B2D2 Project

Public Engagement and Consideration Report – #21-068

REP- VFPA-0002

REV	DATE	REASON FOR ISSUE	AUTHOR	APPROVER
R3	Jan 03, 2023	Use	Nicola Lambrechts	Victoria Burdett-Coutts, Lisa Dooling
R2	Dec 13, 2023	Use	Nicola Lambrechts	Victoria Burdett-Coutts, Lisa Dooling
R1	Dec 8, 2023	Use	Nicola Lambrechts	Victoria Burdett-Coutts, Lisa Dooling
R0	Nov 27, 2023	Use	Nicola Lambrechts	Victoria Burdett-Coutts, Lisa Dooling
RA	Nov 18, 2023	Review	Nicola Lambrechts	Victoria Burdett-Coutts, Lisa Dooling

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

1 INTRODUCTION

Neptune Bulk Terminals (Canada) Ltd. (NBT) is a bulk materials handling terminal within the Vancouver Fraser Port Authority (port authority) and currently handles two Canadian commodities for export to global markets – steelmaking coal and potash. Each product has associated storage yards or sheds and equipment for loading and unloading of railcars and vessels. Steelmaking coal is stored in open-air piles and loaded onto vessels through to Berth 1. Potash products are stored in two dry sheds and loaded into vessels from Berth 2 (B2) and Berth 3.

NBT is currently undertaking a multi-year project to upgrade the terminal's infrastructure and has submitted a project and environmental review (PER) application (PER #21-068) to the port authority for its proposed Berth 2 and Lynn Creek Estuary Offset Project.

The project was designated a port authority Category C project and therefore, in September and October 2023, as a part of the NBT's PER application, NBT undertook comprehensive public engagement over a 20-business day period to ensure those who live and work around the terminal were aware of the proposed project and were given opportunities to share their feedback for NBT and port authority consideration.

These engagement activities ran in parallel with the similarly timed 30-day port authority and Department of Fisheries and Oceans Canada (DFO) Canadian Impact Assessment public comment period.

In advance of initiating the public engagement and outreach, NBT submitted a public engagement plan (PEP) to the port authority for input and approval. The PEP detailed the scope of activities that ensued. The information below details NBT's activities, the feedback received and how NBT has considered and incorporated this feedback into the proposed project.

2 PROPOSED PROJECT OVERVIEW & DESCRIPTION

NBT's existing two quadrant style potash shiploaders at berth two are over 50 years old, are nearing the end of their functional life and need to be replaced. As a result, NBT is proposing to replace the two shiploaders, related conveyor systems and reinforcing sheet pile wall structure.

The new equipment will include a single traveling-slewing shiploader and related conveyor systems. The shiploader will be fabricated off-site and transported to NBT by barge for final assembly and commissioning.

The new supporting wall, known as a 'combi-wall' will replace the current sheet pile wall and, at the same time, will be upgraded to the latest seismic and Sea Level Rise requirements. The combi-wall will be made up of large column pilings (king piles) interspaced with sheet piles between the columns, secured with anchor rods to the existing land-based anchor wall. The supporting wall will be a barrier between land and sea and will also be a support structure for the shiploader infrastructure above.

With its new design, the new supporting wall will change the seabed footprint at berth two – both during construction activities and once complete. As a result, NBT will also complete a habitat enhancement project at the Lynn Creek estuary, which is required by Fisheries and Oceans Canada's Fish and Fish Habitat Protection Program.

There will be two parts of the Lynn Creek estuary activities. The first part will involve placing small to medium sized rock into the estuary to enhance the habitat for a variety of marine vegetation and to provide refuge habitat for out-migrating juvenile salmon. Some of the rock may be visible at low tide, but most will be underwater, providing a new place for marine life to grow and thrive. NBT will also be expanding its existing bull kelp restoration research to the estuary, planting bull kelp to increase the quality of fish habitat and further enhance the marine environment.

3 PUBLIC ENGAGEMENT SUMMARY

3.1 Public Engagement Objectives & Assessment

In advance of initiating the public engagement activities, NBT established three objectives for the public engagement. The following table is an assessment of how NBT achieved these objectives (Table 3-1):

Table 3-1: Objectives Assessment

OBJECTIVES	ASSESSMENT
1. Inform those who live and work in the area around NBT about the proposed B2 and LCE Offset Project and potential impacts.	NBT used several tools to inform residents and businesses who live and work near the terminal about the proposed project and potential impacts. This included newspaper advertisements, social media outreach, a direct mail postcard and emails to those who had previously signed up for terminal updates. NBT also created a dedicated project webpage, which was accessible to anyone visiting the NBT website. The webpage detailed the potential impacts and proposed mitigations on topics including air quality, noise, light, amongst others, and also provided a comprehensive listing of technical reports, which were available for review and download.
2. Increase understanding of NBT's operations and the benefits the company brings to the North Vancouver community.	NBT intentionally created the webpage on the company's main website (versus a separate site) to give the public ready access to the full scope of NBT operations. The proposed project webpage also included a direct link to specific information about potash, which is the focus of the proposed project. When asked about specific topics in the feedback, such as air quality, NBT used the opportunity to provide additional contextual information on NBT's existing operations.
3. Provide clear and accessible mechanisms to facilitate the community and key stakeholders sharing feedback and input about the proposed B2 and LCE Offset Project.	NBT used two primary methods to gather feedback about the proposed project – email and voicemail. Contact information was included in all printed materials, emails and on the website. Hyperlinks and QR's codes were also used to increase accessibility. This was further augmented with the availability of materials on the port authority website.

