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January 16, 2018

Input Consideration Report –  
Preliminary Public Comment Period



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

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

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

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

## Purpose of this Report

This Input Consideration Report provides a summary of comments and questions received during the Preliminary Public Comment Period for the BHP Potash Export Facility at Fraser Surrey Docks, and the related responses and actions from the Project Team. Interested parties were invited to provide feedback and ask questions about the scope of studies being prepared as part of the Project and Environmental Review (PER) application to be submitted to the Vancouver Fraser Port Authority (the port authority).

Input received during the Preliminary Public Comment Period was summarized and compiled in the Preliminary Public Comment Period Consultation Summary Report, which is available at [bhp.com/fsdpotashexport](http://bhp.com/fsdpotashexport) and on the [port authority's website](#). Input received during this phase of consultation will be considered in developing the scope of technical and environmental studies, and through the design phase of the Project. Following the submission of the permit application in early 2018, and a completeness review by the port authority, a second phase of engagement and consultation will be conducted including opportunities to provide input on the results of the technical and environmental assessments.

## Project Overview

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

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

At the projected 8 Mtpa, 8 to 10 trains per week are expected to supply the facility. Three to four vessels per week are expected to load at the facility, ranging in size from Handysize up to Kamsarmax size.

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 approximately 3/16 inch (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 and helping to feed the growing global population.

### Preliminary Public Comment Period Overview

A comprehensive round of initial engagement and consultation was completed in accordance with the port authority's requirements as part of the Project and Environmental Review (PER) application. The Preliminary Public Comment Period was held from 12 October to 8 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.

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 Preliminary Public Comment Period was to develop a comprehensive public engagement process to provide valuable information to key stakeholders and members of the public, and generate meaningful dialogue. The engagement and consultation strategy meets all requirements outlined by the port authority for public and stakeholder consultation.

During the Preliminary Public Comment Period, the following activities were completed:

- Developed a **Project website** to make information available to the community and stakeholders ([bhp.com/fsdpotashexport](http://bhp.com/fsdpotashexport))
- Placed **advertisements** in four local newspapers (12 and 13 October, 2017)
- Created an **information brochure and display boards** made available in print at community information meetings and for download on the Project website
- Developed an **online feedback form** to collect community and stakeholder input and made paper copies available at public meetings
- Developed **notification letters** which were delivered by hand, regular mail and email to neighbouring residents, local businesses and three community associations between 12 and 18 October, 2017.
- Developed and delivered **notification letters** to municipal, provincial and federal government stakeholders by email and regular mail

- Hosted two **information meetings** at locations in adjacent communities (October 26, 2017 in New Westminster and October 28, 2017 in Surrey)

The Preliminary 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:

- 21 people attended the public information meeting in New Westminster
- 36 people attended the public information meeting in Surrey
- 26 people completed the online feedback form
- 9 written submissions were received by email
- 78 people requested to be added to the Project database
- 780 unique page views were tracked on the project website

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

- Notification letter delivered to home or business
- Friends or neighbours
- Local newspaper
- Email
- Website

Of the 9 written submissions received via email:

- Two submissions were from local or regional government representatives
- One letter was submitted by a local business
- Six letters were submitted by local residents

Further details about the Preliminary Public Comment Period are provided in the Preliminary Public Comment Period Consultation Summary Report available at [bhp.com/fsdpotashexport](http://bhp.com/fsdpotashexport) and on the port authority’s website.

### Consideration of Consultation Input

The following table summarized input received from respondents through the Project online feedback form, public meetings and written submissions and also includes the Project Team’s response to each question or comment.

Please note that similar comments or questions have been summarized into themes. For detailed verbatim comments, please see the appendix of the Preliminary Public Comment Period Consultation Summary Report, available at [bhp.com/fsdpotashexport](http://bhp.com/fsdpotashexport) and on the [port authority’s website](#).

