

Minutes of Community Information Forum Meeting
Breakers Pub Loft
Wednesday, May 13th, 2015
5:00 p.m. – 6:45 p.m.

Members present

Brian Musgrave
Luanne Roth
Ken Shaw
Michal Sluka
Sheila Gordon-Payne
Dan Harris
Peter Freeman
Ken Lippett
Richard Mellis
Mike Slubowski
Harry Young
Bill Mounce

PRPA staff Present

Ken Veldman
Maynard Angus
Char Hamilton
Jason Scherr

Regrets

Ken Minette
Bob Payette
Nancy Wilson
Don Scott
Ross Wilson
Henry Clifton
Bob Blain

Special Guests

Patrick Cloutier, BC Market Leader
Megumi Sato, Associate
Climate Change & Sustainability Services
Ernst & Young

1. Call to Order

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

2. Last Meeting

- **Minutes**
The April 1st, 2015 minutes were circulated and accepted.
- **Business arising from the minutes**

- i. Fairview Terminal Expansion (Phase 2 North) – The sale of Fairview Container Terminal (Maher Canada) from Deutsche Bank to DP World was reviewed.
- ii. Emergency phone numbers—It was confirmed that the 24 hour PSOC number is available on the PRPA website.
- iii. Dangerous Goods—In response to followup questions, specific points were reviewed regarding PRPA’s dangerous goods procedures and emergency response preparations and procedures.
- iv. Downtown Truck traffic

3. Sustainability Reporting –

Veldman introduced the topic of Global Reporting Initiative (GRI) Sustainability Reporting and PRPA’s consideration of moving towards a GRI-based reporting commitment in the future. PRPA has retained the advisory services of Ernst & Young to assist with this consideration—Patrick Cloutier and Megumi Sato were introduced, and proceeded to lead an educational workshop that overviewed sustainability reporting, the process based on principles of GRI, and topics related to the assessment of the materiality of sustainability topics.

CIF members generally professed to low awareness of sustainability reporting and the GRI reporting standard. PRPA agreed to subsequently provide sustainability reports from relevant ports to provide an example of what a PRPA report could potentially look like.

Specifically, E&Y reviewed the following material topics that were being considered and provided an explanation of both the topic and potential ways they could be measured:

- Air Quality
- Anchorages
- Climate Change
- Communication
- Community Impact
- Community Investment
- Dredging
- Economic Growth
- First nations engagement
- Habitat stewardship
- Highway/Rail issues
- Invasive species
- Job Creation
- Land Use & Land Use conflicts
- Local employment
- Marine mammals
- Noise—Aquatic
- Noise—Terrestrial
- Port Efficiency
- Public Access to waterfront
- Resource Efficiency
- Spills and Leakages
- Vessel traffic
- Waste

- Water Quality

The following feedback was raised by members during the discussion, and will be incorporated into PRPA's ongoing consideration of sustainability reporting:

- Completeness of material topics—would all material topics be included in the assessment, validation and eventual report?
- Time frame of materiality—would reporting and materiality reflect the potential for long-term impacts?
- Completeness of stakeholder groups—would stakeholder input incorporate communities outside of Prince Rupert, such as communities impacted by corridor traffic or 'up-river' communities that would be impacted by changes to fish habitat?
- Transparency—would stakeholders have access to the results of the materiality assessment and validation, and would rationale be provided for not including topics that were seen to be of low materiality?
- Boundary of reporting content—would reporting include measurement of impacts that may occur outside of the Port's jurisdictional boundary?
- Additional material topics—how would topics not covered be considered as a potential material topic (e.g. criminal activity, such as smuggling of illegal substances)?
- Measuring mechanisms—how would the Port develop quantifiable data for topics at a level that accurately reflected impact (e.g. community complaints may be a poor proxy for nuisance impacts, or marine mammal strikes may be a poor proxy for impact of activities on marine mammals)
- Other programs and strategies—how will PRPA leverage current activities and data from programs such as Green Marine, and how those programs fit into sustainability reporting?

As followup, E&Y will be administering an online survey for participation by CIF members and to provide further feedback. Specifically, will ask for further feedback on material topic completeness (i.e. are any relevant topics missing?) and priority levels (i.e. how important is each topic in the opinion of individual members?). The survey should be distributed by May 25, 2015.

4. Roundtable

- Downtown truck traffic— In response to a question, Veldman shared that PRPA continues to investigate the development of a rail shuttle solution that would connect Fairview to potential “off-dock” logistics areas on South Kaien and Ridley Island, and eliminate the need for much of the export-related truck traffic that currently uses Highway 16 through downtown Prince Rupert. This solution is challenged by BC government ownership of the land in question, and the timeliness of the process required make that land available for development. While discussions are ongoing, an immediate solution is not forthcoming.

In the interim, PRPA is investigating the potential of a nearer term project that would relocate the Container Examination Facility from Ridley Island to the JS McMillan property at the terminus of Park Avenue in direct proximity to Fairview. This would eliminate the need for truck traffic through downtown related to CBSA inspections. It was suggested that access to the Small Craft Harbour, including parking, be considered as part of any facility design in that area.

- The Vancouver Sun series “Crime on the Waterfront” written by Kim Bolan was noted and briefly discussed. In the context of the earlier comments on illegal smuggling, it was proposed (and agreed) that this topic would make for a suitable topic for the next meeting in June.
- Fairview Expansion contracting—In response to a question, Veldman commented on concerns regarding Fairview subcontracting and the preferred contractor status of local First Nations business ventures. Veldman confirmed that FRPD-Bel (prime contractor) was legally bound to adhere to the Fairview Expansion Benefits Agreement that was completed between PRPA, senior governments and local First Nations in 2011. As part of that agreement, portions of the expansion were identified where local First Nations business interests would have ‘preferred contractor’ status. That status was conferred in order to maximize local First Nations’ ability to get that work, but is still dependent on the bidder’s ability to do the work, and a competitive bid price. Unsuccessful bids by local First Nations JVs have not been considered competitive by FRPD-Bel. PRPA has confirmed that their consideration was in compliance with Benefits agreement, however this has been disputed by local First Nations. PRPA, Maher and FRPD-Bel are committed to facilitating First Nations opportunities, and discussions are ongoing as to how that might be achieved in a competitive manner in the future.

5. Next Meeting

- a) Upcoming PRPA Events were noted:
 - a. RRUC "Last Spike" Ceremony, Tuesday, May 19
 - b. PRPA Annual Public Meeting, Wednesday, June 17

- b) **Next meeting date** - Wednesday, June 24th, 2015

Meeting adjourned at 6:46 pm.