

## **FAIRVIEW CONTAINER TERMINAL STAGE 1B EXPANSION PROJECT**

### **PROJECT DESCRIPTION**

DP World Prince Rupert Inc. (DP World) is proposing to continue its expansion of the Fairview Container Terminal in Prince Rupert, British Columbia (BC) with the Phase 2B Stage 1B expansion (the Project). The Project proposes to reorganize Fairview Terminal by moving administrative buildings outside the active container loading and unloading area. This would increase efficiency at Fairview Terminal by providing more area for container storage and movement.

DP World is the operating tenant of the terminal, located within and under the jurisdiction of the Prince Rupert Port Authority (PRPA) (Figure 1). The Fairview Container Terminal is an intermodal facility for trans-Pacific container trade (PRPA 2021). It has a current rated practical transload container capacity of 1,350,000 twenty-foot equivalent units (TEUs) per annum (PRPA 2020). DP World started reviewing development alternatives in 2016 to expand and increase throughput to a sustainable basis of 1,800,000 TEUs per annum and a design capacity of 2,000,000 TEUs per annum. The terminal masterplan developed for Phase 2B included implementation of Stage 1A first (southern expansion of the container yard) and Stage 1B second (further expansion and reorganization of the Terminal). The Stage 1A southern expansion is currently under construction and will be completed in mid-2022. The Stage 1A expansion will increase the terminal capacity to 1,600,000 TEUs on a sustainable basis. DP World is now looking to proceed with the Stage 1B expansion (the Project) which will increase the terminals throughput to 1,800,000 TEUs per annum on a sustainable basis.

The Stage 1B Project would include the demolition and relocation of administrative buildings and facilities into an area north of the existing terminal to allow for the expansion of the container yard. The Project includes the following key components:

- New terminal space (18.2 ha) created by:
  - land reclamation (5.2 ha of marine infill to create 3.2 ha of terminal surface area) to the north of the existing terminal
  - development on unused lands (3.15 ha)
  - relocation of 0.2 ha of existing Fairview Bay south Small Craft Harbour docks and 0.35 ha of the existing breakwater
- Expand the intermodal rail yard and container storage yard in the area made available following demolition and relocation of terminal administrative buildings and facilities (6.8 ha).
- Additional personal vehicle parking constructed to the north of the existing terminal
- 1,273 m of rail track added to expand the intermodal rail yard to the north
- Two new rubber tire gantries added to the intermodal rail yard