Theme	Consultation Input	Project Team Response/Action
<b>HAZARDOUS MATERIALS – ENGINEERING STUDIES</b>		
Hazardous materials storage and disposal	How will hazardous material be stored and disposed of, so it will not affect the residents in the area?	Hazardous material storage and disposal will be addressed during: <ul style="list-style-type: none"> <li>• demolition in accordance with the Hazardous Materials Report for Demolition;</li> <li>• construction in accordance with the Construction Environmental Management Plan; and</li> <li>• operations in accordance with the Spill Prevention and Emergency Response Plan.</li> </ul> The report and plans will be included in the PER application.
Air quality effects from demolition	How will dust from demolition be mitigated to avoid air quality impacts?	Hazardous material storage and disposal will be addressed during demolition in accordance with the Hazardous Materials Report for Demolition which will

Theme	Consultation Input	Project Team Response/Action
		be provided in the PER application.
Safety of potash	Is potash hazardous and will it damage paint on cars?	<p>Potash 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.</p> <p>The design of the Project includes completely enclosed potash storage and a telescoping ship loader that will minimize the potential for fugitive potash dust during operations.</p>
<b>LIGHTING – ENGINEERING STUDIES</b>		
Potential effects during night time hours	My unit is almost right opposite the proposed site of the Potash Export facility. If operations are 24/7 does it mean that lighting will be on during the night when most people are sleeping?	The lighting assessment will review the level of Project lighting required to maintain safe operations. The assessment will identify what mitigation is needed to minimize potential light trespass to adjacent residential areas such as light shielding, task-specific lighting and timing devices for lighting.
Baseline study	The current lighting is already a nuisance. It feels like we are always in daylight, it is very disturbing. The light level readings should have a baseline of typical suburban nighttime light levels not a baseline of current levels, which are already negatively impacting us from operations.	<p>A baseline lighting assessment will review different lighting sources that currently exist at the Project site.</p> <p>A lighting design plan will also be developed indicating all proposed exterior lighting sources including location, type of bulbs, orientation and level or illuminance.</p>
Potential effects on New	Concerned about light reflecting to New	The lighting assessment will review the level of

Theme	Consultation Input	Project Team Response/Action
Westminster	Westminster.	Project lighting required to maintain safe operations, what mitigation is needed to minimize potential light trespass from the proposed lighting to adjacent residential areas including light shielding, task-specific lighting and timing devices for lighting.
General effects	Concerned about lighting impacts on environment, people and habitat.	The lighting assessment will review the level of Project lighting required to maintain safe operations, what mitigation is needed to minimize potential light trespass from the proposed lighting to adjacent residential areas including light shielding, task-specific lighting and timing devices for lighting. The assessment will consider the effects of lighting on wildlife species likely to be encountered in the vicinity of the Project.
Effects on fish and fish habitat	What are the effects on migrating fish (especially at night)?	An effects assessment for fish and fish habitat will be included in the Project application, including effects of Project activities such as shoreline modification. Construction effects to migrating fish will be mitigated through standard best practices such as timing windows for instream work.
	What are the effects of light on fish and their habitat?	An effects assessment for fish and fish habitat will be included in the Project application, including effects of Project activities such as shoreline modification.
<b>GEOTECHNICAL – ENGINEERING STUDIES</b>		
Geotechnical impacts to neighbourhood	Concerned about impacts to neighbouring residents.	A geotechnical assessment for the Project will be used to determine what ground improvements are required for building and infrastructure foundations.
	Interested in seismic impact the construction to	Ground improvements are proposed to satisfy the

Theme	Consultation Input	Project Team Response/Action
	create a facility for potash would have on the neighbouring community as construction of the South Fraser Perimeter Road caused my home to shift slightly creating cracks in the ceiling and walls.	performance requirements established for the berth and the potash storage building. These ground improvements will be described in the PER application.
<b>MARINE STRUCTURES – ENGINEERING STUDIES</b>		
Effects on fish and fish habitat	Impact on Fraser River and fish stocks.	The PER application will include an assessment of potential Project effects on the Fraser River aquatic habitat and fish.
<b>ENERGY EFFICIENCY AND BATNEC REPORT – ENGINEERING STUDIES</b>		
Sustainable Project	It is important for this project to be as sustainable and environmentally friendly as it can. Assessment of electrical energy consumption is a start.	An Energy Efficiency Study is being prepared for the PER application that will identify the energy savings that will be achieved as a result of conservation measures incorporated into the Project design and operation. The design is based on Best Available Technology Not Entailing Excessive Cost (BATNEC).
Power grid	If the facility is on the same power grid as residential homes is there a concern?	The industrial and residential power grids are separate due to the power requirements and the infrastructure required to support it.
Shore Power	Shore power, will it be supplied to the vessels? Or will we have to listen to the constant noise of auxiliary power run by vessels?	At present a limited number of bulk marine vessels are equipped with this capability so potential benefits associated with shore power are not included in the assessment. With modern ships and better fuel economy and the new low sulphur regulations for marine traffic, we will see continued improvement in emissions reduction.
<b>NOISE – ENVIRONMENTAL ASSESSMENT STUDIES</b>		

