

Minutes of Community Information Forum (CIF) Meeting
North Coast Convention Centre
Wednesday, November 30, 2016
5:00 p.m. – 6:30 p.m.

Members present

Peter Freeman
Mike Slubowski
Ken Shaw
Ken Lippett
Dan Harris
Michal Sluka
Harry Young
Sarah Dantzer
Ralph Weick
Brian Musgrave
Don Scott

PRPA staff Present

Ken Veldman
Charlene Hamilton

Regrets

Luanne Roth
Henry Clifton
Bill Mounce
Bob Payette
Sheila Gordon-Payne
Sebastien Pacquet
Richard Mellis
Mark Rudderham
Christine Danroth

1. Call to Order

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

2. Last Meeting

- **Minutes**

The September 21, 2016 minutes were circulated and accepted as presented.

- **Business arising from the minutes**

- **PNW LNG/Lelu Island:** It was noted that PNW LNG provided an update via the Prince Rupert Chamber of Commerce in November.

Q: Have there been any further discussions regarding alternate locations for the PNW LNG project?

A: PNW LNG is currently reviewing the capital program based on the current project description in its current location, as was reviewed by the environmental assessment. In addition, PRPA does not currently have an alternate available property that would be appropriate to site an LNG facility.

Q: Is there any update on timing of a final investment decision by PNW LNG?

A: While there has been speculation from various parties, PNW LNG has not indicated a timeline or deadline for a decision.

- **Ridley Island Sediment Retention Pond:** It was reported that testing has been completed, but the analysis has only just been returned and PRPA has not had the opportunity to review the results.

- **AltaGas Propane Export Terminal:** It was noted that the environmental assessment of the project is ongoing, but is expected to be completed soon.

- **PRPA Maintenance & Warehousing complex:** Blasting involved with site preparation has been delayed from September to December, blasting is expected to begin the week of December 12. A reminder was provided that an email/text notification system for the projects is available for residents to subscribe to.

3. Fairview Container Terminal Tour

Members of the Community Information Forum were provided with a site tour of Fairview Terminal and the Fairview expansion project in October.

Q: Will the previous 'viewing area' above the terminal, which is now paved and lined as a parking lot, be available as a public viewing area in the future?

A: The lot will be used primarily as parking for terminal employees/longshore workers, but DP World and PRPA will be discussing the ability to incorporate public viewing safely into that area.

Q: As the terminal continues to expand volume, will the terminal be able to maintain its current 'dwell times' (average time for a container to remain at the terminal before being shipped out) for containers?

A: Average dwell times are currently about 2 days, the lowest dwell times on the west coast. The terminal expansion isn't just about an additional vessel berth, or more dock storage space, it also expands rail capacity. The ability to have more trains moving in and out of the terminal is an important factor in ensuring that dwell times remain consistent with their current performance.

Q: Will exports be able to be developed at the same rate as imports, or will the expansion mean more empty containers being shipped?

A: The development of export 'backhaul' will be a key factor for the economics and establishment of new marine shipping services. PRPA and supply chain partners are active in Canadian (and American) industries such as forestry, agriculture, meat production to seek new opportunities. The planned logistics and warehousing area on South Kaien is an important infrastructure support for the development of those new supply chains, and is a strong opportunity for further 'value added' economic development in Prince Rupert.

Q: When will the connector road between Fairview Terminal and Ridley Island be developed?

A: PRPA is currently having an engineering study being completed on that road, and PRPA's investment decision and construction start could occur as early as the first half of 2017. The road has immediate implications for current operations in terms of moving trucks away from downtown, but also facilitates the development of a future logistics area in that area.

Q: Will the recent US election impact intermodal business in Prince Rupert?

A: Difficult to tell at this point, but the risks we will be watching will be any policy impacts on total trade between the US and China, and the fluidity of the border rail crossing between the US and Canada (including continuation of joint inspection operations between Canada and US customs agencies)

Q: Is PRPA considering an event to celebrate the expansion of the Fairview Terminal?

A: Yes. We will be discussing with DP World how to recognize the expansion (and the 10th anniversary of the original opening) for both the community and our commercial/industry partners.

Q: How far off is timing for a potential next phase of expansion of Fairview Terminal?

