

**Minutes of Community Information Forum (CIF) Meeting
Inn on the Harbour
Wednesday, September 19, 2018
5:00 p.m. – 6:30 p.m.**

Members present

Sarah Dantzer
Dan Harris
Brett Kuntz
Brian Musgrave
Luanne Roth
Ken Shaw
Ralph Weick
Harry Young

PRPA staff Present

Ken Veldman
Irene Mills

Regrets

Henry Clifton
Christine Danroth
Peter Freeman
Sheila Gordon Payne
Ken Lippett
Richard Mellis
Bill Mounce
Sebastien Pacquet
Jesse Palmer
Bob Payette
Mark Rudderham
Don Scott
Michal Sluka
Mike Slubowski

1. Call to Order

Ken Veldman called the meeting to order at 5:05 PM.

2. Last Meeting

a. Minutes

Minutes approved as presented.

b. Business Arising from the Minutes

i. Introduce new committee member

Brett Kuntz is taking over Sebastien Paquet's position with SD52.

ii. Review feedback from Committee

Discussion around meeting time at lunch or late afternoon. Other lunches at lunch time, general consensus meeting time to stay as is.

Members drive agenda, topics you want discussed and people you want to hear from please be proactive.

iii. West Coast Marine Response Corporation

Follow up from Robert's presentation, no questions or comments

3. Roundtable

Discussion around process of recommendations to executive, collective recommendations from this committee to the executive – even if there is no recommendations, “no recommendations” should be recorded in the minutes.

Q: What's the Port's sediment strategy?

A: Each project is required to develop a plan to deal with the dredging and disposal of marine sediment that meets Environment Canada's regulations and requirements for permitting. Historical industrial uses can present challenges to achieving this permitting, but a comprehensive solution is viewed as impractical given different development approaches to specific future project and the inability to accurately predict that.

ACTION ITEM: Review previous agendas and minutes to develop a reference document regarding previous Forum topics and recommendations.

Q: Can we invite Shaun Steveson to attend the Community Information Forum in his new role as CEO?

ACTION ITEM: Invite Shaun to attend the Community Information Forum

Q: Can you provide an update on the Pacific Vopak liquid bulk project?

A: Vopak has begun an environment assessment of their proposal to develop a liquid bulk project on Ridley Island. They are currently seeking feedback on their Project Description through a 30 day Public Comment period, including open houses in Prince Rupert and Port

Edward on September 25th and 26th. The project is being assessed by both the Federal and Provincial governments in a coordinated review.

Q: Have First Nations asked to have the project be considered for review by the Canadian Environmental Assessment Agency?

A: It is our understanding that request has been made, and the Minister of Environment has the prerogative to make that decision. CEAA 2012 legislation dictates that the Vopak project is non-designated, which means it does not exceed any thresholds that would require the assessment be led by CEAA. Instead, the project receives a federal assessment by the federal agencies impacted by the process. That process will be led by PRPA, which is one of the agencies involved (including Environment Canada, Fisheries and Oceans Canada, and Transport Canada).

ACTION ITEM: Invite Vopak representatives to a future Community Information Forum meeting as an agenda topic.

Q: Can we include Anchoring and Marine Risk Assessment as a topic for a future meeting?

ACTION ITEM: Include Anchoring and Marine Risk Assessment as a future meeting topic

Q: Is there an update on the Fairview to Ridley Connector Corridor project

We are waiting for a permit from Fisheries & Oceans Canada, which we expect to receive this fall. The environmental assessment on the project was included in the comprehensive Fairview Expansion assessment. The project is a critical path item for the next phase of DP World's Fairview Expansion, and we're hoping to start construction in early 2019 to ensure we don't compromise that project's timelines.

Q: When is the project's completion date?

A: The Connector Road is estimated to be a 16 month project to be completed in 2020.

Q: How will the Port be addressing rail capacity on Zanardi Bridge?

A: While CN's mainline has a lot of rail capacity to grow into in Northern BC, Zanardi Bridge is a bottleneck as the entrance to the Port gateway. PRPA and CN are currently conducting a master planning exercise for future rail capacity into and through the Port—i.e. the "last mile". The expansion of Zanardi Bridge represents a significant investment, but won't be done in isolation. PRPA will bear a significant investment responsibility into "common infrastructure" in the gateway.

Q: Why is the former Oceanfish plant closed off to the public?

A: PRPA was leasing it from the owners for our project development team, which has since been relocated to the Scott Road office. PRPA does not have any land ownership north of Cow Bay.

Q: Where does Via Rail fit into lease agreements with the Port?

A: VIA, a federal crown corporation, leases from CN and has operating agreements with CN for how they operate their trains.

Q: Is there a plan to deal with gravel roads and dust issues in the area of the rail yard?

A: Pinnacle has the responsibility to mitigate dust on the road leading to Westview, and seems to have had success with a new additive this summer. PRPA is dealing with the same issue on Ridley Island, and we have had issues with reliability from the contractor responsible for watering the road, and then watering was suspended with the implementation of water restrictions this summer. Paving is cost prohibitive in that case, as the Raymont site being served is considered temporary and doesn't justify the investment. PRPA will be investigating alternatives to watering.

Q: Would McClymont Park be considered as a future legacy project by the Port?

A: The Community Investment Fund is a program that is set up to invest in community legacy projects and always looking for the right projects to partner on. A key criteria for us is finding projects that have other dedicated funds to match our investment, which also demonstrates its priority as a community project. This year we have funded Rushbook Trail, Mariner's Park, Tom Rooney Theater's new stage, and equipment for the Rugby Club.

What is the potential impact of US and China tariffs on Port traffic?

Q: The initial waves of tariffs were relatively limited, but subsequent tariff proposals suggest the impact on Rupert traffic could be significant. It remains to be seen if that will impact volume, and the timing of that.

Increased product costs will dampen demand, but the timing of that can vary significantly. Its also unknown where trade flows might shift as a reaction. For example, Canadian agricultural exports to China might become more competitive and we may see shift from export flows that currently originate in the US shift to Canada, and we could still facilitate that trade.

Q: Who is buying RTI?

A: PRPA isn't an active part of those conversations.

Q: Is RTI proposing a berth expansion on Ridley?

A: Yes, RTI is investigating the potential of a berth expansion as its sees market demand for metallurgical coal continue to grow.

Q: When is Altagas going to start shipping?

A: Construction is scheduled for completion in Q1 2019. Shipments should begin to occur following the commissioning of the facility in Q2.

4. Next Meeting

- a. **Next meeting date** – Wednesday, October 24, 2018 at the Inn on the Harbour.
- b. Potential Future Agenda Topics:
 - Shaun Stevenson
 - Vopak
 - Anchorages

- Transport Canada
- Sediment permitting and mitigation
- New PSOC facility

The meeting adjourned at 6:39 PM.