3.2 Public Engagement Approach

The public engagement period extended for 20 business days (excluding all statutory holidays) from September 27, 2023 through to October 26, 2023. These dates closely aligned with the Impact Assessment Agency of Canada's parallel public comment period, which was jointly coordinated by the port authority and Fisheries and Oceans Canada.

3.2.1 Notification & Engagement Area

NBT used the port authority designated 700 m distribution area radius as a baseline for the proactive notification and engagement activities. Outreach included all those in the notification area as shown in Figure 31, as well as others beyond the boundary. This is further detailed in section 3.2.2 below.

PER No. 21-068
1001 Low Level Road
North Vancouver
Notification Distribution Area

VFPA Boundary
Project Location
Notification Area

0 40 80 160 Meters

N

PORT of vancouver

Vancouver Fraser Port Authority

Spatial Data Group
Prepared by: MGM
Created: November 24, 2022
Last updated: November 24, 2022
PLAN#G2022-084

Service Layer Credits: World Imagery: VFPA, Maxar

3.2.2 Summary of Notification Activities

NBT used several methods to notify and inform the public about the proposed project over a 20-business day period. Materials included a project description, renderings, and other supporting visuals to clearly explain what is being proposed. The notification timing and activities was coordinated with the port authority and scheduled to begin on the first day of the public engagement period – September 27, 2023.

3.2.2.1 Newspaper Advertisements

NBT published two advertisements in the North Shore News. The first advertisement appeared on the first day of the public engagement period (September 27, 2023) and the same ad, one week later (October 4, 2023). The advertisement included a brief project description, public engagement period timelines, mechanisms to provide feedback (NBT email / phone), QR code linking directly to the NBT website and NBT and port authority contact information. It was originally proposed to run a quarter-page ad, however that was increased to a third-page ad to increase content legibility.

3.2.2.2 Direct Mail Postcard

NBT sent a direct mail postcard to 1,278 households and businesses using the Canada Post direct mail service. Using the notification areas as a baseline (see Figure 31), NBT distributed materials to postal routes – V7J: 0219 and V7L: 0274, 0276, 0281. The postcard was sent- two business days in advance of the start of the public engagement period to align with the start date and to maximize the opportunity for the public to provide their feedback.

3.2.2.3 Email Notification

NBT emails its full email distribution list to notify them about the proposed project, the public engagement timelines and mechanism to provide feedback. In total, 745 emails were sent and 331 were opened. Of those, 32 clicked a link – either to the NBT website or to provide feedback.

NBT also provided advance notice to elected officials to assist them in responding to any public inquiries about the project.

3.2.2.4 NBT Project Webpage

A project specific webpage was created on the main NBT website and included detailed project descriptions, before / after rendering and other visuals. The webpage also provided the proposed timeline, how to share feedback, details on key topics (such as traffic and lighting), a comprehensive list of technical reports,

links to information about potash and contact information for NBT and the port authority.

3.2.2.5 NBT Social Media

NBT leveraged its existing social media accounts on Facebook, X and LinkedIn, to post both notices of public engagement and reminders prior to the end of public engagement period.

3.3 Summary of Engagement Activities & Feedback Mechanisms

NBT used its dedicated public feedback email and phone line to gather feedback during the public engagement period. The phone number and email, as well as port authority contact information was published in all notification materials.

All feedback received during the engagement period was documented, acknowledged and where appropriate, follow up information was provided.

4 ENGAGEMENT OUTCOMES & EVALUATION

In total, 10 public comments were received during the public engagement period. As noted in Figure 4-1 below, the majority (70%) were sent to the NBT email with two comments received via the NBT phone line and one comment received via the port authority.

