

Wednesday, December 7, 2022

6:00 PM to 8:00 PM

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

Facilitator: Andrea Manchon, Argyle

Note taker: Landon Hoyt, Argyle

Attendees	
Parkland <ul style="list-style-type: none"> • Vicki Bowman • Kate Groves • Rajvir Rao • Peter Turner • Julie Buchanon • Jessica Burmudez • Jodi Simkin 	CAP <ul style="list-style-type: none"> • Kathy Mezei • Michele Joel • Judith Roche • Dan Wood
City of Burnaby <ul style="list-style-type: none"> • Erica Lay 	Metro Vancouver <ul style="list-style-type: none"> • Jason Mushtak • Darrell Wakelin
Guest Speaker/Presenters <ul style="list-style-type: none"> • Robert George, Tsleil-Waututh Nation 	Regrets <ul style="list-style-type: none"> • CAP members: Tony Bosello, Brian Clive, Dominic Flanagan, Stanis Smith, Amy Smith, Davis Vaitkunas, Aswinee Rath
Members of the public <ul style="list-style-type: none"> • Erica • Roseanne Clark • Bob Anderson • Roger • Livi • Andrew Williamson • Dianne • Paul • Steve Dunbol • Ardith Ellis • Brent Joel • Aiden <p>4-5 others who joined late after the roundtable introductions</p>	

1	Welcome, land acknowledgement and overview of agenda
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	<p>A. Manchon (facilitator) welcomed attendees and invited R. George (Tseil-Waututh Nation) to provide a land acknowledgement before reviewing the agenda for the meeting.</p> <p>A. Manchon led roundtable introductions around the room.</p> <p>There were no additions to agenda or questions.</p>	Andrea Manchon
2	General Manager Update	
a.	<p>2022 at a Glance</p> <p>P. Turner provided an overview of Parkland.</p> <p>Question from public: What percentage of output is from bio-fuels? Is there an interest to increase this?</p> <ul style="list-style-type: none"> • K. Groves: Relative to crude, it is about 8%, but we have plans to increase over the years. <p>P. Turner provided an update on 2022 at a glance.</p> <p>Question from K. Mezei: What do you mean by “increasing capacity to move biofeeds”?</p> <ul style="list-style-type: none"> • P. Turner: I will answer this in the next section. 	Peter Turner
b.	<p>Low Carbon Projects</p> <p>P. Turner provided an overview of Parkland’s Low-Carbon Leadership efforts.</p> <p>Question from public: When you talk about the no net increase, does that include what it takes to build a new refinery?</p> <ul style="list-style-type: none"> • P. Turner: No, that is referring to air contaminants. <p>Question from public: Will the new tanks be larger than the old ones?</p> <ul style="list-style-type: none"> • P. Turner: Yes, they will be larger than the previous tanks. <p>Question from public: Are the number calculations in reduction pre- or post-Trans Mountain?</p> <ul style="list-style-type: none"> • P. Turner and K. Groves: Rates will not be going up with Trans Mountain pipeline. It doesn’t have anything to do with this work. TMX feeds multiple refineries, but it is expanding the dock, not our refinery. <p>Question from J. Roche: Will this expand traffic within the inlet?</p> <ul style="list-style-type: none"> • P. Turner: Difficult to predict. If we run more tallow, it could increase, but it’s hard to tell. We won’t be increasing traffic to feed the RDC, as that feed comes by rail. • Follow up: With more output, will that increase traffic? <ul style="list-style-type: none"> ○ P. Turner: Likely, yes. <p>Comment from M. Joel: Currently it is very busy at the marine terminal.</p>	Peter Turner

