

Minutes of Chevron Burnaby Refinery Community Advisory Panel

Annual Neighbourhood Meeting

Thursday November 25, 2010
7 – 9 pm at the Confederation Seniors Centre

Present:

Dianne Alsop, Myrna Bennefeld, Pat Connell, Bonnie Hayward, Guenther Krueger, Eileen Luongo, Rob Maclean, David McLellan, Judi Marshall, Kathy Mezei and Art Quan

Chevron representatives:

Jim Gable, Refinery Manager; Ray Lord, Public & Govt. Affairs Manager; Jill Donnelly, Health Environment & Safety Manager; Chris Boys, Environmental Specialist

Acting Facilitator:

Jocelyn Fraser

Regrets:

Kathryn Curran; Silvano Padovan and Darrell Wakelin, regulatory representatives for Metro Vancouver; Kim Barbero, Carah Worldwide Consulting Ltd.

A. 2010 CAP REVIEW PRESENTATION

Opening Remarks

Jocelyn Fraser opened the meeting, welcoming CAP members and neighbours to the first annual CAP Neighbourhood meeting. She then made a brief presentation to provide neighbours with an overview of CAP and its 2010 activities

- A copy of the presentation is included as Addendum 1

B. CAP Business

1. Refinery Updates

Burnaby Refinery Manager Jim Gable advised CAP that Chevron had two priorities since the last CAP meeting: continuing to manage the Area 2 seep, and to return the refinery to safe and stable operations following the fall turnaround. Jim mentioned that a shutdown of the fall 2010 magnitude is scheduled once every five years – over 100,000 work hours -- and is critical to reliable refinery operations.

Other activities undertaken in the past month included maintenance work on Tank 1002 in Area 2 that is currently on schedule and has proceeded with no complaints recorded. The required work is expected to be complete by early Spring 2011.

The refinery recently achieved a significant safety milestone by recording three million work hours without a lost time incident for the entire employee and contractor workforces.

Q: Why was the flare so large throughout the shut down?

A: During a shut down, gases remaining in the vessels after the liquid has been pumped out need to be depressurized to the flare to prepare the equipment for access and to enable internal work to be conducted. However, during that process, minimizing flaring always remains a priority.

Q. It was mentioned that the shutdown poses a safety risk: for the neighbours or for workers?

A. As they involve non-routine operating conditions, turnarounds can be periods of higher risk to staff and contractors who are working in and around the equipment and refinery infrastructure. Turnarounds in and of themselves, do not represent an increased level of risk to the surrounding community.

2. Burnaby Refinery Area 2 Seepage – Progress Report on Chevron Response activities

For the benefit of non-CAP neighbours attending the annual neighbourhood meeting, Jill Donnelly re-capped the initial action steps taken when Chevron became first aware of the seep and detailed the response activities that have been undertaken since April 21, 2010. She then reviewed the progress made in responding to the seep since the last meeting of CAP on October 21, 2010 (see **addendum #2**). The presentation was followed by a brief question and answer period – a summary of the questions and answers follows:

Q. Sediment samples were taken on the beach to a depth of one metre. Is contamination detected below one metre?

A. No

Q. Is it possible that there is contamination in areas where there are no exceedances of allowable limits?

A. It is possible that there could be detectable amounts of hydrocarbons but they are likely below provincial standards which are used to indicate “contamination”. A copy of the report giving the results of sampling to date at the beach is available on the [CAP website](#) in the “Resources” Section.

Q. Once the remediation measures are in place, will it still be possible to monitor the situation?

A. It will not be as easy to monitor hydrocarbon seepage on the beach once the mitigation measures are in place. Monitoring wells are planned as part of the mitigation measures; however installation and survival under winter conditions are expected to be difficult. Portions of the mitigation system at the beach area may need to be excavated to provide monitoring.

Q. It was noted that 5 – 7 tablespoons/day of hydrocarbon is being observed at the beach. That totals about 1,100 tablespoons since the April detection. How much of that hydrocarbon is getting into the Inlet?

A. Most of what we have observed at the beach is being recovered manually using soaker pads. However, there is some sheen on some days during high tide. To mitigate that, we have also positioned absorbent and containment booms on the beach site. The booms in place now are checked regularly. Seepage rates were considerably lower to nil during the dry conditions last summer.

Q. The sand that will be removed from the beach is contaminated soil. Where will it be sent?

A. It will be taken to an approved off-site facility for disposal. The Ministry of Environment will observe the work on the beach as it is the first time a remediation project of this nature, using this technology, has been undertaken in B.C..

Q. How long will the pipes in the trench be and how is clean water separated or channeled into a different pipe from contaminated water?