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Potential effects during night time hours	It will disturb the sleep of the residents - facility's operation hours are 24/7. Will loading happen 24/7? Noise levels?	Loading could occur 24/7. Noise from loading will be considered in the assessment and mitigation measures will be proposed if required.
Current noise levels	<p>Currently noise is a significant issue. I can clearly hear inside my house, with doors and windows closed, train whistles / back-up beeper from equipment / the crash when something big (ie: pipes) is dropped / etc. and this is all over top of the steady hum of traffic on the south Fraser perimeter road (SFPR). The land slopes uphill from the FSD property and creates a natural amphitheatre, as a result sound travels a significant distance and can clearly be heard. Requests to cover the SFPR through this residential area (from Tannery to the Alex Fraser Bridge) were ignored. Train whistles have become a constant headache over the past few years and complaints seem to result in an increased, one might say deliberate, frequency and duration of the whistle at all times of the day and night. Efforts to have this noise addressed have gone nowhere with provincial authorities pointing to federal as the ones responsible and federal authorities saying take it up with the rail companies and rail companies thumbing their nose at the public. Municipal officials will not even hear the complaints.</p>	<p>Noise levels have been measured at various locations in the community and on the Project site to assist with benchmarking the current noise environment. Noise models will be used to make a direct comparison of the existing noise environment and the proposed facility. Noise from specific sources will be addressed in the assessment. In the noise model, penalties (i.e. additional decibels) will be applied to sources with certain characteristics, such as train whistles, to account for the increased annoyance of these particular sources.</p>
	Trains, noise of rails and horns honking at all hours. Train cars shunting. Vessel auxiliary power constantly running.	The assessment will consider both existing and Project-related noise sources to determine changes in levels and types of noise both during the day and

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		at night and will propose mitigation measures.
Scope of study and baseline	The creation of a potash facility at FSD will obviously increase the rail traffic, therefore increase the train whistle activity and increase the work activity on the docks with the noise of rail car dumping, conveyer operating and dumping into ships. Your scope is insufficient as it focuses on the construction and does not address operations once complete. In addition, as previously stated, any baseline should be taken from a normal suburban neighbourhood and not our currently compromised noise levels.	Baseline levels were measured in 2015 and compared to noise levels predicted for the Project as per the <a href="#">port authority guidelines</a> . Baseline noise levels and Project-related noise sources for operations will both be considered in the assessment as well as proposed mitigation measures.
	Who is the judge on what is acceptable noise levels, what hours, what days?	The port authority will evaluate the PER application and will determine if the potential noise levels and proposed mitigation are acceptable. The standard hours for construction within the port authority jurisdiction are Monday to Saturday, 7 am to 8 pm.
Potential effects of increased noise	Night time noise? Increased? Will trains idle? Train whistle, shunting, loading-unloading? Extra road noise i.e. more employees etc. with cars	Project-related noise sources including night time noise, train and road noise during operations will be considered in the assessment and mitigation measures proposed.
	How will constant trains and offloading affect local quality of life?	Project-related noise sources will be considered in the assessment and mitigation measures will be proposed if required. The assessment will use several recognized methods, including three-dimensional noise modelling to predict effects to sensitive receptors such as residences, schools, parks and care facilities. The modelling will include a series of scenarios to best represent the baseline

