



Fraser Surrey Docks

What is the current status of the project review for Fraser Surrey Docks (FSD)?

The Fraser Surrey Docks project remains under PMV review. Port Metro Vancouver continues to review the Environmental Impact Assessment (EIA) submitted by Fraser Surrey Docks in November 2013, and has identified areas that require further information, particularly around the assessment of the potential effects of the project on human health.

What is Port Metro Vancouver's role in the Fraser Surrey Docks proposal?

Port Metro Vancouver is the regulator responsible for reviewing the Fraser Surrey Docks proposal to ensure that all environmental, safety, and community impacts are appropriately identified and addressed. Each application is reviewed on its merits, impacts to local communities, and necessary mitigation measures. A project permit will only be issued when technical reviews and any required municipal, First Nation, and community consultation are complete. More information about PMV's project permit and environmental review process is available on our website.

How has Fraser Surrey Docks consulted with local communities on the proposed project?

Fraser Surrey Dock's Direct Transfer Coal Facility project has been the subject of a PMV project review since June 2012. As part of the Project Review Process, FSD was required to notify surrounding residents near the terminal as well as in communities along the proposed barge route on the Fraser River, and respond to any concerns raised. In September 2012, FSD sent newsletters informing 3,200 residents about the project in Surrey, New Westminster and Delta. Notifications were also sent to the City of New Westminster and Delta, and a referral package was sent to the City of Surrey for their review and comment in October 2012. In addition to PMV's consultation requirements, FSD has also been proactive in meeting with community organizations, municipalities, and other levels of government and industry stakeholders. A copy of FSD's Engagement Summary Reports for Phase 1 and Phase 2 are available on our [website](#).

Since receiving the application, PMV staff has continued to work with FSD to revise and refine their proposal to address technical issues, and community, municipal and First Nations concerns raised throughout the consultation process. In response to municipal and community interest for more public consultation on this project, PMV required FSD to conduct further consultation activities as they refine their project and finalize their proposed mitigation strategies.

As part of the second phase of consultation, FSD hosted two open houses in May, with a focus on: 1) clarifying the scope of their project; 2) responding to the concerns raised during the first phase of consultation; 3) communicating their proposed mitigation measures; and 4) soliciting comments on the materials presented.

What consultation activities have been undertaken by Fraser Surrey Docks?

Fraser Surrey Docks completed two phases of consultation as outlined above. FSD's Phase 1 and Phase 2 Engagement Summary Reports are available on our [website](#).

Will there be public hearings for the proposed Fraser Surrey Docks project?

This is not an application that would trigger a public hearing, as FSD is a marine terminal operating within an existing footprint. The commodity they want to handle, coal, is one that is already handled in the Port, in fact has been handled for many years in the Port, and they operate a facility in an area of the Port designated for industrial activity under our land use plan.

FSD has gone through a thorough public consultation process, and as we understand that this is an important issue, PMV required FSD to complete additional public consultation activities (Open Houses on May 23 and May 25, 2013) in order to answer questions from the public and address proposed mitigation strategies. All comments are documented and will be considered in the project review.

What is an Environmental Impact Assessment (EIA)?

In September 2013, Port Metro Vancouver required FSD to conduct an Environmental Impact Assessment (EIA). The 30-day public comment period on EIA for FSD started on November 18, 2013 and closed on December 17, 2013. The EIA commissioned by FSD is still available on our website for your information.

The EIA summarizes the environmental effects of the Project, including the effects of the Project on human and ecological health and includes new information with respect to additional mitigation measures requested of Fraser Surrey Docks.

Port Metro Vancouver will summarize all feedback received in a Response Memo. Individual responses will not be provided. Public and agency comments in relation to the EIA have been posted on PMV's [website](#).

After taking public comments (including municipalities, First Nations, stakeholders etc.) into account, Port Metro Vancouver will determine if the Fraser Surrey Docks proposal will be issued a Project Permit.

What is the status of the proposed new coal facilities in the United States? How do those projects differ from the Fraser Surrey Docks proposal?