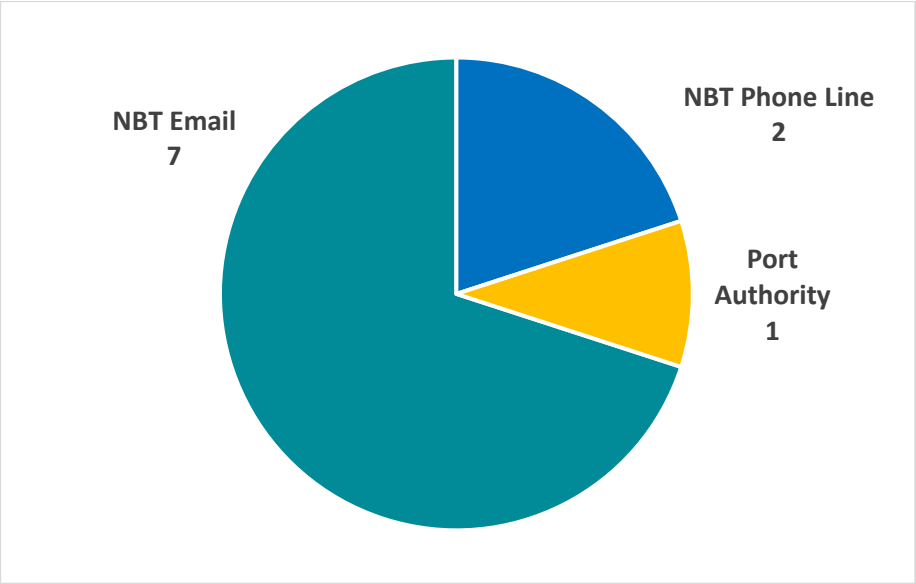


Figure 4-1: How individuals shared their feedback with NBT.

The majority of the comments received were from community members who self-identified as living adjacent to NBT, with the remainder of comments were from elected officials or community groups. This is detailed in Figure 4-2 below, which also shows the number of comments from each group:

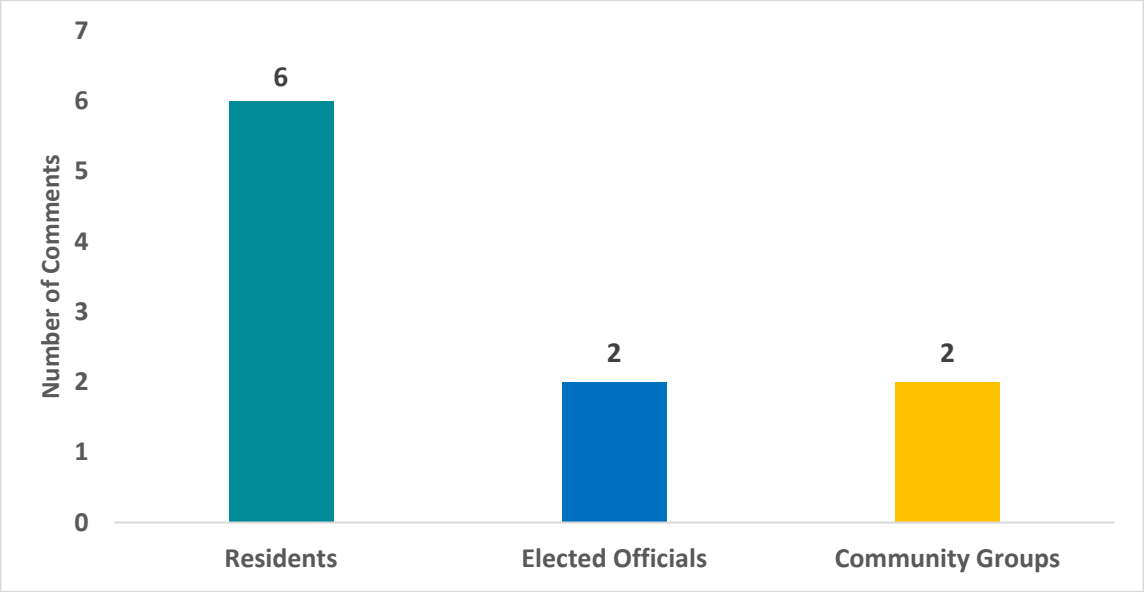


Figure 4-2: Who did we hear from?

The overall sentiment of comments was 50% (5) in support of the proposed project, 30% (3) opposed and 20% (2) neutral. Of note, neutral comments include such things as an acknowledging receipt without indicating any clear support or opposition to the proposed project.

4.1 Evaluation

Historically NBT has received few comments when requesting community feedback on proposed projects. With this in mind, the notification and engagement activities were assessed based on reach, scope and duration, and 'being heard'.

Reach: Based on who NBT received comments from with half from the adjacent community, NBT is confident that the notification materials reached the intended individuals, and those individuals were able to easily share their feedback with NBT.

Scope and Duration: In further assessing the comments, it was apparent that feedback was received from university students through to elderly residents, therefore providing the assurance that information was readily accessible and there were no unforeseen barriers to participation.

Being Heard: NBT has carefully reviewed and considered the feedback it received and has made best efforts to respond to and mitigate potential areas of concern. This is further detailed in the Considerations section (Section 5) of this report.

5 CONSIDERATIONS

5.1 A Collaborative Approach

As outlined in Figure 5-1 below, NBT took a collaborative approach to the development of the proposed project. NBT worked with Qualified Professionals and undertook a comprehensive pre-application process to understand potential impacts and build mitigations into the project. This is reflected within the Construction Environmental Management Plan (CEMP) (NBT, 2023) and other technical documents, available on the NBT project webpage.

