



Public Engagement Summary and Consideration Report

DP World Fraser Surrey Canola Oil Transload Facility Project

March 2023

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Introduction

DP World recognizes the importance of engaging with the public and our neighbours on our proposed Canola Oil Transload Facility. This report provides a summary of the participation, feedback and considerations we received through our public engagement activities as part of PER 22-017.

In November 2022, DP World Fraser Surrey submitted an application to develop a Canola Oil Transload Facility at 11060 Elevator Road, Surrey, British Columbia on federal lands and waters managed by the Vancouver Fraser Port Authority (VFPA).

As part of VFPA's Project and Environmental Review process, DP World conducted a public engagement from January 3 to January 30, 2023 to solicit feedback from members of the local community. An online public engagement session was hosted for the public on January 16, 2023.

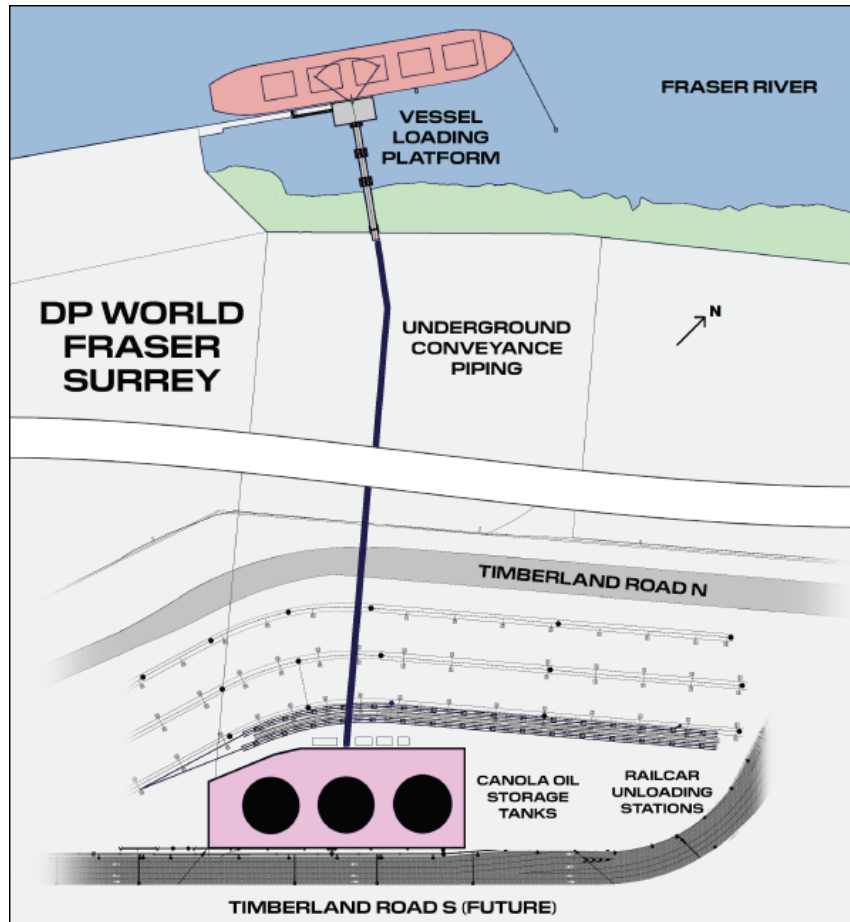
Overview of Proposed Project

DP World Fraser Surrey proposes to redevelop a portion of their existing Fraser Surrey Terminal and Berth 10 to function as a Canola Oil Transload Facility. The redevelopment would accommodate the rapid growth of canola oil production across the Canadian prairies and result in a canola oil throughput capacity of approximately 1,000,000 tonnes per year.

The proposed project will see canola oil arrive by railcars where it will be unloaded into storage tanks before being pumped into bulk carriers for export to global markets. If approved, construction work is anticipated to start in the second quarter of 2023 and finish in the fourth quarter of 2024. As the project is located in an industrial area, disruption to local residents is expected to be very limited.

Schedule

Construction is anticipated to start in the second quarter of 2023 and finish in the fourth quarter of 2024.



