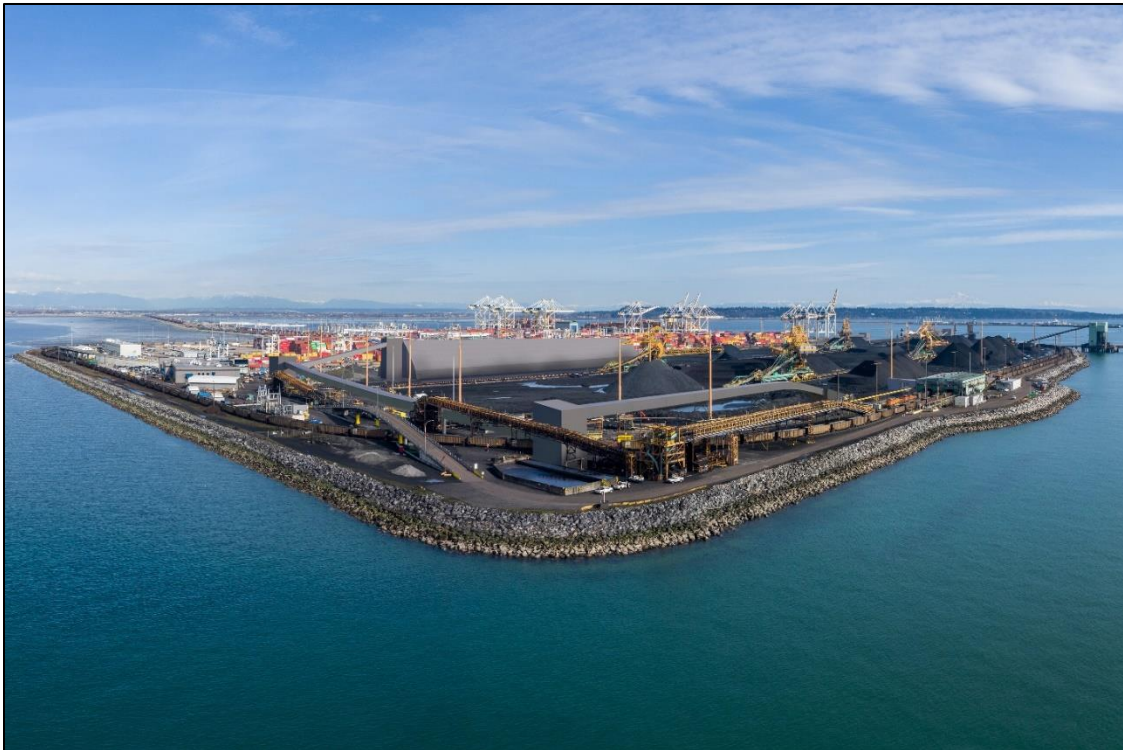


NEW POTASH EXPORT PROJECT Public Engagement Summary and Consideration Report



DOCUMENT NUMBER: WTL10606-NV-045

VERSION #4.0

1.0 PURPOSE

Westshore Terminals Limited Partnership (Westshore) recently held a 25-business day public engagement period between November 15 and December 17, 2021, for the proposed New Potash Export Project (the Project). This Project is currently undergoing a review by Vancouver Fraser Port Authority (VFPA), under the VFPA's Project and Environmental Review (PER) process (Application # 20-209), to allow for the modification of Westshore's existing terminal to handle up to 4.5 million tonnes per year (Mtpa) of potash. Given the circumstances of COVID-19 and physical distancing requirements for in-person meetings, engagement was conducted remotely.

This report is intended to provide a summary of the public engagement that was undertaken, level of participation, feedback received and consideration of the feedback about the Project. Prior to the engagement activities, Westshore provided VFPA with the Public Engagement Plan and draft engagement materials, which were reviewed and approved by VFPA in early November 2021.

Indigenous and stakeholder (e.g., City of Delta, Port Community Liaison Committee, Metro Vancouver, etc.) engagement for the Project occurred in parallel to the public engagement. Westshore also provided notification of the project through other permitting processes (e.g., public notification in October 2021 as per BC Ministry of Environmental and Climate Change permit PE-6819 amendment requirements). Details of this engagement have been provided separately to VFPA.

2.0 OVERVIEW OF PROPOSED PROJECT

Westshore is an existing coal export terminal operating since 1970 at Roberts Bank, Delta, BC on VFPA managed federal lands and waters. Currently, Westshore handles around 31 Mtpa of coal with a design capacity of 36 Mtpa.

Through the proposed Project, Westshore is planning to diversify the products shipped to market through the existing terminal. The Project involves modifications to the existing facility to use a portion of the site for potash export. The Project will result in the shipping of up to 4.5 Mtpa of potash, displacing approximately an equivalent amount of coal export capacity. The overall terminal design capacity will remain at 36 Mtpa.

Modifications to existing infrastructure and new infrastructure will consist of:

- A new enclosed potash railcar dumper on the south side of the site adjacent to the existing dumpers;
- A new timber A-frame storage building or steel-framed building with wood roof (approximately 400 m long x 70 m wide x 40 m high), and associated infrastructure, located on the northwest corner of the site;
- Approximately 2,200 m of new enclosed conveyors and transfer towers connecting the new railcar dumper to the storage building and to the existing Berth 2;
- Dust collectors at conveyor transfer points;
- Replacement of the existing shiploading conveyors and shiploaders to allow both potash and coal handling, and installation of 6 in-water piles associated with the installation of spout changeout platforms at Berth 2;

- Seismic retrofits to the existing Berth 2 foundations including installation of 36 new concrete-filled steel piles, reinforcement of existing concrete pile caps and pile to pile cap connections, infill of existing piles with concrete, and upland densification;
- Construction of approximately 700 m of additional rail line within the terminal to access the new railcar dumper;
- New storm water collection and treatment facilities to handle potash contact water; and
- Associated on-site road, civil and electrical infrastructure modifications within the existing facility.

The infrastructure for the Project will displace a portion of the existing coal stockyard on the northwest corner of the site, as shown in Figure 1 and Figure 2.

Figure 1: Project Site Plan.



Figure 2 Proposed Project Rendering



Legend

- A** New Potash Dumper and Rail Track
- B** New Potash Unloading and Stacking Conveyor System
- C** New Potash Storage Building & Reclaimer
- D** New Potash Reclaim Conveyor System
- E** Modified or Replaced Shiploading Conveyor System and Shiploaders
- G** New Potash Wastewater Collection and Treatment System



Data Sources:
a) Photo, Westshore Terminal 2021.



3.0 ENGAGEMENT NOTIFICATION METHODS AND ACTIVITIES

As stated by Westshore in the PER application submission and the Public Engagement Plan, the following engagement notification methods were implemented specifically for the Project:

- A public notification postcard was distributed to the local community residents and businesses through Canada Post direct mail in advance of the engagement period. Delivery was based on postal code V4M which is adjacent to the Westshore site. This area represents 7,280 residents and businesses. The delivery date of the postcards was estimated between November 5 and 10, 2021 based on Canada Post correspondence and confirmation of receipt by a resident.
- An approximate quarter-page newspaper advertisement was published in the Delta Optimist print newspaper and online¹ edition on November 11, 2021.
- Westshore developed a Project-specific website (<https://www.westshore.com/#/new-cargo>) which is located and can be accessed from their main website (<https://www.westshore.com/#/main>). The website went live on November 2, 2021.

Copies and screenshots of the notification materials can be found in Appendix I.

Table 1 provides a summary of Westshore's key public engagement activities for the Project.

Table 1: Key Dates for Public Notification and Engagement Activities.

Activity	Timing
VFPA PER Application Engagement	
Public Notification Post Card Delivered	November 5 – 10, 2021
Newspaper Advertisement Posted in Delta Optimist	November 11, 2021
Website Activated	November 2, 2021
Public Engagement Period	November 15 – December 17, 2021
Deadline for Feedback	December 17, 2021

4.0 ENGAGEMENT MATERIALS

4.1 PROJECT WEBSITE

As noted above, Westshore developed a Project-specific website to provide further publicly accessible information, including a presentation with detailed Project information, links to the Project PER application on VFPA's website, a link to BHP's website with information on their potash mine project (the origin of the potash), and information on the potash product that will be exported as part of Westshore's Project. The website also identifies key dates for the Project and permitting activities, including the PER application public comment period.

¹ [Link for Delta Optimist Online Edition. Advertisement is on page A10.](#)

The presentation is available for download and includes information about Westshore, Project details including construction information and schedules, potential effects including in-water work, traffic, air quality, noise, water management and visual renderings of the site before and after the Project, information outlining the permitting requirements and studies undertaken to support the Project applications and the anticipated permitting schedule.

Westshore requested feedback on the Project and the website identified three ways for the public to provide comments or feedback: 1) through a Project dedicated email, 2) via a feedback form available on the website that can be emailed or printed and mailed, and 3) email and phone contact for the VFPA PER process. Refer to Appendix I for screenshots of the website, the presentation and a copy of the feedback form.

4.2 NOTIFICATION POSTCARD

The notification postcard was double-sided and provided general Project information, a visual rendering, notification of the VFPA PER application submission and notification of the subsequent comment period. It also identified Westshore contact information for the Project which includes a contact name and mailing address, Project email and website URL. A copy of the postcard is in Appendix I.

4.3 NEWSPAPER AD

The VFPA PER Project newspaper advertisement highlighted the notice of community engagement and dates, reference to the VFPA PER Project application and review, a high-level summary of the Project and information on potash as well as a link to the Project website for more detailed information. It included a request for feedback with three options for the public to participate: 1) mail or email submission of a feedback form available on the website, 2) a Project dedicated email address, and 3) a Westshore direct mailing address and contact name. A copy of the newspaper ad is in Appendix I.

