

**Vancouver Airport Fuel Delivery Project
Information Sessions Summary Report
April 2009**

INTRODUCTION

Vancouver Airport Fuel Facilities Corporation (VAFFC) is proposing a new fuel delivery system to meet the long-term needs for aviation fuel at Vancouver International Airport and support the future economic growth of the region.

In January 2009, VAFFC submitted a Project Description Report (PDR) to the BC Environmental Assessment Office in support of its application made in November 2008 to have the project reviewed under the *BC Environmental Assessment Act*. The PDR is an overview of the proposed project. Elements of the project have not yet been finalized and are still subject to public and First Nations consultation and regulatory approval.

As the first stage of public outreach, VAFFC voluntarily held four information sessions in late February and early March 2009. A range of topics were discussed at these sessions, including the need for the project, safety, the environment, the evaluation of delivery options and pipeline alignment options.

Comment forms were available at the information sessions, and this report is a summary of comments received. In addition, those interested in the project were encouraged to submit comments or questions to the project website (www.vancouverairportfuel.ca), by email (info@vancouverairportfuel.ca), phone (604.638.7463) or fax (604.684.6981). A brief summary of submissions made during February and March is included in this report.

INFORMATION SESSIONS – ATTENDANCE

Our four information sessions attracted nearly 460 people, with the overwhelming majority attending the shopping mall sessions.

| Information Session | Visitors |
|----------------------------|----------|
| Holiday Inn – Cambie Road | 5 |
| Aberdeen Mall | 80 |
| Richmond Centre Mall | 344* |
| South Arm Community Centre | 27 |

**As it was sporadically crowded, this is an approximate number.*

INFORMATION SESSIONS – PUBLIC NOTICE

The information sessions were promoted on the project website and through quarter-page ads in the following publications:

| Publication | Dates |
|-----------------|---------|
| Richmond Review | Feb. 21 |
| | Feb. 28 |
| | Mar. 5 |
| Richmond News | Feb. 20 |
| | Feb. 27 |
| | Mar. 6 |
| Ming Pao | Feb. 25 |
| World Journal | Feb. 26 |

MEDIA COVERAGE

The project generated a significant amount of media coverage in the Richmond newspapers, including an editorial in the Richmond Review and a number of letters to the editor. The Richmond Review also ran a letter to the editor from VAFFC in response to the editorial. Sing Tao also published multiple stories, with content mostly taken from the Richmond newspapers. Providing limited coverage were the Sun and Province, World Journal, Global TV and News 1130. Most of the media coverage preceded or coincided with the first information session, while Global TV's piece coincided with the last information session.

Media Coverage Summary

| Major Print Media | | |
|------------------------------|-------------------------------------|---|
| Date | Media Outlet | Headline |
| 10-Feb-08 | Province | Estuary advocates upset over YVR fuel plan; Limited to two, unpublicized open houses without panel or open mike |
| 13-Feb-08 | Province | Airport responds |
| 29-Feb-08 | Richmond News | Fuel storage input deadline extended |
| 4-Apr-08 | Province | Fuel storage to quadruple; Richmond approval not required for airport expansion |
| 6-May-08 | Richmond News | Jet fuel pipeline could cross city to power planes; Risk of spill too great; environmentalists |
| 7-May-08 | Richmond Review | Airport eyes jet fuel pipeline |
| 20-Feb-09 | Richmond Review | Jet fuel could be shipped up the Fraser |
| 20-Feb-09 | Richmond News | Airlines fuel debate with pipeline plan; Jet fuel demand up |
| 20-Feb-09 | Richmond Review | Editorial: Time to come clean |
| 24-Feb-09 | Vancouver Sun | Jet fuel pipeline plan raises concerns about spill in Fraser; Opposition mounts against proposed tanker offloading facility to serve YVR |
| 25-Feb-09 | Richmond News | Pipeline open house attracts few |
| 25-Feb-09 | Richmond News | Won't get fuelled again |
| 4-Mar-09 | Richmond News | Fuel line in 'good shape' |
| 4-Mar-09 | Richmond News | Send pipeline proposal back to drawing board |
| 6-Mar-09 | Richmond Review | Pipeline nightmare |
| 11-Mar-09 | Delta Optimist | Plan would see jet fuel shipped up river; Delta wants to have say on proposal that includes offloading facility and 15-kilometre pipeline in Richmond |
| 11-Mar-09 | Richmond News | Pipeline may require environmental review |
| Chinese Media | | |
| 22-Feb-09 | World Journal | Environmental Concern: Controversy over Fuel Pipeline Running Through Richmond Urban Area |
| 23-Feb-09 | Sing Tao Daily | Pipeline Fuel Delivery to YVR may run underground across Richmond |
| 26-Feb-09 | Sing Tao Daily | Chinese [Residents] organization signature drive to oppose building fuel pipeline in Richmond |
| 27-Feb-09 | Sing Tao Daily | Public Consultation on Fuel Pipeline |
| Broadcast Media - Radio | | |
| 6-May-08 | News 1130 | A group of airlines has bought land in Richmond destined for an underground jet fuel pipeline |
| 23-Feb-09 | CBC Radio | Adrian Pollard - On the Coast |
| Broadcast Media - Television | | |
| 7-Mar-09 | Global BC Television 6:00pm News | YVR pipeline project |

COMMENT FORMS

Comment forms submitted at the sessions totaled 29. When asked their opinion of the project on the comment form, 15 expressed support, 11 expressed opposition and three did not answer.

