

**Minutes of Community Information Forum (CIF) Meeting
Microsoft TEAMS Virtual Meeting
Wednesday, November 18th, 2020
5:00 p.m. - 6:30 p.m.**

Members Present

Ken Shaw
Luanne Roth
Mike Slubowski
Ken Lippett
Bill Mounce
Brian Musgrave
Christine Danroth
Dan Harris
Dan Hendrickson
Harry Young
Jesse Palmer
Mike Slubowski
Sebastien Paquet
Amy Dobson

PRPA Staff Present

Ken Veldman
Natalie Allen

1. Call to Order

Ken Veldman called the meeting to order at 5:02 PM. CIF meeting through Microsoft Teams.

**2. Amy Dopson, Community Engagement Specialist, Vopak Development
Canada Project Presentation**

Vopak is investigating an opportunity to construct and operate a liquid bulk terminal on Ridley Island. Vopak is an international long-established company that handles the transportation and storage of liquid bulk products and gases. Vopak does not own the products that they store.

Construction

The proposed project on Ridley island will include up to three bulk liquid storage tanks. While the full project is undergoing an environmental assessment, Vopak is adopting a phased approach to its development. The first phase will focus on liquid petroleum gas (LPG), building one large storage tank for the gas. In other stages, Vopak will carry methanol, building six storage tanks, and up to eight clean petroleum products (CPPs – diesel or gasoline) tanks.

All transportation of product will be imported through rail and exported through marine carriers. LPG will be cooled to a liquid state before transport.

Vopak is working closely with PRPA and CN rail to ensure shipping is done with the same care as our other worldwide facilities. Construction will be an estimated two years. This includes the construction of the offloading infrastructure and facilities, storage facilities, and the marine infrastructure. There will be an estimated 250 jobs during construction, and about 40 permanent jobs once operating. The facility has an estimated operating lifespan of 50 years. At full buildout, about 171 marine vessels a year will be loaded and 240 railcars a day will be arriving to the terminal.

The Environmental Regulatory and Review Process

The proposed Ridley island project is required to be reviewed by the Canadian Environmental Assessment Act 2012, and by the BC Environmental Assessment Act. The Canadian Environmental Assessment is being coordinated by the Prince Rupert Port Authority, on behalf of the participating federal authorities. The BC Environmental Assessment Office is the regulator on behalf of the BC Environmental Assessment Act. Both governing bodies will work together through the process, but will provide separate determinations. The Environmental Effects Evaluation application was submitted for the coordinated reviews on November 9th. This initiated the 180-review period for the regulators to deliver a determination, including a 45-day public comment period. The public comment period will end December 30th.

Community Engagement

Vopak is actively engaging in the community, including both indigenous consultation and public consultation with local stakeholders.

They have developed a Public Engagement Plan and an Indigenous Engagement Plan.

Training & Procurement Opportunities

Vopak is currently working on a local content strategy, including creating a local vendor list and incorporating a goal of maximizing local hiring at all levels of service. The training and employment opportunities will include (but not limited to) a trading program for operators. The Vopak Prince Rupert office will open on 3rd Avenue, once current renovations are complete. The next steps of engagement are two virtual open houses, November 24th and 26th. For more information contact Amy at: amy.dobson@vopak.com

Presentation Questions

Q: Curious about the anchoring of LPG ships, what is the plan for anchoring of all the new vessels?

A: Currently, PRPA has two designated anchorages for LPG vessels. They are assigned for the LPG's because they have more maneuverability when anchored. PRPA is currently in the process of adapting anchorage policies, including extending current winter anchorage procedures to year-round and incorporating year-round heavy ballast procedures.

Q: There is a rumor that Alta Gas has applied for a second berth, is there any potential for Alta Gas and Vopak to share a berth instead of having two terminals and multiple berths right beside each other?

A: Alta Gas currently uses RTI's existing marine berth facilities. Alta Gas has applied for an additional export license, but to date, PRPA has not received a proposal to expand their current site.

Q: Is there a particular timeframe Vopak is looking to start construction and what is the estimated time they will announced a final investment decision?