The project activities include the following:

- Construction of a concrete marine access trestle, loading platform, and a catwalk connection between Berths 9 and 10 supported by roughly 40 piles total, approximately 35 in-water.
- Construction of ancillary loading deck and platform infrastructure, which includes a marine loading arm and upgraded marine bollards and fenders.
- Installation of two rail spur tracks (one replacement, one new) for rail receiving and unloading, including construction of railcar bottom offloading stations, unloading pumps, piping, and control cables.
- Installation of three carbon steel 15,000 metric tonne capacity storage tanks, 18 meters high, 37 meters in diameter.
- Construction of elevated tank foundations with associated ground improvement works.
- Installation of vessel loading pumps.
- Construction of containment area with liners, precast walls, and foundations
- Installation of a new fire water loop with six hydrants.
- Installation of below-grade canola oil transmission and recycle lines to connect storage tanks to the marine trestle.
- Development of ancillary facilities including a control building, motor control centre, security facility and vehicle parking.
- Completion of various associated utility installations, relocations, and removals.

Engagement Goals and Objectives

Goals

The following were the goals of the public engagement:

- Build understanding with the public and neighbours about the proposed canola oil transload facility.
- Build support for the construction of the proposed canola oil transload facility.

Objectives

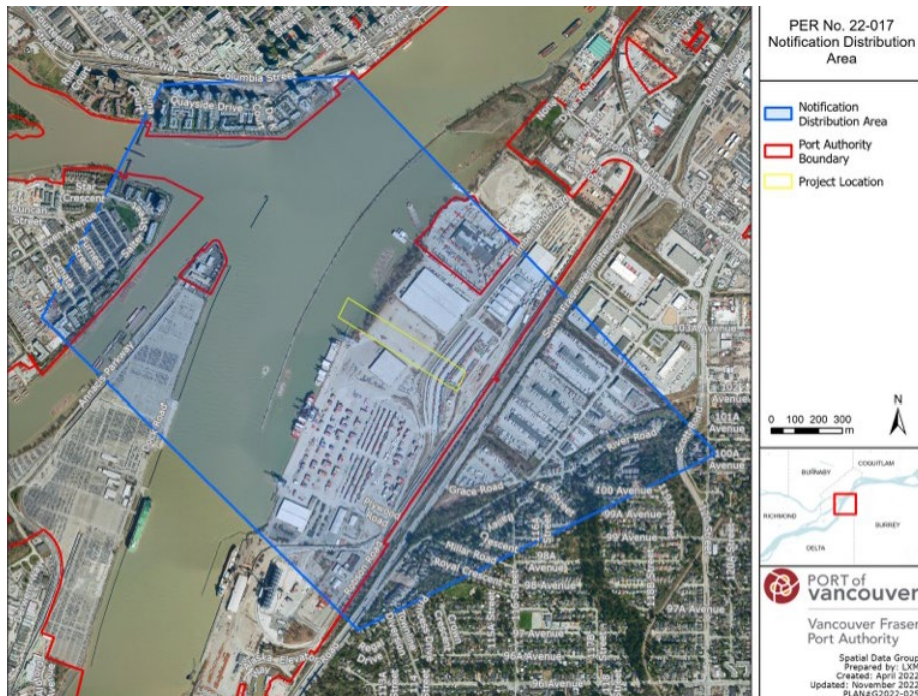
The following were the objectives of the public engagement:

- Provide the public and neighbours with balanced and objective information about the proposed canola oil transload facility.
- Work with the public and neighbours to understand their views, opinions, and concerns.
- Obtain input and feedback on the proposed facility to be considered as we continue design of the facility.

Engagement Target Respondents and Notifications

Target Respondents

DP World Fraser Surrey is in an industrial area with the nearest residential property roughly 500 m away from the proposed facility. The target respondent for the public engagement included the neighbours of DP World Fraser Surrey as shown on the attached map (below) provided by VFPA, and the general public in the surrounding municipalities of Surrey, Delta, and New Westminister.



Notifications

DP World notified the target audience in the local community of its public engagement session, and sent an invitation to participate in the project's engagement process using the following notification methods:

- Mailing through Canada Post to local residents and businesses in the area of the proposed project on December 23, 2022.
- Advertisements in the New West Record and in the Surrey Now (local newspapers). Ads appeared on December 22, 2022.
- Project webpage and an online feedback form were launched on December 19, 2022 which included a link to sign up for the online public engagement session.