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		and future noise environments, and take into account the Project, anticipated future growth in road and rail traffic, and potential changes to other nearby industries.
Shore Power	Is there a possibility of shore power being used to reduce noise of ships running engines in port?	At present, a limited number of bulk marine vessels are equipped with this capability so potential benefits associated with shore power are not included in the assessment. With modern ships and better fuel economy and the new low sulphur regulations for marine traffic, we will see continued improvement in emissions reduction.
Potential effects during construction	Will there be pile driver noise during construction?	Piles will be installed for ground stabilization. Proposed noise mitigation for construction will be included in the Construction Environmental Management Plan that will be submitted as part of the PER application.
Potential mitigation	Can a "sound" wall or buffer wall" be built to deflect noise?	The requirement for Mitigation measures to reduce, buffer or deflect noise due to Project operations will be evaluated as part of the assessment.
<b>AIR QUALITY – ENVIRONMENTAL ASSESSMENT STUDIES</b>		
Metro Vancouver permitting requirements	How does regional government (Metro Vancouver) air quality permitting requirements apply to this project taking place on federal port lands?	These guidelines do not apply to federal land however BHP has committed to obtaining a Metro Vancouver air quality permit as a best practice.
Potential effects on nearby residents	The air quality impact of this project is very important to assess for the future of people living in New West, Surrey, and even the Lower	An air quality assessment will be submitted as part of the PER application, which includes developing an air emissions inventory and dispersion modelling for existing conditions and future Project conditions. The

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	Mainland.	dispersion modelling will predict if there are any changes to air quality in the local area as a result of Project-related activities.
	<p>Air pollution is a significant issue in the neighbourhoods surrounding FSD. I can no longer leave windows open in my house unless I'm willing to clean the window ledges etc. of black soot daily. The truck traffic on the South Fraser Perimeter Road (SFPR) along with the train traffic has black diesel particulates settling on all surfaces. The current loading of grain, and the visible dust cloud it creates, gives the neighbourhoods surrounding FSD a clear idea of what will happen during any other loading (i.e. coal or potash). Depending on the direction of the winds, which are stronger along the river valley, this "dust" travels, is breathed in and settles onto homes, property, vehicles.</p> <p>The creation of a potash facility at FSD will obviously increase the rail traffic, therefore increase the train diesel emissions. The dumping of potash granules, first into storage sheds and then into a docked ship, will create fine potash dust. Your scope mentions construction and project operations but it is unclear how it will assess "operations" at this preliminary stage and whether or not it will include consideration of trains. As previously stated, any baseline should be taken from a normal suburban neighbourhood and not from our currently compromised air</p>	<p>An air quality assessment will be included in the PER application, which includes developing an air emissions inventory and dispersion modelling for existing conditions and future Project conditions. The dispersion modelling will predict if there are any changes to air quality in the local area as a result of Project-related activities, including rail operations. The emissions inventory will take into account air quality monitoring data from Metro Vancouver air quality monitoring stations, including diesel particulate, and other fugitive dust sources.</p> <p>The design of the Project includes completely enclosed potash storage and a telescoping ship loader that will minimize the potential for fugitive potash dust during operations.</p>

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	quality levels.	
Use of electric engines	I have asthma - extra diesel in air from more trains, also? And potash powder?	An air quality assessment will be included in the PER application, which includes developing an air emissions inventory and dispersion modelling for existing conditions and future Project conditions. The dispersion modelling will predict if there are any changes to air quality in the local area as a result of Project-related activities.
	Can electric engines be used to move trains around the yard?	The locomotives used in similar facilities are a combination of diesel and electric. Currently the electric locomotives available do not have enough with enough power to pull a unit train, which is the size of train that will deliver product to the proposed facility.
Conveyor	Will the conveyor be covered? Is there a potential for dust?	Modern technology and design will be used to minimize dust in the rail car unloading, storage and conveyor system and when ship loading. Given that potash is water-soluble, potash will be covered and/or enclosed during all stages of product storage and handling at the Project site, including covered conveyor systems.
<b>VIEW AND SHADE – ENVIRONMENTAL ASSESSMENT STUDIES</b>		
Potential effects on nearby residents	Concerned about impacts to my home.	A view and shade assessment will be provided in the Project application, that includes modelling of potential shading at various times of day and year. The view portion of the assessment will model Project infrastructure views from adjacent locations in Surrey, Delta and New Westminster.

