during construction, and adverse Project effects are unlikely with the application of proposed management measures.
- **Lighting** – The lighting design and proposed operation for the Project is consistent with port authority guidance and industry practice, and uses energy-efficient light-emitting diode sources. The Lighting Impact Statement concludes that Project lighting design will minimise the potential for adverse lighting effects to the greatest extent practical while meeting worker safety requirements.
- **Noise** – Baseline (2015) noise levels and expected (2030) noise levels were modeled using Cadna/A. With the implementation of the Project's low noise initiatives and without additional mitigation, the average increase in the noise rating level at residential receivers during the operation phase is predicted to be no more than 1 A-weighted decibels (dBA) and the change in the percentage of people highly annoyed by the overall noise environment is predicted to be less than 6.5%. The predicted noise levels generally comply with the port authority's noise criteria and the change in the percentage of people highly annoyed is predicted to comply with Health Canada's suggested criteria of 6.5% (Health Canada 2017).
- **Air Quality** – Baseline and Project-related air quality emissions were modeled using CALPUFF. No offsite exceedances of ambient air quality objectives are predicted due to the Project. Predicted air quality effects, including ambient background levels, at sensitive receptors and



residential neighbourhoods will be generally low and will remain below all ambient air quality objectives.

- **View and Shade** – The Project is consistent with existing land uses, and is visually similar to the existing infrastructure that predominates in the area. Based on viewscape and shading modeling, the Project will likely have minimal effects on views and shade in the surrounding communities.
- **Traffic** – The Project will generate a minimal amount of additional road traffic. Increased Project rail traffic will lengthen delays to road traffic due to blockages at rail crossings. For the road crossing across Robson Road at Elevator Road, an increase of road blockages from approximately one and a quarter hours per day without the Project, up to five and a half hours per day is likely to occur without mitigation. Vehicle access into the rail loop will be restricted while a potash train is unloading which will only affect BHP operations. The proposed mitigation options (Elevator Road Interchange or notional internal overpass) will mitigate all road blockages, allowing unimpeded access to Gunderson Slough and FSD.

- **Archaeological Potential Preliminary Assessment and Archaeological Overview Assessment** – Potential effects from the Project on archaeological resources include the potential disturbance to archaeological resources by densifying soils when pre-loading materials on the surface, and eventually loading product materials on site; and potential disturbance to archeological resources by excavating soils below 2 m depth where a lens of organic material, including archaeological artifacts or features, may be present. An Archaeological Chance Find Procedure is included in the Application, and will be in place during construction. A preliminary assessment of archaeological potential was also conducted in accordance with port authority guidance. The assessment compared depth of Project excavations to depth of native soils based on geotechnical data. This assessment recommended that ground for disturbance deeper than 2 m to 50 cm past the organic lens, at distances of more than 100 m from the shoreline, should be monitored by a qualified archaeologist and First Nations representatives.
- **Flood Protection Assessment** – The Project site is not protected by a diking system, and is therefore vulnerable to Fraser River flooding. Flood inundation maps based on flood levels simulated using a hydraulic model of the Fraser



River were generated for five scenarios: 1:200-year flood using present conditions and with a 1 m sea level rise; 1:500-year flood using present conditions and with a 1 m sea level rise; and the 1894 flood of record. The flood inundation maps all show substantial inundation at the Project site. The product storage building includes a perimeter concrete wall, supporting the roof structure that protects the product against flood events. Electrical rooms will also be elevated. As the concrete wall surrounding the potash storage facility is only penetrated by service doors, potential mitigation options for the service doors could consist of providing water-tight flood doors, sand bags, water-filled flood barriers, or other temporary flexible membrane barriers.

- **Aquatic Resources (including Species at Risk)** – The aquatic effects assessment determined that potential Project-related effects can be mitigated, and residual effects are not anticipated. With appropriate mitigation and good work practices in place, most construction-related effects on aquatic resources associated with the Project will likely be of short duration. In the portion of the Strait of Georgia that overlaps with Project activities, potential effects on marine mammals during the Project’s operation phase are an increased risk of vessel strikes, along with potential acoustic masking for the southern

resident killer whale and harbour porpoise. With the application of appropriate mitigation measures, including adherence to the Construction Environmental Management Plan, Operation Management Plans, and Best Management Practices, residual effects are not anticipated for any of the aquatic resource components, including commercial, recreational or Aboriginal fisheries.

- **Terrestrial Effects (including Species at Risk)** – Vegetation at the Project site is limited as 98% of the site has been developed and is currently used for industrial activities. Vegetation is primarily patches of common weeds and non-native plants. The Project site provides limited wildlife value, except for relatively mobile species and species with high tolerance for human-related activities. Habitat loss due to Project construction is generally limited to low-quality weedy areas. The Project’s rail loop overlaps with area designated under the *Species at Risk Act* as critical habitat for streambank lupine (*Lupinus rivularis*), a plant species at risk. During repeated surveys, no streambank lupine plants have been observed in the affected area since 2013. The assessment provides details on proposed mitigation and monitoring to meet requirements of the *Species at Risk Act* (SC 2002, c. 29) recovery plan for streambank lupine.



Project Plans

- **Stormwater Pollution Prevention Plan** – This plan has been prepared to prevent or minimise the discharge of pollutants by stormwater runoff during operation. Measures are proposed to efficiently and proactively manage stormwater pollution risks, and that are consistent with stormwater management for the overall FSD site.
- **Construction Environmental Management Plan (CEMP)** – This plan provides measures to avoid or mitigate potential construction-related effects to environmental resources and the surrounding community. Proposed mitigation measures are based on Project scope, current environmental conditions of the site, assessments completed on the Project site to date, and industry-standard environmental construction techniques. Mitigation measures include water quality protection, invasive species management, guidance on soil and groundwater management, and archaeological monitoring.
- **Rail Operations Plan** – The Project will require reconfiguration of the rail within the FSD property. Rail component specifications comply with industrial standards from the connecting carriers, and are fit for purpose to the proposed traffic levels.
- **Fire Safety Plan** – This plan provides the organisational and procedural framework for responding to fire emergencies during Project operation. It has been developed to comply with all relevant federal and provincial legislation, regulations, guidelines, and objectives, and is largely based on FSD's existing Emergency Response Plan.
- **Spill Prevention and Emergency Response Plan** – This plan provides guidance for onsite and offsite personnel on the required actions for preventing and responding to emergencies. This plan also provides guidance to mitigate the risk of environmental contamination from the accidental release of harmful materials by providing clear procedures for their storage and handling as well as clear plans of action should such a release occur.





BHP employees conducting air quality monitoring near the Jansen Potash Project in Saskatchewan

Community and Stakeholder Engagement

BHP is committed to ensuring community interests are considered as part of the Vancouver Fraser Port Authority Project and Environmental Review (PER) process. We have submitted our permit application to the Vancouver Fraser Port Authority and it is now under review. To learn more about the project, read our application and technical reports, find out how to participate and provide your feedback online by visiting: www.bhp.com/fsdpotashexport.

This is our second round of consultation. A comprehensive round of initial engagement and consultation was completed in November 2017 and was designed to introduce the company and the Project to interested parties. Project stakeholders and members of the public were invited to provide comments and ask questions about the scope of studies being completed as part of the PER application to the port authority.

Input received during the initial phase of consultation was considered in developing the scope of technical and environmental studies. Information about the initial phase of consultation and the input received can be found in the *Preliminary Public Comment Period Consultation Summary Report* and the *Preliminary Public Comment Period Input Consideration Report*, which are available at www.bhp.com/fsdpotashexport and on the port authority's website.



Indigenous Engagement

BHP has commenced early engagement activities with Indigenous groups that may have overlapping interests with the Project. BHP's approach to engagement focuses on early engagement and frequent communications to develop relationships. Engagement efforts strive to identify areas of concern and are intended to enhance the potential economic benefit for local or potentially impacted Indigenous groups.

BHP recognises the traditional and legal rights of Indigenous groups, and acknowledges their right to practise and protect their cultures, identities, traditions, and customs. In addition, BHP encourages cultural awareness and diversity, and recognises and respects sites, places, structures, and objects that are culturally or traditionally significant to Indigenous groups. Acknowledging and respecting Indigenous groups as traditional owners or users of the land is a practice that is aligned with the BHP Global Indigenous Peoples Policy. Knowing who is connected to the land and the nature of that connection is critical to engaging Indigenous groups appropriately.

Preliminary Indigenous Engagement

During this phase of engagement, BHP initiated discussions regarding the proposed Project with Indigenous groups potentially impacted by the Project. BHP shared detailed Project information and supported review of Project documents including Baseline Studies, the Archaeological Overview Assessment (AOA), and the Draft Assessment.