Following the public engagement activities, NBT carefully reviewed all the comments provided through the feedback channels, conducted an assessment to determine if the potential impacts were already addressed within the proposed project scope and mitigations, and, where feasible, refined the approach to further address the feedback provided.

Figure 5-1: NBT's Collaborative Project Approach

5.2 Key Feedback Themes

In reviewing the community feedback, NBT heard several comment themes or topics of interest, many of which had been previously identified in advance of the public engagement period with detailed information on these topics provided on the project website.

Of note, a topic of interest is defined as a mention within the feedback and does not indicate support or concern. Additionally, some individuals identified multiple topics in their feedback and each topic is noted separately.

In Table 5-1 below, the themes are listed in order of the number of comments received on each topic.

Table 5-1: Feedback Themes and Comment Areas (in order of most to least comments)

NO.	THEME	MAIN COMMENT AREAS
1	Marine Habitat	Habitat improvements, scope of habitat enhancements; scope of marine habitat assessments.
2	Noise	Noise during construction activities; noise levels of operating equipment; noise levels beyond terminal boundary; noise reduction methods.
3	PER & Other Regulatory Processes*	Requirements for permit applicants; geographic scope of Lynn Creek estuary offset activities.
4	Future Operations	Opportunities to extend equipment life and avoid replacement; monitoring and reporting.
5	Project Benefits	Sustain North Vancouver jobs; supporting Asia-Pacific Gateway; supporting local community initiatives.
6	Air Quality	Anticipated changes in air emissions.
7	Construction	Extended construction hours.
8	Lighting	Light spread into the adjacent community; light shielding.
9	General**	Acknowledgement of previous communications; support or opposition without specific feedback.

Note:
*Some of this feedback are beyond the scope of NBT's role in the PER process.
** General is not addressed in the consideration table, as no specific comments on the proposed project were provided.

The chart below (Figure 5-2) shows the level of interest for each theme. Of note, some comments included multiple topics and this is reflected in the cumulative number of comments on each topic.

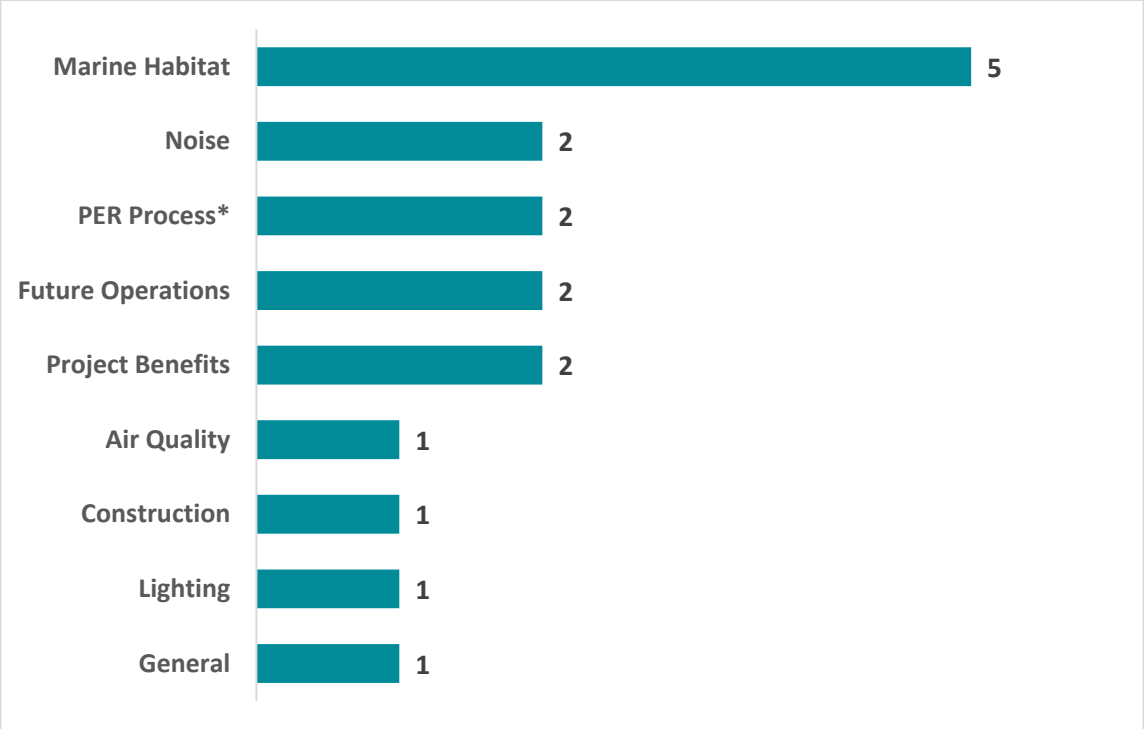


Figure 5-2: Number of Comments by Topic Theme

Note:
* While NBT responded to these comments and questions, it was also recognized that some aspects are outside of the scope of this permit application.