	<ul style="list-style-type: none"> • P. Turner and R. Rao: There was a complaint yesterday, but it was CP Rail work being done. <p>Question from public: Where does the crude oil pipeline come into the refinery?</p> <ul style="list-style-type: none"> • P. Turner: To the refinery through North Burnaby near Gamma. <p>Question from public: Question re traffic – Is there any opportunity to talk to unions about staggering shifts to reduce traffic? Also, is there consideration of removing barriers in the event of an emergency, could vehicles push barriers out of way?</p> <ul style="list-style-type: none"> • P. Turner: We know that traffic is a concern. Staggering shifts for unions is something we can consider to manage the peak workflow • R. Rao: In terms of traffic study, it is led by City of Burnaby. Firehall did raise concerns in event of emergency. But we would have to liaise with City to have anything like barriers removed. • Follow up: When I spoke to the City and Mayor, they said they would push the barriers away. Rather than doing something different, trucks could push the barriers away. There are ways to keep barriers in place to keep Parkland traffic out of the neighbourhood. <ul style="list-style-type: none"> ○ E. Lay: City is working on this. No further update. <p>Question from M. Joel: What happens in an emergency? How would people get out?</p> <ul style="list-style-type: none"> • K. Groves and P. Turner: There is an exit at Penzance and there is a secondary exit at Willingdon. 	
3	Refinery Updates	
a.	<p>Operational, Safety, and Environment</p> <p>K. Groves provided a brief update on site operations including health and safety.</p> <p>No questions.</p>	Kate Groves (Parkland)
4	Metro Vancouver Update	
	<p>J. Mushtak and D. Wakelin provided an update from Metro Vancouver.</p> <p>Question from D. Wood: Is the report going to be publicly available for review by Parkland and the public? And who sets the limits?</p> <ul style="list-style-type: none"> • J. Mushtak and D. Wakelin: The limits are governed by Metro Van and set by Metro Van. The numbers also tie back the WHO so are health-based. • V. Bowman: Reports aren't usually posted publicly. Prefer to have sessions like this to talk through results, as they are not generally easily comprehensible. • D. Wakelin: Process is to review internally and then it gets sent to Fraser Health to review and provide comment. 	Jason Mushtak and Darrell Wakelin

5	City of Burnaby Update	
	No major updates to share, but traffic and emergency management are of high concern, and anyone can follow up if there are questions or concerns.	Erica Lay
6	Community Relations	
a.	<p>R. Rao provided an update on community relations.</p> <p>Question from public: Would be interested to know what the CAP thinks about changing the meetings from 4 to 3 meetings per year.</p> <ul style="list-style-type: none"> • K. Mezei: We didn't agree. • R. Rao: We haven't changed the format in over 20 years. There was a vote: six CAP members voted to reduce to three meetings and four voted to keep it at four. We have to look at other ways to engage and communicate. We are in the community and we are hearing things different. Attendance at CAP meetings is low now, so we want to make sure our resources are being used to garner attention from the community. We are investing in other ways to better engage community. We will test it, and if we need to go back to 4, we will. <p>Question from public: How was the perception study done?</p> <ul style="list-style-type: none"> • R. Rao: We had a third party conduct this asking basic questions about perception of Parkland in community. • Follow up: How was it done? Phone calls? <ul style="list-style-type: none"> ○ R. Rao: Phone calls, interviews, people in community, etc. Results will be shareable in next quarterly. <p>Question from public: You mentioned membership in CAP is increasing. Where is this information?</p> <ul style="list-style-type: none"> • R. Rao: Our Terms of Reference says we can have up to 12 people on CAP, and we have that now. We haven't changed things in over 20 years, so we are looking at updating this. We want to be as accessible and available as possible to the community. We are actually increasing our time with the community. <p>Question from public: We talked about shuttling workers in. Is this something we could talk about in a coffee chat?</p> <ul style="list-style-type: none"> • R. Rao: Yes, we are working with TransLink on this, and there is an opportunity to discuss that in one of these meetings. • Follow up: Something like transitioning workers in is also about reducing emissions, not just a NIMBY approach. This could be a way to optically present a better perspective and solution for the community. <p>Question from public: What about electric buses? This has to be a priority before other things. Are you going to build low-cost housing so workers don't have to drive to work?</p>	Rajvir Rao