5.0 ENGAGEMENT RESPONSE

Westshore received feedback on the Project from the following sources during the public engagement period:

- Four distinct² emails were provided to the Project-specific email address³.
- One email was sent to Westshore's general information email address by the same member of the public that sent an email to the Project-specific address.
- One feedback form was completed and submitted by email.
- Two phone calls to the Project representative (one by an individual who also emailed twice).

² Multiple emails from six different individuals with the same questions or comments were received, these were only counted once in the above.

³ Note there was initially a technical issue with the project email address that was resolved as soon as identified. Westshore was able to recover the email addresses for the submissions but not the content of the original messages. Westshore responded to all the email addresses affected noting the importance of public comments and asking the responders to resend their comments. Comments were received from four of the five emails affected by the technical issue. Note that two different email addresses contained the same name.

Of the six individuals, five were from Tsawwassen and one from South Delta. Only three individuals identified how they heard about the Project; two from the postcard notification and one from the newspaper advertisement. Westshore provided responses to the questions or clarifications requested.

In addition to the above, Westshore received approximately 20 overall enquiries, by both phone and email, regarding interest in being involved in the commercial aspects of the Project during construction.

No public comments were provided to Westshore from VFPA's PER project team from the port authority-led public comment process.

6.0 SUMMARY OF FEEDBACK RECEIVED AND CONSIDERATIONS

From the feedback Westshore received, there was no clear indication of either support or opposition to the Project. The majority of the comments were seeking clarification or had misunderstood the Project activities. Westshore responded directly to the commenters providing clarification with references back to the available Project documents (i.e., the PER submission documents on VFPA's website or the information on Westshore's Project website). One comment was related to a request for off-site infrastructure outside of Westshore's jurisdiction. Key themes raised from public engagement activities are summarized in Table 2. All comments received and Westshore's responses are provided separately to VFPA without contact details to maintain the privacy of individual responders.

Table 2: Key Feedback Themes for the Project.

Key Feedback Themes	Westshore Response	Consideration
Concern over potential air quality impacts of the Project, particularly from dust.	The new potash infrastructure will be fully enclosed and provided with dust collection to Berth 2. At Berth 2, the conveyors will be covered and there will be dust collection at the transfer points. The coal handling system will remain the same as the current system with the exception of the shared coal/potash conveyors at the berth and the installation of the Potash Storage Building which will remove approximately 1/8th of the existing coal stockyard area. The analysis of emissions that was completed for the Project anticipates emissions will be similar to existing overall with a reduction of coal emissions due to the reduced stockyard area and an increase related to the dust collector emissions.	Westshore submitted an application to Metro Vancouver in December 2021, to amend the existing air permit to incorporate potash handling. Westshore will work through the Metro Vancouver permitting process, understanding that air quality is a concern of the local communities. As noted in the response column, the analysis completed to date indicates the emissions will be similar to the existing emissions. Note that the emissions have decreased over the years as Westshore has implemented technology and procedural changes to reduce dust emissions independent of any permit requirements.
Inquiry as to whether the potash export will reduce or eliminate the export of coal from the terminal.	The Project will allow up to 4.5 mtpa of potash to be handled displacing approximately the same amount of coal from the overall terminal design capacity, e.g., if the full 4.5 mtpa of potash was handled in one year, then the available design capacity for coal would be approximately 31.5 mtpa (i.e., total terminal design capacity is not changing from 36 mtpa).	No change in approach. The overall design capacity of the terminal is not changing as a result of the Project. The addition of potash export reduces the capacity available for coal export.
Questions regarding the potash vessel size and loading times.	Ship turn around times are anticipated to be shorter for potash. Potash vessels on average have a smaller cargo capacity (volume and tonnage) than the coal vessels; therefore, there is less time required to load the vessels. That being said, each time product is changed from coal to potash or vice versa there is a requirement to wash the handling system down which will take approximately eight hours per vessel.	No change in approach.
Inquiry as to whether the potash will be handled on the same material handling conveyors as coal.	Potash will be handled and stored using new dedicated potash infrastructure with the exception of Berth 2 equipment which will be replaced with new dual purpose coal/potash handling equipment. A dedicated new rail car dumper and enclosed conveyor system will transfer potash to stockpiles that are located in a new enclosed Potash Storage Building. From the Potash Storage Building, a dedicated scraper reclaimers will recover the potash from the stockpiles and dedicated enclosed conveyors will transfer potash to Berth 2 where the dual potash/coal equipment will be used to load the potash onto vessels.	No change in approach. To maintain the quality of the potash and coal products they are handled separately where possible. The only exception is Berth 2 where both products will be handled with the same equipment.

Table 2: (Cont'd.)

Key Feedback Themes	Westshore Response	Consideration
Clarification on whether the Project will require additional rail facilities.	The two existing rail loops within Westshore's facility will remain the same. A new section of track and switches will connect the existing inner rail loop with the new potash dumper (located immediately north of the existing coal dumpers). The trains using the potash dumper or the inner coal dumper share the same inbound and outbound sections of the inner rail loop. There will also be connections added between the existing inner and outer rail loops. There will be no change to the offsite rail.	No change in approach. The new rail line for the Project is limited to a section onsite needed to access the new potash dumper.
Request to be included in the distribution of any future Project information.	Westshore will continue to update the Project website as relevant information becomes available and through construction. Westshore does not maintain an email distribution list.	Westshore will maintain the Project website through Project construction.

7.0 SUMMARY

As noted in Section 6.0, the majority of the comments received are related to clarifications or requests for information that is available through either Westshore's Project website or VFPA's PER website for this Project. A few of the comments relate to topics that are covered in more detail in the Metro Vancouver air permit amendment process.

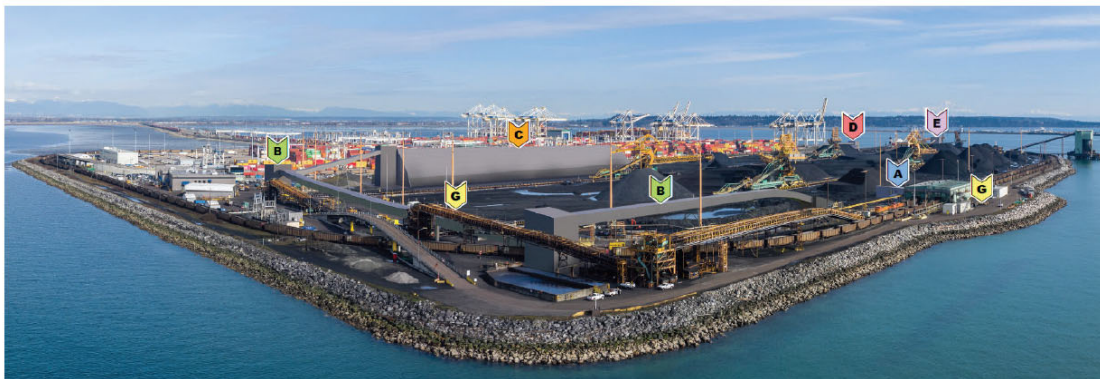
Appendix I
New Potash Export Project
Engagement Materials

Public Notification Postcard



New Cargo Export Project

Notice of Community Engagement
from November 15 to December 17, 2021



New Cargo Export Project Rendering

- A: New Potash Dumper and Rail Track
- B: New Potash Unloading and Stacking Conveyor System
- C: New Potash Storage Building & Reclaimer
- D: New Potash Reclaim Conveyor System
- E: Modified or Replaced Shiploading Conveyor System and Shiploaders
- G: New Potash Wastewater Collection and Treatment System

Anticipated delivery date: Nov. 10, 2021



Westshore Terminals has been safely exporting coal out of Roberts Bank since 1970 and is now looking to diversify products. The New Cargo Export Project is proposing to modify a portion of the existing facility to handle up to 4.5 million tonnes per year of potash, displacing approximately an equivalent amount of coal export capacity. The New Cargo Export Project will be wholly located within the existing terminal footprint.

Westshore is reaching out to your community to notify you of a **recent application to Vancouver Fraser Port Authority** (PER# 20-209) and an **upcoming comment period** where you are invited to contribute feedback and commentary.



Would you like to participate?

Connect with Westshore:

Dates: November 15 to December 17, 2021

Contact: Greg Andrew,
Director of Engineering
and Environmental Services

Mail: Westshore Terminals
1 Roberts Bank, Delta, BC V4M 4G5
Email: newcargo@westshore.com
Website: <https://www.westshore.com/#/new-cargo>



Notice of Community Engagement

New Cargo Export Project (PER No. 20-209) November 15 – December 17, 2021

Westshore Terminals has been safely exporting coal out of Roberts Bank since 1970 and is now looking to diversify products. The New Cargo Export Project is proposing to modify a portion of the existing facility to handle up to 4.5 million tonnes per year of potash, displacing approximately an equivalent amount of coal export capacity. The New Cargo Export Project will be wholly located within the existing terminal footprint.

Potash is a common fertilizer used to provide nutrients to agricultural crops and house plants. This combined coal and potash capacity will not require facility expansions outside of the existing terminal footprint.