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<b>TRAFFIC – ENVIRONMENTAL ASSESSMENT STUDIES</b>		
Other potential developments in the area	Do space requirements or logistics (e.g. arrival and moving trains in the Port Area Rail Yard) make the potash and coal projects incompatible?	The two projects are compatible.  The proposed coal terminal at Fraser Surrey Docks is a separate and unrelated project. BHP can only comment on matters related to the BHP Potash Export Facility.
Scope of study	Traffic impact is important to assess for the courtesy of the residents living around the area.	A traffic impact study, including both road and rail, will be included in the PER application. This study will include a summary of existing conditions and potential effects due to traffic associated with the Project.
	Constant traffic to port by cars and trains. Need mitigation!	A traffic impact study, including both road and rail, will be included in the PER application. This study will include a summary of existing conditions and potential effects due to traffic associated with the Project. Mitigation measures will also be proposed if required.
Potential effects of increased traffic	Will additional CP Rail cars affect access to Fraser River Parks or certain businesses?	A traffic impact study, including both road and rail, will be included in the PER application. This study will include a summary of existing conditions and potential effects due to traffic associated with the Project.
	I am specifically interested in the changes in overall traffic along Timberland and Robson road and the changes in rail traffic that would affect the rail crossings on these roads.  We would be directly impacted by changes in rail	A traffic impact study, including both road and rail, will be included in the PER application. This study will include a summary of existing conditions and potential effects due to traffic associated with the Project. Mitigation measures will also be proposed if

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	<p>and vehicle traffic to and from the Fraser Surrey docks. Of particular concern are blockages in access along this route while rail activity is taking place.</p> <p>What is your plan to deal with increased rail and/or vehicle traffic into Fraser Surrey Docks, and not negatively impact other tenants in the area?</p>	<p>required.</p>
Projected volumes	<p>Lighting and train noise mitigation. Up to 10 trains per week at max capacity means 20 arrival and departures which is almost 3 per day on a 7-day week. What happens on Saturday and Sunday? Which route will trains us coming and going?</p> <p>Ships arrival and departure times?</p>	<p>Train and vessel operations will occur 24/7 including Saturday and Sunday. Rail carriers are responsible for route planning and it is based on availability.</p> <p>Mitigation measures traffic will be included in the PER application, if required.</p>
<b>ARCHAEOLOGY AND HERITAGE RESOURCES – ENVIRONMENTAL ASSESSMENT STUDIES</b>		
Scope of study	It is important not to disturb heritage sites.	<p>An Archaeological Overview Assessment (AOA) and Preliminary Assessment of Archaeological Potential will be included in the PER application. The AOA will identify and assess archaeological resource potential within the Project development area. The preliminary assessment of archaeological potential will identify areas where excavation required for the Project could interact with soil strata that may contain archaeological materials. Archaeological mitigation for these areas will be included in the assessments.</p>
	How will archaeological integrity be maintained?	<p>The PER application will include a preliminary assessment of archaeological potential to identify</p>

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		areas where excavation required for the Project could interact with soil strata that may contain archaeological materials. Archaeological mitigation for these areas will be included in the assessment.
	Do not believe that there are any archeological remains, etc. Middens, etc., we're further west and east on the river.	The PER application will include a preliminary assessment of archaeological potential to identify areas where excavation required for the Project could interact with soil strata that may contain archaeological materials. Archaeological mitigation for these areas will be included in the assessment.
<b>FLOOD PROTECTION – ENVIRONMENTAL ASSESSMENT STUDIES</b>		
Sea level rise	Needs to be considered as water levels rise due to global warming.	An assessment of flood vulnerability will be prepared as part of the PER application. The assessment is intended to identify infrastructure and commodities potentially vulnerable to flooding under existing conditions and with sea level rise. Mitigation measures will be proposed to minimize potential contamination risk due to commodity flooding.
<b>HABITAT ASSESSMENT – ENVIRONMENTAL ASSESSMENT STUDIES</b>		
Protection of ecosystems	It is important not to disturb and instead protect the flora and fauna of the area. We need to support our ecosystems.	This Project is located on a developed brownfield site. Terrestrial and aquatic effects assessments including proposed mitigation measures will be provided in the PER application.
Effects on fish and fish habitat	The Fraser river is the proposed location for rainwater and other water "run-off" and this is part of the problem resulting in reduced fish stock in the river. How will this effect fish and fish	The PER application will include a Habitat Assessment and a Stormwater Pollution Prevention Plan. The Habitat Assessment will review potential adverse effects on fish and fish habitat, and identify