Issues and concerns have been tracked, and included comments on effects to fishing as well as fish and fish habitat, cumulative effects, potash spills, archaeological potential, and others.

To-date, BHP has communicated with Cowichan Tribes, Halalt First Nation, Hwlitsum First Nation, Katzie First Nation, Kwantlen First Nation, Kwikwetlem First Nation, Lake Cowichan First Nation, Lyackson First Nation, Métis Nation British Columbia, Musqueam Indian Band, Penelakut Tribes, Qayqayt First Nation, Semiahmoo First Nation, Stó:lō Nation, Stz'uminus First Nation, Tsawwassen First Nation and Tsleil-Waututh Nation

Application Review Phase Indigenous Engagement and Consultation

BHP will continue to work with Indigenous groups who indicate and identify an interest in the Project to develop customised engagement and consultation strategies that align with each community or organisation's unique potential and actual concerns, rights, and traditional uses.

Future engagement activities planned during the Application review are currently being discussed with the port authority, and are anticipated to include meetings, emails, information sessions, potential workshops, sharing of updated Project documents and others. Once the Application has been accepted for review, the port authority will confirm which consultative activities will be delegated to BHP, and which will remain with the port authority.



BHP

We welcome questions by email, mail or phone.

Contact Us

Email: PotashPortPermit@bhp.com

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

Phone: 1-844-385-8581

  @bhp

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

www.bhp.com/fsdpotashexport

BHP



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 up to 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.



BHP

About the Proposed Project

The proposed potash export facility, with a throughput of up to 8 million tonnes per annum (Mtpa), would:

- Receive shipments of product by rail from the proposed Jansen mine
- Offload product from rail cars to the conveyor system
- Store potash in the product storage building
- Transfer product from the product storage building via conveyors to the shiploader and to a waiting vessel for export

When throughput at the facility reaches the projected 8 Mtpa, 8 to 10 trains per week are expected. Three to four vessels would load at the facility per week ranging from Handysize up to Kamsarmax size – similar to vessels that already frequent the existing terminal.



Project Status

We have submitted our permit application to the Vancouver Fraser Port Authority for review. We invite interested parties to ask questions and provide feedback on our application.

The application review public comment period will run from 28 June to 27 July 2018.

Noise

Assessment of how the proposed Project will affect noise levels experienced in the adjacent community.

WHAT WE STUDIED

- Inventoried noise emissions for the existing, baseline conditions and the future, Project conditions.
- Monitored existing noise conditions at nearby residential receivers.
- Based on monitoring results and equipment operations, used modeling to predict existing and future community noise levels. Noise modeling for the future scenario was conducted for the proposed Project operating at full capacity.
- Reviewed and integrated applicable mitigation options.



KEY FINDINGS

- Traffic on Highway 17 is the dominant noise source for most receivers in the baseline scenario.
- The Project will implement low noise initiatives, including those for rail squeal and automated unloading which eliminates train “stop and go” noise.
- Predicted increases in noise due to the proposed project are well within the guidelines established by the port authority and Health Canada.

Air Quality

Assessment of air emissions from proposed operations and potential effects, which could affect air quality.

WHAT WE STUDIED

- Inventoried air emissions for the existing, baseline conditions and the future, Project conditions.
- Level 1 Emission Estimation.
- Level 2 Atmospheric Dispersion Modelling.
- Mitigation measures for construction and operation.

KEY FINDINGS

- For all air contaminants no exceedances of the ambient air quality objectives were predicted outside the immediate area of the Project fenceline.
- Predicted air quality effects, including ambient background levels, at sensitive receptors and residential neighbourhoods are generally low and remain below all ambient air quality objectives.
- Covered storage and conveyors, baghouse dust collectors and a telescopic cascading chute on the travelling ship loader, are used to minimize the impacts to air quality.



Lighting

Review of proposed exterior lighting design including the location, type, orientation and level of illumination.

WHAT WE STUDIED

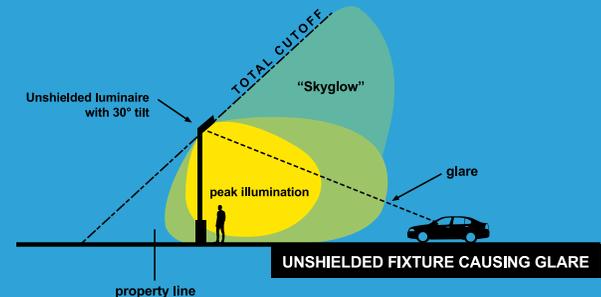
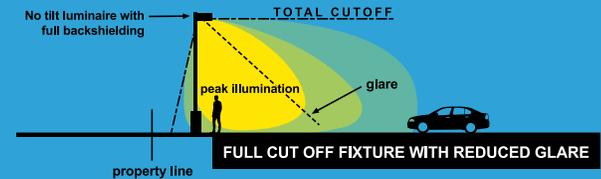
- Existing light level readings.
- Assessed lighting design for consistency with the port authority's lighting guidelines, WorkSafeBC and the Illuminating Engineering Society.

KEY FINDINGS

- Lighting design and proposed operation is consistent with port authority guidance and industry practice and uses energy-efficient light-emitting diode sources.
- Project lighting design will minimize the potential for adverse lighting effects to the greatest extent practical while meeting worker safety requirements.



Full cut-off lighting fixtures will be used for the Project to reduce skyglow and glare. Figures below illustrate the difference between cut-off and non cut-off fixtures.



Traffic

Review of current and future site traffic, including anticipated truck and rail volumes, parking needs, potential effects on local roads, access/egress, and mitigation options.



Two potential mitigation options were identified in the Traffic Impact Study, a notional internal overpass (shown as the dotted line above) or the Elevator Road Interchange overpass (not shown on above diagram). When the mitigation option is chosen it will be permitted separately from this project.

WHAT WE STUDIED

- Current and anticipated site traffic (road and rail) and how they will interact on site.
- On-site road traffic circulation.
- Site-generated traffic distribution throughout the day and impacts to adjacent and nearby roads and rail crossings.
- An access/egress and storage analysis for vehicles accessing the site including parking requirements.
- Emergency access.
- Mitigation options.

KEY FINDINGS

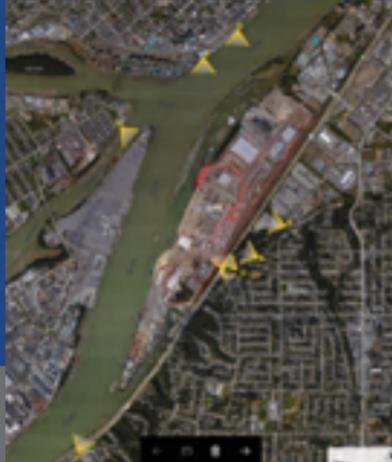
- A minimal amount of road traffic will be generated by the Project.
- Without mitigation, rail traffic to the new facility will result in longer delays at Robson and Elevator Road due to blockages at rail crossings.
- Two mitigation measures are under consideration to mitigate any delays associated with the Project including a notional internal overpass and/or the Elevator Road Interchange.

View and Shade

Assessment of the effects to views or shading, on the surrounding community and public areas, from the proposed Project and proposed mitigation to address these effects.

WHAT WE STUDIED

- Assembled baseline information and guidelines.
- Selected viewpoints of the site and developed photo simulations.
- Assessed potential view effects.
- Modeled shade impacts from the proposed Project at various times of day and year.



Viewpoint	Description	Direction	Elevation / Distance from Site
A	Along River Road near 11565 River Road, Surrey	Looking West	+7 metres (m) / 600 (m)
B	Along River Road near 11348 River Road, Surrey	Looking Northwest	+16 (m) / 350 m
C	Along River Road near 10637 River Road, Delta	Looking Northeast	+25 m / 1500 m
D	From Royal Heights Park Trail Head near 11389 Royal Crescent, Surrey	Looking Northwest	+33 m / 600 m
E	Along Millar Road near 11483 Millar Road, Surrey	Looking West	+38 m / 300 m from
F	At Westminster Quay near River Market	Looking South	+0 m / 1,000 m
G	At Westminster Pier Park	Looking Southwest	+3 m / 1,300 m from
H	At Port Royal Park in Queensborough near 220 Salter Street New Westminster	Looking Southeast	+0 m / 800 m from

KEY FINDINGS

- Viewscape and shading modeling indicates that the Project will have minimal effects on view and shade in the surrounding communities.
- The Project is consistent with existing land uses and is visually similar to existing infrastructure that predominates the area.



