

Fraser Surrey Docks – Direct Transfer Coal Facility

About the project

In June 2012, Fraser Surrey Docks (FSD) submitted a project permit application to Port Metro Vancouver for the development of a Direct Transfer Coal Facility at the southwest end of the existing terminal to handle up to four million metric tonnes of coal per year. The coal is proposed to be delivered by Burlington Northern Santa Fe (BNSF) Railway to the terminal and loaded directly onto 8,000 dead weight tonne barges at existing Berth 2 and 3. No coal would be stored at FSD. When loaded, tugs will tow barges down the Fraser River and north to Texada Island. From there the coal will be stored before transfer to a deep-sea vessel for overseas export.

Although the project proposal was for a volume of four million metric tonnes per year, there is potential to increase volumes up to eight million metric tonnes of coal per year over the longer term. Any increase of capacity beyond four million metric tonnes of coal per year would be subject to a new Port Metro Vancouver project and environmental review.

The infrastructure proposed at the terminal to support the Direct Transfer Coal Facility consists of the following:

- Installation of new rail track and realignment of existing track within the FSD lease area, across an adjacent Port Metro Vancouver roadway, and within the port authority rail yard to the east of the terminal;
- Construction of a new coal receiving/unloading facility including a receiving pit for unloading bottom-dump rail cars, conveyor systems and associated structures and enclosures;
- Construction of a new barge loading system at FSD Berths 2 and 3, including conveyors, a snorkel loading system, 12 new fender piles (steel pipe piles), and a land-based barge winching system;
- Construction of a new covered conveyor system between the new unloading and loading facilities;
- Installation of dust suppression systems along the unloading, loading and conveyor systems;
- Site drainage management systems to capture and treat site runoff for reuse on site or prior to offsite discharge (sanitary sewer discharge is proposed) as well as construction-related excavation dewatering;
- Construction necessary to mitigate certain potential adverse environmental effects associated with the project, including installation of monitoring equipment, riparian restoration and planting, and development of new riparian fish and wildlife habitat to mitigate the effects of streamside construction associated with the project;
- Relocation of existing non-commercial vehicle access gate at the Elevator Road vehicle entrance;
- Realignment of existing Bekaert Canada access from Elevator Road to Robson Road;
- Removal of the Data Audit Industries truck scale and fencing the remaining area;
- Relocation of portions of Elevator Road to the south west;
- A fire suppression system;
- Lighting on all structures; and

- Installation of any necessary utility connections.

As part of the project permit application process, Fraser Surrey Docks undertook extensive municipal and community engagement. The application was also referred to First Nations for consultation.

Background

On February 19, 2014 Port Metro Vancouver provided an update on the project advising that in its technical review of Fraser Surrey Docks' [Environmental Impact Assessment](#), it identified areas that required further information, particularly around the assessment of the potential effects of the project on human health.

To address any outstanding human health related aspects of the proposal not covered in the assessment submitted, FSD was required to undertake additional work to address this concern, and submitted a [Human Health Risk Assessment](#). This assessment was conducted using methods and guidance set out by Health Canada, and was submitted to Port Metro Vancouver on July 18, 2014.

Port Metro Vancouver retained Golder Associates Ltd. (Golder) as a third-party reviewer and advisor on human health, air quality modeling and aquatic toxicology. Golder assisted Port Metro Vancouver with the review of elements of the Environmental Impact Assessment submitted by Fraser Surrey Docks in November 2013, and with the review of the Human Health Risk Assessment submitted by Fraser Surrey Docks in July 2014. Golder also had access to Fraser Surrey Docks consultants throughout the process. Upon completion of the Golder review, Port Metro Vancouver was able to complete its environmental review. On August 7, 2014 Golder submitted its [third-party review](#) report to Port Metro Vancouver.

Technical advice from Golder was taken into consideration, along with all of the available project information, and Port Metro Vancouver determined that with the application of the project mitigations and the required conditions, the project is not likely to cause significant adverse environmental effects.

More information

Complete information, including all project-related documents, can be found on the [Port Metro Vancouver website](#).