The History of Fraser Surrey Docks

1920
Terminal began operations

1926
Handled first grain vessel into British Columbia

1961
Acquired by Johnston Terminals and named Fraser Surrey Docks

1970
Pacific Direct Shipping Line began regular service and Shed 1 was built

1971
Grain Elevator was dismantled and Shed 2 was erected

1973
First 2 gantry cranes arrived. FSD handled the very first container vessel. Pacific Rim Stevedoring created as a joint venture with Nootka Shipping

1979
3rd container crane added

1991
Acquired by Hong Kong Consortium. Expansion of the facility began

1998
Container yard expanded. Terminal size increase to 135 acres

1999
3rd container crane added

2004
2 new high-speed Panamax Gantry cranes arrived. IDC became operational handling over 100,000 feet of rail traffic per week

2007
Macquarie Group purchased FSD

2011
We diversified the business further into Agriculture
Macquarie’s Global Ports Investments

Through its global portfolio, Macquarie has strong experience in terminal management and extensive relationships with shipping customers.
A true **Multi-Purpose** Terminal
FSD Capabilities

**FSD Infrastructure:**
- 200 Acre terminal including 300,000 square foot of weather sensitive cargo storage
- 7 Berths (3 for Containers, 2 for Steel and Project Cargo, 1 for Agri, and 1 Dolphin Berth)
- 4 Dock gantry cranes (3 currently operational) – 80MT lifting capacity
- Large fleet of onsite dock equipment for any job, including Reachstackers, Lift-trucks, Bombcarts, Tractor-trailers, Gantry Cranes and Top Picks
- Experienced and highly capable labour force, available 24/7

**FSD Truck and Rail Access:**
- 2 Dedicated congestion free truck gates, allowing quicker turn times of Breakbulk, Project Cargo and Container Traffic.
- With 50,000 feet of rail, FSD has the most efficient rail solution in the Vancouver Gateway
- Direct rail access on berth face for cargo going to and from railcars
- Our intermodal rail yard has direct access to the Port of Vancouver Holding Tracks which link the terminal to the major railways (CN, CP, and BNSF)
- Our own switch crews and 2 locomotive on dock, operated by FSD
Containers

- Current footprint provides an annual operational capacity of 450,000 TEU
- 4 Panamax size gantry cranes with a max. lifting capacity of 66 metric tons with the container spreader
- Large yard with consistent productivity
- Over 300 reefer plugs on dock
- On dock intermodal solution with 9,000 feet of working track
Agri-bulk

- Grains: Barley, Oats, Wheat
- Legumes: Soybeans, Lentils, Peas
- Oilseeds: Flax Seed, Canola Seed
- Animal Feed: Canola Meal, Alfalfa
- Currently handling 1.2 million MTPA

Quick Fact: FSD supports local farmers by sending our extra agriculture products to them at no cost.
Fraser Grain Terminal

- P&H is pursuing a 3.5m mtpa facility to be constructed within the smaller rail loop (Bekeart property) with expansion to 6m mtpa.
- Estimated cost is $130m. The costs would include a traveling Ship Loader on Berth 2 (Estimate $30 million).
- P&H has already purchased the Leasehold for the property

**Anticipated schedule:**
- Permitting – July 2018
- Construction – 24 months
- Operational – Q2 2019

- Rail requirements are split between manifest and 125 car unit trains. Facility would be the first and only Dry Bulk Agri Facility on the West Coast of Canada to service a unit train without breaking the train.
- The facility could operate up to 4m mpta without the construction of the full loop track.

- The 3.5m mtpa agri volume is considered base line (along with the 10m mtpa of coal) and still provide the following Terminal capacity:
  - Two full loops (master plan) would still be available.
  - The full amount of real estate in the large loop is still available (75.5 acres)
  - All upper berths would still be available. Full build out (6m mtpa) assumes all operations from Berth 2.
Steel

- Can handle over 1.1 million tonnes per year
- Steel represents a large percentage of the total Breakbulk volumes at FSD
- Reputation as the premiere steel handling terminal in the Vancouver Gateway
- Proven track record in handling all steel cargo types
- Experienced and reliable labour force who are motivated to increase productivity while handling cargo safely
- Large yard area with ability to flex between containers and breakbulk
General/Project Cargo