Viewpoint B Current Northwestward View from 11348 River Road, Surrey



Viewpoint B Representation of Future Northwestward View from 11348 River Road, Surrey



Viewpoint F Current Southward View from Westminster Quay near River Market



Viewpoint F Representation of Future Southward View from Westminster Quay near River Market



Viewpoint H Current Southeastward View from Port Royal Park



Viewpoint H Representation of Future Southeastward View from Port Royal Park

Spill Prevention and Emergency Response

An Emergency Response Plan has been developed to outline the required actions for preventing and responding to emergencies. The purpose is to avoid or minimize any impacts to the environment while protecting the health and safety of our personnel and comply with applicable regulations and guidelines. It promotes the safe and careful use of potentially hazardous materials along with effective recovery in the event of an unplanned spill.

KEY ELEMENTS OF THE PLAN:

- Site-specific information on the facilities and contingencies in place.
- Measures to avoid spills of harmful substances and procedures for storage and handling.
- Roles, responsibilities, reporting procedures and contact information for emergency events.
- Procedure for responding to spills and accidental release of harmful substances.
- Contingency response planning and risk identification.
- Required training for employees, communication plan, response to natural events, spill tracking/reporting and records of facility inspection.



BHP

How to Participate

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

As part of the Application Review phase, we are seeking input regarding the results of our technical assessments.

The Application Review public comment period will run from 28 June to 27 July 2018.

To learn more about the Project, read our application and technical reports, find out how to participate and provide your feedback online visit: www.bhp.com/fsdpotashexport.

Contact Us

Email: potashportpermit@bhp.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 community.feedback@portvancouver.com or call 604.665.9570.

Next Steps

The Application Review public comment period ends on 27 July, 2018 and input must be received by the closing date. Once the public comment period ends, we will prepare a *Application Review Phase Consultation Summary Report* and a *Application 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.

We welcome your questions by phone, mail or email.

The BHP logo is located in the bottom right corner of the page. It consists of the letters 'BHP' in a bold, white, sans-serif font, set against a dark orange background.

Appendix 4

Feedback Form

Proposed BHP Potash Export Facility at Fraser Surrey Docks

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 Application Review phase of the port authority's permitting process. The public comment period will take place from **28 June to 27 July 2018**.

Before completing this survey we recommend that you review the project information available at the project website www.bhp.com/fsdpotashexport or on the Vancouver Fraser Port Authority website www.portvancouver.com/development-and-permits/status-of-applications/bhp-billiton-potash-export-facility/ where you can review or download the following documents:

- Discussion guide
- Display boards
- Permit application
- Technical studies, assessments and plans

Thank you for taking the time to provide your input. Please submit your feedback by 27 July, 2018.

To help us understand where people who are interested in this proposed 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 were undertaken to determine the potential effects of the proposed 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 satisfaction with the plans and the results of the studies and assessments described in the following questions. **Choose only one answer.**

Assessment/ Study/ Plan	Description	Level of Interest
ENGINEERING STUDIES		
Hazardous Materials Report for Demolition	<ul style="list-style-type: none"> • Buildings to be demolished contain some hazardous materials. • Recommendations for storing, handling and recycling or disposing of hazardous building materials prior to and during demolition. 	<input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable Reasons: _____ _____ _____

<p>Geotechnical Report</p>	<ul style="list-style-type: none"> • Implement measures to lower the potential for liquefaction of soils underlying the site. • Proposed ground improvement options include stone columns and other soil densification techniques to meet seismic performance requirements for the berth. • Pre-load and soil densification are proposed for the storage building. 	<p> <input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable </p> <p>Reasons: _____</p> <p>_____</p> <p>_____</p>
<p>Energy Efficiency Study</p>	<ul style="list-style-type: none"> • Project design technology and measures recommended for operation result in a total energy saving of 1,535 megawatt hours per year and a 14% reduction in energy consumption compared to the baseline. 	<p> <input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable </p> <p>Reasons: _____</p> <p>_____</p> <p>_____</p>
<p>Marine Traffic Information Requirements Report</p>	<ul style="list-style-type: none"> • Marine vessel types include Handysize, Handymax, Supramax, Ultramax, and Kamsarmax. • Operation description including berthing, unberthing, mooring and unmooring. • Information on pilotage tug assistance. 	<p> <input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable </p> <p>Reasons: _____</p> <p>_____</p> <p>_____</p>
<p>ENVIRONMENTAL ASSESSMENT STUDIES</p>		
<p>Lighting</p>	<ul style="list-style-type: none"> • Lighting design and proposed operation is consistent with port authority guidance and industry practice and uses energy-efficient light-emitting diode sources. • Project lighting design will minimize the potential for adverse lighting effects to the greatest extent practical while meeting worker safety requirements. 	<p> <input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable </p> <p>Reasons: _____</p> <p>_____</p> <p>_____</p>

<p>Noise</p>	<ul style="list-style-type: none"> • Traffic on Highway 17 is the dominant noise source for most receivers in the baseline scenario. • The Project will implement low noise initiatives, including those for rail squeal and automated unloading which eliminates train “stop and go” noise. • Predicted increases in noise, due to the proposed project, are well within the guidelines established by the port authority and Health Canada. 	<p> <input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable </p> <p>Reasons: _____</p> <p>_____</p> <p>_____</p>
<p>Air Quality</p>	<ul style="list-style-type: none"> • For all air contaminants, no exceedances of the ambient air quality objectives were predicted outside the immediate area of the Project fence line. • Predicted air quality effects, including ambient background levels, at sensitive receptors and residential neighbourhoods are generally low and remain below all ambient air quality objectives. • Covered storage and conveyors, baghouse dust collectors and a telescopic cascading chute on the travelling shiploader are used to minimize the impacts to air quality. 	<p> <input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable </p> <p>Reasons: _____</p> <p>_____</p> <p>_____</p>
<p>View and Shade</p>	<ul style="list-style-type: none"> • Viewscape and shading modeling indicates that the Project will have minimal effects on view and shade in the surrounding communities. • The Project is consistent with existing land uses and is visually similar to existing infrastructure that predominates the area. 	<p> <input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable </p> <p>Reasons: _____</p> <p>_____</p> <p>_____</p>
<p>Traffic</p>	<ul style="list-style-type: none"> • A minimal amount of road traffic will be generated by the project. • Without mitigation, rail traffic to the new facility will result in longer delays at Robson and Elevator Road due to blockages at rail crossings. • Two mitigation measures are under consideration to mitigate any delays associated with the Project including a notional internal overpass and/or the Elevator Road Interchange. 	<p> <input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable </p> <p>Reasons: _____</p> <p>_____</p> <p>_____</p>

Archaeology and Heritage Resources	<ul style="list-style-type: none"> • Assessment to date shows that archaeological materials could be encountered in native soils, which occur between two and four metres below ground surface. • Mitigation for construction includes archaeological monitoring for soil disturbance deeper than two metres and more than 100 metres from the shoreline and implementation of a chance find procedure. Monitoring should continue until maximum excavation depth is reached or a minimum of 50 centimetres of non-organic, sterile sediments have been observed by the supervising archaeologist on site, whichever occurs first. 	<input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable Reasons: _____ _____ _____
Flood Protection	<ul style="list-style-type: none"> • Infrastructure vulnerable to flooding are the product storage building and electrical facilities, for which mitigation is being designed. • The product storage building includes a perimeter concrete wall, supporting the roof structure, that protects the product against flood events. • Potential flood mitigation for the storage building could be temporary measures such as sand bags, water-filled flood barriers, or other temporary flexible membrane barriers. • Alternately, as the concrete wall is only penetrated by service doors, potential mitigation could consist of providing water-tight flood doors and/or removable flood barriers for personnel and equipment. 	<input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable Reasons: _____ _____ _____
Aquatic and Terrestrial Habitat Assessment	<ul style="list-style-type: none"> • Vegetation at the site is generally weeds and non-native species; vegetated areas are currently limited to two percent of the site. • The Site's existing wildlife values are limited to mobile species with a high tolerance for human activity. • Any construction related effects will likely be of short duration and can be mitigated with good work practices. • With the application of appropriate mitigation measures, as outlined in the Construction Environmental Management Plan and Best Management Practices, no residual effects are anticipated for aquatic resources including commercial, recreational or Aboriginal fisheries. 	<input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable Reasons: _____ _____ _____

