

## About the Proposed Project

The proposed facility will be used to ship bulk grain products including wheat, barley, oil seeds, pulses and other specialty grains. The throughput for this proposed Project is 3.5 million tonnes per annum (Mt/a) bringing the total capacity for the terminal to 4 Mt/a with the 0.5Mt/a from the existing joint venture grain facility currently operating at the site. The proposed facility will receive approximately 80 bulk vessels per year (approx. 1-2 vessels per week), including Panamax, Supramax and Handy-size vessels.

The proposed facility will:

- Have a modern design that minimizes noise and dust from grain handling operations
- Support Canadian trade
- Provide jobs for B.C. workers



## Project Key Facts

We want to help address two major constraints in getting Canadian grain to overseas customers today – limited rail capacity in western Canada, and a shortage of port industrial land for grain handling.

Our proposed facility will support Canadian farmers, increase efficiency in grain exports and build strong business relationships with customers around the world. Since 2014, exports of grain and specialty crops have increased, with India and China becoming increasingly important destinations for Canadian products.

By consolidating bulk grain handling in a state-of-the-art facility, we can:

- Help increase efficiency and reduce bottlenecks in the grain supply chain
- Be a good neighbor to adjacent residents and businesses by using modern technology to effectively manage dust and noise



EXPORTS OF  
GRAIN AND  
SPECIALTY CROPS



## Project Update - Design Amendments

- The proposed project is currently under the Vancouver Fraser Port Authority's Project and Environmental Review process
- Amendments have been developed based on additional technical analysis following the public comment period last year
- The overall concept of the proposed Project remains the same as the proposal that was the subject of public consultation in late 2017
- All amendments to the proposed Project are design changes that do not impact the type of commodity being handled or result in any change to the rail, truck or vessel traffic generated by the proposed facility



# Design Amendments - Overview

**The following is a summary of the primary design changes:**

- Three stationary shiploader towers, instead of one travelling shiploader, to reduce loading times and minimize potential view impacts
- Minimize length and number of conveyors to reduce overall facility footprint, power requirements and potential for noise and dust emissions
- Change to the number, size and orientation of the storage silos:
  - Decrease the number of large storage silos from 24 to 20
  - Increase in the capacity of large silos from 3,000 to 3,500 metric tonnes
  - Increase in height of large silos by 3 metres
  - Decrease the number of small silos from 10 to four
  - Decrease in the capacity of small silos from 500 to 400 metric tonnes
  - Add one 710 metric tonne silo



