

## Agenda

Wednesday, June 14

6:00 PM to 8:00 PM

In-Person: Confederation Seniors' Centre 4585 Albert Street, Burnaby Room 3

Facilitator: Andrea Manchon, Argyle

Note taker: Daniel Milner, Argyle

Attendees	
<b>Parkland</b> <ul style="list-style-type: none"><li>• Nick Middleton</li><li>• Conor Braun</li><li>• Warisara Laohongvichit</li><li>• Jessica Bermudez</li><li>• Jacki Hess</li><li>• Rajvir Rao</li><li>• Rob Pinchuk</li><li>• Vicki Bowman</li></ul>	<b>CAP/public</b> <ul style="list-style-type: none"><li>• Amy Smith (CAP)</li><li>• Davis Vaitkunas (CAP)</li><li>• Dominic Flanagan (CAP)</li><li>• Judith Roche (CAP)</li><li>• Stanis Smith (CAP)</li><li>• Kathy Mezei (CAP)</li><li>• Chuck (Public)</li><li>• Don Stoye (Public)</li><li>• Enola Stoye (Public)</li><li>• Joanne (Public)</li><li>• John Colotka (Public)</li></ul>
<b>City of Burnaby</b> <ul style="list-style-type: none"><li>• Kathy Ho</li><li>• James Lota</li><li>• Fred Lin</li></ul>	<b>Metro Vancouver</b> <ul style="list-style-type: none"><li>• Julie Saxton</li><li>• Jason Mushtuk</li></ul>
<b>Guest Speaker/Presenters</b> <ul style="list-style-type: none"><li>• n/a</li></ul>	<b>Regrets</b> <ul style="list-style-type: none"><li>• Tony Bosello</li><li>• Brian Clive</li><li>• Aswinee Rath</li></ul>

1. Welcome - Andrea Manchon, Facilitator
  - a. Land Acknowledgment
  - b. Introductions
  - c. Overview of Agenda

## 2. General Manager Updates - Nick

- a. Scheduled Maintenance – Complete
- b. RDC (renewable diesel) Decision
- c. New Health, Safety, Environment Director
- d. Notes
  - a. Topics:
    - i. Spring turnaround - finished under budget and on time
    - ii. RDC project – project put on hold in March
      - 1. Parkland is committed to processing renewable feedstock
    - iii. Community investments
      - 1. Hats Off day, Fun Day in the Park, Blues Festival, Hastings Little League
  - b. Questions:
    - i. Q: Are you actively trying to make a ‘thicker’ plant boundary (screen/natural boundary) between the plant and the neighbourhood?
    - ii. A: Parkland has contracted with a landscaper to do this

## 3. Low-Carbon Update

- a. Introduction of Rob Pinchuk, Director Low Carbon
- b. Notes
  - a. Topics:
    - i. Parkland’s goal is to make petroleum products with renewable feedstocks (like canola oil, beef tallow, waste products)
      - 1. Options: co-processing, or dedicated renewable diesel plant
      - 2. Co-processing is looking like a more feasible alternative
      - 3. Co-processing would take some new equipment, but not an entirely new plant
    - ii. Active projects
      - 1. Building a tail gas treatment unit to reduce SO<sub>2</sub> emissions by 90% from the Sulphur Recovery Unit - commissioned in 2025
      - 2. Building four new tanks
  - b. Questions
    - i. Q: What are the waste streams that would be processed? And would they be odorous?
    - ii. A: These products would be less smelly than crude oil. We would also be using waste streams from West Coast Reduction
    - iii. Q: How long did it take to clean Tank 32?
    - iv. A: It takes several weeks – emission controls are in place including scrubbers
    - v. Q: Is Parkland ahead or behind the curve on biofuels?
    - vi. A: We’re in line with what the government is looking for in term of biofuels. Our goal is to use Canadian feedstocks like canola oil, instead of soybeans in the USA. We are innovative in terms of new types of feeds – e.g. canola and beef tallow.

- vii. Q: What is a tail gas treatment unit?
- viii. A: It is essentially a scrubber that uses an absorption system to remove sulphur from the Sulphur Recovery Unit's tail gas.
  
- ix. Q: Where are the new tanks going to be?
- x. A: At the main gate to the tank farm, in Area 1.
  
- xi. Q: Are the new tanks going to replace older ones?
- xii. A: Yes, the older ones, that are no longer in use will be torn down
  
- xiii. Q: What is the footprint of the new tanks?
- xiv. A: The new tanks will be considerably larger than what is currently there, but will fit in the existing footprint of the old tank area
  
- xv. Q: What colour will the tanks be painted?
- xvi. A: Hasn't been determined yet. We're looking at speaking with Tsleil-Waututh to have an artist paint the tanks, taking into account visual impacts as well as emission impacts
  
- xvii. Q: What happens to captured sulphur?
- xviii. A: Liquid sulphur is shipped off and used in fertilizers

#### 4. Refinery Updates - Nick

- a. Operational, Safety, and Environment since March 1 (Nick)
- b. Notes
  - a. Topics:
    - i. Two recordable injuries – 2-3 stitches on a finger, rolled ankle
    - ii. Advisories:
      - 1. March 18
      - 2. May 19 - Control valve on compressor failed – led to refinery shutdown
      - 3. June 13 – wet gas compressor had crack on pipe – led to shut down of multiple units -> Parkland is currently in process of restarting the shutdown units
    - iii. Environmental advisories
      - 1. Fluidized Catalytic Cracking unit exceedance
      - 2. Brief release of hydrogen to atmosphere on May 24
      - 3. June 2 and June 6: SO<sub>2</sub> exceedance – in process of troubleshooting and repair
  - b. Questions
    - i. Q: what are the consequences of exceedances in terms of the permit?
    - ii. A: (Metro Vancouver) – there's a spectrum of regulatory steps that can be taken from notice of violation, to ticket, to revoking permit. Generally, it's an escalatory system.

