

**Minutes of the Chevron Burnaby Refinery
Community Advisory Panel Meeting
Wednesday, May 22, 2013**

7 – 9 pm at the Confederation Seniors Centre

PRESENT

Maziar Kazemi, Al Mytkowicz, Rob Firkins, Ian Lacoursiere, Kathy Mezei, Eileen Luongo, Art Quan, Bonnie Hayward, Pat Connell, Rob MacLean

Chevron representatives:

Jill Donnelly, Health Environment & Safety Manager; Ray Lord, Public & Govt. Affairs Manager

Metro Vancouver Representatives:

Larry Avanthay, Regulatory Representative, Metro Vancouver
Darrell Wakelin, Regulatory Representative, Metro Vancouver

Facilitator:

Catherine Rockandel, Rockandel & Associates

Regrets:

Steve Parker, Chevron, Refinery Manager

Guests:

Mitra Kashanchi (Chevron Operations Manager) and Mike Ward (Chevron Security Lead).

CAP BUSINESS

1. Opening Remarks

- Catherine Rockandel welcomed CAP members to the second meeting of the year. She reviewed the agenda and the protocols for guests as outlined in the CAP Terms of Reference.
- Ray Lord introduced Mitra Kashanchi (Chevron Operations Manager) and Mike Ward (Chevron Security Lead).

2. Chevron Updates

a. General Refinery Operations – Ray Lord

- Since the last meeting Chevron completed a major spring turnaround at the refinery on the Rheni, Diesel Hydro-treater and Penex units. Significant work was also done on the SRU (Sulfur Recover Unit). As often happens during a

shutdown, several other pieces of equipment were identified during the turnaround as requiring repair. This resulted in the Spring 2013 shutdown lasting about a month longer than planned.

- Maintenance work on the refinery's crude transfer line from the Kinder Morgan tank farm on Burnaby Mountain to the refinery was safely completed in mid March. A 5-6' section of underground pipe near Birkdale Place and Glenn Abbey Drive that had been identified during "smart pigging" inspections as showing signs of thinning, was replaced. Chevron worked closely with the pipeline regulator and the City of Burnaby to coordinate the work and neighbours in the area were notified prior to the work beginning.
- The refinery's new crude by rail import facility is now operational in Area 3. The new facility is capable of bringing in up to 8,000 barrels of crude per day which will be an important supplement to the refinery's pipeline delivered crude supply which continues to experience levels of apportionment.
- Speaking of apportionment, the NEB hearings regarding Chevron's Priority Designation Destination (PDD) wrapped up on April 5th. It's expected that a decision will be made sometime mid to late summer
- Work on Tank 117 (an asphalt tank) in Area 1 has been completed on schedule. Neighbours may have noticed the work being done on this insulated tank's roof. Work on tank 81 has resumed following the spring turnaround. The next tanks to see regular maintenance will be tanks 23 and 177.
- Complaints were received by neighbours about smoke coming from the stacks of the two new vessels that were at the Area 1 wharf during the recent shutdown. Chevron has worked with Chevron Shipping, the ship's agent and captains to mitigate any further emissions from these vessels.
- People walking along the right of way over the refinery's interplant pipe-way in Confederation Park recently observed steam coming from a culvert and thought it was a leak. Further investigation showed that because of the wet weather, moisture had gathered around the heated pipes and created the steam. Chevron crews excavated the area, replaced the insulation around the pipes improved the surrounding drainage and re-stored the bark mulch along the trail.
- Site preparation for the new refinery Fire Hall will begin in mid June and should take four (4) to five (5) months to complete. The refinery's firefighting and emergency response equipment will be stored at the new facility.

Questions about general refinery operations:

Q1: Will Chevron be using as many trucks to truck crude now that the crude by rail facility is completed?

A2: It is expected that when the crude by rail facility is fully operational we may be able to reduce the number of trucks because shipping crude by rail is more economical than by truck.

Q2: What percentage of the refinery crude supply is being shipped by rail?

A2: Chevron's apportionment on the pipeline continues at about 70%. Approximately 8,000 - 10,000 barrels per day is arriving by rail, which represents about 20% of our crude capacity.

Q3: When crude is loaded on to train are there emissions?

A3: No. It is a closed system so there are no air emissions.

b. Area 2 Seep – Jill Donnelly

- Quarterly reports were posted on the Chevron website along with monitoring reports and fact sheets at the end of April.
- The clay barrier at the foreshore is continuing to absorb any oil that may be seeping from the hillside.
- Chevron did more drilling to help determine a final long-term solution for the foreshore mitigation system.
- Chevron continues to pump from the railway tracks up into the refinery and is noticing very little oil. There is significantly more water during the winter months.
- The Chevron refinery has a hydraulic extracting system that is effectively containing material on site.
- By the end of the summer, a new north sewer to replace the bypassed sewer is expected to be completed.
- A question came from CAP about the volumes extracted. In the first full year of operation we had 10 and then 14 wells that extracted approximately five million litres of water of which approximately 21,000 litres were hydrocarbons or under 0.5 percent of the total volume during the first year or so. In the second year, with 40 wells operating, approximately 55 million litres of water was extracted of which 500 litres was hydrocarbon which is less than .001 percent. It went down significantly after the first year.

Questions about the Area 2 Seep include:

Q1: Was 21,000 litres more than you anticipated?

A2: We did not anticipate any particular volume because we did not know what the ground contained.

Q2: Has the source of the seep ever been determined?