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	habitat?	<p>appropriate mitigation.</p> <p>The Stormwater Pollution Prevention Plan will include measures to protect stormwater quality and minimize adverse effects to fish and fish habitat.</p> <p>Potash is considered non-toxic to aquatic species.</p>
	Concerned about all habitat, and especially the salmon!	<p>A Stormwater Pollution Prevention Plan will be included in the PER application. The plan will include measures to protect stormwater quality and minimize adverse effects to fish and fish habitat. Potash is considered non-toxic to aquatic species.</p> <p>The Habitat Assessment will review potential adverse effects on fish and fish habitat, and identify appropriate mitigation.</p>
Riparian enhancement	Will there be riparian enhancement?	<p>A Habitat Assessment will be prepared as part of the PER application and will review potential aquatic effects and proposed mitigation measures. Riparian enhancement is a potential mitigation measure that is generally considered if there are adverse effects to existing riparian habitat. Riparian areas that may be disturbed as a result of the Project and not required for Project operations will be restored.</p>
<b>STORMWATER POLLUTION PREVENTION PLAN – PROJECT PLANS</b>		
Potential effects on Fraser River	Will the runoff pollute the Fraser River?	<p>A Stormwater Pollution Prevention Plan will be included in the PER application. The plan will include measures to protect stormwater quality and minimize adverse effects to fish and fish habitat. Potash is considered non-toxic to aquatic species.</p>

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Runoff management	Will runoff be managed through separator system or directly into local sanitary sewer?	A Stormwater Pollution Prevention Plan will be included in the PER application. The plan will include measures to protect stormwater quality such as oil-water separators and identify stormwater discharge routing.
<b>CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN – PROJECT PLANS</b>		
Potential effects on wildlife	There has been noticeable reduction in the number of eagles in the area, the habitat is being reduced and the added noise will not help keep the ones that remain.	A terrestrial effects assessment including proposed mitigation measures will be provided in the PER application. The assessment will include a list of species potentially occurring in the area, including a list of bird and mammal species observed during site surveys, available habitat and predicted effects of the Project, including potential effects due to disturbance from Project activities. Potential adverse effects during construction will be addressed with mitigation identified in the Construction Environmental Management Plan.
Scope of study	Should include all habitat.	The Construction Environmental Management Plan will provide mitigation measures to be implemented throughout the Project development area, including terrestrial and aquatic habitat potentially affected by Project construction.
Potential noise impacts	Concerned about noise from pile driving and construction noise.	The Construction Environmental Management Plan will provide mitigation measures and best practices to be implemented throughout the Project development area, including adverse effects of disturbance on fish and wildlife due to construction noise and pile driving.

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<b>SOIL AND GROUNDWATER MANAGEMENT PLAN – PROJECT PLANS</b>		
Impacts on Fraser River	What will be the impacts on the Fraser River?	<p>A Soil and Groundwater Management Plan will be implemented to minimize potential effects to the Fraser River, due to erosion and sedimentation, or introduction of other deleterious substances to the river.</p> <p>The Construction Environmental Management Plan will provide mitigation measures to be implemented throughout the Project development area, including terrestrial and aquatic habitat potentially affected by Project construction.</p> <p>A Stormwater Pollution Prevention Plan will be included in the PER application. The plan will include measures to protect stormwater quality and minimize adverse effects to fish and fish habitat. Potash is considered non-toxic to aquatic species.</p>
Archaeological integrity	How will archaeological integrity be maintained?	The PER application will include a preliminary assessment of archaeological potential to identify areas where excavation required for the Project could interact with soil strata that may contain archaeological materials. Archaeological mitigation for these areas will be included in the assessment.
<b>RAIL OPERATIONS PLAN – PROJECT PLANS</b>		
Potential effects of increase rail on nearby residents	Noise pollution - operations 24/7 - will affect sleep of the residents. How will rail noise be mitigated?	Rail unloading could occur 24/7. Noise from loading will be considered in the assessment and mitigation measures will be proposed if required.
	This is already close to unbearable with train	Rail operations within the Project development area