- iii. A: (Parkland) - we need to investigate to understand the cause of the exceedance, plus report to Metro Vancouver on steps taken to fix the problem
  
- iv. Q: is Parkland able to compare its safety record to other peer groups?
- v. A: API (American petroleum institute) assesses us in terms of our process safety – we generally rank quite high. This assessment is done every three years.
  
- vi. Q: Is the regulatory framework set by Burnaby?
- vii. A: Air and Wastewater Discharge regulation is set by Metro Vancouver
  
- viii. Q: How does Metro Vancouver’s regulatory framework compare to other municipalities in Canada?
- ix. A: It’s based on the ambient air quality levels.
- x. A: Our emissions are amongst the lowest compared to other refineries in Canada, partially due to Metro Vancouver’s stringent regulations.
  
- xi. Q: How long will the current flare last for?
- xii. A: Once the compressor is back online, the flare will diminish significantly. Generally, flare events are short lived.
  
- xiii. Q: What is in the current flare?
- xiv. A: Light hydrocarbons

## 5. Metro Vancouver Updates - Jason Mushtuk

- a. Topics:
  - Metro Vancouver regulates air contaminants and liquid waste
  - Feb 16-May 31
    - 1. 37 notifications
    - 2. 22 flaring events
      - a. Metro Vancouver recently changed the definition of a ‘flaring event,’ resulting in more flaring events being reported
    - 3. Air quality complaints
      - a. March – 20 confirmed complaints
        - i. 3 odour surveys
      - b. April – 16 confirmed complaints
        - i. 0 odour surveys
      - c. May – 8 confirmed complaints
        - i. 2 odour surveys
    - 4. New permit issued to Parkland in August
- b. Questions
  - Q: How do you detect odour?
  - A: We rely on neighbours. When complaints come to Metro Vancouver, we categorize the addresses of complainants. If we get five complaints in an hour,

it triggers an odour survey. Meteorology also has an impact on odour.

- Q: Is possible to streamline the reporting?
- A: Best to call Metro Vancouver, or report online
- A: Monday to Friday, 8-5, calls to Parkland should go to the Shift Supervisor. Parkland reports monthly and yearly about odour complaints to Metro Vancouver. Parkland investigates every complaint.

## 6. Community Relations - Rajvir Rao

- a. Highlights of community events and sponsorship
- b. CAP Workshop Status
  - a. Working on social investment strategy first. CAP and strategy need to align – more information In the fall
- c. Chuck and BC Society of Model Engineers
  - a. Topics
    - i. 130 member organization
    - ii. Parkland acts as corporate sponsor – funding events and providing fuel for trains
- d. Topics
  - a. 24 organizations have been supported by Parkland
    - i. Three pillars of community support
  - b. Community coffee chats
  - c. Majority of community complaints occurred during the turnaround – mostly around traffic (Willingdon and Albert)
  - d. NAVCAN
    - i. Parkland has written to NAVCAN
    - ii. Petition to Ministry of Transport to conduct independent environmental assessment – nooverflights.com
  - e. Questions
    - i. Q: What is the ‘crankiness index’ between Burnaby residents to Parkland?
    - ii. A: Relations are becoming more positive. We are a contributing part of the community, efforts to be available and open to community are helping

## 7. City of Burnaby

- a. Update on Emergency Management
  - Burnaby has Alertable app to communicate emergency management
- b. Transportation:
  1. Traffic calming study
  2. Willingdon and Albert
- c. Questions
  - Q: Are you thinking about intersection improvements for pedestrians
  - A: We’re looking at a traffic signal and intersection modifications at Willingdon and Albert

- Q: Would there be turning lanes?
- A: We collected traffic volume data – we are looking at left turn lanes onto Willingdon. Our intention is to maintain the existing functions that the intersection has. We understand that any action that we take may impact other streets
  
- Q: Will the lights be synced at the intersection?
- A: The two signals will be coordinated to allow for better traffic flow
  
- Q: Will the barriers be maintained at Penzance?
- A: In our recommendations, we are proposing to keep Gamma closed at Penzance, but allow for emergency access, and allow right-in traffic at Beta. However, this is subject to a council vote.
  
- Q: When will the traffic decision go to council?
- A: I believe it is coming in September. It will first go to committee.
  
- Q: Is tanker traffic staggered when it comes out of the refinery?
- A: (Parkland) No, we don't control tanker traffic. That can be something we can take away. That can be something we can institute rules over.
  
- Q: Is there any consideration for extending Penzance to Willingdon?
- A: That isn't in our long term plan.
  
- *Comments on traffic changes can be made to [northburnabytraffic@burnaby.ca](mailto:northburnabytraffic@burnaby.ca)*

#### d. Questions

- Q: What is the process for how emergencies will be communicated?
- Q: What's the protocol and decision tree for an emergency to be communicated on the app? (i.e. Is there a communication channel between parkland and Burnaby?)
- A: *needs written response from Burnaby - Charmaigne*
  
- Q: Alertable is great, but what if you don't have a phone?
- A: We're working with Parkland to communicate emergencies in other ways – likely a tiered system

## 8. Roundtable Discussion

- a. Open Q and A
- b. Comment: I'm finding these meetings are getting more fulsome in term of the information that's being shared by Parkland