PROJECT PLANS

<p>Stormwater Pollution Prevention Plan</p>	<ul style="list-style-type: none">• Measures to manage stormwater pollution risks and prevent the discharge of pollutants by stormwater runoff during operation.• Measures include housekeeping practices, preventative maintenance, reduction and containment activities, and treatment as well as monitoring.	<p><input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable</p> <p>Reasons: _____ _____ _____</p>
<p>Construction Environmental Management Plan</p>	<ul style="list-style-type: none">• Mitigation measures include water quality protection, invasive species management, guidance on soil and ground water management and archaeological monitoring.	<p><input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable</p> <p>Reasons: _____ _____ _____</p>
<p>Rail Operations Plan</p>	<ul style="list-style-type: none">• Rail component specifications that comply with industrial standards from the connecting carriers and are fit for purpose to the proposed traffic levels.	<p><input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable</p> <p>Reasons: _____ _____ _____</p>
<p>Fire Safety Plan</p>	<ul style="list-style-type: none">• Organizational and procedural framework for responding to fire emergencies during operation.• Identification of potential hazards and emergency procedures.• Measures are compliant with all relevant federal and provincial legislation, regulations, guidelines, and objectives.	<p><input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable</p> <p>Reasons: _____ _____ _____</p>

<p>Spill Prevention and Emergency Response Plan</p>	<ul style="list-style-type: none"> • Measures to avoid spills of harmful substances and procedures for storage and handling. • Clear plan of action for spills and accidental release of harmful substances. • Guidance for onsite and offsite personnel on the required actions for preventing and responding to emergencies. • Contingency response planning and risk identification. 	<p> <input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable </p> <p>Reasons: _____</p> <p>_____</p> <p>_____</p>
<p>Contaminated Sites</p>	<ul style="list-style-type: none"> • Phase I and II site assessments • Measures to be implemented in the unlikely event of contaminated soil or groundwater being encountered during construction. 	<p> <input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review/ not applicable </p> <p>Reasons: _____</p> <p>_____</p> <p>_____</p>

2. Please provide any additional questions or comments about the proposed Project.

PROJECT SUPPORT

3. Please rate your level of agreement with the following statement:

I support the proposed BHP Potash Export Facility at Fraser Surrey Docks.

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

Please provide your reasons for your level of agreement:

PLEASE TELL US ABOUT YOURSELF

4. How did you hear about the proposed Project? *(Please check all that apply)*

- Advertisement in local newspaper
 - Surrey NOW-Leader
 - Delta Optimist
 - North Delta Reporter
 - New Westminster Record
- Friends/ Neighbours
- Letter delivered to home or business
- Email
- Websites (BHP Project site, Port of Vancouver)
- Other (please describe)

5. 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
- Work on/with a First Nation in BC
- A member of a First Nation in BC or Métis local
- Live or work outside of Surrey, Delta or New Westminster (please describe) _____

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

- Yes
- No

If yes, please provide your email address: _____

Thank you for taking the time to provide your input. We are accepting comments through to 27 July 2018.

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@bhp.com or 1-844-385-8581.

BHP

Appendix 5

Detailed Feedback Form Responses



BHP Potash Export Facility at Fraser Surrey Docks

Consultation Summary Report – Application Review Public Comment Period

Verbatim Feedback Form Responses

November 2018

A 20-question feedback form was used to collect input as part of the Application Review Public Comment Period. A link to the online feedback form was provided on the Project website and printed copies were available at the community open houses.

Between 28 June and 27 July 2018, 11 participants completed the feedback form online and this document is a record of the verbatim responses.

Online Feedback Form

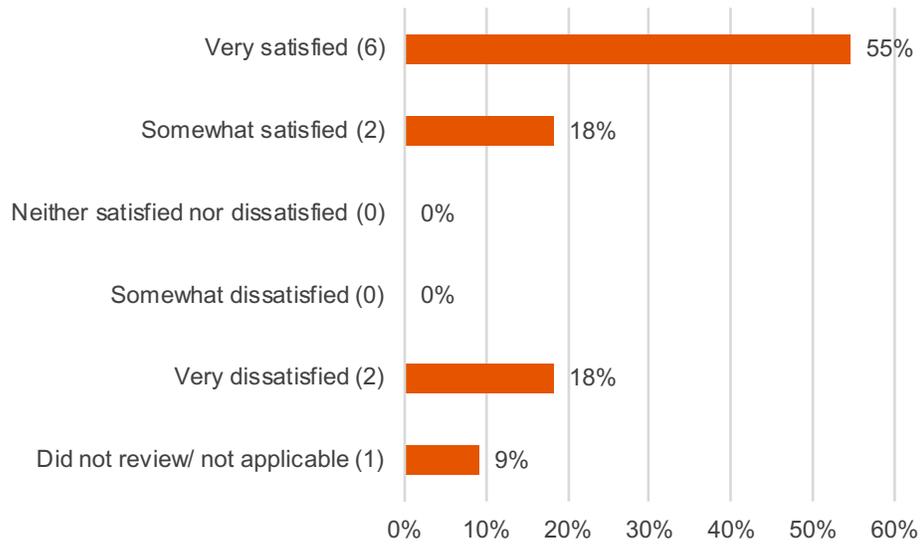
To help us understand where people who are interested in this Project live or work please provide the first three characters of your work and/or home postal code:

Post Code	Work	Home
V3M	1	4
V3V		1
V3S		2
V3L		1
V4C	1	
V4G	1	
V4K	1	
V4M		1
V6G		1

Note: Some participants included both work and home postal code.

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

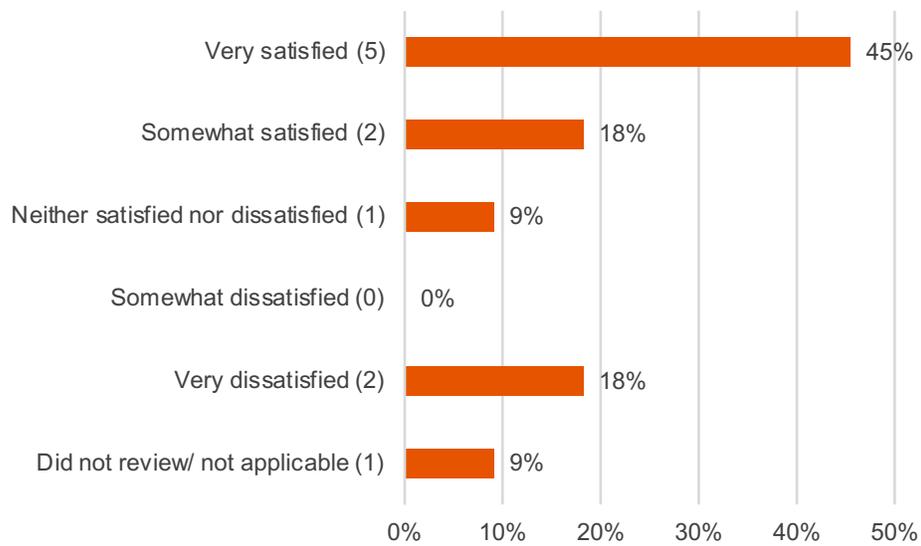
ENGINEERING STUDIES – Hazardous materials report for demolition



Reasons

None provided.

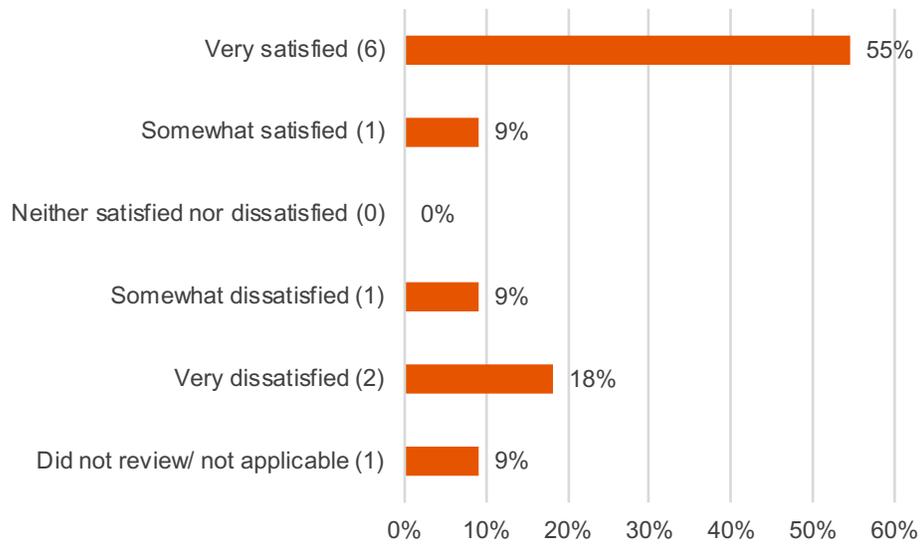
ENGINEERING STUDIES – Geotechnical Report



Reasons

None provided.