Theme	Consultation Input	Project Team Response/Action
	noise. The trains constantly honk horns, especially throughout the night and on weekends. They will sit empty and idle below our homes for up to 36 hours. How will additional noise and diesel fumes be mitigated?	will be assessed as part of the PER application. Mitigation measures to address effects, including rail noise and air quality effects, will be proposed if required. Rail operations outside of the Project development area and part of the Project supply chain will also be assessed in the noise and air quality effects assessments.
<b>MARINE TRAFFIC INFORMATION REQUIREMENTS – PROJECT PLANS</b>		
Projected volume of marine traffic	I'm interested to know the projected total volume of marine traffic on the river?	At maximum production, three to four vessels per week are expected to load at the facility, ranging in size from Handysize up to Kamsarmax size. Tugs will be used to assist in positioning the vessels, for mooring and leaving the berth.
Potential effects of Massey Tunnel of marine traffic	What is the impact of the Massey Tunnel under the river on that traffic?	Our assessments are based on current conditions, which allow for vessels up to 11.5 m draft, the maximum depth of the navigation channel in the river. Changes to the Massey Tunnel are not required and will not be considered in the assessments for this Project.
<b>FIRE SAFETY PLAN – PROJECT PLANS</b>		
Fire protection for nearby residents	An emergency could have impacts that are far reaching, what is being done to education and protect surrounding neighborhoods?	Potash is non-flammable and non-combustible. The Project design will consider requirements for emergency access and a fire safety plan will be provided as part of the PER application.
<b>SPILL PREVENTION AND EMERGENCY RESPONSE PLAN – PROJECT PLANS</b>		
Spill protection for nearby residents	A spill could have impacts that are far reaching, what is being done to education and protect	A Spill Prevention and Emergency Response Plan to address Project operations will be provided as part of

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	surrounding neighbourhoods?	the PER application. Spill prevention will also be included as part of the Construction Environmental Management Plan.
Potential effects on fish and wildlife	Concerned about run off into river in the event of a spill and how that would impact water conditions and wildlife.	<p>A Spill Prevention and Emergency Response Plan to address Project operations will be provided as part of the PER application. Spill prevention will also be included as part of the Construction Environmental Management Plan.</p> <p>A Stormwater Pollution Prevention Plan will be included in the PER application. The plan will include measures to protect stormwater quality and minimize adverse effects to fish and fish habitat. Potash is considered non-toxic to aquatic species.</p> <p>Terrestrial and aquatic effects assessments will be provided in the PER application including proposed mitigation, if required. The effects assessments will consider potential changes to water quality and associated effects to fish and wildlife including proposed mitigation, if required.</p>
	In the event of a potash spill how would fish and fish habitat be affected?	Potash is considered non-toxic to aquatic species. Effects to fish and fish habitat due to potash will be considered in the Habitat Assessment, and project plans such as the Construction Environmental Management Plan, the Spill Prevention and Emergency Response Plan and the Stormwater Pollution Prevention Plan.
<b>CONTAMINATED SITES – PROJECT PLANS</b>		
Changes and	What are the developments and proposed	A Phase I and II Environmental Site Assessment

