

**Wednesday, June 15, 2022**

**6:30 PM to 7:30 PM**

**In-Person<sup>i</sup>**

**Facilitator:** Andrea Manchon, Argyle

**Note taker:** Christie Libby, Argyle

Attendees	
<b>Parkland</b> <ul style="list-style-type: none"> <li>• Robert Pinchuk</li> <li>• Vicki Bowman</li> <li>• Kate Groves</li> <li>• Nick Middleton</li> <li>• Rajvir Rao</li> <li>• Jessica Bermudez</li> </ul>	<b>CAP</b> <ul style="list-style-type: none"> <li>• Amy Smith</li> <li>• Aswinee Rath</li> <li>• Brian Clive</li> <li>• Kathy Mezei</li> <li>• Michele Joel</li> <li>• Tony Bosello</li> <li>• Stanis Smith</li> </ul>
<b>Guest Speaker/Presenters</b> <ul style="list-style-type: none"> <li>• Michael Lowry, Western Canadian Marine Response Corporation</li> <li>• Simone Brandl, Burnaby Neighbourhood House</li> </ul>	<b>Regrets</b> <ul style="list-style-type: none"> <li>• Cap members: Dan Wood, Davis Vaitkunas, Judith Roche, Dominic Flanagan, and Enda Brophy</li> <li>• Metro Vancouver: Jason Mushtuk and Darrell Wakelin</li> <li>• City of Burnaby: Erica Lay</li> </ul>

1	Welcome and overview of agenda	
	<p>A. Manchon (facilitator) welcomed attendees and gave a brief land acknowledgement before reviewing the agenda for the meeting. A. Manchon explained the meeting approach is slightly different from previous CAP meetings (on a boat with dinner to follow and extra guests). Like usual, the meeting is an opportunity for the Parkland team to share highlights from the materials that were shared in advance as well as an opportunity for discussion and questions from CAP members throughout the evening. Two special guests are with us: Michael Lowry, from Western Canadian Marine Response Corporation (WCMRC) and Simone Brandl is in attendance from the Burnaby Neighbourhood House.</p> <p>Parkland staff will point out features of the refinery as we pass by and there will be an opportunity for open discussion to answer any questions you may have. Anything that staff are unable to answer tonight will be followed up on afterwards.</p> <p>There were no questions.</p>	Andrea Manchon

<b>2</b>	<b>General Manager Update</b>	
	<p>K. Groves (Parkland) welcomed everyone and thanked them for being here. Alex Coles sends his regrets he was unable to attend this evening due to business in Calgary.</p> <p>K. Groves drew the attention of the group to a few highlights from the CAP Quarterly Report previously shared with participants.</p> <p>First, she highlighted the recent announcement made in partnership with the B.C. provincial government to move ahead with the renewable diesel plant project at the refinery. The announcement is a very important step towards reducing the carbon footprint of the entire province and Parkland is very excited about the opportunity to build a renewable diesel plant. Project details are in preliminary planning stages however we can share with you today that activity related to this project will take place inside the existing refinery site. The project will need a final investment decision which is anticipated next summer and more details, such as timeline, will follow this important step. Parkland is committed to keeping neighbours informed as project plans evolve and will have more to share about upcoming engagement opportunities in the months ahead.</p> <p>K. Groves mentioned the Metro Vancouver air permit decision is on track to receive by July. Parkland is currently reviewing the draft permit.</p> <p>Finally, K.Groves mentioned Parkland issued a level 1 advisory on Sunday, June 5<sup>th</sup> due to a power outage resulting in an unplanned emergency shut down of the refinery. The cause of the power outage was a tree falling at a BC Hydro substation on the hill near the refinery. When an emergency shut down happens due to power failure, lessons learned from previous events are applied and the team works hard to ensure start up occurs without any impacts (e.g., environmental exceedances or flare noise). One public complaint was received. The team is proud of the work accomplished to start up safely and we are open to receiving your feedback if you were impacted.</p> <p><b>Q&amp;A</b></p> <p>S.Smith inquired what is meant by the term “renewable diesel”.</p> <p>R.Pinchuk explained the feedstock is renewable. A renewable diesel plant performs in a similar way to typical operating process but instead of using diesel, renewable feed stocks are used, such as beef tallow, canola oil, animal fats etc. It is hydro treated and what is produced on the other end is very similar to diesel fuel however there are different aspects to the process so there needs to be a separate plant.</p>	Kate Groves
<b>3</b>	<b>Refinery Updates</b>	
a)	<p><b>Health</b></p> <p>N.Middleton provided an update on COVID-19. Parkland continues to do COVID screens and seeing low transmission rates. A communicable diseases</p>	Nick Middleton