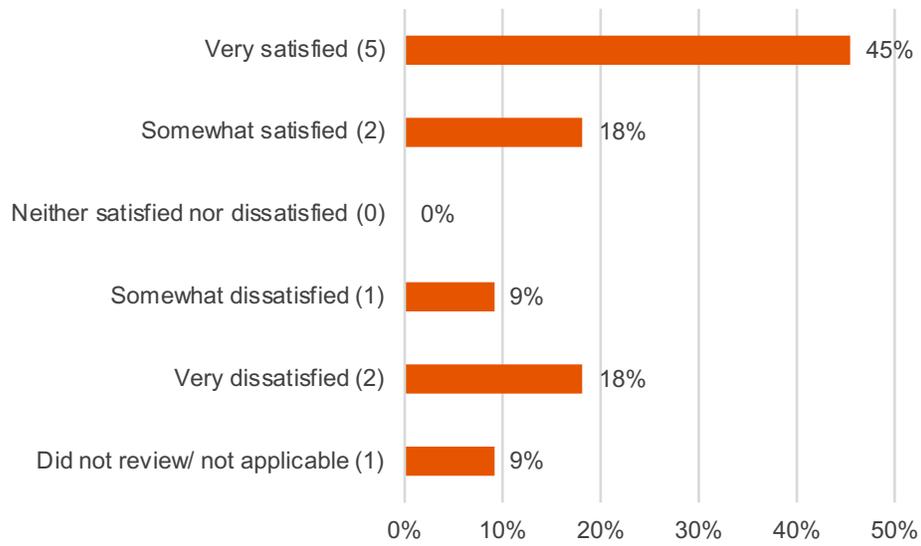
ENGINEERING STUDIES – Energy Efficiency Study



Reasons

Savings from what total number?

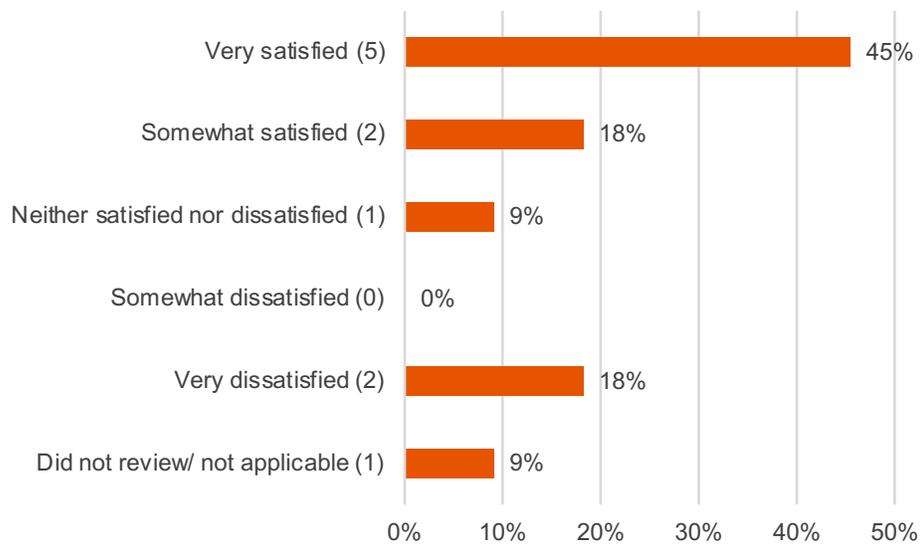
ENGINEERING STUDIES – Marine Traffic Information Requirements Report



Reasons

None provided.

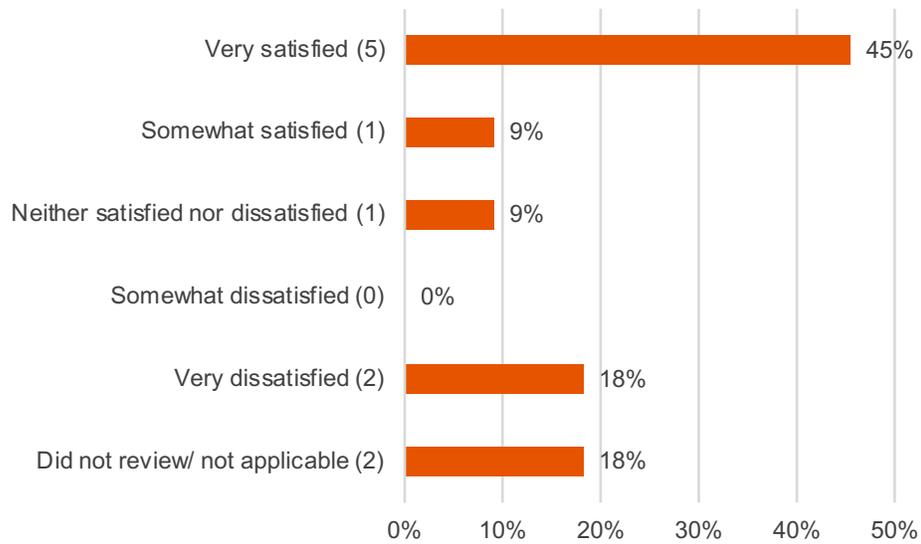
ENVIRONMENTAL ASSESSMENT STUDIES – Lighting



Reasons

None provided.

ENVIRONMENTAL ASSESSMENT STUDIES – Noise

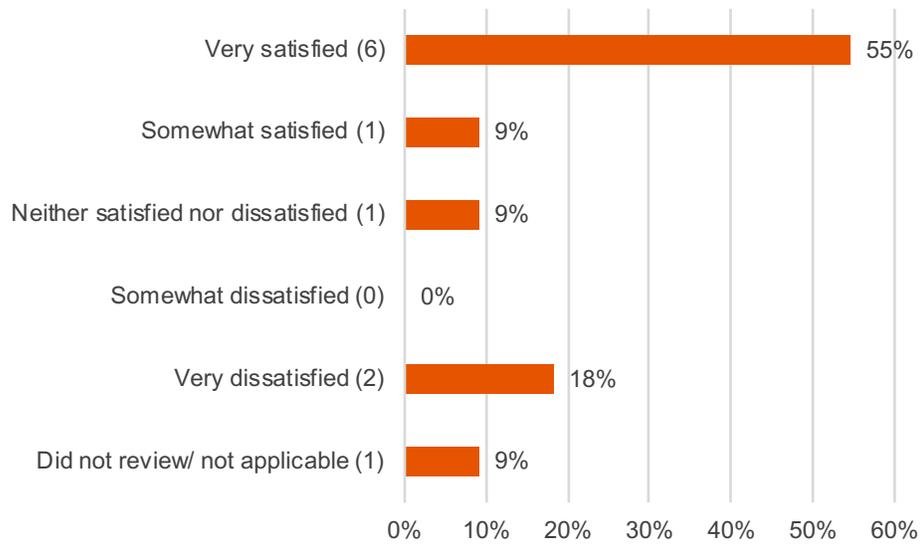


Reasons

Conveyors and trains can be very noisy, especially at night.

S more noise [sic]. To say not as bad as noise from highway 17 is not a good answer. Possibly highway 17 needs sound reduction such as high retaining walls.

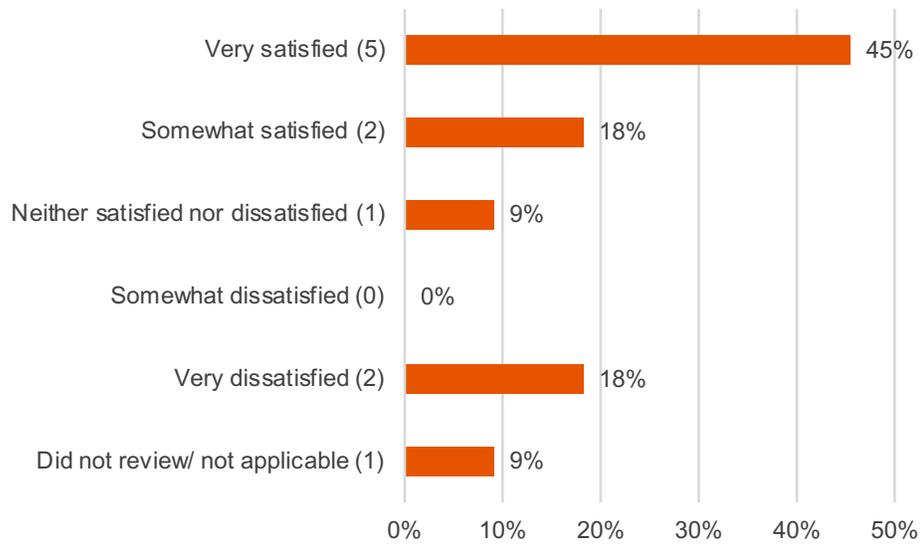
ENVIRONMENTAL ASSESSMENT STUDIES – Air Quality



Reasons

I am more concerned about pollution from increased diesel locomotives and increased freighters.

