

Minutes of Community Information Forum (CIF) Meeting
Microsoft TEAMS Virtual Meeting
Wednesday, March 17th, 2021
5:00 p.m. - 6:30 p.m.

Members Present

Brian Musgrave
Dan Hendrickson
Dan Harris
Harry Young
Luanne Roth
Ken Shaw
Jamie Scott
Sebastian Paquet
Ken Lippett
Jesse Palmer
Mike Slubowski

Members Absent

Bill Mounce
Christine Danroth
Richard Haley
Henry Clifton
Mark Rudderham
Richard Mellis
Robert Blain
Peter Freeman

PRPA Staff Present

Ken Veldman
Brittany Pederson

CN Members Present

Tyler Banick
Karla Graff
Suzanne Carlson

1. **Call to Order**

Brittany Pederson called the meeting to order at 5:02 PM. CIF meeting through Microsoft Teams.

2. **Presentation by Tyler Banick, Manager, Public Affairs CN.**

CN Overview:

Global reach, CN in British Columbia: Capital investments, Maintenance programs, Community partnerships & Investments, Top commodities (intermodal, forest, coal), Capacity & Equipment: new sidings, double tracking, yard expansions in the Prince Rupert area and along the mainline into Prince Rupert (5 new sidings in the PR corridor), Port of Prince Rupert advantages, Sustainability, Safety & Maintenance, Benefits of shipping by rail, Autonomous Track Inspection Program, Automated Inspection Portals,

Q&A:

Representatives from CN, Tyler Banick—Manager, Public Affairs, Karla Graff—Manager, Safety & Environment, & Suzanne Carlson—Environmental Coordinator answered presentation questions:

Q: Idling locomotives for 24–48 hours were an issue in the past that has been resolved we appreciate that.

Q: The CN yard has a significant amount of gravel road on both sides of the yard. Pinnacle pellet carries out some dust control—does CN also have mitigation measures in place for dust control?

A: CN has committed to devise a plan to spray the access road this spring—the ground must be dry for 24 hours in order for the chemical to stick, so it will be weather dependent but they are committed to this procedure.

Q: Can you provide an update on work proposed, ie: new tracks where the roundhouse used to be?

A: The project is building two new yard tracks to feed into the existing yard tracks, on the water side. Notification emails were sent with a project description to the surrounding six first nations, and PRPA. There are 8 existing tracks on site, with 2 new proposed tracks.

Q: Railcar repair is happening further past the neighbourhood rather than right beside it, this is also appreciated.

Q: Can you explain the colonization occurring on the artificial reef project and how well this concept is working for habitat enhancement?

A: Rail tie reefs were installed to provide research on their ability to function as a fish habitat and to determine feasibility for future reef projects. 20 reefs were constructed

from repurposed rail ties and installed within the CN water lot in Prince Rupert. The monitoring surveys were complete and found that fish species, abundance and diversity increased throughout the reefs and observation found that the reefs were functioning as expected for this stage of the project.

Q: With ongoing projects in the Prince Rupert area, is there a defined timeframe for when the Terrace/PR corridor would be double tracked completely?

A: At this time there is no timeframe to have this entire corridor double tracked. There are some areas that will likely never be a candidate for double track due to challenging terrain.

Q: What is the current status of the Zanardi bridge?

A: Starting Q2 2021, maintenance will begin on the Zanardi bridge (between Watson & Kaien Island) it will take approximately 4 months to complete and operations will continue during this time.

Q: What is the timeline to triple capacity on that bridge?

A: The plan is for one new bridge, double tracked, on the west side of the existing bridge (which will have maintenance upgrades) with construction slated to begin in 2022.

Q: Does CN have any plans for their own transload facility in Prince Rupert?

A: No, CN is a transporter of goods and does not have plans for a transload facility.

Q: Are there plans to hire more staff with CN in Prince Rupert in 2021?

A: There are no postings for Prince Rupert at this time. CN does have a 7-week training and development program based in Winnipeg that is high-tech, state of the art, and allows for physical, hands-on training.

Q: Question about the track project on the water side- what is the plan, is it a replacement or addition, can you expand?

A: There are 8 existing tracks on the footprint now, and there will be an additional 2 tracks towards the water.

Q: First Nations were contacted about this issue, but there was no news release to the general community- would you consider letting the general public know?

A: Different stakeholders and the PRPA were involved, and that was the extent of CN's notification, however those suggestions are taken under advisement.

Q: There's been an ongoing issue when cars are unloaded, with noise in the middle of the night, it doesn't happen often but when it does it is a very loud nuisance. It's concerning when it's happening in the downtown core—who do you contact if there's that type of event?

A: The public inquiry line is open for the general public. If you can be specific when calling- date, time, location, engine number, that assists with the identification of the issue. It is a 24/7 operation so having those details helps CN to flag it for follow-up.

Q: When locomotives are parked, there are different noises at times?

A: They all release air and idle differently- it's dependent on the make and model of the car, and mechanical makeup.

