



PORT METRO

# Vancouver Project Review Application Form

Information supplied in this application may be made public during consultation with adjacent municipalities, First Nations groups and other interested parties, as well as to other members of the public through the Access to Information Act. **Please advise PMV of any commercially or financially sensitive information which you do not want provided to third parties.**

APPLICANT or CONSULTANT																	
<i>(Note names of additional applicant(s) or consultant(s) below)</i>																	
Company Fraser Surrey Docks		Contact Jurgen Franke															
No. & Street 11060 Elevator Road		Title Director, Engineering and Maintenance															
City Surrey		Phone 778.838.7581															
Postal Code V3V 2R7	Email jurgenf@fsd.bc.ca	Fax															
TENANT INFORMATION																	
Tenant File Number		Contact															
Company		Title															
No. & Street		Phone															
City		Email															
Postal Code		Fax															
PROJECT INFORMATION																	
Location/Address/Legal Description		City Surrey															
Project Description Summary <i>(attach detailed description and rationale as necessary)</i>																	
<p>Construct a rail to barge transshipping bulk coal handling system that is designed to off-load a minimum of 4.0M mt and a gross productivity not &lt; 2,500 mtph. The handling system will be designed and constructed with full consideration given to weather conditions and environmental concerns to fully eliminate any migration of coal dust via airborne particles or direct runoff (ref attached drawings).</p> <p>Full unit trains of 7,500' (125 bottom dump cars) and 12,500mt will arrive at a minimum daily basis and be pulled into the PARY where the train will be broken and stored in two to four sections. Sections of the train will then be pulled via locomotive two cars at a time over two shallow rail receiving pits located in a rail loop configuration on the terminal. The coal will be discharged from rail car and transferred directly to waiting 8,000 mt capacity barges in Berth 2 via 60" belt conveyors. It is anticipated one train will fill two barges. Once one barge is full, it will be warped down river and the waiting empty barge will be warped down river into position under the barge loader via a winch system located along Berth 2 berth face. The empty train will be reassembled in the PARY into two to three sections to be picked up by BNSF who will complete the full assembly and #2 brake check. The total turn around time of train arriving to leaving is anticipated to take 12 to 18 hours. The loaded barges will be pulled in tandem to Texada Island.</p>																	
Floor Area Not particularly applicable		Height of proposed structure(s) Maximum 30'															
Describe in-water works if any																	
No in-water works are anticipated.																	
Required utility connections: <table style="display: inline-table; vertical-align: middle;"> <tr> <td><input type="checkbox"/> power</td> <td><input type="checkbox"/> gas</td> <td><input type="checkbox"/> water</td> <td><input type="checkbox"/> sanitary</td> <td><input type="checkbox"/> storm</td> </tr> <tr> <td><input checked="" type="checkbox"/> power</td> <td><input checked="" type="checkbox"/> gas</td> <td><input checked="" type="checkbox"/> water</td> <td><input checked="" type="checkbox"/> sanitary</td> <td><input checked="" type="checkbox"/> storm</td> </tr> <tr> <td><input checked="" type="checkbox"/> power</td> <td><input type="checkbox"/> gas</td> <td><input checked="" type="checkbox"/> water</td> <td><input type="checkbox"/> sanitary</td> <td><input checked="" type="checkbox"/> storm</td> </tr> </table>			<input type="checkbox"/> power	<input type="checkbox"/> gas	<input type="checkbox"/> water	<input type="checkbox"/> sanitary	<input type="checkbox"/> storm	<input checked="" type="checkbox"/> power	<input checked="" type="checkbox"/> gas	<input checked="" type="checkbox"/> water	<input checked="" type="checkbox"/> sanitary	<input checked="" type="checkbox"/> storm	<input checked="" type="checkbox"/> power	<input type="checkbox"/> gas	<input checked="" type="checkbox"/> water	<input type="checkbox"/> sanitary	<input checked="" type="checkbox"/> storm
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Other required approvals None																	
Approx. construction value	Proposed start date July 1st, 2012	Proposed completion date December 31st, 2012															

## PROJECT ENVIRONMENTAL IMPLICATIONS

*Include in-water works, discharge to land or water by pipe or surface run-off, potential activities, soil contamination potential, air emissions, habitat impacts, etc. Attach a detailed description including quantities and dates, as well as proposed mitigation as appropriate.*

Please reference attached document.

Will the proposal involve off-site impacts (e.g. traffic, noise, views, glare, dust)?  yes  no

Comments:

Possible impacts along Elevator Road due to increased rail traffic of one unit train arriving and departing from the terminal on a daily basis. Dust will be mitigated through design and procedures as laid out in the above section. Noise will not be an issue as we currently operate a very similar operation for Agri bulk and noise is not a concern.