The application is currently undergoing the Vancouver Fraser Port Authority's Project and Environmental Review process. Westshore is seeking feedback about the New Cargo Export Project. To learn more about the Project and fill out a feedback form, visit the Project website at: <https://www.westshore.com/#/new-cargo>

Interested in participating? Connect with Westshore before December 17th:

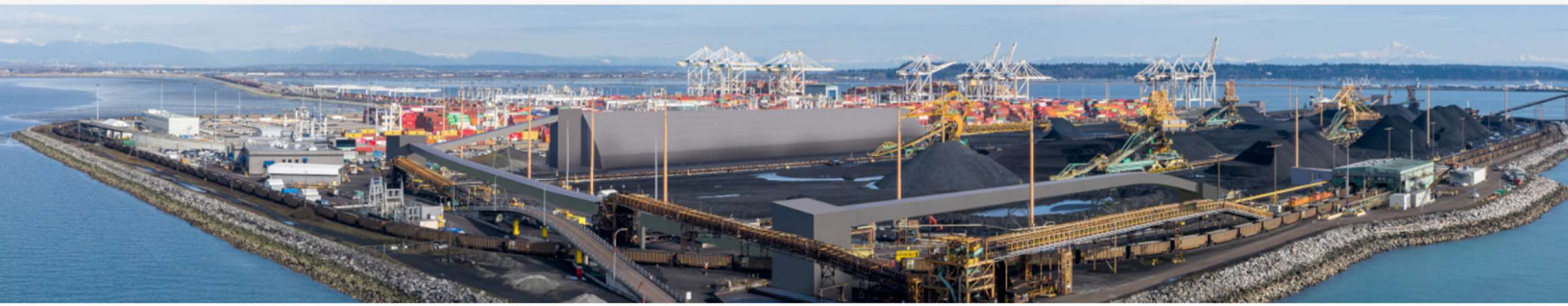
Contact: Greg Andrew, Director of Engineering and Environmental Services

Email: newcargo@Westshore.com

Mail: Westshore Terminals: 1 Roberts Bank, Delta, BC V4M 4G5

Project Website

Note: the drop down menu here provides links to the potash page, project slide deck and notices



Potash Project

Westshore's \$800M Potash Project will introduce [potash](#) export to the current coal terminal, diversifying the products shipped to market through the existing terminal. The project is part of the [BHP Jansen mine development](#) and is designed to ship up to 4.5 mtpa of Canadian potash, displacing approximately an equivalent amount of coal export capacity.

Railcars delivering the potash to site, onsite storage and handling systems will be fully enclosed and the onsite potash handling and storage systems will also be covered or fully enclosed.

The project is currently undergoing the Vancouver Fraser Port Authority's (VFPA's) Project and Environmental Review (PER) process. Should the project be approved by the VFPA, construction on the project is anticipated to start April 2022 and complete in Fall 2026. For further details on the project, refer to the [Potash Project Overview presentation](#) available [here](#).

Project Status

Engineering, Procurement and Construction Management (EPCM)
Contractor Selected

Oct 15, 2021

Engineering, Procurement and Construction Management (EPCM)
Proposal Close Date

Oct 14, 2021

Announcement of Agreement for Westshore to provide port services for
BHP's Jansen Mine. [@](#)

Aug 17, 2021

Project Permitting

Metro Vancouver Air Permit GVA0153 Amendment Application
Submitted

December 23, 2021

BC Ministry of Environment and Climate Change Strategy Effluent
Permit PE-6819 Amendment Application Submitted

December 17, 2021

Fisheries and Oceans Canada (DFO) Request for Review of Berth 2 In-
water Works Submitted

December 12, 2021

PER Public Comment Deadline

Dec 17, 2021

PER Public Comment Period

Nov 15, 2021 to Dec 17, 2021

VFPA PER Application Submitted

Sep 17, 2021

Feedback

To provide feedback to Westshore on this project please email newcargo@westshore.com

- *The technical difficulties with the email address have been resolved as of Nov 17, 2021*

A feedback form is available [here](#). Feedback deadline Dec 17, 2021

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.

The project's PER Application can be found [here](#).



Potash is a vital link in the global food supply chain.

What is Potash?

- A common fertilizer used to provide essential nutrients to plants, such as agricultural crops and house plants.
- Considered non-toxic to aquatic species, potash is water soluble and requires dry transportation and storage (covered).
- Solid particles approximately 4 millimeters in size that vary in colour from pink to red.
- Canada exports approximately 30% of the world's supply of potash.



Scan to complete Westshore's COVID questionnaire



1 Roberts Bank, Delta, BC, V4M4G5
info@westshore.com
[Terms and Conditions](#)



Potash Project Presentations

Adobe Acrobat Reader is required to view these documents.



Potash Project Overview

October, 2021 [Download Presentation](#)



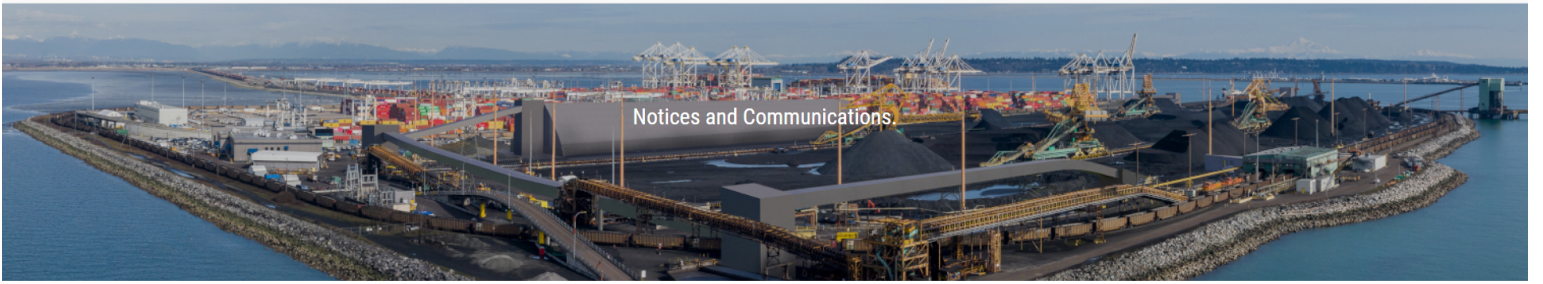
Scan to complete Westshore's COVID questionnaire



1 Roberts Bank, Delta, BC, V4M4G5

info@westshore.com

[Terms and Conditions](#)



Notices and Communications

Adobe Acrobat Reader is required to view these documents.



Vancouver Fraser Port Authority - Notice of Community Engagement

Nov 10, 2021 @ Download Notice

Ministry of Environment and Climate Change Strategy - Application for Permit

Sep 09, 2021 @ Download Notice



Scan to complete Westshore's COVID questionnaire



1 Roberts Bank, Delta, BC, V4M4G5

info@westshore.com

[Terms and Conditions](#)

Website Feedback Form – Westshore New Cargo Export Project

WE WANT TO HEAR FROM YOU

Westshore is sharing information and requesting feedback from our neighbours. We appreciate hearing from you and thank you for taking the time to comment on the Project. Input received will be summarized in a report and provided to Vancouver Fraser Port Authority identifying how input was received and considered by Westshore.

Comments can be emailed to newcargo@Westshore.com, or completed forms can be sent to: Westshore Terminals – 1 Roberts Bank, Delta, BC V4M 4G5 Attention: Greg Andrew

Westshore Terminals Limited Partnership (Westshore) has submitted an application to the Vancouver Fraser Port Authority (VFPA) for a review under the VFPA's Project and Environmental Review (PER) process to allow for the modification of Westshore's existing terminal to handle up to 4.5 million tonnes per year (Mtpa) of potash in addition to the coal currently handled. Currently, Westshore handles around 31 Mtpa of coal with a capacity of 36 Mtpa. Through the proposed New Cargo Export Project (the Project), Westshore is planning to diversify the products shipped to market through the existing terminal. The Project involves modifications to the existing facility to use a portion of the site for potash export. The Project will result in the shipping of up to 4.5 Mtpa of potash, displacing approximately an equivalent amount of coal export capacity. The overall terminal capacity will remain at 36 Mtpa. Further Project information can be found at <https://www.westshore.com/#/new-cargo>

PROJECT FEEDBACK

Please share your primary interest, comment or concern with the New Cargo Export Project:

Share any additional feedback or questions you may have:

How did you hear about the Proposed Project (circle or identify)?

Mailed Notification / Project Website / Newspaper Ad / Other: _____

What community do you reside in? Tsawwassen / Ladner / North Delta / Other: _____

Contact Information (Optional)

Name:

Address:

Email:

Phone:

More Information: If you have further questions or are looking for further information about the New Cargo Export Project, please get in touch. Contact: Greg Andrew, Director of Engineering and Environmental Services at newcargo@Westshore.com.

You can also find Project information or contact VFPA directly about the Project at www.portvancouver.com

Presentation Linked on Website



Potash Export Project
Project Overview
October 2021

Doc. WTL10606-NV-037
Rev 1

Westshore Terminals



- Terminal capacity of handling 36 million tonnes of coal per year.
- Long history of safe and responsible operations.
- Member of Green Marine since 2014
- Experience in completing safe and environmentally responsible site improvements under Vancouver Fraser Port Authority's (VFPA) Project and Environmental Review process (PER).
 - Westshore Terminals Equipment Replacement and Upgrade (PER Permit # 2013-144) – completed in 2020.
- Westshore applied on September 17, 2021 to the Vancouver Fraser Port Authority for a project permit (PER 20-209). Application is currently under review.
- Additional permit applications will be made in Q4-2021 associated with the project will be made to MetroVancouver (air emissions permit), Ministry of Environment and Climate Change Strategy (water discharge) and DFO (piling and works over water).