A: Construction is expected to start, September 2021. Total construction time is about two years. An FID is expected to be announced in August or September 2021.

Q: Alta Gas ran a training program with Coast Mountain College, is Vopak planning to implement something similar?

A: Vopak is working with Coast Mountain College and Alta Gas to develop the best possible training program it can for operations opportunities.

Q: Is Vopak planning to store product in vessels, as a way to leverage market prices? Can Vopak commit to not loading vessels during or before an imminent storm?

A: Vopak will be applying the safest measures possible, and is not planning for anchorages of loaded vessels to occur outside of exceptional circumstances.

Q: If phase one is the LPG storage facility, is the projected jobs of 40 operators for that stage or at full buildout? What are the operating job numbers for phase one?

A: Most of the construction for all phases will be completed together. For example all the earth works and marine construction will be completed. I'm not sure on how many operating jobs will be needed for phase one, but can find out and report back.

Q: How will people be trained for Vopak operating jobs?

A: The training will be offered to the local and indigenous communities first.

Q: What will the prerequisite be for training programs?

A: I'm currently working with Coast Mountain College to determine that. We will be factoring in time for individuals who may need to prepare or complete any prerequisites prior to training.

Q: when do you plan to have your storefront open?

A: We are planning to be open by the end of the year.

Q: Will there be opportunities for trade apprenticeships during construction?

A: We are exploring this an option.

Q: Have you looked at any innovative ways to use or operate equipment during construction or as part of operations?

A: I think that would be considered as part of the environmental effects evaluation process.

Q: Who is the main contractor during construction?

A: It will be Vopak. You can go online to fill out a form, to become a business registered with our business vendor list.

3. Last Meeting Minutes

September 16th the amended meeting minutes were circulated and accepted. Two amendments made to the meeting minutes as suggested by Luanne Roth.

Amendments

Q: Does PRPA intend on sharing the Navigational Risk Assessment Report?

A: PRPA does not intend on sharing the full report publicly, but will be sharing a summary of the report soon.

In response to the PRPA question, the comment below was added. "PRPA is trying to find a better way on how to present and communicate its current environmental monitoring programs to the community. Does the committee have any suggestions on how PRPA can get this information out to the public?"

C: Suggestion for air quality data from the Fairview and Westview monitoring sites to be on the provincial site and presented in such a way as to enable comparison to the relevant guidelines. Suggestion to provide the public with the noise data historic record showing the peaks and not only averages. To monitor and report noise vibration levels as well.

4. Business Arising from Last Meeting's Minutes

A) June meeting follow up on fire incident

Land Use Plan Finalized

B) PRPA's Land Use Plan is now finalized and available on the PRPA website.

C) PRPA has partnered with Lax Kw'alaams, Metlakatla, and DPW in an art project at the Prince Rupert Airport. The art installation includes a dugout canoe and three totem poles that have been installed at the airport.

5. New Business – Round Table

D) A suggestion to create a set of flags to tag floating harbour logs to be available to harbour users was given to the Prince Rupert Harbour Debris Society. The idea was considered, but declined by the Society due to liability concerns.

Q: What steps are the Prince Rupert Harbour Debris Society going to take to remove the loose logs?

A: PRPA is a member of the society, but does not determine their operations. I'm sure the society will continue to do their best to clear as many logs as possible.

Q: Can the Prince Rupert Port Authority commit to patrolling the harbour during peak tides to track down loose logs?

A: PRPA committed to informing harbour patrol of the idea.

Q: Can you provide an update on the Kaien Island Connector Corridor and DPW's expansion plans?

A: DPW is still going through their procurement process and have not finalized a prime contractor. The connector road is 75% done and about six months away from construction completion.

Q: I heard rumors that it was going to be two years before the road was operational. Will it be open in six months?

A: DPW has to start its expansion and move its current truck gate from the north side of the terminal to the south, before the road is fully operational.

Q: How many truck trips a day is estimated through downtown for 2021?

A: Currently, there are about 300 truck trips a day, that number should not increase until the proposed Ridley Island Export Logistics Platform is complete.

Next Meeting

Next meeting date – virtual meeting for January 13th 2021.

Meeting adjourned 6:28 PM by KV.