Does the proposal affect any known historical or archaeological feature?  yes  no

Comments:

Does the proposal involve fill? If yes, please specify:  yes  no

Length (m)

Width (m)

Volume (m<sup>3</sup>)

Does the proposal involve dredging?  yes  no

**If yes, please complete a dredging application form.**

## PROPERTY INFORMATION

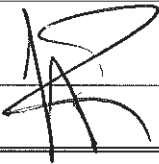
Do you have an existing lease/licence/easement with Port Metro Vancouver for the property or waterlot?  yes  no

If yes to the above, is the proposal permitted under the terms and conditions of your agreement? Comments:  yes  no

Is the proposal entirely within your leasehold area? If not, what arrangements have you made with Port Metro Vancouver or other landowners?  yes  no

For in-water works, are you or Port Metro Vancouver the upland owner?  yes  no

**If no, please attach letter of consent from upland owner.**

<b>I/we certify that I/we have reached the age of majority and the information provided in this application and supporting documentation is correct to the best of my/our knowledge.</b>	
Applicant Name <b>Jurgen Franke</b>	Tenant (when not applicant): Name <b>Fraser Surrey Docks</b>
Title <b>Director, Engineering and Maintenance</b>	Title
Date <b>June 13th, 2012</b>	Date
Signature 	Signature
	<i>This signature signifies the applicant may act on my behalf during the course of the permit review process</i>

Application fee submitted: \$ <b>TBD</b> <i>See page 16 in Project Review Guide</i>	Documentation deposit submitted: \$ <i>See page 16 in Project Review Guide</i>
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Please send all completed applications to:

Port Metro Vancouver  
 Planning and Development Department  
 100 The Pointe, 999 Canada Place  
 Vancouver, BC Canada V6C 3T4

Applications for Environmental EAP review will be redirected to the appropriate department.

# Memorandum

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**To** Port Metro Vancouver  
**From** Fraser Surrey Docks  
**Date** May 13 2013  
**Subject** Direct to Barge Project - Detailed Project Scope

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## Background

This memo and the attached drawings outline the detailed project scope for the proposed Fraser Surrey Docks (“FSD”) coal direct to barge project (the “Project”). This package provides a summary of the information previously submitted to Port Metro Vancouver (“PMV”) as part of FSD’s original application in June 2012 and subsequent discussions with PMV in October and November 2012. Information is arranged by:

1. Proposed Project construction works
2. Project real estate tenure and construction works funding
3. Expected volumes
4. Proposed operational timeline

## 1. Project Overview

### 1.1. Proposed construction works

The Project requires new construction and installation works on the FSD site and in the adjacent PARY. As outlined below, the majority of these works need to be completed prior to the start of Project operations. However, there are certain PARY expansion works that will only be required once Project volumes exceed 2m MT on an annualized basis.

#### Construction works on FSD lease area required prior to Project operations start (0-4 million MT)

*Names shown in quotations for each item are references to drawing FSD-DTB-130513-01.*

- (i) Installation of 2,390’ (729 m) of new rail track and one switch on FSD, creating a new rail loop for the Project operations. “Coal Rail Loop (New Track 44)”;
  - (ii) Realignment of 640’ (195 m) of existing rail track on FSD, with such track to be used for the agribulk unloading operations. “Agri Rail Loop (Realigned Track 45)” and “Existing Track 45”;
  - (iii) Installation of an 600 m<sup>2</sup> rail car receiving shed, which will house the two bottom dump receiving pits and which will be enclosed , except for openings at the east and west end in order for the coal cars to enter and exit the shed. “Receiving Pits (Receiving Shed Not Shown for Clarity)”;
  - (iv) Inside the rail receiving shed, installation of two shallow, bottom dump receiving pits directly beneath the new rail loop track. Excavation for these pits will be no deeper than 3.05 metres. “Receiving Pits (Receiving Shed Not Shown For Clarity)”;
  - (v) Installation of an electric rail indexer and associated utilities, located on the rail loop directly to the east of the new receiving pits/rail car receiving shed. “Positioner”;
  - (vi) Installation of eight fully covered conveyor segments. The transfer points between each conveyor segment will be fully enclosed and equipped water sprayers. One of the transfer points will act as a
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- 100mt surge bin and will also be covered and equipped with water sprayers. The conveyor segments will have a combined length of 405 m (1,330’). “Conveyor”;
- (vii) Installation of an 80’ (24m) mobile conveyor system with a hopper feeder, in order to transport coal from the emergency stockpile area to the barge loading conveyor;
  - (viii) Installation of a covered 45m barge loader with hoisting and slewing capacity and spill trays, linking the on dock conveyor system to barges at the existing Berth 2.;
  - (ix) Installation of an asphalt berm emergency stockpile area of 10,000 square metres (2.47 acres) in front of existing Berth 2 to handle a capacity of up to 30,000 metric tonnes of coal (to be utilized in emergency situations). “Emergency Coal Stockpile”;
  - (x) Installation of water distribution systems around the emergency stockpile area, barge berthing and loading area. ;
  - (xi) Installation of sprinklers, dust control and fire suppression systems within the rail car receiving shed. “Receiving Pits (Receiving Shed Not Shown For Clarity)”;
  - (xii) Installation of an electrical control room housed within a 19 m<sup>2</sup> modular building to the east of the receiving shed and fastened to the ground with 10mm wire rope, shackle and turnbuckle fastened to eye bars. “Receiving Shed Control Room”;
  - (xiii) Installation of a waste water management system (collection and treatment) comprising an oil/water interceptor, two stage settling sump with overflow pumps for waste water collection and treatment for the site. “Primary/Secondary Settlement Pond” and “Secondary Settlement Pond”;
  - (xiv) Installation of 12 steel piles of 24 inches in diameter along the wharf at existing Berth 2. “Pilings (x12)”;
  - (xv) Installation of one winch and warping/mooring with pivot fairlead and two sheaves at existing Berth 2 to facilitate barge moorage. “Warping System”.
  - (xvi) Installation of an electrical control room housed within a 19 m<sup>2</sup> modular building to the east of the barge loader and fastened to the ground with 10mm wire rope, shackle and turnbuckle fastened to eye bars. For clarify, the Project includes two electrical control rooms. “Barge Control Room”;
  - (xvii) Demolition and removal/relocation of the exiting non-commercial vehicle access gate, used by employees, customers, contractors and visitors, at Elevator Road.