	<p>plan is now in place at the refinery per WorkSafe BC requirements. The facility is still managing visitors to site and Parkland continues to manage COVID case on a case-by-case basis to ensure the health and safety of employees in the workplace.</p> <p>There were no questions.</p>	
b)	<p><b>Safety</b></p> <p>N.Middleton reported there have been no additional injuries since last meeting and only one year to date.</p> <p>B.Clive commented that he wasn't aware there so many stairwells and opportunities for injury at the facility until the recent site tour. He offered the Parkland team kudos for staying safe and taking health and safety so seriously.</p> <p>N. Middleton thanked B.Clive for the feedback and acknowledged it is a huge effort from the entire workforce to remain vigilant.</p>	Nick Middleton
c)	<p><b>Environment</b></p> <p>V.Bowman explained there were two reportable environmental incidents in the second quarter.</p> <ul style="list-style-type: none"> <li>- In April, there was a small leak causing a small release of fuel to atmosphere from the utilities area of the refinery.</li> <li>- Also in April, there was a brief release in Area 1 of liquefied petroleum gas to the air form the rail car loading area</li> </ul> <p>N.Middleton provided the group with an overview of the American Petroleum Institute (API), its background and purpose, before speaking about the results of Parkland's voluntary participation in a recent audit that was performed at the refinery.</p> <p>The Refinery began its participation in this program under Chevron in 2016, had a second assessment in 2019, and has completed a third assessment in May. As a site, our benchmark score has improved with every assessment, and we plan to be re-assessed in 2025. We are above industry average.</p> <p>The Process Safety Site Assessment program developed by experts, looks at all the different elements that go into safety management and involves working together with 7-8 individuals with 40 years of experience in the industry to see how we are doing and identify areas for improvement. There were multi-layer conversations that occurred across the refinery to get a 'real on-the-ground picture'. The observations and recommendations will be reviewed and aligned with a plan for what is needed to close any gaps. A subject matter expert will be assigned to each recommendation and tracked until completion.</p> <p><b>Q&amp;A</b></p> <p>S.Smith asked whether the PSSA program is mandatory.</p>	Vicki Bowman

	<p>N.Middleton responded to explain the program is voluntary and Parkland participates to learn from the very best in the industry. API representatives are there to share with us openly so we can learn best practices across industry. We also gladly share anything we know about protecting the environment and operating safely so that knowledge can be shared with others.</p>	
<p>d)</p>	<p><b>Projects</b></p> <p>R. Pinchuk, Director of Low Carbon Initiatives (Parkland), provided an overview of the renewable diesel project explaining more about how it differs from co-processing, happening at the refinery since 2017.</p> <p>With co-processing renewable feedstock, like beef tallow or chicken fat, are put it into the refinery in place of crude oil. To reduce carbon emissions we've been slowly gaining on this process with approximately 5% substitution rate. We want to take a bigger step in forward in the transition to low-carbon fuels initiative and have been struggling to adapt existing equipment to handle these new feeds which are quite different. So our next step is to design a plant dedicated for this type of processing, the renewable diesel plant.</p> <p>Coprocessing will continue. We are a leader in this space and have developed partnerships with pulp mills locally to receive some of their waste. We're the first refinery in world to process this pulp material. We're looking for more opportunities to integrate with other industries.</p> <p><b>Q&amp;A</b></p> <p>B.Clive inquired whether the rising price of a barrel of oil has an effect on speeding up renewable fuels development.</p> <p>R. Pincuck explained that yes, when product gets expensive it enables alternative fuels research and development to grow. Higher oil prices help this transformation along.</p> <p>M.Joel asked if biofuels are more expensive to produce.</p> <p>R.Pinchuk explained canola oil is about twice the price of crude oil to process. Parkland is working with different partners to source different waste streams (e.g., cow manure or chicken fat) but these prices have risen recently.</p> <p>M.Joel Inquired whether there were any concerns about odours in the refinery from processing renewables. She is curious whether there will be increased odours with the new, dedicated renewable plant.</p>	<p>Robert Pinchuk</p>