The notifications included the following information:

- an overview of the proposed project
- a corresponding map
- the date and time of the public engagement period, instructions for registering for the public engagement session
- the project's contact information

See the [Appendix](#) for copies of the mailing and newspaper ads, and screenshots of the project webpage including the feedback form.

Public Engagement Session

On January 16, 2023 at 7:00pm, DP World hosted an online public engagement session using the Microsoft Teams platform. Individuals interested in participating in the online engagement session registered online via Eventbrite. This session was hosted by DP World and also included representatives from the Vancouver Fraser Port Authority. A PowerPoint deck (which can be found in the appendix) was presented at the engagement session, it provided an overview of DP World, details about the proposed facility, construction information, and an invitation for feedback and further questions. Attendees were invited to provide their questions using the chat function. All questions were responded to by DP World at the end of the session.

18 participants comprised of mostly local residents attended the online session.

Summary of Responses from the Engagement Period

15 questions were received during the online public engagement session on January 16, 2023, which includes inquiries on traffic, the project's environmental impact, and concerns over train whistle noise. The two questions submitted by email included environmental concerns regarding the project. The website had 279 page views from December 22, 2022, to January 30, 2023. The average time on the page was 3 minutes, 24 seconds. We did not receive any feedback through the online feedback form on the website.

Through our engagement activities we were able to meet our objectives which included:

- Providing the public and neighbours with balanced and objective information about the proposed Canola Oil Transload Facility
- Work with the public and neighbours to understand their views, opinions and concerns
- Obtain input and feedback on the proposed facility to be considered as we continue design on the facility

We reached our target audience of the public and neighbours who live within close proximity of the proposed project. In addition, we received feedback through the various feedback mechanisms we provided including the online public engagement session (see summary of questions asked and questions provided during the session below).

Summary of Questions and Answers During Online Public Engagement Session

Comment/Question	Sources of Input	Project Team Response
How many ships do you anticipate?	Online public engagement session	Upon start of operations, we anticipate roughly 1 ship per month with that ramping up to 1 per week based on market conditions.
Will there be increased train traffic?	Online public engagement session	Yes, there will be additional rail activity to deliver the canola oil cars to the site which may range from 0-4 cycles of railcars in and out of the facility per day depending on customer deliveries.
Can larger trees be planted for greenery and noise reduction?	Online public engagement session	Due to space constraints and the industrial setting, we can't plant additional trees but there are some existing trees surrounding the site that will be retained.
What measures are in place for spill containment?	Online public engagement session and via email	The tanks will be surrounded by containment walls that have the ability to hold an entire tank's contents plus some extra. On the marine side, the loading arm will be equipped with an emergency release coupling to prevent spills and the ships will have containment booms placed around them during loading.
How many personnel do you anticipate will be given full time/ part time employment besides what is being employed by DP World?	Online public engagement session	We anticipate roughly a dozen employees will be required for operations.

Comment/Question	Sources of Input	Project Team Response
What will be the storage container height compared with grain silos?	Online public engagement session	The tanks will be approximately 18m tall which is much shorter than the nearby grain silos at 36m tall and not much taller than the buildings that surround them.
Will the ship go on shore power when loading product? Why is shore power not considered? It helps with greenhouse gases and we can sell power to ships.	Online public engagement session	A shore power connection is not included in this project. Shore power is more practical for container ships which have much higher electrical demand than the bulk carriers that would be used for canola oil.
Number of additional train whistles, will trains use whistles at the unused Elevator Road Crossing? What hours will trains run, is it 24 hours? Will there be more shunting? Residents have been lobbying for train whistles to be reduced.	Online public engagement session	The use of train whistles is mandated by Transport Canada so we don't have direct control over that aspect. Based on anticipated rail operations though, we don't expect much additional whistling will be required. Trains will run 24 hours with some additional shunting required to handle the canola oil railcars.
Do you think ships allowed outside Canada?	Online public engagement session	The canola oil will be exported globally.
What is the maximum DWT of ships that berth at B10 for the export canola oil?	Online public engagement session	In line with the existing Berth 10 capacity, the maximum ship size will be 48,000 DWT (Deadweight Tonnage).
Would dolphins be replaced at Berth 10?	Online public engagement session	Yes, one dolphin will be removed and replaced with the loading platform.
Are there any plans for further expansion in the future?	Online public engagement session	Not at this stage but it may be looked at in the future should market conditions allow.
What capacity in tonnes do you foresee in canola oil exports per annum (max)?	Online public engagement session	This project is being designed to handle 1,000,000 MT of canola oil per annum.
DP should invest in community-based programs and community facilities. Education for kids.	Online public engagement session	DP World Canada invests in community facilities everywhere it operates such as local hospitals. Thank you for the suggestion.