We are a logistics partner with key local, provincial and federal projects:

- Kerr run-of-river hydroelectric project
- Mount Milligan Copper-Gold Mine Cargo
- Husky Sunrise Energy Project
- Conocophillips Surmont phase 2
- Keystone XL pipe project
- Grouse Mountain Wind Energy Turbine project
- Evergreen Line Rail
Location of Fraser Surrey Docks

- 6 hours sailing from Pilots station in the Coast Salish Sea linking to the Pacific Ocean Close to the major industrial parks & distribution centers used by container trade
- 2 hours sailing along the Fraser River directly to Pacific Ocean
Terminal Features Overview

- Strategically located in a central location with equal proximity to Vancouver downtown and USA border
- Excellent proximity to all major highways in the area including the adjacent South Fraser Perimeter Road highway
- Access to all mainline railroads (CP, CN, BNSF, SRY) and close proximity to CN and CP rail yards
Fraser River Industrial Association

- Formed in 2015
- In response to the “Economic Importance of the Lower Fraser River” report commissioned by local chambers and boards of trade in July 2014
- Bring together relevant stakeholders to manage and promote the sustainability of the Fraser River for Industrial users
Fraser River Industrial Association is an alliance of marine-dependent businesses operating in and around the lower Fraser River.
Our Mandate

The Fraser River Industrial Association seeks to raise the profile of the lower Fraser River as a key component of our local, provincial and national economies and draw attention to opportunities for sustainable growth and expansion of the Gateway. FRIA will identify opportunities for cohesive action on issues of mutual interest.

FRIA is a representative voice of businesses that operate along the lower Fraser River and will serve as a forum for the exchange of industry news and information.
# Fraser River History

- **8,000 BC**  Sto:lo First Nations
- **1792**  Galiano and Valdes first European explorers
- **1808**  Simon Fraser navigates and charts the river in its entirety
- **1827**  First fur trading post established at Fort Langley
- **1858**  Gold found at bottom of Fraser River
- **1864**  Dredging of the Fraser River commences
- **1870**  First salmon cannery built
- **1891**  Construction of CPR - first bridge built over Fraser River
- **1894**  7.85m Record flood in Mission - dyking system constructed
- **1913**  Rockslides at Hell’s Gate during CN Rail construction
- **1920**  Sumas Lake drained to create 10,000 acres of farmland
- **1948**  Massive flood breaks dykes and floods communities
- **1979**  Debris trap installed near Hope to catch 100,000 cubic meters of wood annually
- **1998**  Fraser River named a Canadian Heritage River
- **2012**  A 500 kilo, 3.7 meter sturgeon caught and released in Fraser River
- **2015**  Fraser River Industrial Association is formed
The Lower Fraser River stretches from the mouth of the Fraser to the beginning of the Fraser Canyon, at Hope;

1,375 km  The longest river in BC
3,475 m³  Average flow of water per second
20 Million  Tons of sediment discharged into the sea annually
300,000  People live in the flood plain of the lower Fraser River
2.9 Million  2/3 Of British Columbians live in the Fraser Basin

Economic activity along the river accounts for 80% of the provincial and 10% of the national gross domestic product

25%  Drains 25% of the province

The longest river in BC
In 2016, the lower Fraser River port, shipping and related activities supported:

- **55,500 jobs**
- **$3.4 billion** in wages
- **$5.6 billion** in GDP
- **$12 billion** in Economic Output

Port jobs pay well. The average annual compensation per person related to port activity is $68,000 – 54% greater than the average Canadian wage.

PORT OF VANCOUVER

- Canada’s largest and busiest port
- Canada’s main ocean gateway to the Pacific
- Trades approximately $200 billion in goods annually
- Handled 142.1 million tonnes of cargo in 2017
How can the Fraser River help?