	<p>R.Pincuck explained Parkland has been processing renewables since 2017 and unaware of any issues with odours outside the facility.</p> <p>R.Rao mentioned there was a big green box toward the end of the refinery tour that smelled like pulp.</p> <p>R.Pinchuck: a lot of what the refinery is running is salad oil and tallows and other animal fats which don't have much smell to them. They are stored in tanks and handled the same way as crude (e.g., use carbon filters).</p> <p>K.Groves: it is not our intention to create smells in community. If this is something we think would happen we would ensure our design includes mitigation measures to manage any potential odours like we do today.</p> <p>A.Rath inquired how supply arrives at the refinery.</p> <p>R.Pinchuk responded crude arrives a few different ways: over the wharf, by direct rail and a little by truck. He expanded the supply of canola into refinery will be by rail. Once we make renewable diesel some will go out with our diesel but most of our plant is involved in selling to other fuel providers in province that will be delivered primarily by barge (large shipment). Or some product will consist of renewable diesel mixed with diesel. He clarified there won't be an increase in truck traffic volume.</p> <p>K.Mezei asked for clarification on how co-processing is different than biofuel.</p> <p>R.Pinchuk explained Parkland is doing both; there is a plan for a new plant that will process pure canola oil versus trying to put canola oil into existing refinery (co-processing method).</p>	
<b>4</b>	<b>Community Relations</b>	
a)	<p><b>Presentation from WCMRC</b></p> <p>M.Lowry delivered a presentation on marine spill response. The WCMRC is responsible for oil spill clean-up in Vancouver Harbour and along coast of BC. His presentation was included in the materials package provided to participants and covered the following topics:</p> <ol style="list-style-type: none"> <li>1. Overview of organization/history</li> <li>2. Overview of the spill response regime that exists in Canada today</li> <li>3. Overview of the expansion program underway due to Trans Mountain Expansion Project that impacts operations in Vancouver Harbour and southern BC</li> </ol> <p><b>Q&amp;A</b></p> <p>S.Smith asked:</p> <ol style="list-style-type: none"> <li>1. Is it federally regulated?</li> </ol>	Michael Lowry

	<p>M.Lowry: Transport Canada sets standards and regulates. Funding also set up through government – e.g., the shipping industry legally must pay membership fees as well as oil handling facilities like Parkland and Trans Mountain. WCMRC are independent of these entities.</p> <p><b>2. What are consequences for not meeting the response timelines.</b></p> <p>M.Lowry: We perform exercises where we demonstrate we can meet time standards and clean up, both on water scenarios and table -top exercises. There are a lot of other players involved in the emergency response, including the Coast Guard, Indigenous groups. We wouldn't get our certification if we don't meet standards.</p>	
<b>5</b>	<b>Roundtable Discussion</b>	All
	No further discussion.	
	The meeting ended at 7:20 p.m.	Andrea Manchon

**No action items were identified.**

**<sup>i</sup> This special CAP meeting took place on a Harbour Cruise boat and included a tour past the Burnaby Refinery in Burrard inlet followed by dinner with special guests from Parkland and the community**