Questions by Email

We received two questions by email. See below chart for a summary:

Comment/Question	Sources of Input	Project Team Response
Request for information on the preventative measures in place for the storage tanks to ensure leaks are prevented	Email	DP World responded by explaining that storage tanks will be built with containment walls surrounding them which will be able to hold the entire volume of a tank, should a leak occur for any reason. Furthermore, all rainwater runoff will pass through an oil-water separator before the discharge to ensure no canola oil enters the Fraser River.
Increase in traffic volume due to the construction of the proposed project.	Email	DP World explained that during construction, there will be additional traffic for deliveries of materials and workers, with most of this traffic coming through the pre-existing main truck entrance to the terminal.

Consideration of Feedback

DP World Fraser Surrey has carefully considered all the feedback and questions received during the public engagement process and has assured all stakeholders and the public that mitigations plans are in place as part of the proposed project's plan.

Feedback/Concerns	DP World Considerations/Response
Potential of spilled canola oil during the unloading process	For unloading we have included the following protocols: <ol style="list-style-type: none"> 1. The rail unloading area will have spill trays under the railcars to catch any drips from the railcar unloading connections. 2. This will then drain to an API oil-water separator where any canola oil will be siphoned off to waste canola oil tanks. 3. The waste canola oil tanks will be emptied by a vacuum truck and properly disposed of.
Potential of spilled canola oil at the storage tanks	For our storage facility we have included the following protocols: <ol style="list-style-type: none"> 1. The tanks will be surrounded by a containment wall that has the capacity to hold an entire tank's worth of canola oil plus 10% of the other tanks. 2. Runoff from this area passes through an oil-water separator so any leaked oil would not enter the marine environment.

Feedback/Concerns	DP World Considerations/Response
Potential of spilled canola oil during the loading process	<p>For loading canola oil to a ship, we have included the following protocols:</p> <ol style="list-style-type: none"> 1. Ships will have containment booms placed around them prior to loading. 2. Berth 10 is very sheltered so the possibility of a ship shifting during loading is very low. 3. Should a ship move during loading for any reason, the marine loading arm will have an emergency release coupling which will automatically stop the flow of canola oil. 4. The canola oil loading line that passes over the riparian area and marine area will be double-walled with a leak-detection system and will be drained to land when not loading. 5. Should any canola oil somehow make its way to the river, the containment booms will contain the spill and WCMRC (Western Canada Marine Response Corporation) will be notified.
Rail traffic and associated noise	<p>As regulations surrounding train whistling are enforced federally by Transport Canada to ensure safety, we are unable to fully eliminate additional whistles. However, based on the layout of the existing railyard, we don't expect much additional whistling required as the canola oil railcars would only cross unguarded crossings for a minority of their movements.</p> <p>Shunting noise will be produced during all rail movements but will be comparable to existing rail noise as the number of railcars per movement will be roughly the same as the current container operations. We anticipate between 0 and 4 cycles of railcars in and out of the facility per day depending on the timing of customer deliveries.</p>
Noise during construction and operations	<p>During construction, there will be additional noise generated from the project site due to backup beepers, excavation, pile driving, etc. While vibratory pile driving will be used as much as possible, some impact pile driving will be required to achieve structural integrity of the foundations. This noise level will be less than the noise generated from the Pattullo Bridge pile driving as the proposed project piles are considerably smaller.</p> <p>During project operations, there be limited discernable noise from the surrounding community aside from rail operations as the process equipment uses electric pumps to transfer the canola oil. Any noise generated by ships will be comparable to the existing noise from the surrounding terminals.</p>

Appendix: Notification Materials

Mailout Sent Through Canada Post



December 21, 2022

To accommodate the rapid growth of canola oil production across the Canadian prairies, DP World is proposing to construct a new Canola Oil Transload Facility at its Fraser Surrey Terminal.