- Immediate and cost effective access to existing infrastructure
- Availability of land, in industrial settings ready to support growth and expansion
- Existing marine highway to alleviate congestion and provide access from sand heads to Mission
- Existing link to the Asia-Pacific, and can facilitate Canada’s increasing trade and support BC’s Economy
Rivers are Important to our Overall Existence

- Key transportation routes
- Facilitate trade and commerce
- Allowed for exploration and development of communities
- Movement of people and communities
- Recreation areas
- Provide food and sustenance
- Carry water and nutrients
- Habitat for fish, wildlife, birds and organisms
- Drainage for surface water
- Recreation areas
- Energy source
139 Capital Cities of the 206 countries in the world (67%) are located on Rivers.
Only 3 US state capitals are not built on water: Carson City, Nevada; Helena, Montana; and Raleigh, North Carolina.
Major Rivers in Canada

- 60 percent of Canada’s population lives along the Great Lakes and St. Lawrence River between Windsor, Ontario and Quebec City.

- The Fraser River Basin is home to over 2.9 million people, two-thirds of all British Columbians.
St. Lawrence Seaway

- St. Lawrence Seaway extends from Montreal to Lake Erie
- 13 Canadian and 2 US Locks
- Opened in 1959
- Cost $470 million to construct

- Locks maximum draft is 8.08m (26ft 6in)
- Maximum LOA is 225.6m and beam 23.8m
- St. Lawrence Seaway Management Corporation
- Crown corporation established in 1998
## Comparison between the Fraser River and the St. Lawrence Seaway

<table>
<thead>
<tr>
<th></th>
<th>Lower Fraser River</th>
<th>St. Lawrence Seaway</th>
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<tbody>
<tr>
<td>Cargo (million tonnes)</td>
<td>30.8 mt</td>
<td>47.8 mt</td>
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<tr>
<td>Direct Jobs (FTE’s)</td>
<td>41,860</td>
<td>63,041</td>
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<tr>
<td>Wages ($ Billions)</td>
<td>$2.77 bil</td>
<td>$2.88 bil</td>
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**Map Highlighted Companies:**
- Council of Marine Carriers
- Fraser River Pilots
- Fraser Wharves
- Fortis BC
- Fraser Richmond
- WWL Annacis
- SRY Railink
- Interfor
- SeaSpan Ferries
- Catalyst Paper
- SRY
- Fortis
- Interfor
- WWL
- Annacis
- FSD
- Fraser Richmond
- Fraser Wharves
- Fortis BC
- Fraser River Pilots
- Council of Marine Carriers

*Images and data from various sources.*
FRIA Strategic Priorities

1. **STAKEHOLDER ENGAGEMENT**
   
   FRIA is committed to creating and preserving a collaborative engagement process that builds understanding, support and alignment with critical stakeholders, communities, governments, First Nations and commercial enterprises who have an interest in the Lower Fraser River.

2. **INDUSTRIAL LAND**

   FRIA supports the more efficient use of industrial lands around the Lower Fraser River and will advocate for the sustainable expansion of these lands through regional growth initiatives.

3. **CHANNEL IMPROVEMENT INITIATIVE**

   FRIA supports regulatory changes to protect and optimize the use of the Lower Fraser River, including navigation safety enhancement, dredging, dike protection, debris reduction and protection of the environment.

4. **LAND TRANSPORTATION ACCESS & CONGESTION**

   FRIA promotes fluidity and efficient access to commercial and industrial lands. Industry along the Lower Fraser River believes that the implementation of effective transportation strategies can only be achieved through a joint Lower Mainland Transportation Committee with representation from Industry, First Nations, government, stakeholders and community.
5. MARINE & PUBLIC SAFETY

FRIA is committed to safe commercial activity along the Lower Fraser River. Industry along the Lower Fraser River will build a robust safety culture beyond the regulations amongst commercial vessel operators, across all fleets, through the implementation of consistent safety practices by all service providers and clients.

6. STEWARDSHIP

FRIA recognizes and respects the unique ecosystems and biodiversity of the Lower Fraser River and supports the implementation of programs, policies and procedures that protect people, wildlife and habitats.

7. PORT COMPETITIVENESS

FRIA advocates for fee levels and structures that encourage investment and ensure the ongoing competitiveness of businesses that operate on the Lower Fraser River.

8. STREAMLINED REGULATORY PROCESS

FRIA advocates for a streamlined and coordinated regulatory framework that will promote efficient permitting for industrial activities in and along the Lower Fraser River. Industry along the Lower Fraser River will work with all regulators and levels of government to ensure expansion and enhancement projects follow a rigid and stringent set of guidelines.
www.fria.ca

Thank-you!