

**Minutes of Community Information Forum (CIF) Meeting
Inn on the Harbour Boardroom
Wednesday February 5th, 2020
5:00 p.m. – 6:30 p.m.**

Members present

Brian Musgrave
Dan Harris
Harry Young
Ken Lippett
Luanne Roth
Mike Slubowski
Bill Mounce
Robert Blain

PRPA staff Present

Ken Veldman
Natalie Allen

Regrets

Brett Kuntz
Christine Danroth
Dan Hendrickson
Jesse Palmer
Ken Shaw
Mark Rudderham
Sabastien Paquet
Richard Haley

1. Call to Order

Ken Veldman called the meeting to order at 5:04 PM. Introduction of new and resigned members.

2. Last Meeting

Minutes from the December 11th, 2019 meeting was circulated and accepted.

3. Business Arising from the Minutes

- What is the status of offshore navigation equipment maintenance? Ken provided an update that Canadian Coast Guard will be providing maintenance in early March. It was noted that servicing of this equipment has to be completed in the fall, not March.

- Ongoing conversations about log ships losing logs and leaving logs floating in the harbour. It was noted that this is being reported as a continuing problem that PRPA has a responsibility to be aware of this on-going issue.
- Tug wakes are too large at the entrance of the harbour. Ken committed to following up on the logs and the tug wakes.
- Anchoring risk assessment report: who is creating the report and if it will be available once completed? PRPA will look at releasing information to the public once it is completed. It was noted that the Navigational Risk Assessment is a much broader assessment. Ken clarified that the proposed Vopak project, is a separate process because the marine risk assessment is broader and encompasses all Port activity while Vopak is project based and will assess potential activity through its environmental assessment process.
- It was requested to add a line item to the agenda. Propane carriers loading up while storm warnings were in effect in the harbour.

Ken Veldman - Labour Force Presentation

This presentation was delivered to the PRPA Board of Directors. It focuses on the long-term sustainability in Port operations. Presentation is a compilation of PRPA research and the Prince Rupert 2030 Vision outcomes.

Based on 2018 volumes, there are 3600 direct jobs associated with businesses involved in gateway operations today. About half of those jobs are based in Prince Rupert, the other half are based along the corridor. 2600 indirect jobs and 1800 induced jobs are also a result of port related activity. There has been significant growth since 2009 driven by volumes.

Based on the 2016 Census, 12.4% unemployment rate was 12.4% in Prince Rupert. Prince Rupert population has not really changed over the last 10 years, despite the employment growth. Based on Stats Canada/B.C. statistics, growing port jobs appears to be soaking up unemployment without significantly growing population. This appears to have produced a labour force supply shortage.

Based on demographic forecasts, the workforce age group will begin to decline as the current labour force ages. There has been significant growth in indigenous labour force, currently approximately 35%, which is expected to grow as relative proportion. The study revealed that the current work force has generally lower educational attainments as compared to the rest of B.C. As port operations evolve both in operation and number of jobs the skills sets required for employment will likely require higher levels of education and training.

Tight labour supply combined with the current work force demand in northern B.C. (BC Hydro-Site C and Kitimat cited as examples) has resulted in difficulty to recruit workers in Northern B.C. right now. The most difficult area to recruit in is occupations associated with specialized skills and trades. We are already seeing this here in Prince Rupert as well as in the rest of B.C. and Canada. However, there is significant anecdotal evidence that lower skilled occupations are getting harder to fill locally, largely in part to higher wages associated with other occupations with a relatively low barrier to entry (e.g. longshoring).

Looking forward

As new capital projects start construction in the next couple of years, construction jobs are also expected to contribute to a tight labour market as volumes continue to grow. Considering volume and investment forecasts in Prince Rupert, PRPA is forecasting the potential of 2500 new jobs created in the next 10 years.

Q: Is the PRPA working with the city on bylaws, enabling new people to move here?

A: Only through 2030 vision, for example looking at housing stock and aging infrastructure.

Q: These jobs that are needed, you are talking about in Prince Rupert what kind of occupations will be required?

A: Wide variety of occupations across businesses, meaning recruitment and ongoing skills training are all part of the larger solution as well.

Q: Any timelines of moving forward the Prince Rupert 2030 Vision?

A: It is important to clarify that PRPA is only a partner in the Redesign/2030 Vision. The partners are working towards a governance framework that would facilitate coordination and monitoring progress towards the long term Vision developed.

Q: Will the Port end up being almost fully automated?

A: At existing terminals, not likely. At new terminals there is potential for more automation, especially in areas that provide improved safety and environmental impact.

C: In the unemployment sector, there are people who do not want to work and those that do not have the skills needed to work and those who cannot get work. The key is trade certifications and education across B.C.

C: There is always work available in Rupert. if you want it.

C: We are always trying to recruit at our small businesses because we do not have the capacity to service the work that is coming in now let alone over the next few years, and if we could fill 15% more jobs in his business he would, if the qualified people were available. Trying to recruit people is the challenge.

C: The Rupert factor, lots of high paying jobs available that do not require post-secondary education.

4. New Business Roundtable

KV: Port Volumes just over 29 tonnes, coal and containers. PRPA announced a Habitat Compensation Program-Project in relation with the Connector Corridor construction project. The project, Seal Cove Slough Revitalization will be in partnership with COPR and will tie back into the Rushbrook trail.

Q: What is the Seal Cove project timeline?

A: Moving to tender over the next couple of months. End of the year as a guess.

Q: A request for a sketch of the Seal Cove Slough project was made.

A: One will be provided.

KV: The committee continued conversation on: Community Investment Fund allocation. 5% of PRPA earnings was contributed to the fund in 2019. Our Community Relations Coordinators are currently working through 2020 proposals.

KV: PRPA recently had their new Port public bunkering guidelines update out for public comment. Most notable change, bunkering now requires full-time booming when bunkering at the Port of Prince Rupert. There were no public comments on that. The policy has now become part of the PRPA policy and has been designated “Best in class” on the west coast.

Q: Is DPW started their tendering process for the next expansion?

A: They are still waiting for a DFO permit before the expansion project will go to tender.

Q: Can you provide any updates on Vopak?

A: The Environmental Effects Document is expected to be released this spring. The initial plan for an FID was June, but now will be more likely Q4 2020.

Q: Can you provide any updates for the Wolverine project?

A: Wolverine is currently weighing internal factors before announcing an FID.

Q: Are you expecting any impact from the Coronavirus?

A: If Transport Canada changes current guidelines around the Coronavirus, PRPA will follow that lead. Economic piece, Chinese New Year may delay or impact volumes. That is still speculation at this point.

Q: How has the new brand rolled out?

A: From a communications perspective, we were pleased with the visibility its release has received and the feedback that has come from it.

5. LPG tankers loading during storm warnings

Q: During a storm a LPG Vessel loaded. This was very surprising that it was loaded during a storm warning. It was noted that a tug was along-side through the entire load. A lot of other ships dragged anchor during this storm. I did not think it was good policy to load during a storm like that. Was this something the Harbour Master approved and what are the guidelines on this?

A: PRPA does have a set of guidelines regarding loading conditions, and we will circulate them to the group.

Q: If a vessel is at anchor, do they require a pilot to reposition?

A: The ship has a master onboard and can manage initial response, but needs a pilot to re-set the anchor.

6. Next Meeting

- a. Next meeting date – Wednesday, March 25th at Inn on the Harbour. Notice will be provided if any update is received.
- b. Future Agenda item:
 - a. The future of automation and its impact on the gateway

The meeting adjourned at 6:35 PM