5.3 Other Engagement

In addition to the public engagement activities and as part of NBT's PER application outreach, separate engagement also occurred with the City of North Vancouver, the Squamish, Tsleil-waututh and Musqueam Nations, and adjacent marine terminals.

Feedback themes included such topics as future operations impacts on air quality, marine habitat and construction activities. NBT responded to questions and feedback given directly to NBT. NBT addressed municipal questions to the best of its ability, and also shared these communications with the port authority.

5.4 Consideration Table

Table 5-2 shows how NBT has considered the feedback it received organized around the key themes noted above, listed in order of level of interest. A comprehensive listing of all feedback is provided in Appendix A.

Table 5-2: Consideration Table – Feedback Theme and NBT Response

FEEDBACK THEME / INPUT	NBT RESPONSE
Marine Habitat	
Appreciative that marine habitat improvements have been included within the project scope.	NBT is committed to protecting the environment and minimizing potential impacts from our operations. In the case of the proposed B2-LCE project, several environmental initiatives would minimize the impact from construction, including many that exceed our regulatory commitments. These are summarized in the Complementary Measure report with proposed mitigation and monitoring activities detailed in our Construction Environmental Management Plan (CEMP) and other technical materials, which are available on the NBT website. To support the Offsetting Plan, NBT expanded its Bull Kelp Restoration (BKR) program to include the Lynn Creek estuary (LCE). This will be a 'complementary' measures (research) component of the Offsetting Plan. After the construction of the rocky reef, bull kelp will be experimentally planted within the reef footprint and its survival measured over time. As part of this work, NBT is working with the University of British Columbia (UBC) to assess the efficacy of planting laboratory grown bull kelp, which will have been tested for salinity tolerance.

FEEDBACK THEME / INPUT	NBT RESPONSE
	NBT is grateful for the opportunity to work with community partners to enhance the marine environment and has initiated and/or partnered on a number of projects. Should the project be approved, NBT will use the anticipated project communications to share information and updates about the marine habitat improvement activities and complementary measures bull kelp research that has been completed or is underway.
Scope of assessments and research is insufficient to fully understand marine habitat impacts and appropriate mitigations.	In developing our permit applications for the port authority and the Department of Fisheries and Oceans Canada (DFO), NBT has worked with highly experienced Qualified Professionals to fully understand the potential impacts of our proposed activities, and to minimize impacts. This work has been completed with guidance from DFO and with further review and input by the Tsleil-Waututh Nation, the Squamish First Nation and the Musqueam Indian Band, including on the proposed bull kelp research work.
PER & Other Regulatory Processes	
NBT's proposed Lynn Creek estuary activities are a regulatory requirement vs a voluntary effort.	The proposed marine habitat offset activities are part of the requirements for the Fisheries Act Authorization through DFO Fish and Fish Habitat Protection Program (FFHPP), as a result of the anticipated disturbances to the seabed during construction. The original scope of the Lynn Creek estuary activities was developed in collaboration with the North Shore Streamkeepers (NSSK) and included the rock work, however, NBT has subsequently added the bull kelp planting research as well as a two-year hydrophone program

FEEDBACK THEME / INPUT	NBT RESPONSE
	to further understand the conditions for underwater sound and noise. In the development of an Offsetting Plan, DFO-FFHPP encourages consideration for both physical (e.g. reef) and complementary (research) measures. The Lynn Creek Estuary Offset Project (physical measures) and the Lynn Creek Estuary Bull Kelp Research Program (complementary measures) accounts for 90% and 10% of the Offsetting Plan respectively.
Air Quality	
Projected air emissions from the new infrastructure will be greater than NBT's current operations.	The new proposed shiploader system is anticipated to have an improved dust generation/collection/treatment system and therefore a net reduction in air emissions. In the new design, three of the transfer points (the main sources of dust) are fully enclosed, and new dust collection (pick up provisions and scrubbing) equipment is designed to operate at a higher capacity, reducing the overall dust spread. While performance improvements are anticipated, the Emissions Overview took a conservative approach using our existing operations
Concern about changes in airborne emissions that could affect residents up the slope from NBT's operations.	