DP World Fraser Surrey Inc. proposes to redevelop a portion of their existing Fraser Surrey Terminal and Berth 10 located at 11060 Elevator Road, Surrey, BC to function as a canola oil transload facility. Redevelopment would result in a canola

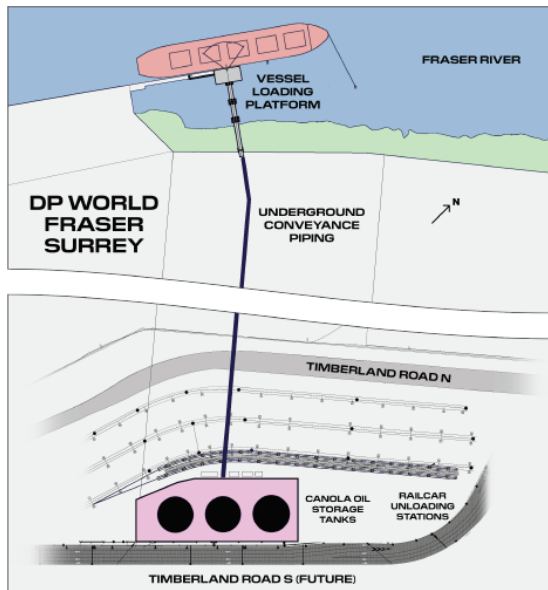
oil throughput capacity of approximately 1,000,000 tonnes per year.

The proposed project will see canola oil arrive by railcars where it will be unloaded into storage tanks before being pumped into bulk carriers for export to global markets.

A permit application has been submitted to the Vancouver Fraser Port Authority for the proposal. We are reaching out to you to seek feedback and commentary on the proposal.

The public engagement period will begin on **January 3, 2023** and go until **January 30, 2023**. As part of our engagement, we will be hosting an online public consultation session on **January 16** at **7 p.m.** on Microsoft Teams. To register for the session and for instructions, please visit our website.

For more information on the proposed Canola Oil Transload Facility or to provide input, please use the link or QR code below or send an email to the address listed below.



<https://www.dpworldcanada.com/projects/?a=fraser-surrey&b=canola-oil-transload-facility&c=phase-1>

✉ DPWFS.Projects@dpworld.com



Ad in the New West Record and in the Surrey Now



DP WORLD FRASER SURREY CANOLA OIL TRANSLOAD FACILITY PER NO. 22-017 PUBLIC CONSULTATION



DP WORLD



To accommodate the rapid growth of canola oil production across the Canadian prairies, DP World is proposing to construct a new Canola Oil Transload Facility at its Fraser Surrey Terminal.

DP World Fraser Surrey Inc. proposes to redevelop a portion of their existing Fraser Surrey Terminal and Berth 10 located at 11060 Elevator Road, Surrey, BC to function as a canola oil transload facility. Redevelopment would result in a canola oil throughput capacity of approximately 1,000,000 tonnes per year.

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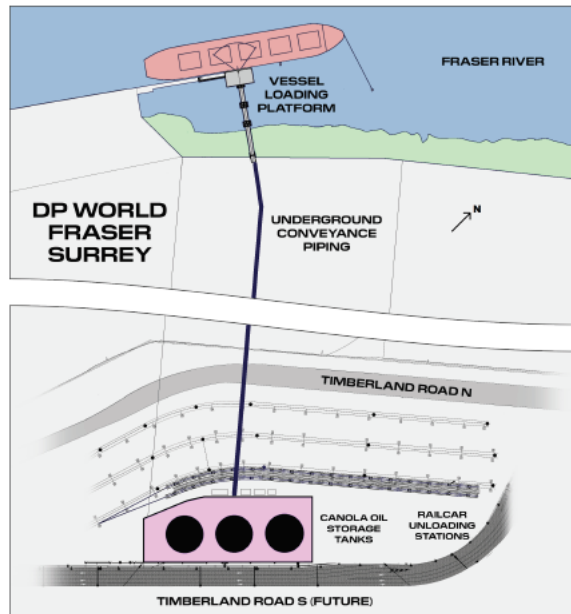
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<https://www.dpworldcanada.com/projects/?a=fraser-surrey&b=canola-oil-transload-facility&c=phase-1>

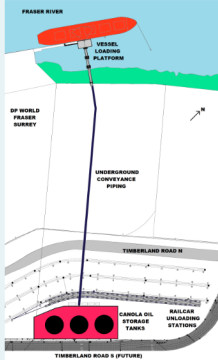
DPWFS.Projects@dpworld.com



Screenshots of the Project Webpage

Canola Oil Transload FacilityContainerized Dry Bulk Handling Project

Canola Oil Transload Facility



Project Description

DP World Fraser Surrey Inc. proposes to redevelop a portion of their existing Fraser Surrey Terminal and Berth 10 located at 11060 Elevator Road, Surrey, BC to function as a canola oil transload facility. Redevelopment would result in a canola oil throughput capacity of approximately 1,000,000 tonnes per year.