	<ul style="list-style-type: none"> R. Rao: We don't have the right to park shuttles at SkyTrain stations. We are working with TransLink on this. 	
7	Roundtable Discussion	All
	<p>Question from public: I just want to clarify traffic numbers. There are potentially 500 vehicles leaving and 500 coming at the same time with shift changes, so we're talking about 1000 vehicles.</p> <ul style="list-style-type: none"> K. Groves: It is clear shift change is the busiest. J. Roche: Workers bring tools to the site, so it is often difficult for workers to take transit or walk. Expansion work could bring a lot more of this traffic. <ul style="list-style-type: none"> K. Groves: Can't speak to that comment. We will have to feather out all of the work, because we do not have capacity for all of these workers/projects at once. Peak numbers will not go up, but the times when we reach peak will go up. P. Turner: The most significant traffic impacts are during turnarounds. We are working on strategies to reduce number of people coming to site during new projects, including the modularization efforts, shuttling people, reducing headcounts, etc. We are working on calculating these numbers. J. Roche: Response seems really vague, and I don't know how we are going to address that in coffee chats. R. Rao: We are hoping to be able to update the community more frequently through coffee chats. We are doing our best. <p>Question from M. Joel: Is there something going on now that is causing traffic now?</p> <ul style="list-style-type: none"> J. Buchanon: We have contractors coming in for pre-fabrication and preparation work. <p>Question from K. Mezei: Emissions from renewable diesel might increase – what are those emissions, and where would you be offsetting these?</p> <ul style="list-style-type: none"> P. Turner: SOx, NOx, and PM would be the emission increases. With the new complex, we need to heat up the feed before we can convert it. The furnace to heat these has stack emissions that would increase. We are applying top technology to have the lowest emissions from these stacks. The RDC application included making changes elsewhere in the refinery, primarily in other furnaces to reduce emissions from those sources, so at the end of the day there would be net zero emissions. <ul style="list-style-type: none"> Follow up from K. Mezei: Weren't you supposed to reduce emissions overall? P. Turner: We have reduced them overall. 	

	<ul style="list-style-type: none"> ○ V. Bowman: We are looking to reduce emissions even further through other studies and efforts. <p>Question from public: Where do emissions end up?</p> <ul style="list-style-type: none"> ● V. Bowman: It really depends on environmental situations and weather. One of the ways we are careful about monitoring is through the monitoring stations. I encourage you to check online monitoring updates. There is a study on our website that answers these questions. A third party conducted the study. <p>Question from public: You mentioned approximately 8% of your inputs are bio-feed. Is it roughly accurate that the increase would be to 16%?</p> <ul style="list-style-type: none"> ● K. Groves: Looking to increase barrels overall, but would have to confirm. <ul style="list-style-type: none"> ○ Follow up: What are the barriers to doing this? ○ K. Groves: We are an industry leader in this. We address one thing and another comes up. We have a whole team working on this to try to increase this. <p>Question from K. Mezei (on behalf of someone not present): What percentage of bio-diesel would be sold offshore? Is this more about tax incentives than actually going green? Where is the benefit to BC?</p> <ul style="list-style-type: none"> ● P. Turner: When you talk about carbon intensity of fuels, it is a certified way of determining the carbon intensity. They look at the full life cycle of producing the final product. This is compared to traditional source of carbon fuel. That is where the low-carbon fuels are understood to have less than the traditional sources. ● K. Groves: I haven't been involved in the subsidy conversation, but this is what industry needs to do to move toward the future. This is what we need to do to continue to provide fuels for British Columbians while moving toward cleaner options considering climate change. 	
	<p>Next meeting is February 2023. More details to come. No further discussion.</p> <p>The meeting ended at 7:47 p.m.</p>	<p>Andrea Manchon</p>

	Follow up Actions	Deadline
1	Request from Dan Wood to have a presentation on the air dispersion modeling and associated human health risk assessment at an upcoming meeting (follow up from Metro Vancouver update)	