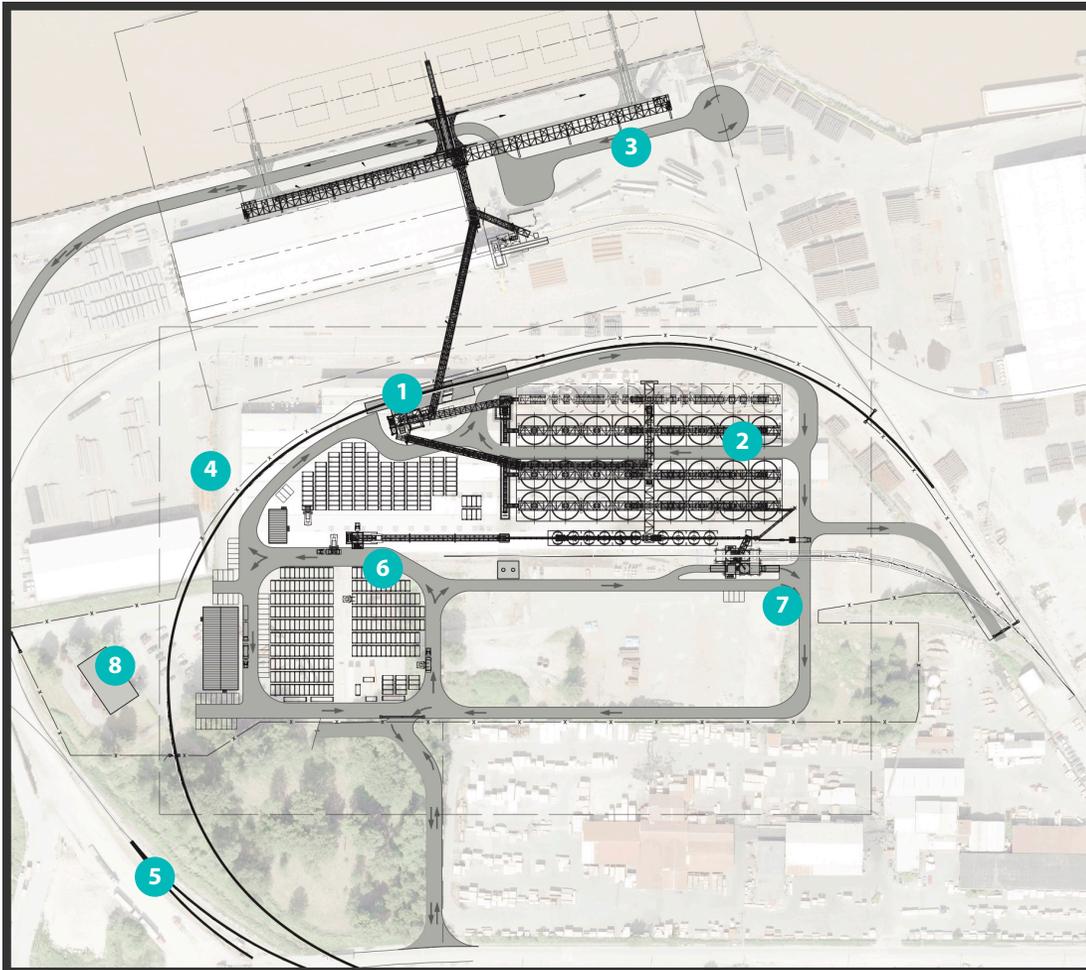
# Design Amendments - Overview

**The following is a summary of the primary design changes:**

- Reduce number of silo overhead galleries from three to one
- Increase height of silo overhead conveyor gallery height by approximately 10 metres
- Minimizes ground densification over contaminated soils and avoid structures over the existing Metro Vancouver water main
- Reduce the number of piles used in the Project from approximately 123 piles to 31 piles
- Complete ground improvements using vibratory piles to minimize potential movement of contaminated soil
- Reposition proposed office building and container yard

