

**Minutes of Community Information Forum (CIF) Meeting
Inn on the Harbour Boardroom
Wednesday, December 11th 2019
5:00 p.m. – 6:30 p.m.**

Members present

Ken Shaw
Luanne Roth
Harry Young
Robert Blain
Ken Lippett
Mike Slubowski
Dan Hendrickson
Brian Musgrave
Bill Mounce
Jamie Scott

PRPA staff Present

Ken Veldman
Natalie Allen

Regrets

Christian Danroth
Jessie Palmer
Henry Clifton
Mark Rudderham
Peter Freeman
Robert Blain
Ken Lippett

1. Call to Order

Ken Veldman called the meeting to order at 5:00 PM. He introduced new and resigned members. Richard Haley introduced himself and described his business, the Argosy. Potential observer, Jaime Scott, observed meeting to decide whether to join the committee.

2. Last Meeting Minutes

Minutes from the September 18th . Meeting minutes were circulated and accepted.

3. Business Arising From Last Meeting's Minutes

Q: What is the percentage of land allocated on Ridley for potential future projects?

A: Area D is mainly allocated for TBD.

Q: Regarding truck inspection regulations?

A: All truck operations receive a by-annual inspection in B.C. Some of the ways the trucks are monitored are through GPS- digital technology, an assessed risk profile of truck and all companies are required to track an internal record on the trucks. Fleet owners must estimate how much time a truck is spending in any given province as part of an reciprocity agreement in place.

Q: The slax wax tanks are slated to be removed during the next Fairview expansion. What about shipping it in containers?

A: A standard container would not have ability to ship slax wax without appropriate temperature control.

4. Land Use Plan

KV introduced the 2020 LUP as an update to the 2011 LUMP. Port lands will be defined in two parts; lands and navigable waters. The bulk of heavier, industrial land use will be located on Ridley and Lelu, because of access to rail.

PRPA has two primary land holdings:

- schedule A, regulatory jurisdiction navigation perspective: letters patent. Anything that falls within that area from a regulatory perspective (i.e. Pembina), PRPA gives authorization of operations.
- schedule B, land: Ridley, Lelu, Land Use Plan Schedule B focus.

It was important for PRPA to engage locally in two phases: plan in/plan out concept. The first round of engagement closes December 15th. After a first draft is complete a second round of engagement will allow for additional feedback for the final LUP.

Q: Has there been any environmental assessment changes to LUP requirements?

A: Yes. One of the considerations, under Bill C-69 Impact Assessment Act, decreased the LUP requirements under the Environmental Assessment Act.

Q: Can PRPA make changes to Schedule B lands?

A: Yes. PRPA can purchase land then have it re-designated to become crown land.

Q: Who in the Federal Government reviews the final LUP?

A: They don't. PRPA is only required to have the plan. But it does make sense to have updates every ten years. The current plan does not address how PRPA could amend or change the LUP if a non-conforming project was to be considered. This is one of several things the updated plan will consider.

Q: Will development on Lelu be part of the LUP?

A: PRPA is changing what supply chains look like through innovative intermodal shipping. Raymont is a great example of what an integrated intermodal eco-system looks like. The updated

LUP will help frame this innovation, define what PRPA's environmental values look like and create some architecture for what this eco-system will look like. Within the LUP, a formalized development moratorium from the marine perspective will be included.

Q: Will the LUP planning be done at a higher level and include lands other than Port lands?

A: We don't have the ability to give instruction on lands outside of our jurisdiction, but PRPA influences certain projects and collaborates between the City of Prince Rupert and First Nations groups. ex: Metlakatla's import logistics and Pembina.

Q: Do you have any information on private lands for sale across the harbor?

A: No knowledge of harbor lands for sale at this time.

Q: Does the moratorium, include Lelu island land?

A: No. Lelu island is a challenge to develop. It is a large green field space that is valuable industrial land. Part of the moratorium recognizes what PNW went through in their process. It was very expensive, and any project development will be likely expensive on Lelu.

Q: Has anyone done a feasibility study of building a bridge between Lelu and mainland?