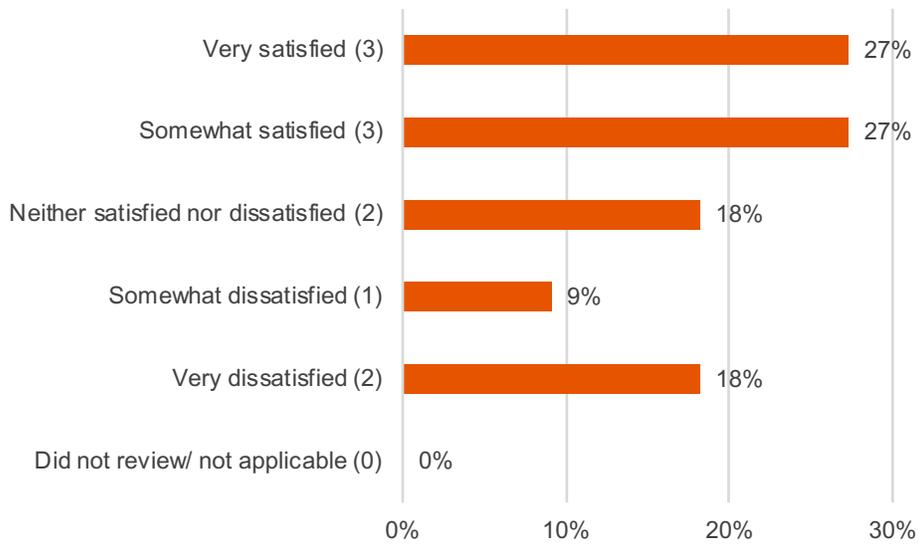
ENVIRONMENTAL ASSESSMENT STUDIES – View and Shade



Reasons

None provided.

ENVIRONMENTAL ASSESSMENT STUDIES – Traffic Impact

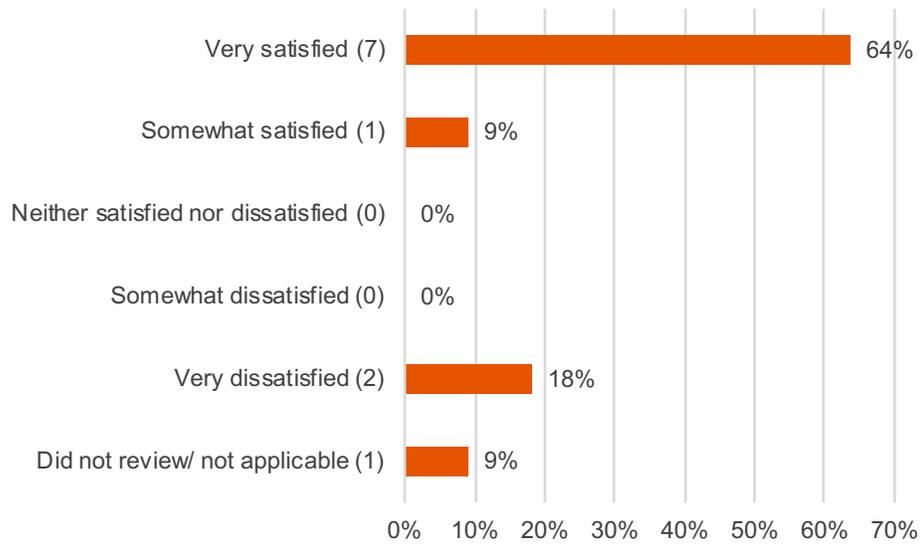


Reasons

Traffic delays due to trains are a problem.

Major concern with access along Timberland Road. If the proposed re-routing of traffic or Hwy 17 interchange proposals move ahead this will help the train and truck traffic issue.

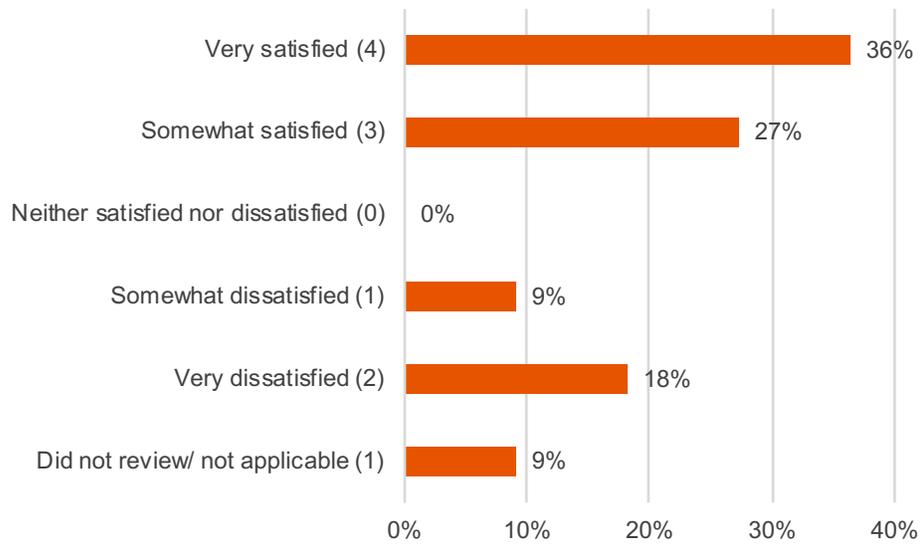
ENVIRONMENTAL ASSESSMENT STUDIES – Archaeology and Heritage Resources



Reasons

None provided.

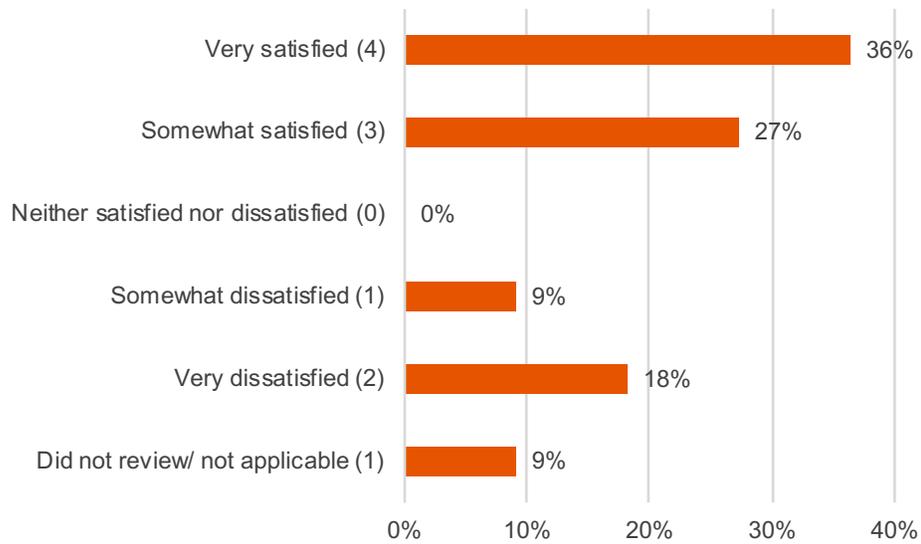
ENVIRONMENTAL ASSESSMENT STUDIES – Flood Protection



Reasons

Any flooding would create huge disposal problem as wet potash probably not useable.

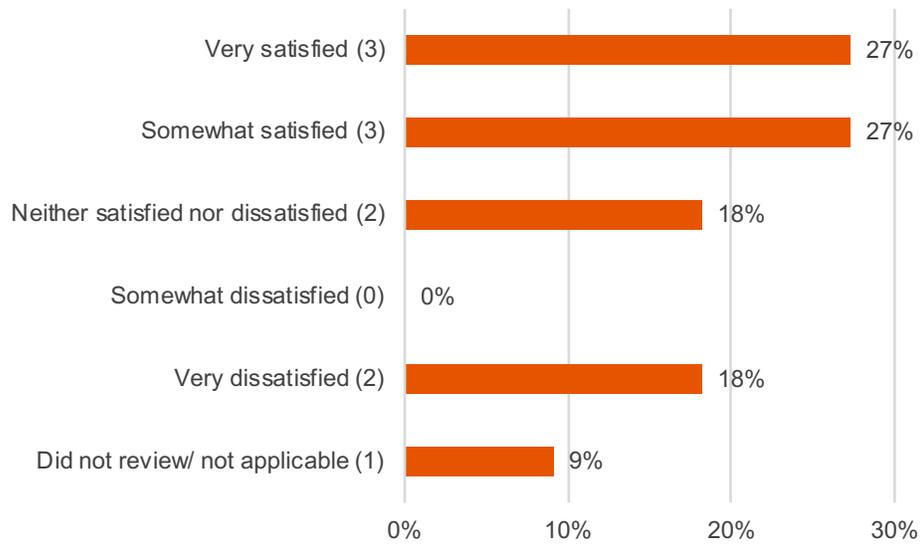
ENVIRONMENTAL ASSESSMENT STUDIES – Aquatic and Terrestrial Habitat Assessment



Reasons

None provided.