FEEDBACK THEME / INPUT	NBT RESPONSE
	as a baseline and therefore did not show any improvements to what occurs today.
Noise	
Concerns about an increase in noise levels beyond the terminal boundary.	As outlined in the application Community Noise Screening Review, the overall noise emissions are currently estimated to be 48 dBA at the residence closest to NBT. Following the proposed project, noise levels are anticipated to be 50 dBA. This change would not be discernible, as background noise levels are currently at 60 dBA. NBT has a deep understanding of our role in the community and works hard to be proactive and responsive to issues and concerns, learning from community feedback and adjusting operations, as feasible. NBT has a rigorous noise monitoring program, with onsite noise monitoring at the terminal boundary as well as two offsite monitoring stations within the adjacent residential community. Should there be any noise concerns during future operations, NBT will respond quickly and thoroughly, as it does today.
Noise should be 70 dB or lower 100 ft (33m) from the site boundary.	
New equipment should be covered or baffled to minimize noise.	
Future Operations	
Efforts should be made to extend equipment life to avoid unnecessary construction, community and environmental disruption.	The decision to replace major terminal infrastructure is carefully considered, and it is NBT's preference to continue to use and maintain what is already in place for as long as possible. There are

FEEDBACK THEME / INPUT	NBT RESPONSE
	many reasons for this including potential disruption to the adjacent community, environment, and ongoing terminal operations, as well the financial investment, time, planning and permitting work that are required. In the case of the proposed project, NBT's potash loading equipment has been in steady use for over five decades – since 1969 – and to maintain the safety and integrity of our operations, needs to be replaced. This is also the case for the in-water support wall. Additionally, while impacts to the environment whether repairing or replacing are similar, replacement delivers the benefits of improved safety with building code alignment, seismic and future sea level rise upgrades.
Project Benefits	
The terminal improvements will sustain jobs in the local community.	NBT values the opportunity to positively contribute to the North Vancouver, provincial and Canadian economy, providing hundreds of jobs, tax payments and supporting local business through its buy local procurement approach. As part of this, NBT is also proud to support important community initiatives that strengthen the social, cultural, and economic fabric of North Vancouver. NBT is also
The project will protect and strengthen a critical link in the Asia-Pacific Gateway, supporting economic opportunity.	
NBT is a critical economic player who understands the importance of safeguarding the environment.	NBT believes in the importance of being a positive contributor to our region and local community's well-being. As part of this, our aim is to safeguard and, where possible, enhance the natural environment around us.
There is no direct public good with the proposed project.	The proposed project will contribute to the sustainability of the supply chain for potash, and thus enable NBT to maintain its role as a

FEEDBACK THEME / INPUT	NBT RESPONSE
	positive contributor to the social, environmental, and economic well-being of the community. This includes improvements in environmental measures and practices, sustained job creation, tax payments and ongoing community investment in many worthwhile local initiatives.
Construction	
Extended construction hours will have undue impacts on the adjacent community and should be minimized.	While NBT has applied for extended construction hours, high-noise activities will occur in the standard port authority construction days. NBT will notify the community in advance of construction commencing as part of its construction communications activities. Additionally, NBT will have ongoing monitoring in place throughout construction, and will continue to use the established community feedback processes, adjusting activities as possible to minimize potential disruption.
Lighting	
Light shields should be used to avoid / minimize spread into the adjacent community.	New lighting will be specified, installed, and located to meet requirements for safe working conditions and security, while minimizing the potential for glare and light spill. Light fixtures will be directed downward so that up-light and light spill beyond 90 degrees is avoided. Where possible, methods involving full cut-off or full shielding will be used and lighting will be Dark Sky approved as per the International Dark Sky Association. NBT will continue its current operating practice of working with the adjacent community to minimize light impacts and make adjustments
Lighting should be designed to only illuminate work areas and pathways.	
Once operational lighting should be appropriately adjusted to reduce glare outside the terminal site.	

FEEDBACK THEME / INPUT	NBT RESPONSE
	as appropriate, using the established community feedback channels a basis for this dialogue and collaboration.

6 REFERENCES

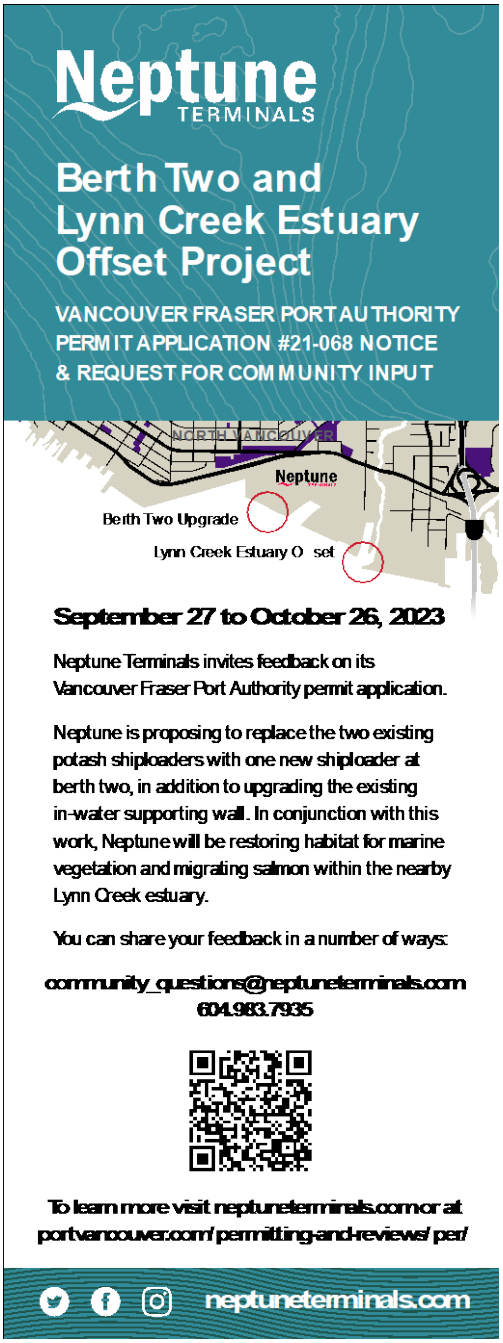
NBT. (2023). B2D2 Construction Environmental Management Plan. Doc No: PLAN-B2D2-0006. July 28, 2023. Rev4.