The Project broadly consists of the following components:

- Canola loadout terminal at Berth 10, including construction of a concrete marine access trestle, loading platform, and a catwalk connection between Berths 9 and 10 supported by roughly 40 piles total (approx. 35 in-water)
- Construction of ancillary loading deck and platform infrastructure, such as a marine loading arm and upgraded marine bollards and fenders
- Installation of two rail spur tracks (one replacement, one new) for rail receiving and unloading, including construction of railcar bottom offloading stations, unloading pumps, piping and control cables
- Three carbon steel 15,000 metric tonne capacity storage tanks (18m high, 37m diameter)
- Elevated tank foundations, with associated ground improvement works
- Vessel loading pumps
- Containment area with liners, precast walls, and foundations; and
- New fire water loop with six hydrants
- Installation of below grade canola oil transmission and recycle lines to connect storage tanks to the marine trestle
- Development of ancillary facilities including, control building, Motor Control Centre, security facility and vehicle parking
- Various associated utility installations, relocations and removals

Schedule

- Construction is anticipated to start in the second quarter of 2023 and should finish in the fourth quarter of 2024.

Public Engagement Opportunities

To accommodate the rapid growth of canola oil production across the Canadian prairies, DP World is proposing to construct a new Canola Oil Transload Facility at its Fraser Surrey Terminal.

DP World Fraser Surrey Inc. proposes to redevelop a portion of their existing Fraser Surrey Terminal and Berth 10 located at 11060 Elevator Road, Surrey, BC to function as a canola oil transload facility.

Redevelopment would result in a canola oil throughput capacity of approximately 1,000,000 tonnes per year. The proposed project will see canola oil arrive by railcars where it will be unloaded into storage tanks before being pumped into bulk carriers for export to global markets.

A permit application has been submitted to the Vancouver Fraser Port Authority for the proposal. We have sought feedback and commentary on the proposal from the public. As of January 31, 2023, the public engagement period has concluded. As part of our engagement, we hosted an online public engagement session on January 16 at 7 p.m. on Microsoft Teams.

We would like to thank everyone who provided comments and feedback during the public engagement period. Your feedback will be considered as we finalize the proposed project plans.

To view the PowerPoint presentation from the online public engagement session, [click here](#)

LINKS

- Public engagement and notification materials
- PER project link
- Project Resources

Contact email address:

DPWFS.Projects@dpworld.com

For questions about the port authority's Project and Environmental Review of the proposed project, please contact the port authority at PER@portvancouver.com or 604.665.9047

Screenshots of the PowerPoint Presentation



DP WORLD FRASER SURREY

Proposed Canola Oil Transload Facility

Agenda

- Introductions
- Overview of DP World
- Overview of the proposed facility
- Overview of construction
- Feedback opportunities
- Q&A

2

WE MAKE TRADE FLOW TO CHANGE WHAT'S POSSIBLE FOR EVERYONE

We're on a mission to reimagine the global supply chain. And make the flow of trade smarter, faster and more sustainable.

By building better ways to bring goods to more people, we can all thrive in ways we never thought possible.

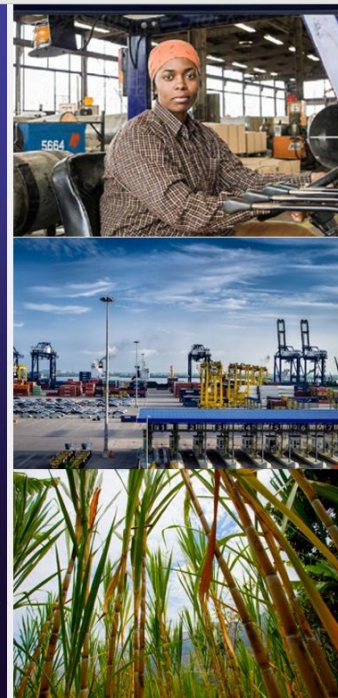


OUR PURPOSE

3

TO LEAD THE FUTURE OF WORLD TRADE

By leveraging our portfolio of world-class infrastructure, strengthening global supply chains and generating sustainable economic growth.