A. Pipes in the trench along the railroad will be approximately 75 metres long. Runoff water in the ditch flows naturally from east to west. The ditch will be blocked in on the “uphill” (east) side, with only the opening of the solid, bypass pipe visible. That solid bypass pipe will transport clean water moving along the ditch east to west past the impacted area, and then continue down-slope to a clean section of the railway ditch where it will drain. A second, parallel, perforated pipe will be positioned in the same ditch but will be blocked at both ends. It will be positioned to collect shallow groundwater and runoff from the impacted section of the ditch and for pumping and return to the refinery’s water treatment system.

Q. What is the investigation into the source showing? Have you ruled out a leak in the sewer?

A. To date, no single source has been identified. Not all of the sewer lines have been tested at this stage but video inspection we have done on sections in the vicinity of the impounding basins has suggested that there does not appear to be a major break or single failure of the system that we can see at this time.

Q. Is the investigation and clean up proceeding at a satisfactory pace?

A. From Chevron’s perspective, we agree that the pace of progress may seem frustratingly slow but it is important to fully assess the situation to ensure the problem is solved effectively and efficiently. We have indicated since the onset that given the nature of this site, this will be a long-term remediation project.

Q. Can you measure the pollution based on the material being pumped from the extraction wells?

A. We measure the volume of material being pumped out, which is mostly ground water. It is not possible to accurately identify the hydrocarbon portion from water in the total volume.

3. Metro Vancouver Updates

Due to inclement weather, Metro Vancouver representatives were not able to attend the meeting. As a result, the Metro Vancouver update was postponed to the next CAP meeting, The Metro Vancouver website (www.metrovancouver.org) was also cited as a source of more information.

4. Emergency Notification

It was noted that a City of Burnaby representative will attend the January 20th, 2011 meeting to update the CAP on the City's emergency notification procedures.

For the benefit of new CAP members and neighbours in attendance for the first time, Ray Lord summarized existing emergency notification measures employed by the refinery in Level 1 or 2 emergencies. (Level 3 – significant events – would involve a combined incident response from regulatory authorities, emergency agencies and first responders including the City of Burnaby.) Those existing notification processes would include a letter drop, information call-centre with trained staff based at the refinery and the activation (as required) of notification lists that include local public facilities, neighbourhood day cares, schools, and seniors' centre. In addition, members of the Chevron emergency response team are now receiving notifications on their Blackberries and Chevron is exploring the potential application of such a system for broader neighbourhood notification in some way. In the future, the CAP website could also be used to provide real time updates using the 'Refinery Operational Status' window.

Questions on emergency notification included the following.

Q. If Chevron says it will notify neighbours if the situation poses a health impact, it would be good to understand how health impacts are determined.

A. That determination would be made by the appropriate agencies working in co-operation with The Fraser Health Authority.

Q. If there was another catalyst release how would neighbours be notified?

A. There would be a coordinated response with neighbourhood notification undertaken by Chevron (via a letter drop and web posting). A response strategy for any specific incident would be developed on a case by case basis with Chevron working in conjunction with the designated public safety and health authorities.

Q. It is frustrating as the other areas – such as North Vancouver – have systems in place for timely notification but Chevron does not.

A. Jim Gable replied that expectation of timely notification in emergencies is a legitimate request. He mentioned that the chemical plant, where he worked prior to coming to Burnaby used a reverse 911 system that sounds similar to the system used in North Vancouver. That system was managed by local County officials. Chevron will commit to talk with the City of Burnaby, and other industry partners, to see what would be possible in this

area. Chevron would be prepared to look at assisting with funding or a public education effort for a system operated by the City of Burnaby.

With the business portion of the meeting concluded, the floor was opened to neighbours to pose questions to CAP. Questions focused on the seep, truck rack operations, landscaping, layoffs within the global Chevron organization, tree height in the buffer zone, spill management at Chevron gas stations, the role of the Coast Guard in local spill response, and odour.

5. Proposed Agenda Topics for CAP in 2011

Following the public question and answer session, the group was invited to contribute ideas for CAP's 2011 agenda so that some proactive planning could potentially be undertaken. Ideas put forward for CAP's consideration included:

- Emergency notification: Chevron's role and Chevron's participation with the City of Burnaby and other industrial neighbours
- Emergency response at the refinery
- Process safety at the refinery
- Maintenance of an aging facility: analytical tools and inspection procedures
- Neighbourhood issues: landscaping, truck noise, odour
- Truck traffic
- Greenhouse gas reduction
- Truck rack operation
- Pipeline mapping (to create a neighbourhood map showing the location of pipelines into the refinery and out to the airport and distribution terminals, as well as the location of non-Chevron pipelines)
- On site contamination and remediation
- Refinery water use/conservation/treatment
- CAP member recruitment
- Refinery security post 9-11
- Refinery flaring

6. Next Scheduled Meeting:

January 20, 2011 7-9 pm at the Confederation Seniors Centre.