3. Last Meeting Minutes

The meeting minutes from the January 13th meeting were circulated and accepted.
Circulated and

4. Business Arising from Last Meeting's Minutes

No business.

5. Port Update

A) PRPA Action Item: Dustfall procedures & monitoring numbers at Westview site

In regards to the forum's previous inquiry of Westview Terminals' loading/unloading procedures as it relates to dust escaping after a ship has finished loading, PRPA has followed up with Pinnacle Renewable Energy. Normal operations uses a spout deep in the hold to minimize dust escape. They also use a sealed can on the dock to run off any residual materials prior to the commencement of any loading shift or when they need to do belt inspections. On the day in question, was due to a component failure of the valve at the bottom of the ship loader chute, preventing the ability to close the dust flow prior to it coming out of the hold. This occurrence is rare due to regular maintenance and inspections.

PRPA and Pinnacle continue an ongoing dustfall monitoring program in the vicinity of the Westview site as a condition of the terminal's environment assessment, in addition to an air quality station that also captures other air emissions such as particulate matter. For the months in question, November and December of 2020, there were no significant changes in monthly dustfall levels, including the wood dust component of that measurement, or other particulate matter levels.

B) Prince Rupert Labour & Recruitment Program

The Make Prince Rupert Home Labour & Recruitment campaign has launched with a website: www.makeprincerupert.com that compiles local job postings, and has already received community support & participation. Feedback is important from local community and business owners. PRPA is hosting another webinar for local employers in April.

C) Provincial Funding Announcement- \$25 million for Ridley Island Export Logistics Platform

The Province of BC announced a \$25 million dollar investment into the Port of Prince Rupert to improve and expand infrastructure at the proposed Ridley Island Export Logistics Platform (RIELP). The project would create a platform to enhance the port's capacity for transloading BC & Western Canadian export products into empty containers. Once complete, this infrastructure will increase the port's local export transloading capacity from 75,000 TEU's to over 400,000 TEU's annually. This project will create jobs, (approximately 200 jobs directly in transloading operations, provide substantive economic benefits, improve competitiveness and provide greater diversification and stability throughout Northern BC. The project is currently going through an environmental assessment.

D) Seal Cove Saltmarsh Habitat Compensation Project

PRPA recently announced that work has begun on the Seal Cove Salt Marsh habitat compensation project that will revitalize a freshwater creek, marine riparian areas, intertidal marshes and mudflats, eelgrass beds and shoreline plantings, enhance connectivity under the trestle bridge for marine life—and provide new and improved community recreational access (lighted pathway, pedestrian bridge, viewpoints, seating areas, interpretive signage) on the Prince Rupert waterfront. This \$4 million dollar project is slated for completion end of July 2021.

E) Fairview Terminal Expansion 2B

DP World has finalized their primary contract for construction on the Fairview Terminal Expansion "2B" to the southwest which will increase the terminal's current annual capacity of 1.35 million TEUs to 1.8 million TEUs upon completion. This additional volume will add approximately 300 full-time equivalent positions at Fairview Container Terminal and will increase the container yard from its current 32 hectares to 41 hectares, increasing on-dock rail capacity and relocating the truck gate to the south end of the terminal to connect with the Fairview- Ridley Connector Corridor and providing improved access and efficiencies.

F) Pembina's First Vessel

Pembina's first vessel, the PERTUSOLA, is arriving on March 29th. Pembina is a propane export facility on Watson Island (City of Prince Rupert-owned property), but is an important terminal within the Prince Rupert port community. Propane will be delivered by rail (approximately 25,000 barrels per day or 17 rail cars a day), transferred to on site storage spheres until ready to be loaded to ship for export.

G) New CIF Members

Call for new members to the information is going out publicly.. PRPA will be asking for renewed commitment to ensure the current membership list is still interested.

6. New Business – Round Table

Q: Can you provide an update on the connector road?

A: Still on schedule to be primarily completed in May of 2021. Paving will happen a bit later but won't be fully used until DP can move the truck gate as part of their upcoming expansion.

Q: Contractor for expansion and First Nations partnerships, as related to Fairview Phase 2B expansion?

A: As part of PRPA's agreements with local First Nations, the project is obligated to provide preferred procurement opportunities, and PRPA binds DP World and its primary contractor to this commitment. DP World has selected Kiewit as its primary contractor.

Q: Can you expand upon the PRPA property down in Cow Bay?

A: The Northland Seafood site is a PRPA property west of Northland Terminal. PRPA issued an RFP as the previous operators lease had expired and wasn't renewed, requesting proposals for an operation that would incorporate fish offloading capacities that incorporated a related a commercial consumer (storefront) component. During that RFP process, a windstorm caused damage to the facility and the process was discontinued. PRPA's long-term land use priority for the area is to improve public waterfront access.

Next Meeting

Next meeting date – virtual meeting for May 19th, 2021

Export Logistics platform- presentation by PRPA staff.

Meeting adjourned 6:31 PM by BP.