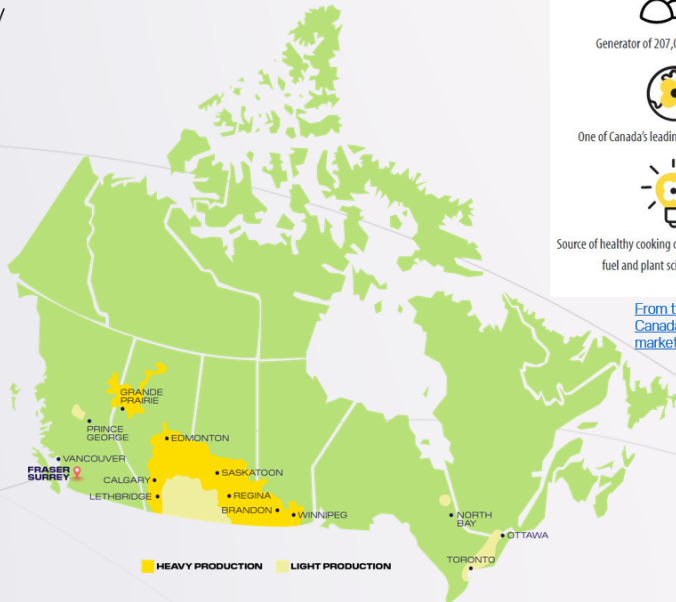
OUR VISION

4

DP WORLD FRASER SURREY

Proposed Canola Oil Transload Facility

- To accommodate the rapid growth of canola oil production across the Canadian prairies, DP World is proposing to construct a new Canola Oil Transload Facility at our Fraser Surrey Terminal



Canola industry facts



Generator of 207,000 Canadian jobs



One of Canada's leading agricultural exports



Source of healthy cooking oil, animal feed, renewable fuel and plant science innovation

[From the Canola industry in Canada, from farm to global markets \(canolacouncil.org\)](http://canolacouncil.org)

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DP WORLD FRASER SURREY

Proposed Canola Oil Transload Facility

- We are proposing to redevelop a portion of our existing Fraser Surrey Terminal and Berth 10 located at 11060 Elevator Road, Surrey, BC to function as a canola oil transload facility.
- Redevelopment would result in a canola oil throughput capacity of approximately 1,000,000 tonnes per year.



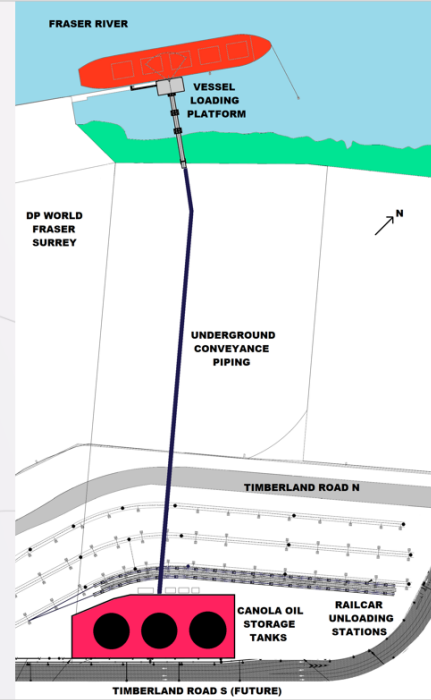
6

DP WORLD FRASER SURREY

Proposed Canola Oil Transload Facility

The Project broadly consists of the following components:

