

**Minutes of Community Information Forum (CIF) Meeting
North Coast Convention Centre
Wednesday, January 18, 2017
5:00 p.m. – 6:30 p.m.**

Members present

Peter Freeman
Mike Slubowski
Ken Shaw
Ken Lippett
Michal Sluka
Harry Young
Bill Mounce
Bob Payette (on phone)
Sheila Gordon-Payne (on phone)
Sebastien Pacquet
Sarah Dantzer

PRPA staff Present

Ken Veldman
Charlene Hamilton

Regrets

Luanne Roth
Henry Clifton
Richard Mellis
Mark Rudderham
Christine Danroth
Don Scott
Ralph Weick
Dan Harris
Brian Musgrave

1. Call to Order

Ken Veldman called the meeting to order at 5:00 PM.

2. Last Meeting

○ **Minutes**

The November 30, 2016 minutes were circulated and accepted as presented.

○ **Business arising from the minutes**

- **PNW LNG/Lelu Island:** PNW LNG is currently conducting a capital review on its project, including the potential investigation of alternative terminal berths off of Ridley Island. PRPA is involved in this discussion, but it was emphasized that these discussions are very early, and formal investigation of the feasibility of an alternative berth option has not commenced. Veldman emphasized that the current project description has completed an environmental assessment, and any alternative project options are being considered only with the objective of reducing the project's capital cost.

Q: Would the previous berth site considered by Canpotex be able to accommodate two berths for LNG vessels?

A: It has not been determined whether that site would be a feasible option off of Ridley. Its feasibility as a site, would need to be determined through an investigation.

Q: If an alternative site is pursued, would another environmental assessment need to be conducted?

A: That determination would lie with the Canadian Environmental Assessment Authority and associated regulatory agencies, and would likely be influenced by the location of an option.

Q: If another environmental assessment needed to be conducted, would that influence the viability of an option?

A: That would be the decision of the proponent, but regulatory risk (and the time involved with it) would likely be a consideration.

Q: Could PNW begin plant construction while they were investigating a berth?

A: That would be a decision of the proponent. However, the investigation of an alternative berth would not impact the site of the liquefaction facility on Lelu, but rather the pipe and berth infrastructure that leads from tank storage to vessel.

Q: What hurdles would stand in the way of using an alternative berth?

A: Generally speaking, an alternative berth on Ridley Island would need to consider several issues, including a cryogenic pipeline crossing of Porpoise Channel, a right of way through existing legal investigation rights held by other proponents on Ridley Island, infrastructure development siting that wouldn't compromise future Ridley Island development projects, geotechnical considerations, the total capital cost of that alternative berth project, etc.

Q: How many deep water berths are available on Ridley Island?

A. Generally speaking (there isn't a finite number), the land use plan associated with the west side of Ridley and Lelu Islands has assumed a deep water berth available for each of the 5 available major bulk terminal sites. (As well as the berths associated with PRG and RTI.)

Q. Could PNW consider a development partnership with Shell?

A. That would be a consideration for the proponent.

Q. Is there a timeline or deadline available for an investment decision?

A. There has been much media and public speculation about potential timing for an investment decision, but the proponent has not made comment regarding a specific timeline.

- **Ridley Island Sediment Retention Pond:** The results of the water testing (conducted independently by ALS Canada Ltd) at the site was circulated to the group. The water sample was obtained on October 11, 2016 and submitted for dioxin and furan analysis. Results were non-detectable or at levels below the calibrated range of the instrument.

In addition to the testing, water levels of Ridley Island Sediment Pond were observed by PRPA staff through the Summer and Fall of 2016, and it was evident that the angle of the culverts is sufficiently high to act as a barrier under normal tidal conditions. As evidence, throughout the summer, the Pond was mostly dry with only a thin layer of water in the middle of the retention pond area. In addition, throughout the summer, there was no observed flow leaving the sediment retention pond. This indicates that there was no direct connection between Porpoise Harbour and the Sediment Retention Pond throughout observed tidal cycles including observations at peak high tides. The pond is working as it is intended.

