

Minutes of Community Information Forum Meeting
Breakers Pub Loft
Wednesday, April 1st, 2015
5:00 p.m. – 6:15 p.m.

Members present

Brian Musgrave
Don Scott
Luanne Roth
Ken Shaw
Michal Sluka
Nancy Wilson
Dan Harris
Peter Freeman
Ken Lippett
Bob Blain
Sheila Gordon-Payne
Mike Slubowski
Bill Mounce

PRPA staff Present

Ken Veldman
Maynard Angus
Char Hamilton

Regrets

Ken Minette
Bob Payette
Richard Mellis
Ross Wilson
Henry Clifton
Harry Young

1. Call to Order

Ken Veldman called the meeting to order at 5:04 pm.

2. Last Meeting

- **Minutes**

The March 4th, 2015 minutes were circulated and accepted.

- **Business arising from the minutes**

- i. Fairview Terminal Expansion (Phase 2 North) – The Fairview container expansion announcement was reviewed and discussed later in the agenda.

3. Fairview Terminal Expansion – Maher Terminals' final investment decision and awarding of the primary construction contract to FRPD-BEL Gateway Joint Venture was reviewed and

discussed. A question was asked if Maher Terminals has been purchased – Mr. Veldman informed the committee that while it has been publicly reported that Deutsche Bank has been discussing that possibility, it had not been sold. (Note: Deutsche Bank and DP World subsequently announced a purchase agreement had been reached on April 2, subject to government approvals.)

- 4. Dangerous Goods Procedure** – As a result of the recent incident that occurred at Centerm container terminal at Port Metro Vancouver where a shipping container caught on fire, fuelled by a chemical (trichloroisocyanuric acid), it was requested by a committee member that the topic be placed on the agenda.

The question asked by the committee “Could this happen at the Port of Prince Rupert?”

Veldman provided background information related to PRPA’s procedures for dangerous goods at the Port of Prince Rupert. He confirmed that while that specific chemical has not been shipped recently through the port, similar chemicals (same dangerous goods classification) have been (although very limited in number).

Additional information provided to the committee:

- Through a dangerous goods permitting process, PRPA is aware of all dangerous goods being shipped through the port, including goods that would not even leave the vessel.
- From a container-specific perspective, Fairview Terminal identifies and segregates dangerous goods at the terminal, although handling procedures vary according to what the dangerous goods are (and their specific characteristics).
- PRPA’s response to emergency incidents affecting the port is provided by the Emergency Operations Committee (EOC). The EOC is staffed by employees with specifically trained in emergency operations, and has developed standard operating procedures for a wide variety emergencies (the emergency management plan.)
- PRPA conducts regular training exercises with port stakeholders like the Prince Rupert Fire Dept, Coast Guard, RCMP and other response partners.
- Within the EOC the communications team will communicate with the public and other relevant agencies on an ongoing basis.
- PRPA works closely with the City of Prince Rupert in terms of ensuring they are equipped with suitable response equipment, materials, and expertise. This support includes supplying them with additional funds that supports their capacity to respond to common issues.

It was requested that PRPA place the Port Security Operations Centre's 24 hour emergency phone number on the front page of PRPA's web site. (Note: The phone number already is on the front page, and will continue to be there on the new website when it is published.)

5. Cruise Market Assessment – A copy of the *PRPA Cruise Market Assessment Opportunities Analysis* draft report was circulated. The market assessment is being conducted with a local cruise/tourism industry stakeholder committee to ensure a common understanding, alignment and future view of the industry and its opportunities. Ken Veldman spoke to the following points in the report:

- PRPA continues to be active in the cruise market, and will always be in the cruise market at some level.
- Cruise as a global and North American industry continues to grow, the Alaska cruise market has been relatively flat since 2008.
- Larger ships and shorter itineraries have resulted in less total stops in the market.
- Given Prince Rupert's role as a secondary port in the Alaska market, it has seen a significant decline because of these factors.
- Looking forward, there does appear to be opportunities in emerging niches that focus on smaller ships in particular, that may fit Prince Rupert's comparative advantages.
- In conjunction with its local partners, PRPA will use this market assessment to determine the direction of its future business development strategy.

6. Roundtable

- Update on the Cow Bay Property – PRPA and the City of Prince Rupert have not been able to finalize an agreement to purchase the City-owned lands in the Cow Bay area, but it is slowly progressing. PRPA is hopeful that it will be finalized in the next 2 to 3 months.
- Truck traffic through the downtown – The current plan discussed between PRPA, Maher Terminals and CN is to develop a rail shuttle between Fairview Terminals and Ridley Island/south Kaien to an off-dock container yard, and future export & import logistics activities. This would remove a majority of the truck traffic from the downtown. The activation of this plan is dependent in large part upon freeing provincial crown land on S. Kaien for development (discussions are ongoing).
- Road Rail Utility Corridor official opening – Planned for May 2015.

7. Next Meeting

- a) Sustainability Reporting – Materiality Assessment
- b) **Next meeting date** - Wednesday, May 13th, 2015

Meeting adjourned at 6:18 pm.