Potash Cargo Export Project



- The potash cargo project will involve the installation of a new dumper, conveying systems, potash storage building and modifications to or replacement of the existing shiploading systems at Berth 2.
- Westshore's design terminal throughput will remain 36 million tonnes per year.
- Westshore has contracted with BHP, a potash producer from Saskatchewan, to handle potash from the [Jansen Mine](#) through the terminal.
- Phase 1 of the project will result in up to 4.5 million tonnes per year (mtpa) of potash being shipped through the terminal starting in 2026. The addition of potash export from Westshore will result in a reduction in the terminal's coal export capacity.
- Although allowances are being made for a future expansion of potash shipments, there is no time frame for such activities and any expansion would be subject to a separate permitting process.



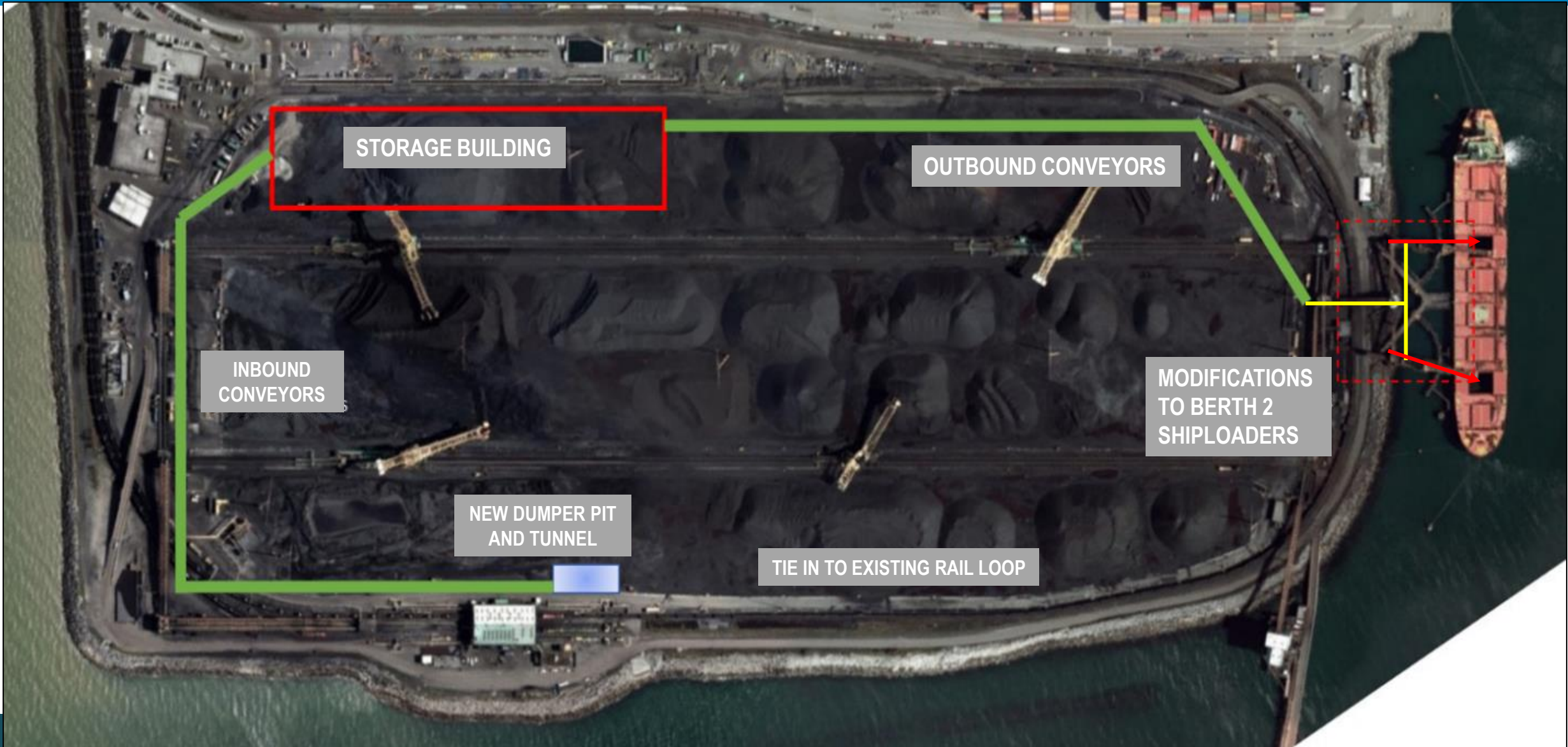
What is Potash?



- A common fertilizer used to provide essential nutrients to plants, such as agricultural crops and house plants.
- Considered non-toxic to aquatic species, potash is water soluble and requires dry transportation and storage (covered).
- Solid particles approximately 4 millimeters in size that vary in colour from pink to red.
- Canada exports approximately 30% of the world's supply of potash.
- Additional information on [potash](#).



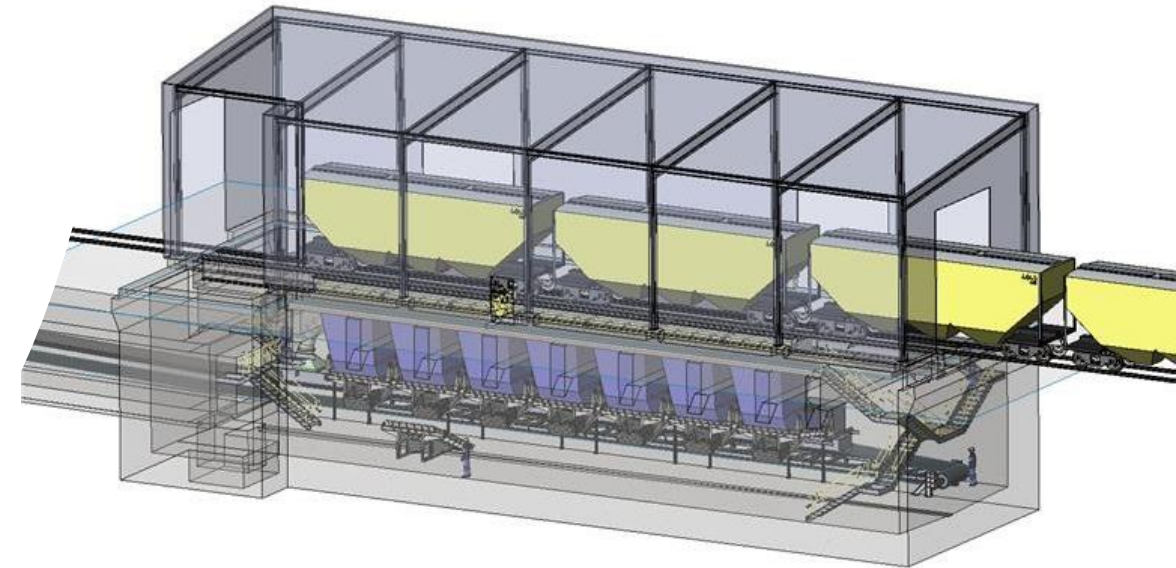
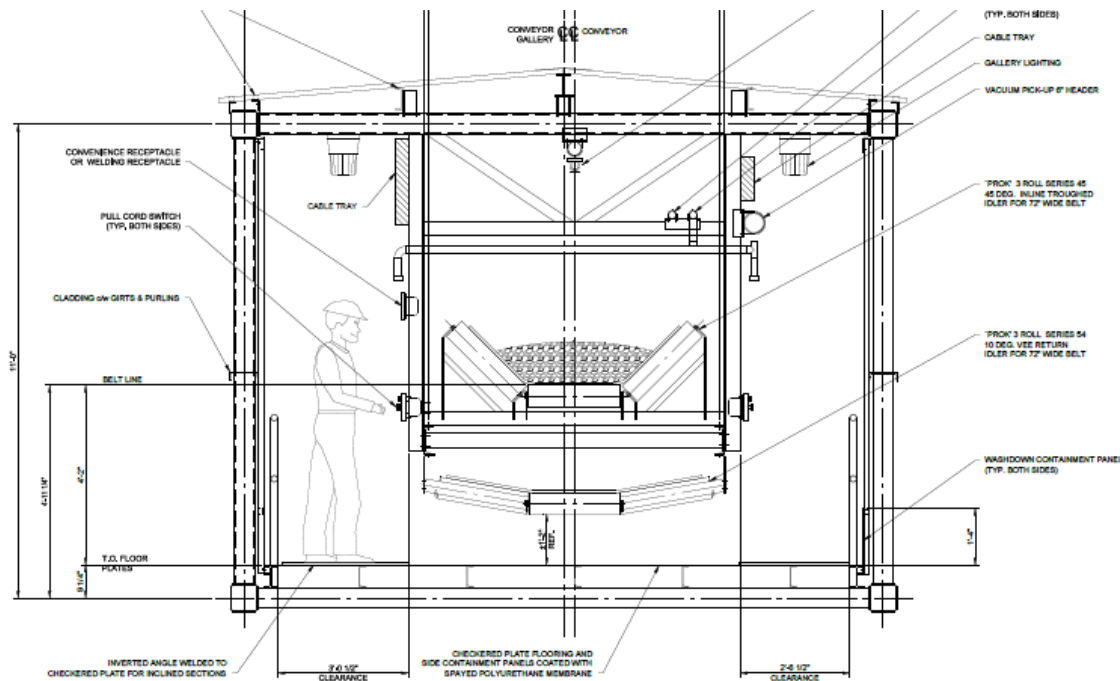
Proposed Potash Handling Facilities