APPENDICES

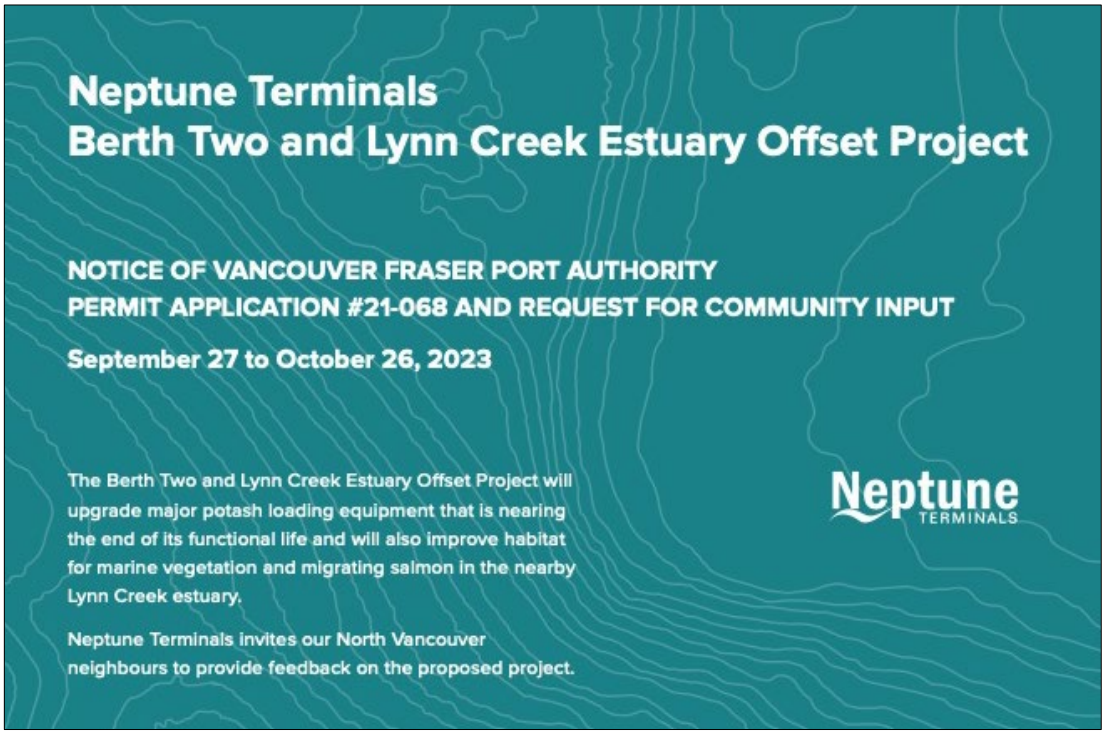
APPENDIX A – NOTIFICATION & ENGAGEMENT MATERIALS

- Newspaper advertisement
- Direct mail postcard
- Email notification
- Project webpage
- Social media posts

North Shore News Advertisement – September 27, 2023 and October 4, 2023



Direct Mail Postcard – September 27, 2023



Email Notification

Subscribe | Past Issues | Translate | RSS

View this email in your browser

Neptune TERMINALS

Stay connected!

Neptune Terminals Request for Community Feedback – PER #21-068

Dear Neighbours,

Neptune Terminals is proposing a multi-year upgrade to the terminal's potash handling infrastructure. As part of this work, Neptune has applied to the Vancouver Fraser Port Authority to replace key components of our potash system, specifically vessel loading equipment and to also undertake marine habitat restoration within the Lynn Creek estuary.

Proposed project activities will include replacing the two existing potash shiploaders with one new shiploader at berth two, in addition to upgrading the existing in-water supporting wall. In conjunction with this work, Neptune will be restoring habitat at the nearby Lynn Creek estuary by adding small to medium sized rock and also expanding its existing bull kelp restoration research to the estuary in an effort to further enhance the marine environment.

