

**Minutes of Community Information Forum (CIF) Meeting
North Coast Convention Centre
Wednesday, January 24, 2018
5:00 p.m. – 6:30 p.m.**

Members present

Luanne Roth
Sebastian Paquet
Brian Musgrave
Sarah Dantzer
Mark Rudderham
Christine Danroth
Michal Sluka
Ralph Weick
Bill Mounce
Don Scott
Ken Shaw
Jesse Palmer

PRPA staff Present

Ken Veldman
Irene Mills

Regrets

Ken Lippett
Peter Freeman
Harry Young
Dan Harris
Bob Payette
Henry Clifton
Richard Mellis
Mike Slubowski
Sheila Gordon Payne

1. Call to Order

Ken Veldman called the meeting to order at 5:06 PM. Distributed November 22, 2017 meeting minutes, Priority Port Infrastructure Investments graphic, Proposed Annual Calendar

2. Last Meeting

o Minutes

The November 22, 2017 minutes were circulated and accepted as presented.

3. Business arising from the minutes:

o Prince Rupert Marine Fuels Service: .

Q: Are empty rail cars returned to the aquatrain immediately after decanting or during the next transfer of full cars?

A: Confirmed full cars are put on the marine barge, decanted and stay on barge until they are back at Aquatrain to load full cars. It will take 30 – 60 mins to unload and reload.

Q: What type of fuel will be supplied?

A: Primarily standard bunker fuel and low sulfur fuel.

Q: What time of day will Aquatrain operations typically occur?

A: Historically, CN has primarily operated the facility during the day.

o Cow Bay development: The construction on the Atlin Promenade started last week and is scheduled to be completed in the first week of May. The new walkway will tie in Atlin Terminal to Northland, improving access to the public from Kwinitza to Seal Cove by early May when Rushbrook is complete. We have been in contact with the business community in Cow Bay.

Q: What is the cost of the project?

A: To be confirmed (Followup note: Approximately \$2 million)

Q: Who is the contractor?

A: Coast Tsimshian Northern Constructors

Q: Will there be other construction beyond parking lot & Promenade?

A: No short or medium term projects planned at this time.

o Vessel emissions: Transport Canada confirmed that the following vessels were exempted from low Sulphur use requirements in Prince Rupert over the last two years:

2016 – 10 vessels exempted out of 461 vessels calls to port;

2017 -- 4 vessels exempted out of 460 calls to port.

Q: Can we get a copy of the Transport Canada criteria?

A: Yes, Ken will provide a copy at the next meeting.

o Community Investment Fund: Call for Proposals is open.

o Introduce Irene as the new team member.

4. Port Development Overview Presentation

Veldman provided a presentation on forecast port growth over the next decade.

The following key points were noted:

- Port volumes are forecast to double over the next decade
- Cargo types expected to drive the most growth include intermodal (containers) and bulk liquids.
- While intermodal growth will continue to be driven by import demand, export demand (i.e. minimizing empty containers) will be a key factor in determining the pace and volume of growth.
- Both import and export growth will require an expansion of port-based logistics services (e.g. container stuffing and transloading, warehousing and related 'value-added' services)
- High potential products for intermodal export and logistics service growth are related to forestry, agriculture, refrigerated products and petrochemical resins (i.e. plastics)
- High potential products for liquid bulk growth include natural gas liquids (e.g. propane, butane, ethane), methanol, and value-added petrochemical products such as diesel.
- The growth in cargo will require both new/expanded terminal capacity, service competencies, and port infrastructure.
- Current train volumes of 10 train pairs/day could grow to approximately 25 train pairs/day. Current truck volumes of 100 roundtrip truck movements per day could grow to approximately 800 roundtrip truck movements per day.
- In order to maintain fluidity and avoid congestion (and unlock the private sector investment into terminal capacity), PRPA is responsible for key infrastructure projects within the port complex. These projects can be summarized in four categories:
 - Fairview-Ridley connector corridor: Rail and road infrastructure to improve access capacity into Fairview Container terminal and eliminate container truck traffic from Highway 16/Downtown.
 - Logistics Park Development: Development of a platform for intermodal logistics services that fully integrates into port operations (and the Fairview Ridley Connector) in order to manage and accelerate service development

- RRUC Expansion: Scaling up of the RRUC infrastructure on Ridley Island to integrate new/expanded terminals and operations into the RRUC loop.
- Zanardi Bridge/CN Mainline expansion: Expansion of capacity of the “last mile” of rail access into the port and its terminals in order to avoid congestion at the Zanardi bridge bottleneck.
- PRPA will be responsible for the development of this infrastructure, which is conservatively estimated at \$500-600 million. Financing options include PRPA’s retained earnings (i.e. via historical net income) and commercial debt, although the total amount of debt PRPA can take on has a regulated cap as mandated by the federal government.
- PRPA estimates that if port growth forecasts were met, it would result in approximately 3500 new direct ‘gateway’ jobs in northern BC (50% of which have historically been based in Prince Rupert).

Veldman will circulate the presentation to CIF members for followup discussion at the next meeting.

5. Next Meeting

- a) **Proposed next meeting date** – Wednesday, February 28, 2018 at the Inn on the Harbour
- b) **Proposed topics** – questions from update on Port Infrastructure and future planning.

Meeting adjourned at 6:38 pm