A2: Chevron did determine that the north sewer was a contributing factor, which led us to take it out of service and replace it with a new sewer.

c. Site Remediation Status Update – Jill Donnelly (see attachment 1)

- Jill reviewed the attachment to clarify the locations of the various remediation sites at the refinery. She reported that at sites 6, 7, and 8 perimeter extraction wells there is no change. Site 9 is at the foreshore. There is no change in sites 1 or 2 where spring 2013 perimeter well monitoring has been completed. There has been no change in status at sites 3 and 5. At site 4 the air injection system was temporarily interrupted due to crude by rail facility construction. It will be back on line next week.

Questions about the Site Remediation Status:

Q1: What does URS stand for?

A1: It is the name of the consulting firm that Chevron uses but the initials don't actually stand for anything.

Q2: What is the air injection system?

A2: Air is injected into the ground to help with oxidization and accelerates the natural breakdown of any hydrocarbons in the ground

3. CAP Q&A

a. Emergency Notification System (see attachment 2)

- An updated presentation by Art Quan on behalf of the CAP Emergency Notification sub-committee was given to the Burnaby City Council on Monday May 6, 2013. The presentation went well and has been referred to staff to initiate a report/recommendation. Balanced coverage was received from the Burnaby Now. No definite timeline was given for the decision as to whether staff is receptive to implementing such a system or not. At a preliminary meeting with Chad Turpin, the Deputy City Manager, Chevron was told it could take a few months for the City's review to be completed.

Questions about Emergency System include:

Q1: The Mayor was not sure if the city had jurisdiction on this issue

A1: City staff are looking into the jurisdiction issue as part of their review.

Q2: Is there any reason why the city wouldn't accept the proposal

A2: They could be hesitant to set a precedent and of the implications in terms of cost in implementing this type of system for the broader community.

On behalf of Chevron, Ray Lord thanked the sub-committee (Art Quan, Maziar Kazemi, and Kathy Mezei) for working on this issue with a neighbourhood-based initiative as Chevron had taken the matter as far as they could.

4. **Metro Vancouver Update - Larry Avanthay**

a. **Sulphur Recovery Unit (SRU) Bypass Request**

- Chevron submitted a proposal to Metro Vancouver to bypass the SRU to conduct critical maintenance on the unit during the turn-around. A formal request was submitted by Chevron together with their plans to address impacts from SO2 emissions during this period.
- Plan was evaluated by MV and authorization was given by District Director to bypass SRU controls in a letter. The proposed SRU Bypass was communicated to the City of Burnaby and Fraser Health. Chevron placed an advisory on the CAP website.
- MV had staff on standby to respond to any issues during the SRU shut-down period. This included ambient monitoring staff who routinely reviewed the monitoring data from the monitoring stations and also had staff available to address any unscheduled problems with the monitors.
- There were no exceedances of either the 1 Hour or 24 Hour SO2 ambient air quality objectives during the period of the bypass and no air quality complaints associated with the SRU bypass. In addition, a final summary report was requested and submitted by Chevron detailing the hourly operating conditions at the facility during the SRU bypass period.

b. **Air Quality Complaints**

Month	Total complaints	(Area 2)	(Area 1)	Oily Sewer odor
Feb, March and April	15	3 refinery	3 tank farm	9

- The nine (9) oily sewer complaints tend to be registered by a single resident who witnesses highly localized odours typically from nearby sewer manholes.

c. **Odour Surveys**

- Two odour surveys in the surrounding neighbourhood were conducted during this time period. The survey results and observations are provided to Chevron for their records as well.

Date	Time
Tuesday - April 16, 2013	0658 to 0758Hrs
Wednesday - May 8, 2013	1340 to 1412Hrs

d. Site Inspections

Date	
Monday April 15, 2013	Review of WDP compliance during 2012 and WWTP site inspection
Wednesday May 1, 2013	Review of FCCU operating conditions during scheduled quarterly stack testing. Testing was witnessed by our Air Quality Monitoring staff to confirm standard protocols are being followed.
Wednesday May 8, 2013	Joint neighbourhood odour survey conducted with Chevron staff member together with subsequent Area 1 site inspection.

e. Information Delay From Station

- CAP had asked for an update on a delay in ambient data from one of the monitoring stations reported by MV at the last meeting. Metro Vancouver determined that the cause was believed to be a delay in transfer of data from the station to the server from which Chevron uploads the data. Some alterations to the data system have been conducted and remain under review to determine if the problem has been fixed. I will have an update to report on this at the next meeting.

5. Burnaby Refinery Security – Mike Ward, Emergency Response, Safety & Security lead

Jill Donnelly introduced Mike Ward to the CAP members and advised that because of the “security sensitive” nature of Mike’s presentation, it would not be circulated to the CAP members this evening or posted on the CAP website.

Q1: Are the Securitas Drivers just concerned with Chevron?

A1: That is their main job but if they see something suspicious in the neighbourhood they will call the police.

6. September Cap Meeting Planning – All

Potential things to discuss at the September meeting

- What are the health implications of living next to a refinery?
 - Fraser Health has communicated in the past that although they are not in a position to attend CAP on a regular basis, they are prepared to attend in order to respond to specific questions from the community. In this case a request from CAP members to invite their participation would be appropriate.

- There may be other community studies that have been done. However, the committee, Chevron and Metro Vancouver were not aware of any
- Perhaps Susan Kennedy, the writer UBC Health Study could also speak to the committee.
- Metro Vancouver could do a presentation, for example:
 - Ambient objectives for air quality; what are they? Maybe in relation to monitoring stations – how does Metro Vancouver use the information?
 - The committee agreed that Eileen Luongo would take the lead to contact Gord Stewart, Fraser Health and work with Darrell Wakelin, Metro Vancouver on the topic content and presentations.

NEW BUSINESS:

NEXT MEETING:

September 18, 2013

ADJOURNMENT:

Meeting adjourned at 9:05 pm