

**Minutes of Community Information Forum (CIF) Meeting
Inn on the Harbour Boardroom
Wednesday, June 5 2019
5:00 p.m. – 6:30 p.m.**

Members present

Brian Musgrave
Bill Mounce
Robert Blain
Sheila Gordon-Payne—phone
Luanne Roth
Jesse Palmer
Mike Slubowski
Harry Young
Ken Lippett
Peter Freeman
Christine Danroth

PRPA staff Present

Ken Veldman
Brittany Pederson

Regrets

Ken Shaw
Dan Harris
Brett Kuntz
Sebastian Paquet
Richard Mellis
Sarah Dantzer
Henry Clifton
Mark Rudderham

1. Call to Order

Ken Veldman called the meeting to order at 5:01 PM.

2. Last Meeting

- a. Minutes from the March 27th meeting were circulated, revisions made to attendees, and accepted.

3. Business Arising from the Minutes

4. New Business Roundtable

- a. Holland Rock Monitoring Station Update: PRPA Followed up with Environment Canada. Due to a couple of different factors, including technical and maintenance issues at the site, it is not resolved yet. PRPA will continue to follow up with this issue and provide updates.

b. CN Yard Management Plan Update: PRPA has reached out to CN regarding creation of a yard management plan and they've asked to attend our next CIF meeting to walk through how our yard is currently used and managed—and open the discussion to the group.

Q: Is CN willing to discuss their Pesticide Application procedures along the Skeena?

A: That question is best directed to CN themselves, for the purpose of this meeting we will keep it specific to yard management and discuss future issues as they come up.

Q: Does CN have a forum like this with community input?

A: They have a public comment email and phone line and that is the extent of their engagement at this time.

c. Container Terminal Master Plan: PRPA has completed a planning exercise that determined we can handle the capacity of over 6 million TEU's on an annual basis over the next 10 years. A consultant was engaged in a high-level design exercise to determine options for sequencing of future container terminal expansion in the port. After expansion at Fairview Container Terminal (1.8 million TEUs) is complete, the next phase is planned to occur at a new terminal on a South Kaien Island Site close to Ridley Island. The capacity for a terminal at that site could be approximately 2.5 million TEUs, incrementally developed as a 3-berth facility. One aspect of this plan is the minimization of interruptions at Fairview operations while construction occurs at an alternate site.

d. Ridley Island Propane Export Terminal: Altagas officially opened their propane export terminal over this past month, complete with a grand opening event hosted in Prince Rupert. Their first VLGC was anchored in the inner harbor during this time.

Q: How long does it take to fill a VLGC?

A: Approximately 40 hours. It takes the entire capacity of the tank, which takes about 2 weeks to fill and about 2 days to load.

Q: Are there exclusion zones when the vessel is at anchor in the inner harbor?

A: There are exclusion zones only when the vessel is at berth, not in the inner harbor.

Q: Does the operation of RIPET affect RTI's capacity?

A: RTI is anticipating construction of an extra berth to allow for additional traffic.

e. Fairview-Ridley Connector Corridor: Quarry work has begun on Ridley Island for the connector corridor. The anticipated timeline is 18 months from now. Utilization will be dependent on the next phase of Fairview completion as the truck access to the terminal needs to be relocated at the same time.

Q: Is the contract awarded and all permitting complete for the corridor?

A: Yes, the contract has been awarded to Coast Tsimshian Northern Construction in partnership with IDL. Fisheries authorization from DFO is still outstanding but is expected soon.

Q: Does DP World have a timeline and contractor in place for expansion?

A: They do not have a contractor in place yet, they have an anticipated timeline of early 2020, dependent on the timing of their permit applications.

f. Atlin Terminal/Waterfront Development: As an outcome of the decision to not move forward with Atlin Terminal Expansion, the Artist co-op space was re-evaluated. As the Atlin Terminal was being redeveloped in the 1990s, favourable arrangements were made with this organization to occupy their current space. Our focus at the time was a shorefront cruise outlet for the growing market. As years have passed we are seeking to ensure consistency in lease conditions across our Atlin Terminal tenants. Conversations with the Artists Co-Op are ongoing to manage this transition.

Q: There has been a vacancy in Atlin Terminal, what is the plan for this space?