Construction works in the PARY licence area required prior to Project operations start (0-4 million MT)

*Names shown in quotations are references to drawing FSD-DTB-130513-01, unless otherwise noted.*

- (xviii) Installation of 860 feet (262 m) of new rail track, as part of the rail loop for the Project referenced in item (i) above. “Coal Rail Loop (New Track 44)”;
  - (xix) Realignment of 1,400 feet (427 m) of existing rail Track 45 and switch with turnoff to Interfor, with such track connected to the agribulk track referenced in item (ii) above. FSD is also requesting an adjustment to the PARY license boundary in order to accommodate this track realignment. “Agri Rail Loop (Realigned Track 45)” and “Existing Track 45”;
  - (xx) Realignment of the existing entrance for Bekaert Canada due to the works in items (xvii) through (xix) above. Two access options are currently under consideration. FSD is also requesting an adjustment to the PARY license boundary in order to accommodate this access realignment. “Option 1” and “Option 2” in drawing EB3785-SK-18;
  - (xxi) Installation of a new rail switch, connecting the west end of existing PARY Track 45 (west lead or CN main lead extension) to both the new coal rail loop Track 44 and the realigned Track 45. “Turnout To Track 44 and Track 45”;
  - (xxii) Installation of a new rail lead and two switches between the BNSF existing main rail line and existing PARY Track 45 (west lead or CN main lead extension). Includes the removal of a 200 foot segment of rail and switch on the west end of the FRHC28 track (equipment/run around tracks). “BNSF Lead From BNSF Main Line”; and
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- (xxiii) Remediation maintenance work in order to bring existing PARY track FRHC28 (equipment/run around tracks) to operational standard. This is a 500 foot segment on the east end of the FRHC28 track (equipment/run around tracks) east of the new BNSF lead referenced in point xxi. FSD and PMV are in the process of determining exactly what maintenance work is required as there may be other rail and switch work required.

Construction works in the PARY licence area required to be completed prior to Project volume exceeding 2m MT on an annualized basis (2-4 million MT)

*Names shown in quotations are references to drawings FSD-DTB-130513-02 and FSD-DTB-130513-03.*

- (xxiv) Installation of 5,400 feet of new rail track (Track 90) between the CN lead and Track 91. "New Track 90"
- (xxv) Extension of existing Track #94 by approximately 400 feet to the east to meet existing crossovers on existing Track #93. "Extension of Track 94";
- (xxvi) Extension of existing Track #95 by approximately 400 feet to the east to meet existing crossovers on existing Track #93. "Extension of Track 95";
- (xxvii) Installation of 200 feet of new track in order to connect between the existing Track 90 and the CN lead. This work will be outside the current PARY license area. "Connection From Track 90 and Track 91 to CN Lead".

## 1.2. Expected volumes

The Project is expected to handle approximately 2m MT of coal in the first year of operations, increasing to 4m MT in years two and beyond.

Element	Units	Year 1	Year 2	Year 3	Year 4	Year 5
Coal volume	Million MT	2.0	4.0	4.0	4.0	4.0
Coal trains	Unit train deliveries to FSD	160	320	320	320	320
Coal barges	Barge Movements	320	640	640	640	640

## 1.4 Operational Timelines

To accommodate YR1 volumes, and assuming Project permit issuance occurs in June 2013, FSD would require 6-8 months construction leading to a Q1 2014 start. FSD would be in a position to handle greater than 2 million MT, on an annualized basis, by Q4 2014.