Dumper and Conveying System



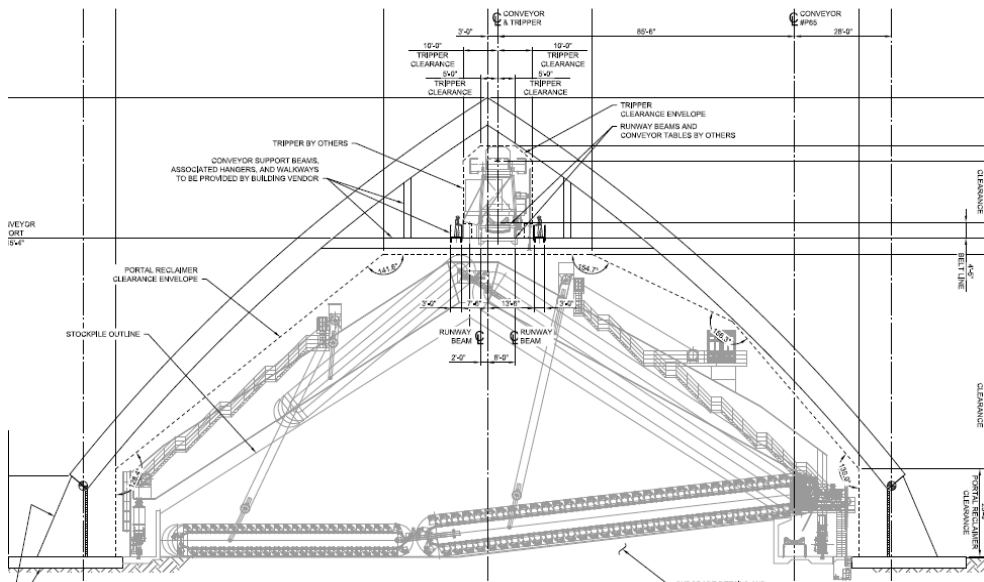
- Construction of a new enclosed railcar dumper on the south side of the site complete with dust collection systems.
- 2200 m of enclosed conveyors and transfer towers connecting the new dumper to the storage.
- Dust collectors at conveyor transfer points.



Storage Building



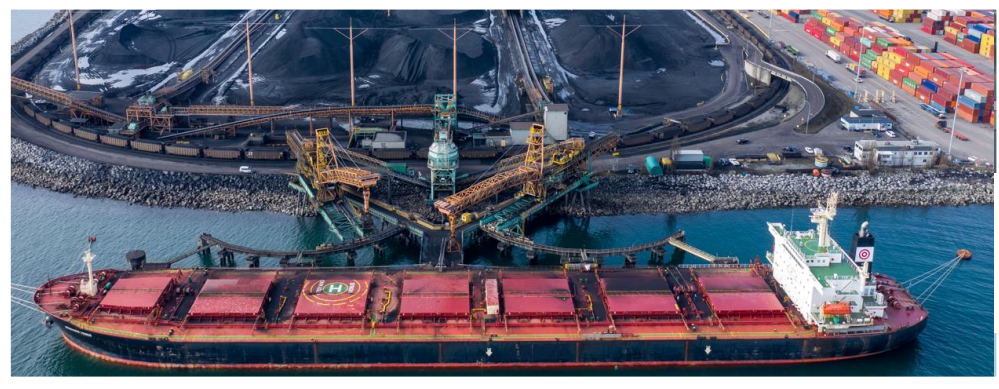
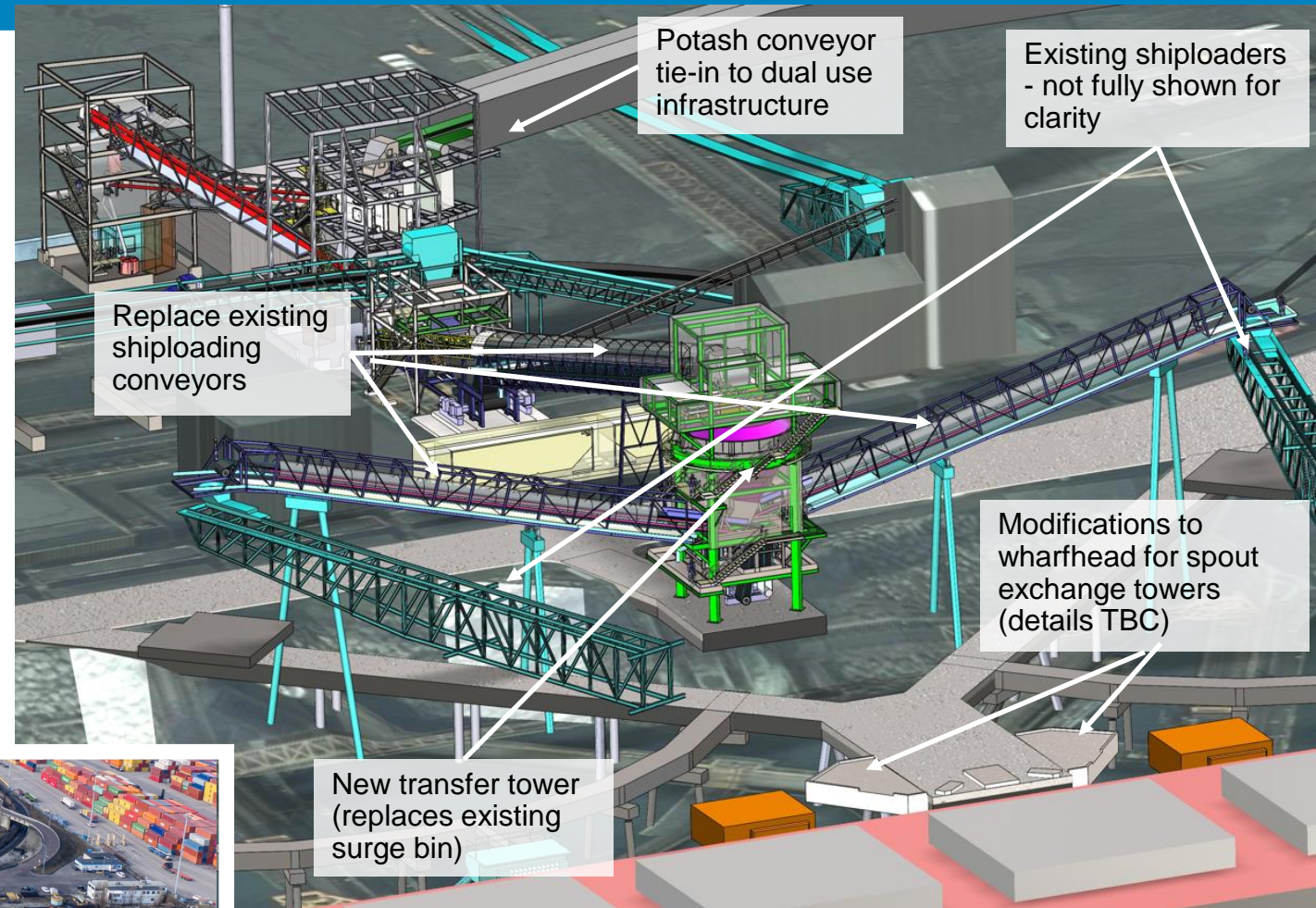
- Timber glulam arch structure with wood roof and concrete strip foundations.
- Stage 1: 400m long x 70m wide x 40m high.
- Roof mounted tripper conveyor.
- Rail mounted portal scraper reclaimer.



Outbound Conveying System / Berth 2



- Replace existing coal surge bin, shiploader feed conveyors (11, 12A / 12B) and Berth 2 shiploaders.
- Upgrade the seismic design of Berth 2 structures in accordance with NBC 2015 (ASCE-41(17) limited performance objective). Will result in the addition of approximately 36 piles.
- New conveyors designed to handle both potash and coal with upgraded spill containment and washdown.
- Installation of two new spout changeout towers to allow for specially designed coal and potash shiploading spouts. Will require 6 additional piles.



Key Project Notes



Existing Footprint

- Work undertaken on existing terminal footprint in previously disturbed areas. No off-site road or rail upgrades required.

In-Water Work

- Project related in-water works limited to pile installation associated with the spout changeout platforms and retrofits at Berth 2. No change to current operating water lot. Request for Review will be submitted to Fisheries and Oceans Canada (DFO).

Reduction in Coal Export Capacity

- Reduction in the existing site coal stockpile area and shared loading at Berth 2 will result in a reduction in coal export capacity at design capacity.

Short-Term Construction Traffic Increases

- No changes to operational road traffic; temporary increased traffic during construction. No changes to existing roads and traffic controls relating to construction or operation.



Key Project Notes Continued



Similar Air Emissions at Export Capacity

- Reduced stockpile area will result in a reduction of coal emissions from terminal. Reduced number of trains at design capacity and railcars are fully enclosed. Potash infrastructure (railcar dumper building, conveyors and storage building) are enclosed and provided with dust collection. Air emissions permit update with Metro Vancouver.

Views

- Given the distance of the existing terminal; new storage building presents a small change to visual quality only from some viewpoints.