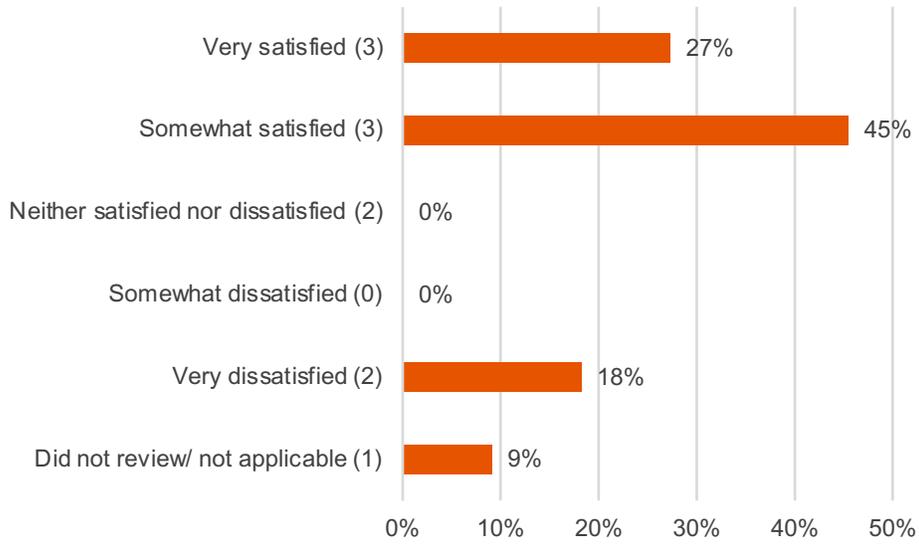
PROJECT PLANS – Stormwater Pollution Prevention Plan



Reasons

So there will be some storm water pollution?

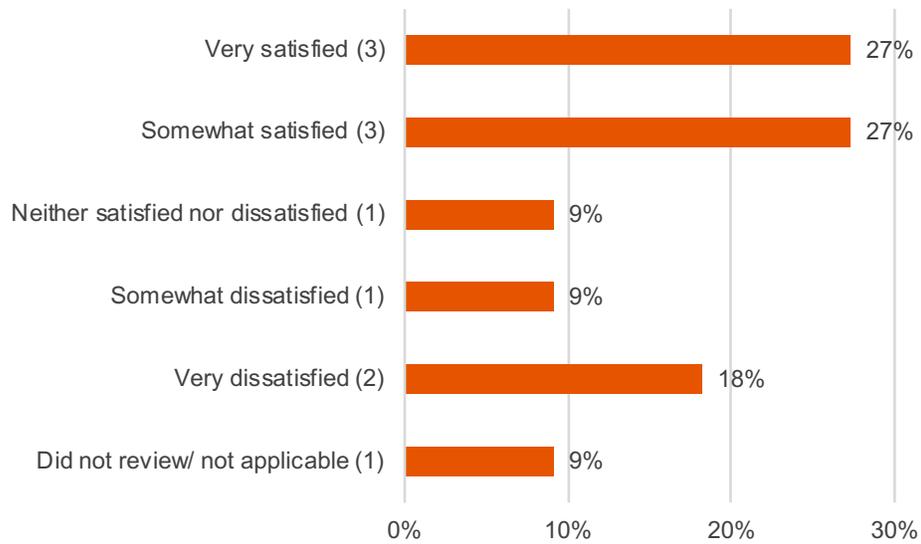
PROJECT PLANS – Construction Environmental Management Plan



Reasons

None provided.

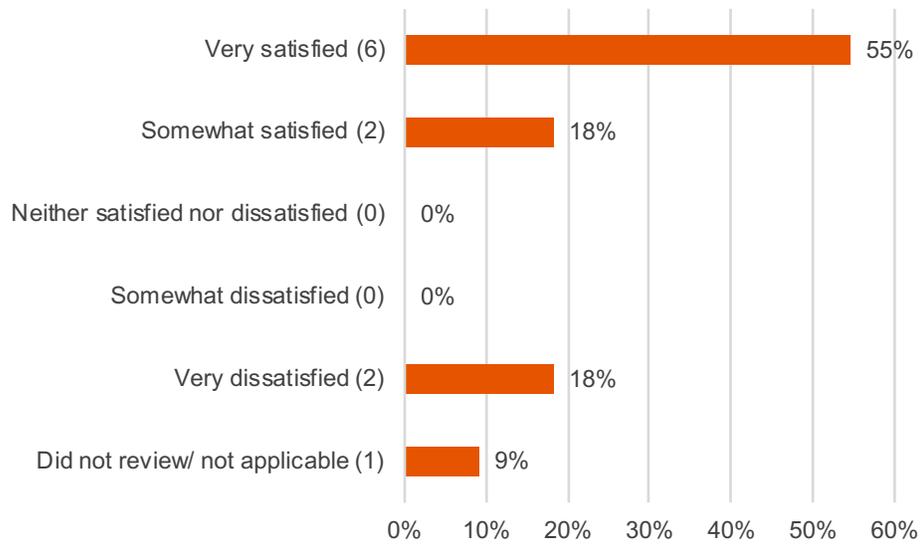
PROJECT PLANS – Rail Operations Plan



Reasons

Mitigation of crashing noise read [sic]. Especially at night.
How much traffic would be created.

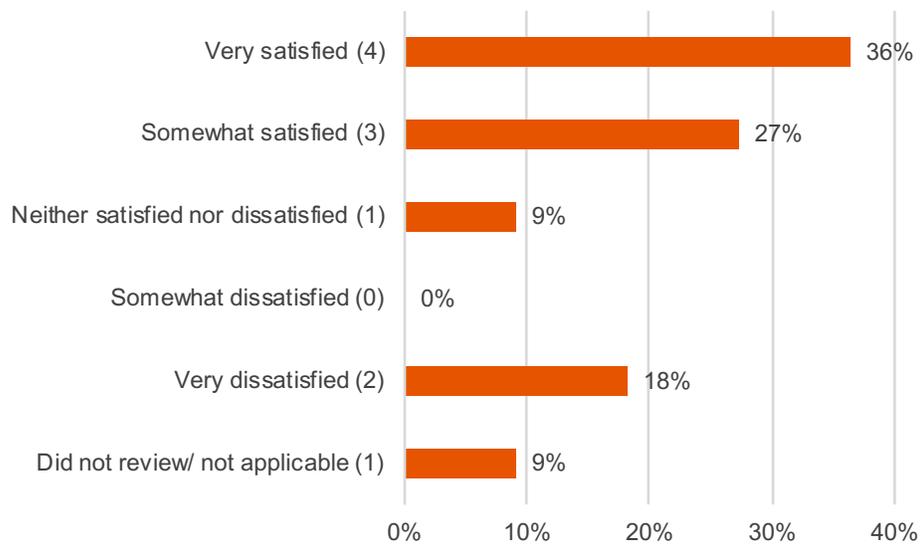
PROJECT PLANS – Fire Safety Plan



Reasons

None provided.

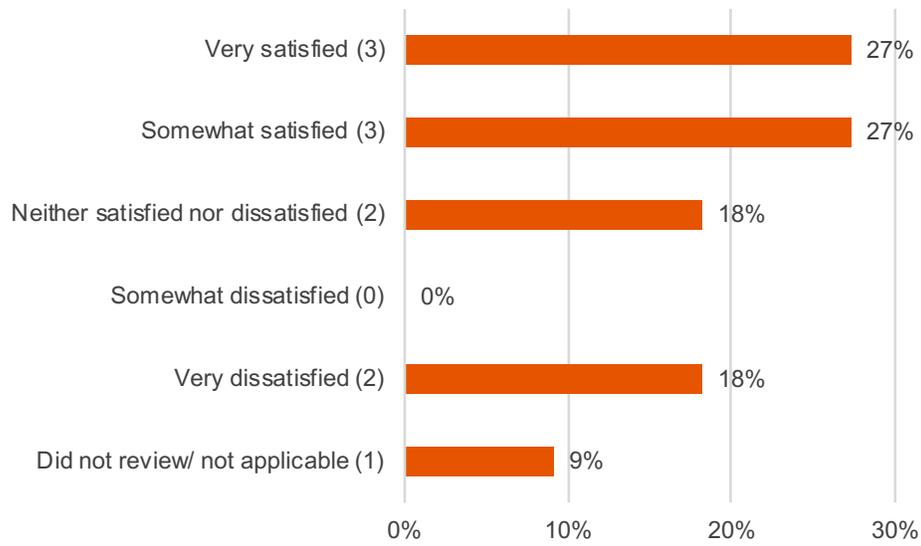
PROJECT PLANS – Spill Prevention and Emergency Response Plan



Reasons

None provided.