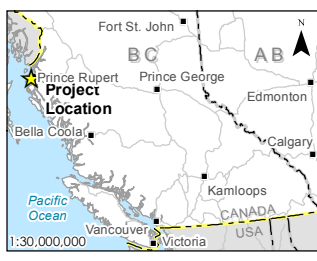
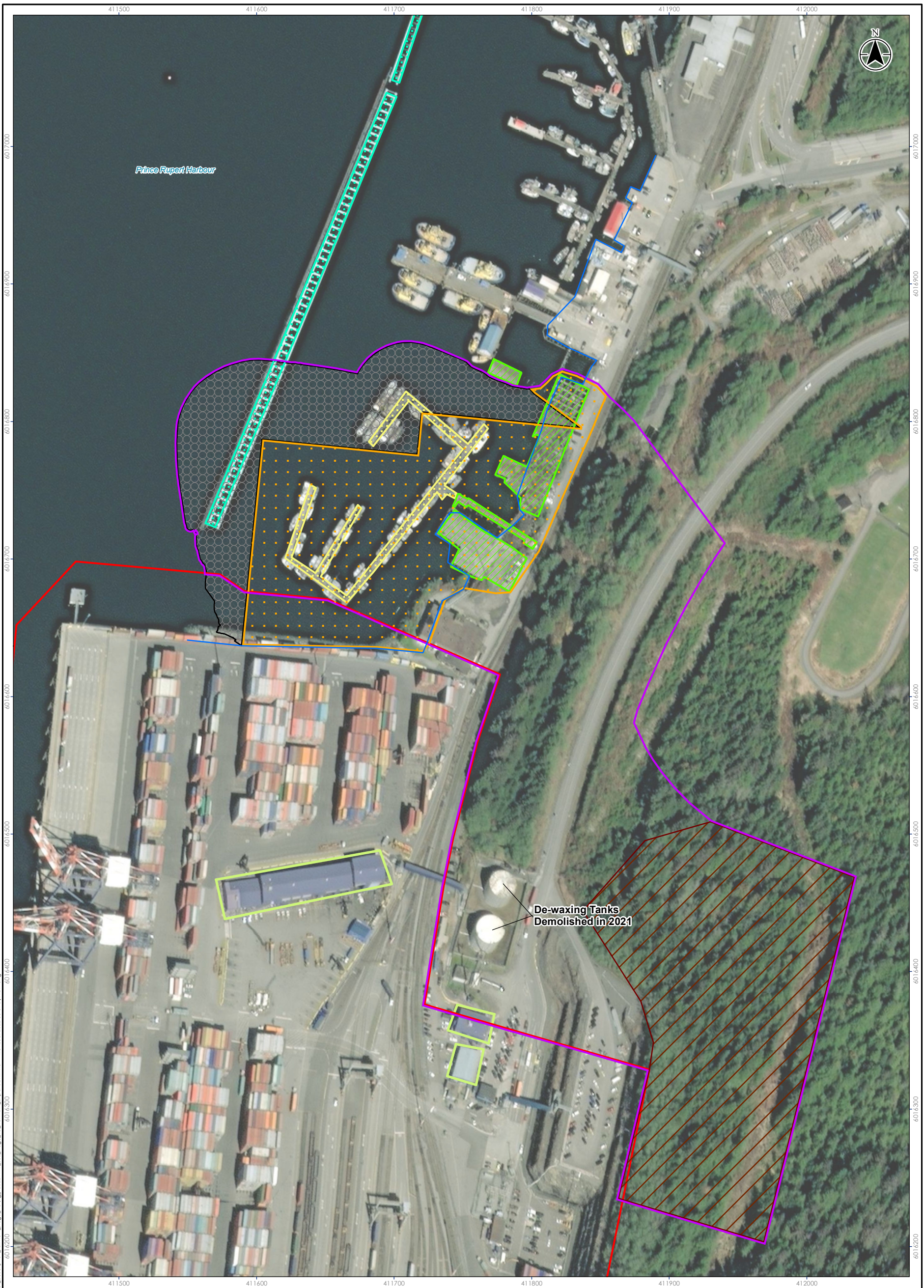
March 2, 2022

Expansion of Fairview Container Terminal (Fairview Terminal Phase II Expansion Project) was issued a positive Decision Statement in 2013 under the *Canadian Environmental Assessment Act 2012* (CEAA) by the Canadian Environmental Assessment Agency (CEA Agency 2013) (Figure 1). The 2013 CEAA comprehensive study included Stage 1A southern expansion but did not include Stage 1B. The Stage 1B expansion does not require an impact assessment under the *Impact Assessment Act* because it does not exceed thresholds defined under the Physical Activities Regulations (SOR/2019-285). However, given the location of the Project on Schedule B federal lands and Schedule A waters under the jurisdiction of the PRPA, approval to proceed will require an Environment Effects Evaluation (EEE) under Section 82 of the *Impact Assessment Act* (2019).

The Project may also require the following federal permits and authorizations:

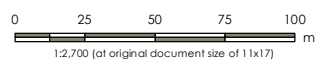
- *Fisheries Act* for marine fish habitat impacts
- *Canadian Navigable Waters Act* for impacts to navigation
- *Species at Risk Act* permitting for incidental salvage and relocation of Northern Abalone

This project description for the proposed Project is presented for registry through the *Impact Assessment Act* and to solicit feedback from Indigenous groups and stakeholders.



- Fairview Terminal Phase II Expansion Project (CEAA 2013)
- Project Footprint

- High Water Mark
- Existing Admin Building for Relocation
- Land Reclamation (Marine Infill)
- Rip Rap
- Northern Quarry (Previously Cleared)
- Small Craft Harbour & Breakwater**
- Conceptual Breakwater Location
- Floating Docks For Relocation
- Derelict Docks to be Demolished



**Stantec** **DP WORLD PORTS & TERMINALS PRINCE RUPERT**

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Client/Project/Report  
 DP World  
 Fairview Terminal Phase 2B Stage 1B Expansion  
 Project Description  
 Figure No. 1

**Conceptual Project Footprint and Existing Infrastructure Demolition and Relocation**

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