A: DP World is currently investigating the market potential for the next phase (which has completed an environmental assessment). There is currently no timeline for that decision or construction, but it would include an assessment of both the current market situation (and pace of uptake in the soon to be completed expansion) as well as future projections.

4. Community Information Forum and Public Communication:

- Options were discussed for providing broader distribution, increased awareness and timely access to CIF minutes and discussion topics.
- **IT WAS RECOMMENDED:**
 - **CIF minutes be approved via email in a more timely fashion following meetings (i.e. by email) to provide for quicker public access**
 - **PRPA use social media to provide notice to the public of minute availability and topics discussed**
 - **PRPA consider different ways to summarize/focus on key topics (as opposed to the current 'minutes format') to communicate more effectively.**
 - **Topic summaries will continue the practice of not attributing specific comments to CIF members**
 - **PRPA improve the website presence and description of the Community Information Forum**

5. New Business Roundtable

a) Transportation 2030 Plan: Minister Garneau (Transport Canada) presented his strategy for the future of transportation in Canada, with an objective of developing a “modern, efficient” national transportation system. While still very high level at this point, the vision’s broad reference to a renewal of trade corridor-focused strategic planning, and the integration of different transportation modes and public-private cooperation within corridors aligns well with PRPA’s future needs as it grows capacity. In addition, the announcement confirmed the dedication of \$10 billion fund for ‘trade-enabling infrastructure’.

<https://www.tc.gc.ca/eng/future-transportation-canada.html>

Q: Did the plan include reference to “asset recycling” or privatization of infrastructure?

A: Transportation 2030 didn’t specifically reference it, but the federal government is investigating the potential of selling mature infrastructure operations (including airports and ports) to the private sector, with the purpose of reinvesting proceeds into future public infrastructure investments. The federal government has emphasized it is just investigation at this time, and that should provide illumination as to whether it’s a concept that would enable or impair the Port of Prince Rupert’s future development.

b) Oceans Protection Plan: The federal government dedicated \$1.5 billion and several policy directions to improving marine incident prevention and response capacities. Generally, much of the announcement builds on PRPA’s current directions and investments in marine safety from a harbour perspective (partnerships with Coast Guard and First Nations, new navigation technologies, etc.) and will guide future approaches as well.

<https://tc.gc.ca/eng/oceans-protection-plan.html>

- c) **North Coast Tanker Moratorium:** The federal government announced a ban on tankers importing/exporting oil cargoes from north coast ports. PRPA has been engaged with Transport Canada as they developed the framework, and will continue to provide information to the process as legislation is formed. The proposed legislation doesn't appear to impact any current port projects (nothing in the development portfolio involves oil; LNG and propane are expressly omitted). From a commercial perspective, future oil (and related 'persistent' oil products) export opportunities on the west coast appear to be directed solely to Vancouver.

<http://news.gc.ca/web/article-en.do?nid=1162439>

Q: How does this impact future liquid bulk opportunities from Ridley Island?

A: Liquid bulk opportunities related to persistent oils (e.g. upgraded bitumen, synthetic crude, pitch, Bunker C fuel oil) will be slated to be banned from those opportunities. Other liquids such as natural gas liquids, refined fuels (gasoline, aviation fuel), or vegetable oils would still be permissible.

Q: Why does PRPA consider the Port of Prince Rupert to be the safest port on the west coast?

A: PRPA have conducted analyses to measure risk of a vessel incident occurring in the approaches and harbour of the Port. In addition to deep and wide approaches, the Port's relatively short distance to open ocean (i.e. Hecate Strait) and relatively little vessel traffic greatly decreases the potential of a vessel incident.

- d) **Review Environmental Review Processes:** The federal government is reviewing federal environmental assessment processes, including those implemented via the Canadian Environmental Assessment Act. An expert panel will be Prince Rupert on December 8 to hear submissions.

<https://www.canada.ca/en/services/environment/conservation/assessments/environmental-reviews/environmental-assessment-processes.html>

- e) **ReDesign Prince Rupert:** Tabled to the next meeting

6. Next Meeting

- a) **Next meeting date** – Wednesday, January 18, 2016 at the North Coast Convention Centre

Meeting adjourned at 6:40 pm.