A: No. LUP is basically a master plan at a high level for future PRPA planning purposes. It does not provide details on project specifics. Ken provided the example of the Canpotex project and how the wrong placement of projects/terminal is paramount in planning.

Q: Is PRPA looking at other ports for guidance?

A: Only in longer term rail planning: what has not worked and how PRPA can mitigate that.

5. New Business Roundtable

AMWAAL Harbour Patrol Boat: Greater capacity, escort ability, firefighting capacity, significant upgrade.

Q: Will PRPA now run with two boat crews?

A: One crew will run both vessels. Amwaal will be the primary vessel used in the harbour.

Q: Will the crew go up to a vessel if speeding? What about large carrier vessels?

A: Yes, the boat crew will approach a vessel speeding in the harbour. Alternately, they will get in touch with the ship's agent.

Brand Update

Previous logo was 15 years old. PRPA's new logo reflects our current role in global trade market with a more mature focus on the Prince Rupert Port Authority versus the Port of Prince Rupert. Rebrand included a refreshed PRPA website, logo, style guide and brand guidelines.

Redesign Rupert

PRPA is one of the partners participating in the Prince Rupert 2030 Community Master Plan. Larry Beasley has an extensive resume. It is good timing because over the next ten years Prince Rupert is going to grow. The labour force study did a good job quantifying the challenge of demographics; an aging work force, barriers to enabling education, a need to develop local skills and a recruitment program.

Q: Where is the labour study available?

A: Redesign Rupert website

Q: Is one of the announcements at Rupert Redesign, a new port office?

A: No.

Q: Will automation be incorporated into future Port expansion?

A: In terms of Prince Rupert's Fairview/DP operations, it is not a topic on the table today. Automation is not necessary today. It eliminates some of the variability usually seen with labour shortage, safety, or environmental risks. It is possible, with new construction and new technologies, a blend of automation becomes part of operations, but a full scale automation of Fairview is not being considered today.

Q: There is a lot of paranoia on the ground around automation, is that warranted?

A: No. Jobs may change and skill sets may be required as Port operations evolve. Education is important for flexibility in the workforce and working economy.

Q: Is the port working with other organizations to develop and make available skills training?

A: PRPA is having meaningful conversations about what this looks like long term.

CN Strike

CN conductors on strike just over a week. Not a huge impact at the Port of PR. There was no impact at RTI, PRG or Raymont. Slight impact at Westview and Fairview.

SRSEP

Five projects and \$160,000 contributed this year out of the SRSEP fund.

GreenWave Program

Environmental rating of vessels Costco, Yangmin, BC Ferries and Mersk, were recognised and awarded for their efforts through participation in this program. The program offers a variety of incentives to encourage shippers to lower emissions, reduce underground noise in their vessels through operations and change in hull designs. PRPA had four hundred and ninety vessel calls in 2019. Two hundred and twenty four qualified under the GreenWave program that equated to almost \$500,000 in fee reductions at PRPA.

Q: Wolverine; what's happening?

A: No final investment decision has been made to date.

Q: What about the \$160 of Federal grant funds that were awarded to PRPA? How will this funding be used.

A: KV talked about the innovation of intermodal the importance the loaded exports and why a logistics park is critical to future volume growth.

Q: What products are currently being exported the most in containers right now?

A: Agricultural products and plastic pellets

Q: Is there a cost variation between exporting something through PRPA versus importing?

A: Exporting containers is less expensive than importing because if a shipper is importing something they have to send back the used container whether the container is empty or not.

Q: With the potential of three construction projects coming on line, the Kaien island Connector Road, DP expansion and Vopak, will construction be a challenge?

A: Vopak expected to announce a final investment decision in Q3. Ken explains the value in separating out the construction work force needs versus what an operating work force will look like longterm. 2021 is expected to be busy with construction and will help ensure further economic stability.

6. Calendar

2020 CIF draft calendar circulated for next year. It was suggested to include a terminal tour sometime in the late spring early summer for the Community Information Forum members.

Meeting adjourned 6:36 pm by KV

7. Next Meeting

- a. Next meeting date – Wednesday, January 29, 2020 at Inn on the Harbour. Notice will be provided if any update is received.