(It was noted that during the "supermoon" of October 17, 2016, the anomalous high-tide event was an exception where the tide rose high enough that marine water backflow was observed at the peak of the flood cycle.)

In summary, under normal conditions, there is no direct connection between the sediment retention pond Porpoise Harbor but tidal backflow can occur during isolated events of extreme tides.

Q. Will materials added to the pond in the future be tested before they are added?

A. Yes, there are testing standards in place.

Q. Will PAH and metal results from the testing be available?

A. Veldman will inquire.

Veldman noted that the process of investigating the pond's operation and the resulting testing and analysis was considered a positive initiative for PRPA, and thanked the CIF for its recommendation and diligence.

- **AltaGas Propane Export Terminal:** AltaGas completed its environmental assessment for its proposed terminal and has announced a final investment decision for the project.

Construction is expected to begin before the end of Q1, with an expected construction period of approximately 24 months. A 250-person construction camp will be developed within the District of Port Edward.

AltaGas has indicated it will be working with the Chamber of Commerce to facilitate local contracting/employment involvement.

Initial activity will consist of decommissioning and removal of the existing tanks initially built for liquid sulfur.

Q. How much room is available for future capacity expansion?

A. The physical space limitations of the site limits that potential, as would RTI's need to preserve capacity at the marine berth.

- **PRPA Maintenance & Warehousing complex:** Construction continues. The group indicated that the blasting and construction activities did not appear to be causing a major inconvenience to the community.
- **Community Information and Public Communication:** Veldman indicated that PRPA had not been able to act on recommendation to increase the profile of CIF topics and minutes. However, it will expect to act on this over the next couple of months.

3. ReDesign Prince Rupert

- The City of Prince Rupert's 'ReDesign Prince Rupert' was discussed by the group. PRPA has been engaged through the contribution of comments and documents related to its work around the waterfront in particular.

Veldman noted that PRPA considers itself a follower of community plans, and will make its engagement in them accordingly.

Q: Is there any update on PRPA plans for Cow Bay property?

A: PRPA continues to consider cost and design for an appearance upgrade of the parking lot across from Atlin Terminal and the extension of the boardwalk from Atlin Terminal towards the Millenium Trail.

4. New Business Roundtable

- a) **ILWU Demonstration:** A local demonstration by Labour interests in front of the local Transport Canada offices was discussed. The event's primary topic was the protest of potential changes to 'cabotage' as recommended by the Canada Transportation Act Review -- the regulated enforcement of using Canadian flagged vessels for domestic transportation routes. It was noted that the Port is not primarily involved in domestic transport, so cabotage is not an issue.
- It was noted that "port privatization" was also raised in media comments. Veldman noted that the federal government's investigation of privatizing airport and port infrastructure did not impact terminals or federal regulatory agencies. The investigation is restricted to consideration of the Port Authority and its assets, and a wide variety of options to potentially corporatize the organization.
- It was noted that the demonstration was a coordinated national labour action, and was not targeted specifically at Prince Rupert.
- b) **US Trade Issues:** The potential Prince Rupert impact of changes in US Trade Policy was discussed. Topics discussed included potential trade tariff wars and their impact on trade volume, and potential changes to US corporate income tax ('Border Adjustment Tax'). It was noted that container imports from Asia (primarily China), through Prince Rupert, to US destinations make up 50-70% of total imports.
- c) **2016 Port volume results:** PRPA's annual volumes for 2016 are down approximately 4% from 2015 totals. 2017 was discussed in terms of expanded container capacity and the potential for a metallurgical coal market recovery.
- d) **Fairview Connector Road:** PRPA is conducting final engineering and costing for a connector road between Fairview and Ridley Island. Its development will essentially eliminate container truck traffic from downtown.
- e) **Environmental programs:** It was suggested that Jason Scherr be invited in the future to present on PRPA's environmental programs.

5. Next Meeting

- a) **Next meeting date** – Wednesday, March 1, 2017 at the North Coast Convention Centre

Meeting adjourned at 6:20 pm.