Similar Levels of Operational Noise

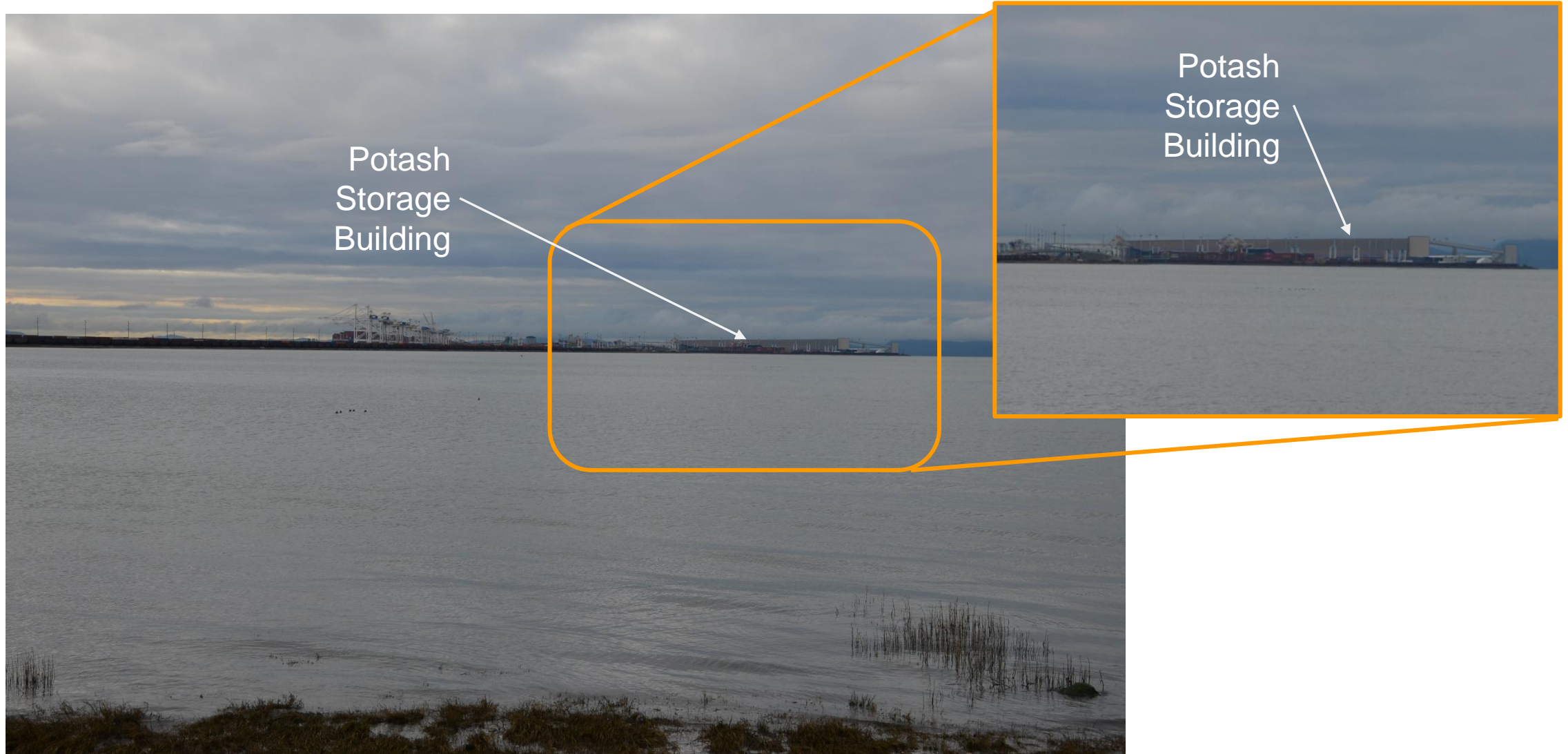
- Similar equipment to that currently operational but covered or enclosed; storage building anticipated to act as further noise shielding.

Site Water Management

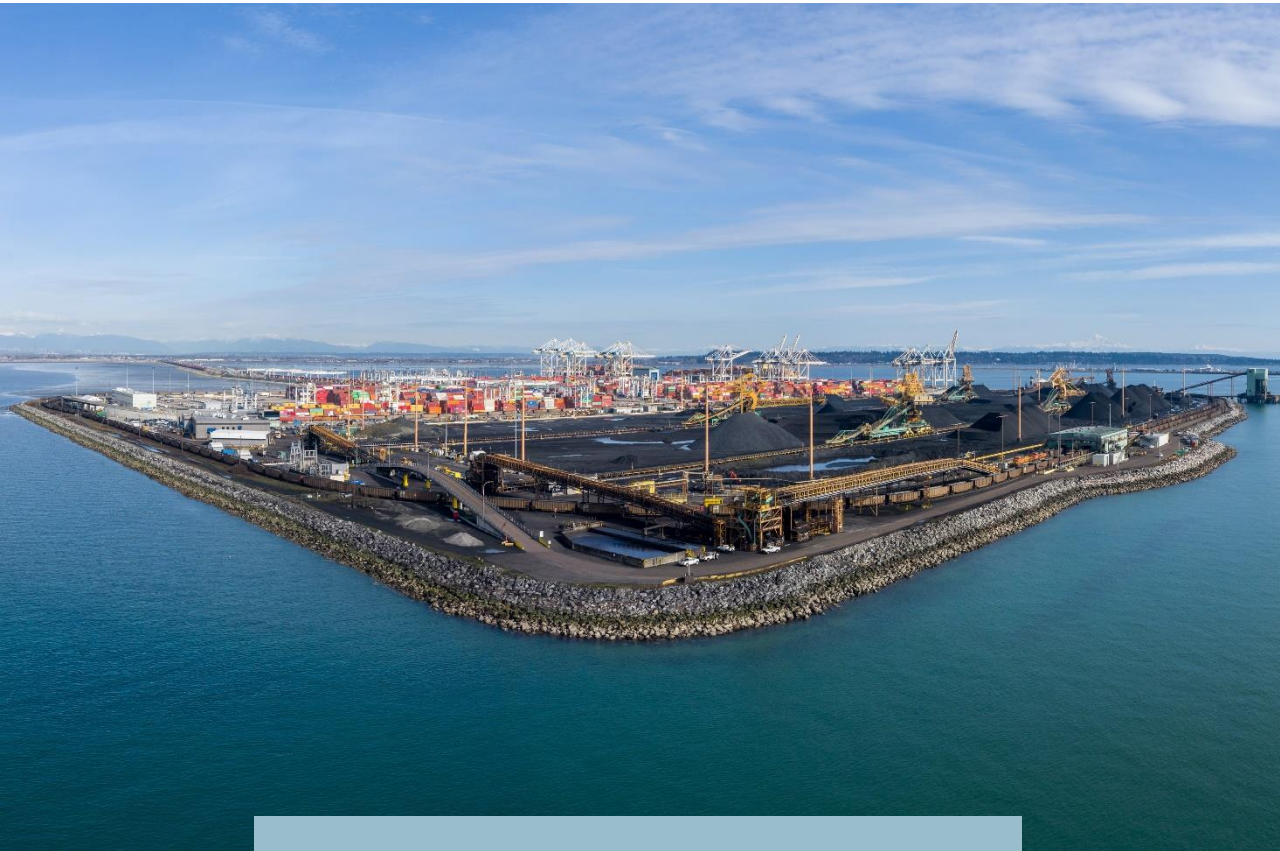
- New site water collection and treatment infrastructure for the Project, integrated with the existing system and utilizing the existing ocean discharge outfall. Permit amendment will be submitted to the BC Ministry of Environment and Climate Change Strategy (ENV). Permitted discharge volume will remain the same.



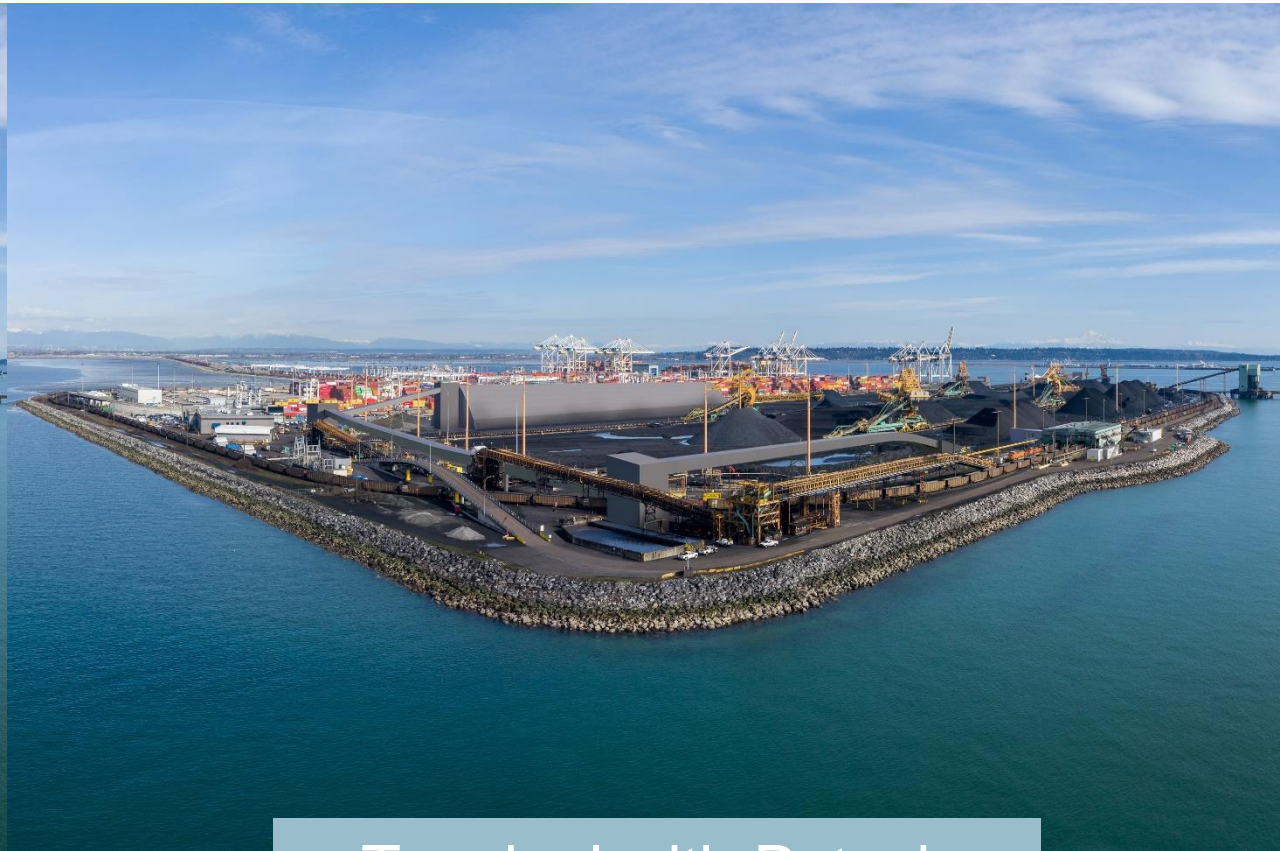
Visual – Dike Trail Near Brunswick Point