Theme	Consultation Input	Project Team Response/Action
developments	changes with regards to contaminated sites?	<p>(ESA) will be completed and included in the PER application. The Phase I and II ESA will identify areas of potential environmental concern and potential contaminants of concern associated with present and historical on- and offsite activities that may have affected soil and groundwater at the Project site, specifically in the area being considered for redevelopment for the Project.</p> <p>A Soil and Groundwater Management Plan that outlines how testing, handling and other measures to limit migration/run-off and disposal of contaminated soils during construction will be submitted as part of the PER application.</p>
<b>GENERAL</b>		
Potential effect on nearby residents	This will likely negatively impact the quality of life of myself and other residents of Quayside Terraces and surrounding areas, such as Queensborough.	<p>Potential effects to nearby residents are being considered throughout the Project assessments and as part of Project design. For example, modern technology and design will be used to minimize dust in the rail car unloading, conveyor and ship loader systems. The Project noise assessment will propose mitigation to address noise generated within the Project development area. The Project design includes opportunities to minimize potential noise and air effects.</p> <p>A view and shade assessment will be included in the Project application, that includes modelling of potential shading at various times of day and year. The view portion of the assessment will model Project infrastructure views from adjacent locations</p>

Theme	Consultation Input	Project Team Response/Action
		in Surrey, Delta and New Westminster.
Fraser Surrey Docks	Will this Potash facility replace the permitted coal project?	The proposed coal terminal at Fraser Surrey Docks is a separate and unrelated project. BHP can only comment on matters related to the BHP Potash Export Facility.
Commodity	Interesting that storage of vehicles is part of the assessment, assume this is recognition of the corrosive nature of potash? What will be done to protect homes and vehicles in the surrounding neighbourhoods?	Potash is similar to table salt in that it is mildly corrosive to metals and water soluble. The potential for fugitive potash dust will be managed in part by the Project's design for coverage and enclosure of all potash handling and storage infrastructure for the Project. An environmental air quality assessment will be completed as part of the PER application, which will assess whether there are adverse changes to air quality and identify additional proposed mitigation to address fugitive dust.
Gunderson Slough	Will there be infilling of Gunderson Slough?	There are no plans to do infilling of Gunderson Slough for this Project.
Project life span	Once this potash export facility is no longer in use, how long must this city wait until it is safe to develop the area.  How many years will this potash export facility be operating for?	The proposed land use for the Project is consistent with the <a href="#">port authority's Land Use Plan (2014)</a> and with land use identified in the City of Surrey Official Community Plan (2014).  The design life for Project infrastructures is 50+ years.
Scope of studies	As stated a number of times baselines need to be from an average suburban neighbourhood not from the currently compromised environment. The studies of light, noise and air should be significant in breadth and depth, measuring not	Baseline studies and effects assessments included in the PER application will include descriptions of the technical study area used for each study, as well as the Project development area (the area where Project construction activities are planned). The

Theme	Consultation Input	Project Team Response/Action
	<p>just within the area of the facility but extending up as far as Scott Road to the south, King George Blvd to the east, Alex Fraser Bridge to the west and New Westminster to the north.</p> <p>Assessments should be written in plain English and distributed to interested parties, unlike the work done on the coal proposal this must be an open and transparent process.</p>	<p>technical study area for each assessment considers the physical extent where Project-related activities could have direct or indirect influence on selected environmental components.</p>
Property values	<p>Will our property value go down? With extra noise and air quality?</p>	<p>The proposed land use for the Project is consistent with the <a href="#">port authority's Land Use Plan (2014)</a> and with land use identified in the City of Surrey Official Community Plan (2014).</p>
Other potential sites	<p>I have concerns as to the efficiency 80% loading of mega ships. I believe Prince Rupert is a more logical depot for this type of facility and I would suggest the Federal Government provide support / tax incentives to allow use of the CN Rail Line to Prince Rupert.</p>	<p>Of the available port sites in British Columbia, the selected site is preferred for efficiency and ease of access to marine, road and rail modes.</p>
	<p>Hopefully, they could source for an alternative location somewhere i.e. heard they are contemplating another site, in Washington.</p>	<p>We expect to select a port terminal location upon completion of our environmental assessments, commercial arrangements and our internal approval processes, which could take over a year.</p>

### Next Steps

Following the submission of the permit application in early 2018, and a completeness review by the port authority, a second phase of engagement and consultation will be conducted including opportunities to provide input on the results of the technical assessments. The complete application, including all assessments and plans, will be made available to the public on the Project website and the port authority website at the start of the Review phase of the process.