The proposals in the U.S. are very different from the proposal at Fraser Surrey Docks. The U.S. proposals involve building four entirely new terminals in Oregon and Washington. The largest would be the Pacific Gateway Terminal in Cherry Point, which would handle up to 48 million tonnes of coal a year. Proposed new coal exports in the U.S. totals 130 million tonnes. Because these are entirely new terminals, the approval process is extensive, involving multiple levels of review and far-reaching consultation over many years.

On the other hand, the proposal at Fraser Surrey Docks is for an existing terminal to handle a new commodity, within its existing footprint. The Fraser Surrey Docks proposal is for four million tonnes of coal annually. This would result in one additional train per day, and two barges to move the coal to Texada Island.

What is the expected increase of coal per year if the proposed Fraser Surrey Docks project is approved?

The Fraser Surrey Docks proposal is for four million metric tonnes of coal annually. This would result in one additional train per day, and two barges to move the coal to Texada

Island. If FSD were to try to increase the amount of coal from four million metric tonnes, another project permit and environmental review would have to be undertaken.

Would there be an increase in train traffic through the Fraser River communities as a result?

The project would result in one extra train every day, along an existing rail corridor.

How many additional ships would come to Port Metro Vancouver if the project were approved?

No deep-sea vessel movements are proposed for this project. The coal is proposed to be moved by barge down the Fraser River.

For an annual coal volume of two million metric tonnes during Year 1 of the project, FSD's proposed barge movements would consist of 320 single-formation, fully-loaded barge tows, with approximately two tows every second day from FSD to the mouth of the Fraser River. From the mouth of the Fraser River to Texada Island, barge movements would consist of 160 tandem-formation, fully-loaded barge tows, with approximately one tow every second day. Empty barge movements would be transiting in a similar fashion as loaded barges.

For an annual coal volume of four million metric tonnes during Years 2-5, FSD's proposed barge movements would consist of 640 single-formation, fully-loaded barge tows, with approximately two tows each day from FSD to the mouth of the Fraser River. From the mouth of the Fraser River to Texada Island, barge movements would consist of 320 tandem-formation, fully-loaded barge tows, with approximately one tow each day. Empty barge movements would be transiting in a similar fashion as loaded barges. PMV required FSD to conduct a Marine Risk Assessment to study potential traffic and safety impacts due to their proposal. This study is available on our website and FSD's website.

Is the expansion of the Texada Quarrying Ltd facility related to the FSD project?

The changes to Texada Quarrying Ltd's facility are precipitated by growth in their business. FSD is one client who would benefit from the permit amendments. No permits are required from Port Metro Vancouver as the works undertaken by Texada Quarrying Ltd are outside of Port Metro Vancouver's jurisdiction and not located on port land.

Can you provide some information on Texada Quarrying Ltd's facility expansion on Texada Island?

Texada Quarrying Ltd has applied to the Provincial Ministry of Energy, Mines & Natural Gas for an amendment to the current permit for the size of their stockpile area for transferring coal to deep-sea vessels. For additional information on this permit, please contact the Provincial Ministry of Energy, Mines & Natural Gas at the following email: SouthwestMinesDivision@gov.bc.ca

What has Fraser Surrey Docks been required to do to address air quality concerns?

As part of Port Metro Vancouver's project review and environmental assessment process, Fraser Surrey Docks was required to conduct an Air Quality Dispersion

Modelling Assessment and Dust Management Plan to assess fugitive dust and emissions. FSD also developed an Air Quality Monitoring Plan in response to the Port's technical requirements as well as public, municipal and First Nations comments, as part of their Phase 2 consultation materials. This plan is available on our website.

What type of environmental review is done as part of the project permit process?

Port Metro Vancouver conducts rigorous environmental and planning reviews on most proposed projects within our jurisdiction, regardless of whether or not the scope of the project triggers CEAA 2012. Projects with in-water works are regularly referred for a coordinated review process, with agencies such as the Department of Fisheries and Oceans, the Province of B.C. and Metro Vancouver. These coordinated inter-agency reviews are for proposed projects or activities that could impact riparian areas and marine environments.