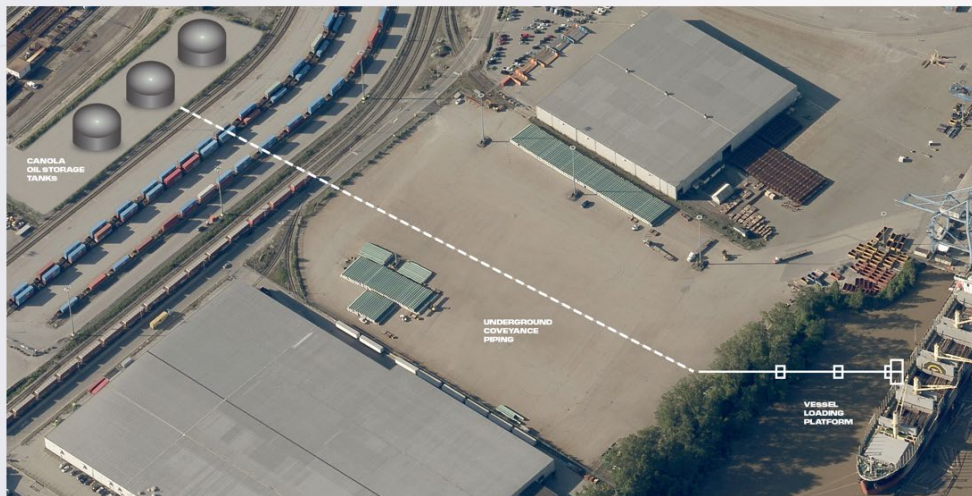
- Installation of two rail spur tracks (one replacement, one new) for rail unloading, including railcar offloading stations, pumps and piping
- Three steel 15,000 metric tonne capacity storage tanks (18m high, 37m diameter) including containment walls
- Installation of below grade canola oil transmission and recycle line to connect storage tanks to the marine trestle
- Construction of marine access trestle and vessel loading platform including a marine loading arm and upgraded berthing safety
- Development of ancillary facilities including control building, motor control centre, lighting, and site vehicle parking



DP WORLD FRASER SURREY

Proposed Canola Oil Transload Facility - Operations

Canola oil would arrive by railcars where it will be unloaded into storage tanks before being pumped into bulk carriers for export to global markets.



DP WORLD FRASER SURREY

Proposed Canola Oil Transload Facility - Construction

- If approved, construction is anticipated to start in the 2nd quarter of 2023 and should finish in the 4th quarter of 2024.
- As the project is located in an industrial area, there will be limited disruption to local residents.
- Nearby businesses may experience increased noise, light, dust, air emissions and traffic as a result of the construction and mitigation measures for these impacts will be in place including dust control, no idling and traffic flagging.
- The vast majority of construction will take place during Vancouver Fraser Port Authority construction hours Monday to Saturday between 7am and 8pm.

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DP WORLD FRASER SURREY

Proposed Canola Oil Transload Facility - Feedback

- Feedback can be submitted through our feedback form on our website -<https://www.dpworldcanada.com/projects/?a=fraser-surrey&b=canola-oil-transload-facility&c=phase-1>
- Feedback will be accepted until January 30, 2023
- You can also submit feedback by email:
DPWFS.Projects@dpworld.com
- A summary report containing feedback will be posted on the Vancouver Fraser Port Authority website and will be considered by DP World through detailed design of the facility



10

Feedback Form

Public Engagement - DP World Fraser Surrey - Proposed Canola Oil Transload Facility

To accommodate the rapid growth of canola oil production across the Canadian prairies, DP World is proposing to construct a new Canola Oil Transload Facility at its Fraser Surrey Terminal. DP World Fraser Surrey Inc. proposes to redevelop a portion of their existing Fraser Surrey Terminal and Berth 10 located at 11060 Elevator Road, Surrey, BC to function as a canola oil transload facility. Redevelopment would result in a canola oil throughput capacity of approximately 1,000,000 tonnes per year. The proposed project will see canola oil arrive by railcars where it will be unloaded into storage tanks before being pumped into bulk carriers for export to global markets.

...

1. What best describes your relationship to the proposed project?

- I work in the area
- I live nearby
- I work in the area and live nearby

Other

2. Mitigation measures will be in place to reduce the impact the proposed project will have in the area. We would like to hear what your top 3 concerns are related to the project. Please select 3 options from the list below.

- Noise
- Traffic
- Air emissions
- Safety
- Environment

Other

3. The proposed project will see a canola storage facility built. Is there anything about the configuration you would like to share for our consideration as we look to finalize the design?

Enter your answer

4. Based on what you know of the project, are you supportive of the proposed project?

Enter your answer

5. Please provide any additional comments about any aspects of the project that you would like us to consider.

Enter your answer

6. How did you hear about the proposed project?

- Newspaper ad
- Mailer
- Website (DP World Canada)
- Website (Vancouver Fraser Port Authority)

Submit