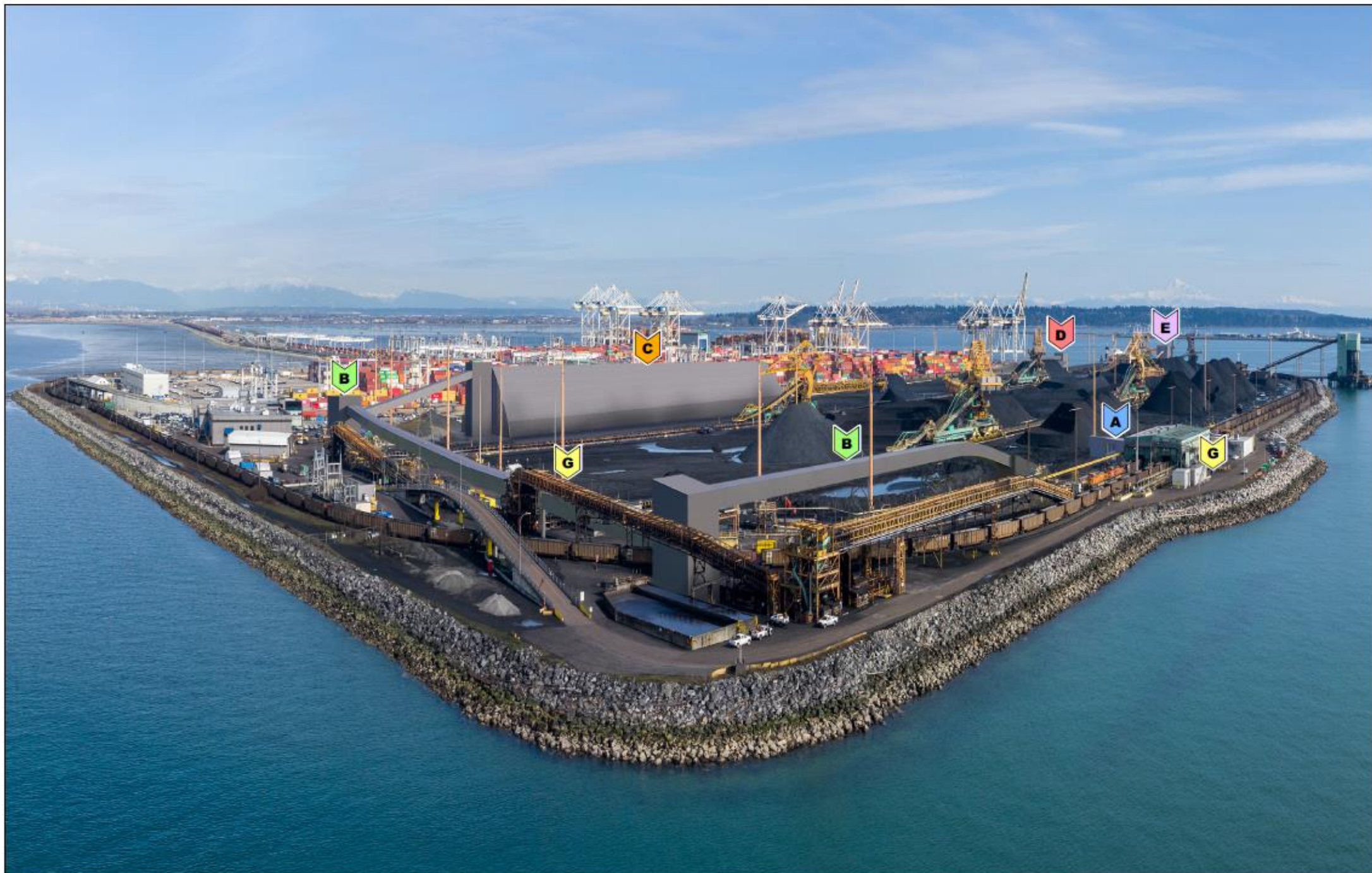
Visual Before and After



Existing Terminal



Terminal with Potash Handling



Legend

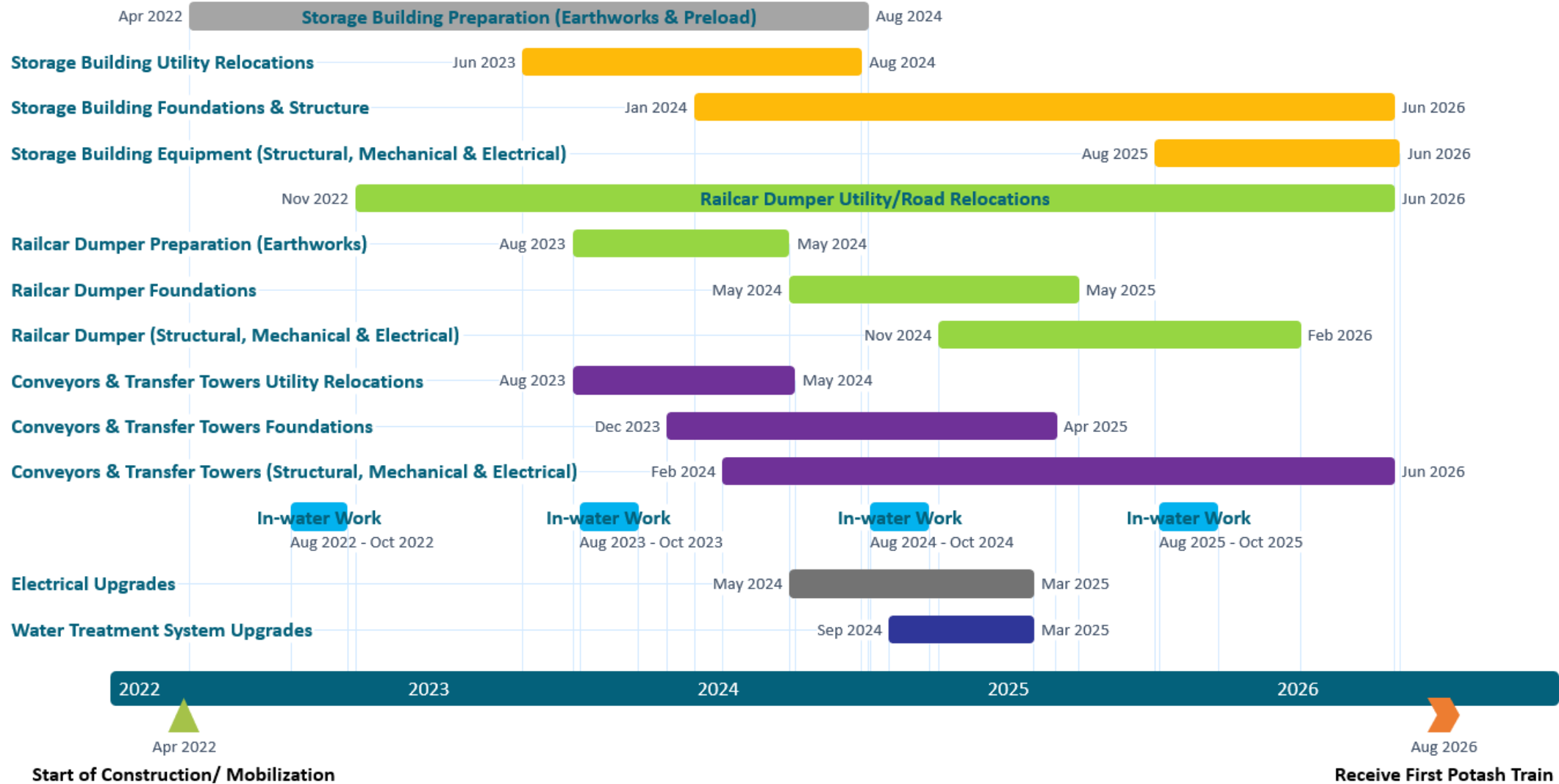
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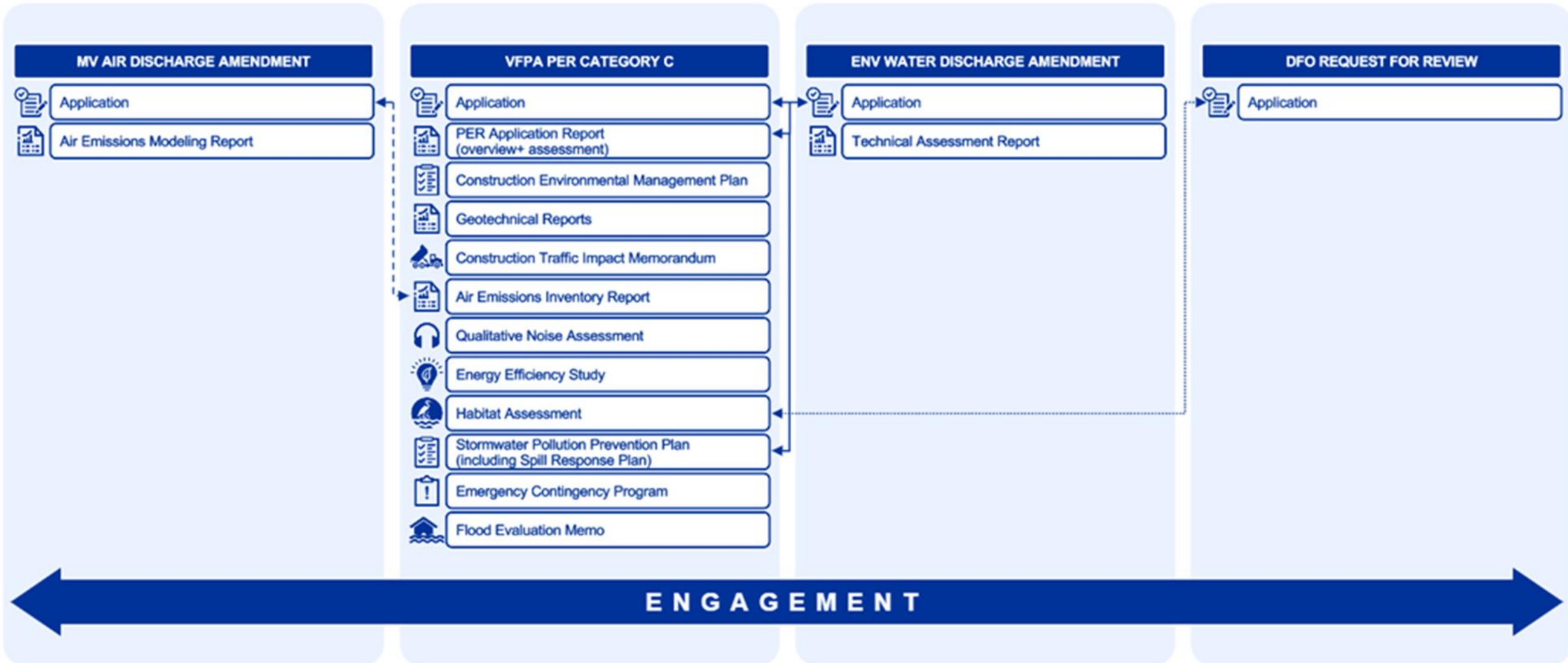
Data Sources:
a) Photo, Westshore Terminal 2021.