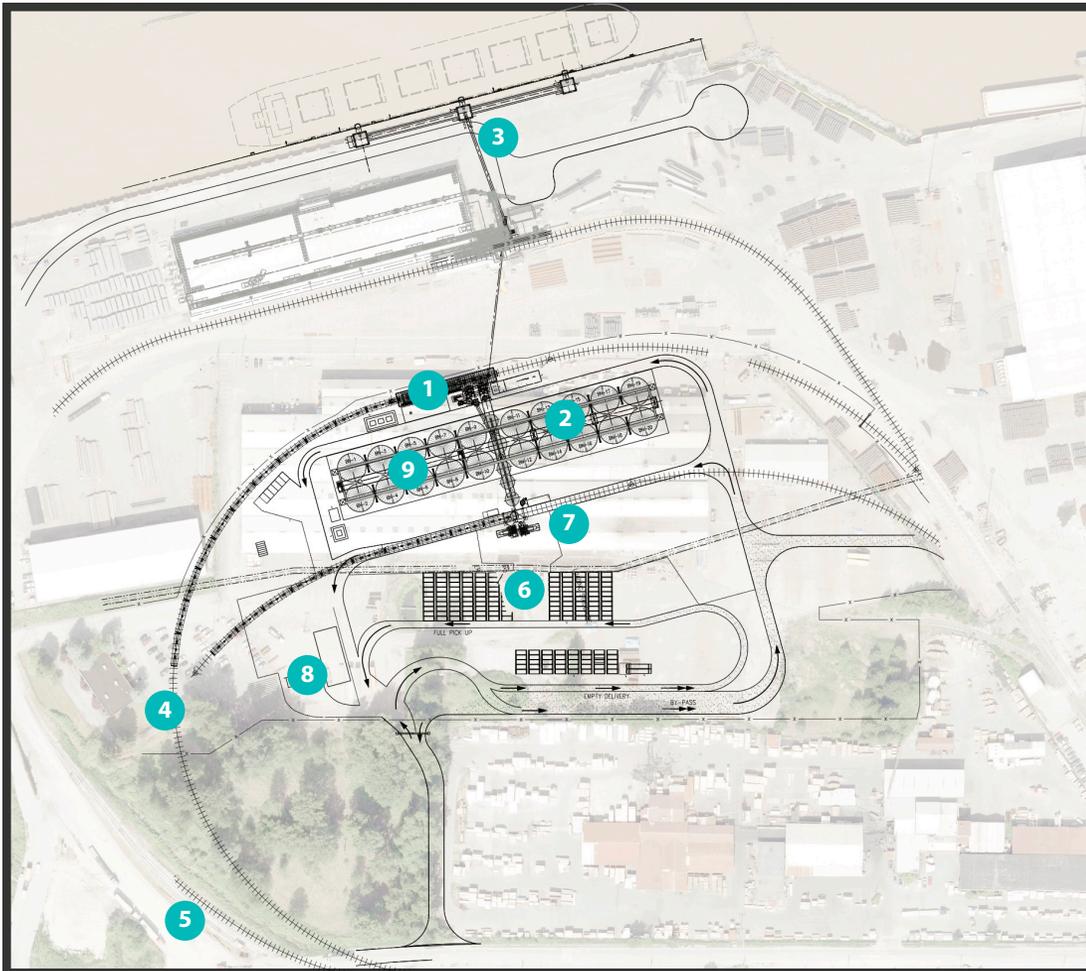


# Original Design for Proposed Fraser Grain Terminal Project, 2017



- 1 Unloading station and transfer tower with fully enclosed conveying equipment and built in dust suppression system
- 2 34 above-ground steel storage silos (24 x 3,000 t and 10 x 500 t)
- 3 Travelling shiploader
- 4 Semi-loop rail track
- 5 Realignment of existing rail track
- 6 Container loading facility and storage yards
- 7 Rail and truck loading facility
- 8 Administration building and maintenance shop

# Design Amendments for the Proposed Fraser Grain Terminal, 2018



- 1 Unloading station and transfer tower with fully enclosed conveying equipment and built in dust suppression
- 2 26 above-ground steel storage bins (20 x 3,500 t, 4 x 400 t and 1 x 710 t) with a three metre increase in height for large silos
- 3 Three fixed tower shiploaders with telescoping spouts
- 4 Semi-loop rail track
- 5 Realignment of existing rail track
- 6 Container storage yard
- 7 Integrated truck and railcar loading facility and container loading facility
- 8 Administration building and maintenance shop
- 9 A reduction of silo overhead conveyor galleries from three to one and an increase in height of overhead conveyor gallery of approximately 10 m

## Design Amendments - Benefits

**The new design provides the following benefits:**

- Optimization of the layout results in fewer conveyors and transfer points which means less dust and noise sources
- Fewer conveyors result in less light fixtures
- Three stationary shiploader towers, instead of one travelling shiploader reduces loading times and minimizes potential view impacts
- Fewer storage silos
- Reduction in total energy requirements
- Minimizes potential movement of contaminated soil



## How to Participate

Your input is important and we invite interested parties to ask questions and provide comments on the design amendments to the proposed Project.

**The Public Comment Period will run from 23 July to 13 August 2018 and will be online only.**

Visit our website at **FraserGrainTerminal.ca** to

- Find more information about the Project
- View updated drawings, technical studies and reports

Contact us by phone at 1-866-302-8872 or by email at [comments@FraserGrainTerminal.ca](mailto:comments@FraserGrainTerminal.ca).

For questions regarding the Vancouver Fraser Port Authority's permitting process contact their community feedback line at 604-665-9004 or [community.feedback@portvancouver.com](mailto:community.feedback@portvancouver.com).