PROJECT PLANS – Contaminated Sites



Reasons

None provided.

Please provide any additional questions or comments about this Project.

Hi

I received a card in the mail. It showed a conveyor transfer point over the water. I looked on the Internet for more information, and this transfer point was not shown any more. I work in an industry loading and unloading barges on the Fraser river. Transfer points over the water cause spills into the river. I have seen photos of other types of conveyors for ship loading that do not have transfer points over the water.

Thanks

I just purchased a home in New Westminster across from the proposed site. I do not want this around my community or family at all.

Ever

Could be good project if noise and traffic impacts eliminated

Obvious positive economic merit

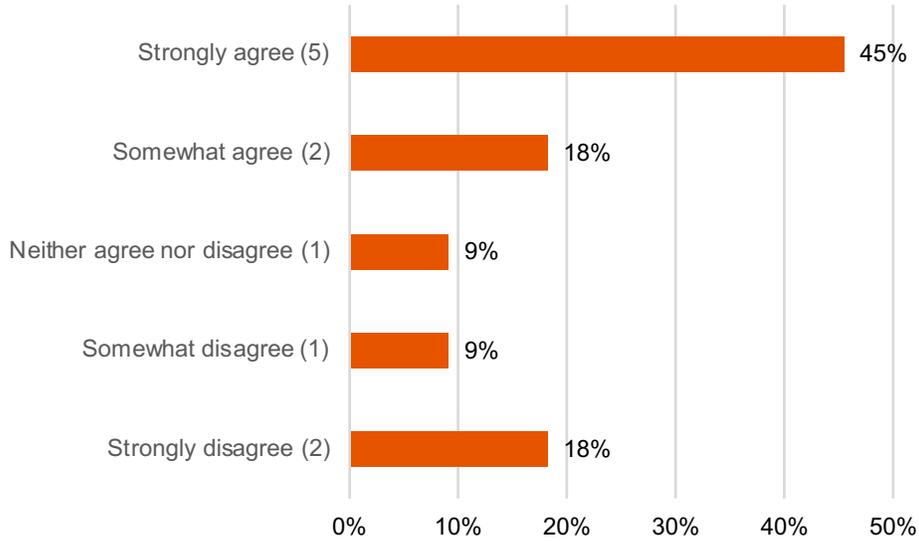
Appears to be very well thought out. The project as proposed seems to be making a solid effort to address concerns residents may have. Wish them well with this proposal

Canada is a trading nation. This project will help ensure Canada has the infrastructure to trade and compete with the world.

Concerning about ambience

Please rate your level of agreement with the following statement:

I support the proposed BHP Potash Export Facility at Fraser Surrey Docks.

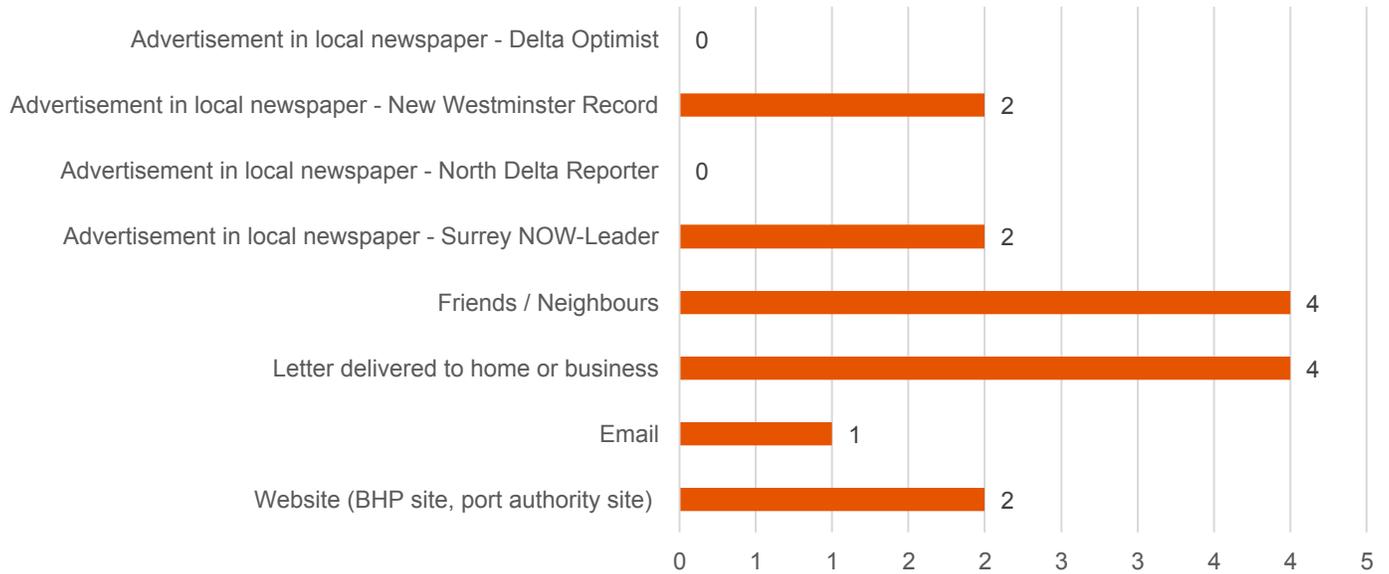


Reasons

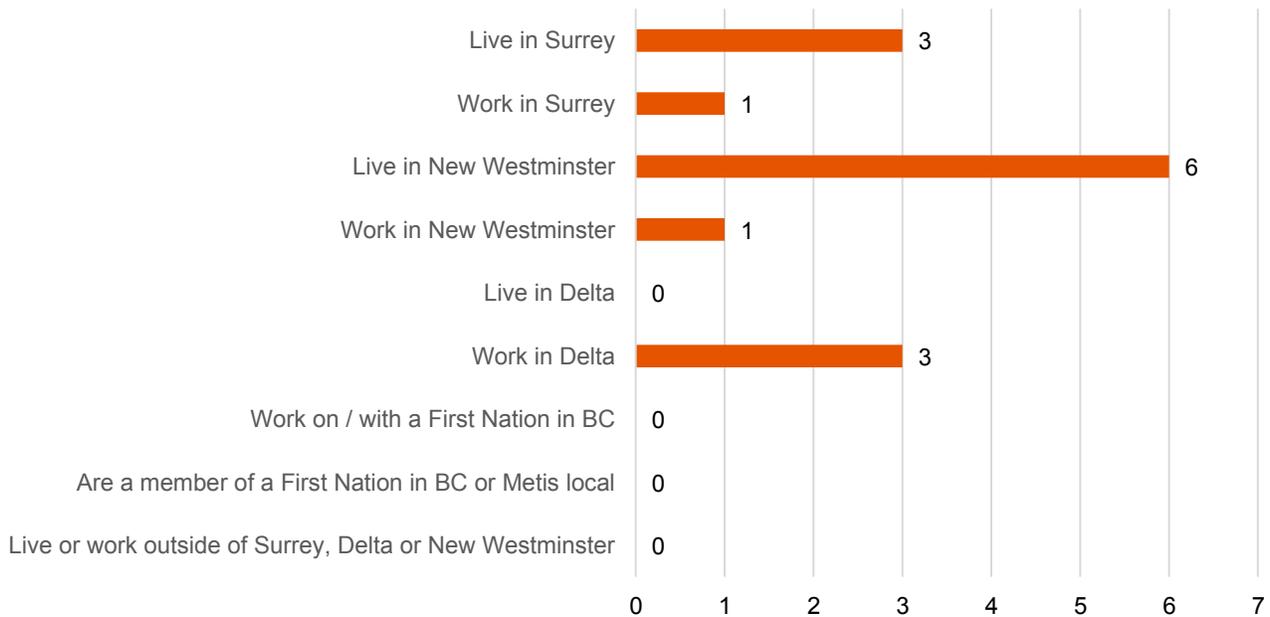
Want the proposed traffic solutions as part of the overall Project – otherwise, no objections to the BHP Project. I operate a sawmill on Alaska way that is directly affected by any change to access along Timberland Road or Robson Roads.

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?