Preliminary Construction Timelines



Permitting Studies and Plans

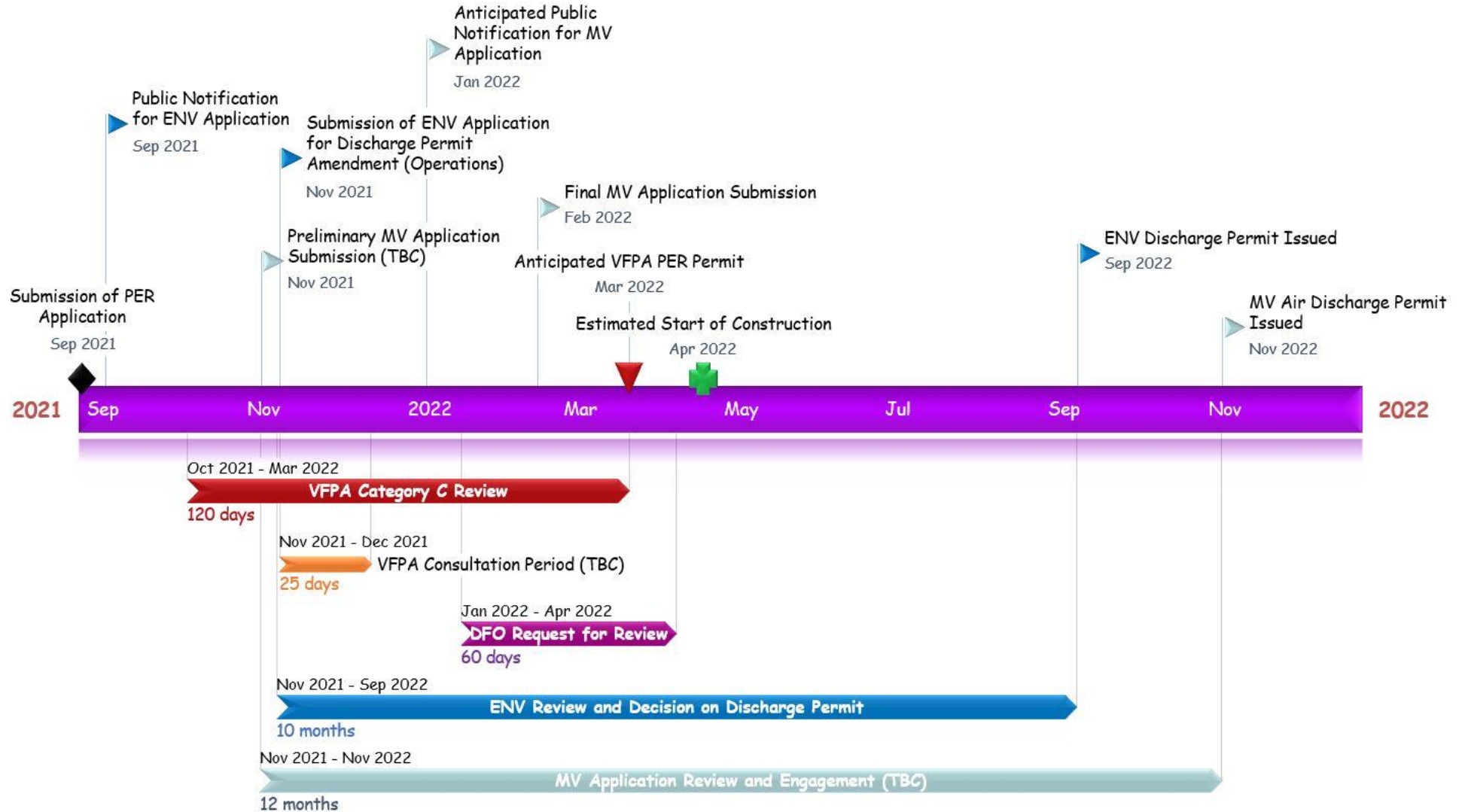


Permitting Schedule



Engagement

- Westshore has notified local Indigenous groups of the project and will continue to be available for engagement.
- Westshore issued a public notification as part of the effluent permit amendment application relating to the addition of potash to the site.
- Westshore will continue engage the public and stakeholders.



Anticipated Public Interests - Traffic



Road Traffic

- No changes to operational road traffic.
- Increase of construction traffic, mainly during preload work (peak for 3 periods up to 6 months).
- Anticipated that construction traffic can be managed with existing traffic controls.
- Construction traffic increase of approximately 3% during preload activities and 1% after preload activities for Highway 17.
- Mitigation consideration of 24 hours/day at times to minimize duration of peak period and have a portion of the trucking occur outside normal high traffic times.

Rail and Vessel Traffic

- Trains for potash are covered.
- Reduced number of trains overall at design capacity.
- Estimated annual increase of 20 additional vessels being loaded at Westshore on an annual basis.



Anticipated Public Interests - Air Quality and Noise



Air Quality

- Similar or reduced terminal emissions, with variations depending on the coal to potash ratio as terminal potash capacity is increased to 4.5 Mtpa.
- As potash throughput increases the overall number of trains will decrease slightly.

Noise

- Noise levels will be similar to existing operations.
- Construction will occur 24 hours/day, 7 days/week during shutdowns as well as during delivery and removal of fill materials.
- Construction noise impact is anticipated only during short term pile driving activities at Berth 2 which will occur during daylight hours. Pile installation will be done using vibration hammers with impact hammers only used where geotechnical certification of pile capacities is required. Berth 2 in water work is anticipated to occur late August to October each year during the construction period.



Noise Monitoring Stations

Anticipated Public Interests - Misc.



Water Usage

- No change or slight reduction to site water requirements.

Visual

- Given the distance of the existing terminal new storage building presents a small change to visual quality.

Emergency Services

- No change to operational site requirements anticipated.
- Westshore will continue to work with local emergency services on training and site requirements.



Summary Potential Effects and Mitigation



Construction

- **Traffic** – temporary increase of traffic
- **Habitat** – previously disturbed areas
- **Water Management** – use of existing collection and treatment system
- **Noise** – similar noise as existing; pile driving - during daylight only

Operation

- **Noise** – Noise levels not expected to change. Similar equipment to that currently operational but new equipment is covered or enclosed; the storage building is anticipated to act as further noise shielding.
- **Air Quality** – Similar or reduced emissions to current conditions with variations depending on the coal to potash ratio as terminal potash throughput increases to 4.5 Mtpa.
- **Visual** – Given the distance of the existing terminal the new storage building presents a small change to visual quality.
- **Water Management** – New site water collection and treatment infrastructure for the Project will utilize existing ocean discharge outfall. Westshore will be applying to the Ministry of the Environment and Climate Change Strategy to amend the existing discharge permit.

	At Current Capacity (Approximately)	Addition of Potash @ 4.5 Mtpa (Approximately)	At 31.5 Mtpa Coal and 4.5 Mtpa Potash (Approximately)	Difference (Approximately)
Trains	2,500/year or 48/week	240-250/year or 4.8/week	2,400/year or 46/week	2 trains less per week
Vessels	410/year	75/year	430	Approx. 20 vessel increase per year; note potash vessels are smaller





For additional information on the proposed project please contact newcargo@westshore.com