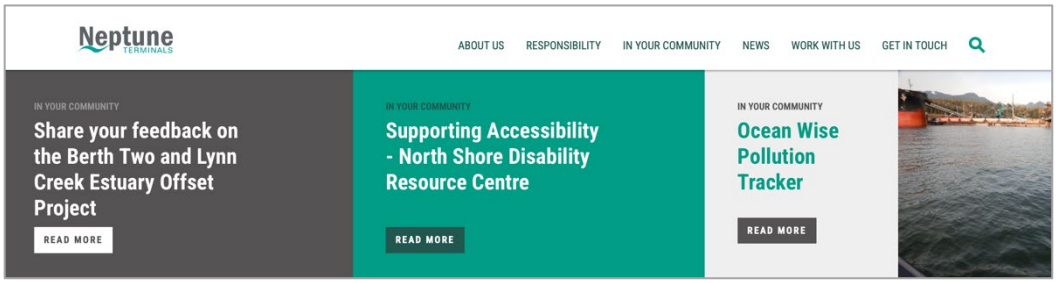
To learn more about this proposed project or to share your feedback, please visit our website, email us at community_questions@neptuneterminals.com or call us 604.983.7935. The deadline for feedback is **October 26, 2023**.

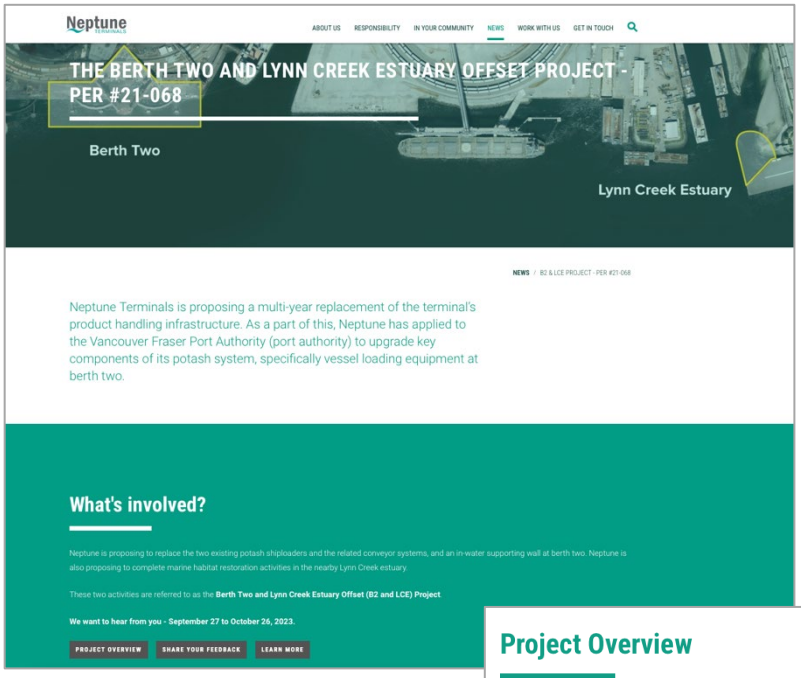
Thank you,
The Neptune Team

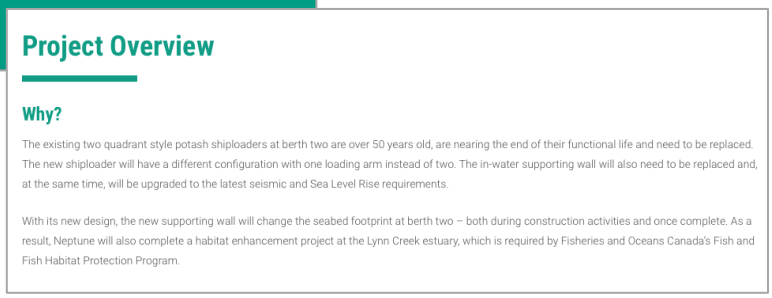
Follow us to keep updated on what is going on in the community.

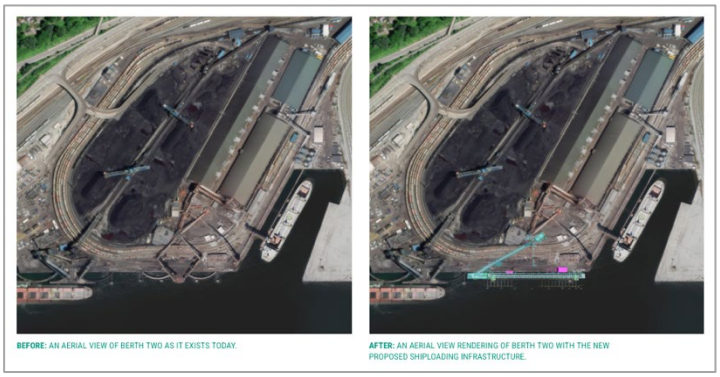
Want to change how you receive these emails?

NBT Project Webpage









NBT Social Media