A: PRPA's preference would be for the ground-level space to be a public-oriented business. There are no concrete plans in place yet. It is not intended to be PRPA office space.

g. Cruise Outlook: Cruise season has begun, with an anticipated 20+ vessel visits. We anticipate approximately 11-12,000 passengers this year. We are off to a strong start in terms of Shore Excursion utilization. All cruise vessels coming into Prince Rupert only deals with one receptive shore excursion operator which is our subsidiary—Prince Rupert Terminals Inc. (PRTI). Any and all cruise shore excursion questions/comments can be filtered through: shorex@rupertport.com

Q: Do we have new operators to account for the increase in excursions?

A: We don't have new operators, perhaps new offerings. We have approximately 750-800 seats to offer for any vessel coming in, and the vessels coming in hold roughly 600-800 passengers.

h. APM 2019: PRPA's APM is taking place on June 17th at the Crest BC Room from 4:30—6:30 PM.

i. CN Overpass Highway 16: The province has postponed their investment into the crossing on highway 16 between here and Terrace. PRPA's understanding is the estimated cost has significantly increased for this project, and as a result has been put on hold.

Q: The project needs to be completed, it's an important provincial and federal issue.

A: We don't have the data to identify which project is the highest priority for road and rail in Northern BC—but we agree that rail intersection in the North should generally be a priority.

j: PRPA has applied for Federal NTCF (National Trade Corridor Fund) funding and is asking for support for two PRPA infrastructure projects: Zanardi Bridge expansion to expand a single lane bridge into a 3 lane bridge to increase capacity and efficiencies, as well as the expansion of the Road Rail Utility Corridor to serve Logistics Operations on Ridley Island.

Q: How many trucks is Raymont utilizing a day?

A: Roughly 200+ daily. The value they're adding to agriculture exports in Canada right now is driving significant growth in volumes. Their operations allow for pulses, specialty crops and cereal grains (ie: wheat) to be exported in container vs. bulk, allowing more options for shippers.

Q: Is Raymont shipping plastic pellets yet?

A: Not yet, later this year—it will be a relatively small amount of product but another example of cargo diversification in the port.

Q: What is the timeline for Zanardi Bridge?

A: Ideally, completion by 2023-2024.

k: PRPA Has a new board appointee. Bud Smith has been our chair for approximately 7 years and is no longer with the board. Peter Lantin has been appointed by the Provincial Government. We have a 7-person board, with a federal, provincial, and local government appointee. The remaining 4 are filled through nominations provided by the Port User Nominating Committee and officially appointed by the Minister of Transport.

Question and Answer:

Q: Are there any updates on Vopak?

A: They are working through their environmental assessment. The next public input will be related to the submission of an Environmental Effects document, and once completed will be open for Public Comment

Q: What is the holdup with Vopak?

A: There are two environmental assessments (Provincial and Federal) happening concurrently, including their required consultation with local First Nations.

Q: What is the parcel of land for Vopak?

A: Site C on Ridley Island, the site previously explored by Canpotex.

Q: Any update on the Seal Cove compensation project?

A: This is related to the marine habitat compensation tied to the Fisheries authorization required for the Fairview-Ridley Connector Road. Following that authorization, PRPA will advance that project.

Q: Any updates on Wolverine?

A: Wolverine continues to work through its operational planning, no lease agreement has been reached with PRPA, no authorization has yet been given by Transport Canada, and no FID made yet. PRPA has a set of updated Marine Bunkering guidelines for the port (through our Port Information Guide) which will be open for public comment in the near future.

ACTION ITEM: PRPA to follow through on proper labelling and identification of the two wax tanks at Fairview.

Q: Any update on ReDesign Rupert?

A: We're partnering in a couple of different ways with ReDesign Rupert. We're contributing to the local labour force recruitment and retention issues study, as well as the creation of a recruitment and marketing campaign available to all local employers. The study is ongoing and when complete will be shared with the group.

Q: Any updates on the BCMEA and ILWU labour dispute and lockout?

A: A tentative agreement between ILWU and BCMEA has been reached yet remains to be ratified.

5. Next Meeting

- a. Next meeting date – Wednesday, September 18, 2019 at Inn on the Harbour. Notice will be provided if any update is received.

The meeting adjourned at 6:27 PM.