What is Port Metro Vancouver doing to address climate change?

Port Metro Vancouver is committed to long-term sustainability. Reducing our emissions now, and as we grow, will help to maintain good air quality and reduce the impacts of climate change for future generations. Port Metro Vancouver as an organization has been carbon neutral since 2010 through the reduction of emissions from our operations and the purchase of high value locally based carbon offsets where reductions are not possible. We report on this annually in our sustainability report and this is independently verified by third party auditors.

As part of our Air Action Program, we have been working to reduce air emissions of criteria contaminants, air toxins and greenhouse gases from port activities. In addition, we operate a carbon neutral head office, we're the first port in Canada to have an Environmental Programs Department, the first in North America to implement a mid-ocean ballast water exchange program, the first in Canada to install shore power for cruise ships, and one of only two ports in the world to issue a Global Reporting Initiative accredited B+ Sustainability Report.

We have also developed programs and partnerships that extend beyond our jurisdiction. An example of this collaboration is the Northwest Ports Clean Air Strategy. In partnership with the Port of Seattle and Port of Tacoma, we developed the Northwest Ports Clean Air Strategy for emission-reduction performance goals from port-related sources. The Strategy improves air quality and reduces contributions to climate change in the shared Georgia Basin Puget Sound air shed.

Coal General

What is Port Metro Vancouver's role and mandate?

Port Metro Vancouver's mandate is set out in the Canada Marine Act. We are responsible for facilitating domestic and international in support of the Government of Canada's trade priorities, and for the safe and efficient movement of marine traffic.

Can Port Metro Vancouver restrict the type of things that can be exported through the port?

Port authorities cannot make international trade policies that control what can or cannot be exported – that’s the role of the elected representatives in our government. However, port authorities can assess whether these goods can be moved safely, with minimal impact to the environment and the surrounding community. More information can be found in the [Canada’s Export Controls](#) Guide on the Government of Canada website.

How much coal does Canada consume every year?

In 2010, Canada used 52 million tonnes of coal. More than 14 million tonnes were imported. Much of this coal is metallurgical, or steelmaking, coal, which is required to produce steel to create things such as homes, schools, hospitals, appliances, and rapid transit.

Steelmaking coal is a key economic driver in B.C., generating \$5 billion in economic activity annually. The coal supply chain is responsible for more than 26,000 jobs in BC (from mining to terminal jobs). The average job in the coal industry pays \$107,000 a year, making it one of the highest-paying sectors in the province.

How much coal already moves through Port Metro Vancouver annually?

Coal has long been our principal export, and accounts for more than one-quarter of the Port's total volume each year. In [2013](#), Port Metro Vancouver handled more than 135 million metric tonnes of cargo, including more than 38.1 million metric tonnes of coal. 68% of the coal exported through Port Metro Vancouver was metallurgical (25.9 million metric tonnes) and 31% was thermal (11.9 million metric tonnes).

What is done to suppress coal dust along the railways?

Rail service providers, such as BNSF railways, take significant steps to minimize fugitive coal dust, such as spraying each rail car at the mine site with a dust suppressant designed to create a crust on top of the coal. Transport Canada regulates the safe movement of trains along federally-regulated rail corridors in accordance with the Railway Safety Act.

What is the difference between Westshore Terminals, Fraser Surrey Docks and Neptune Terminals?

Westshore Terminals is an existing terminal in Delta handling metallurgical and thermal coal. It has been in operation since 1970.

Fraser Surrey Docks is an existing terminal that has applied to handle a new commodity at the terminal, within its existing footprint. The Fraser Surrey Docks proposal includes the handling of up to a maximum of four million tonnes of coal annually. This would result in one loaded train per day arriving at the terminal, and two barges per day to move the coal to Texada Island. This proposal is under review.

Neptune Bulk Terminals is an existing terminal that has handled coal and other bulk commodities since 1970. On January 23, 2013, after a comprehensive review process, Port Metro Vancouver issued a project permit to expand the coal handling capacity at the Neptune Terminals site. Information on this project can be found on our website’s [project page](#).