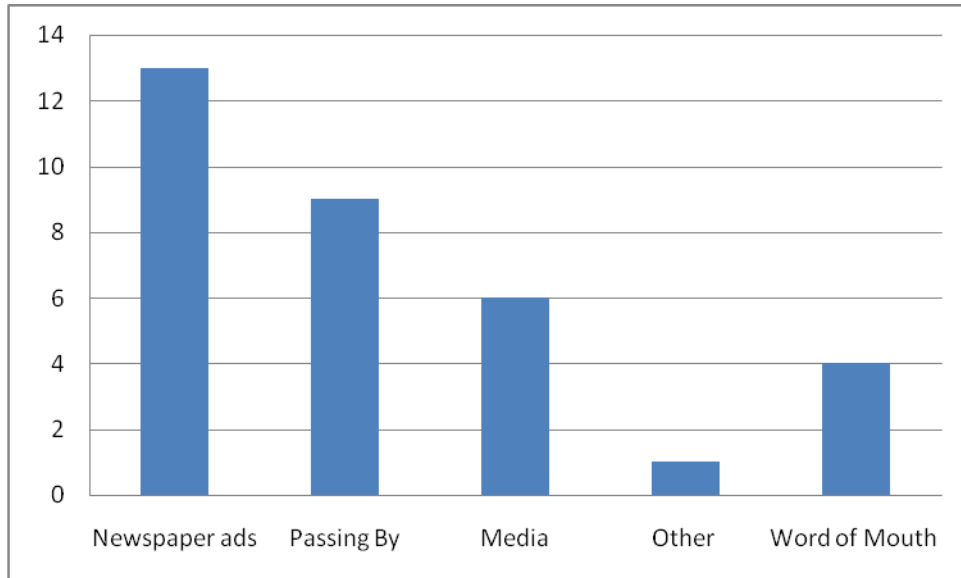
Based on the responses to questions, people generally understood the rationale behind the project, and found the information sessions informative and useful. However, based on the written comments, it appears that those who oppose the project were more likely to provide comments than those who support the project. The three issues raised most often were:

1. safety and protection of the environment
2. other options
3. upgrade the existing line

The following bar charts show how people answered each of the questions on the comment forms. Following each chart are the additional comments provided by some of the information session visitors.

A summary of other submissions provided through other means is included on the last page.

1. How did you hear about the information sessions?

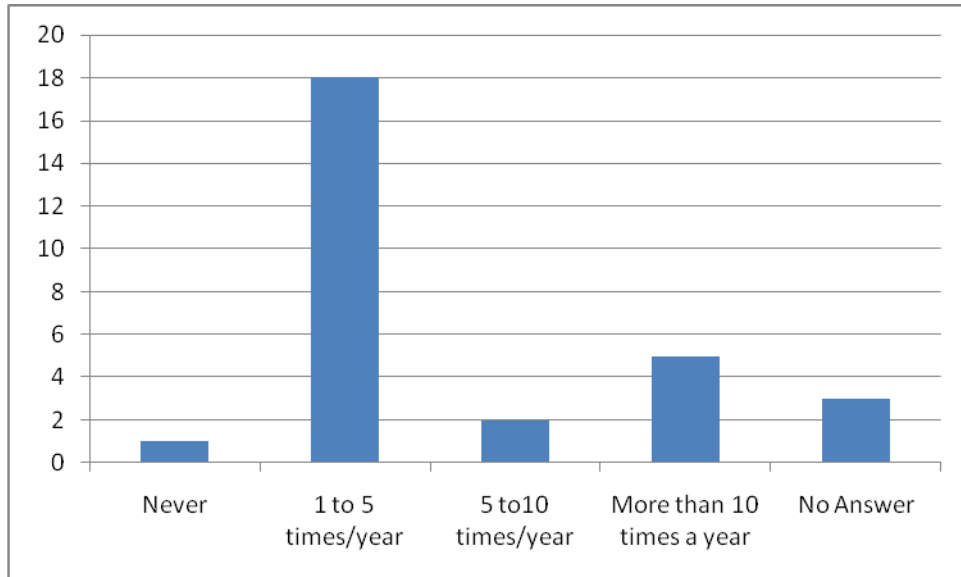


Note: Some chose more than one answer

Comments from this question:

- Information booth at Richmond Centre
- Richmond News
- It's the timing of the notification that is the problem. Where was the information session in May 2008 when you had your silly intention of (buying) property cheap to later disrupt lives, poison our water and risk greater tragedies?
- Richmond News and Richmond Review. To be fair, publish the people's concerns. Possible future explosion, fire and leakage. From leakage (from) people digging into it, tremors, earthquakes, erosion; you are placing a time bomb where we live and where we have business.
- Local newspaper: Richmond Review

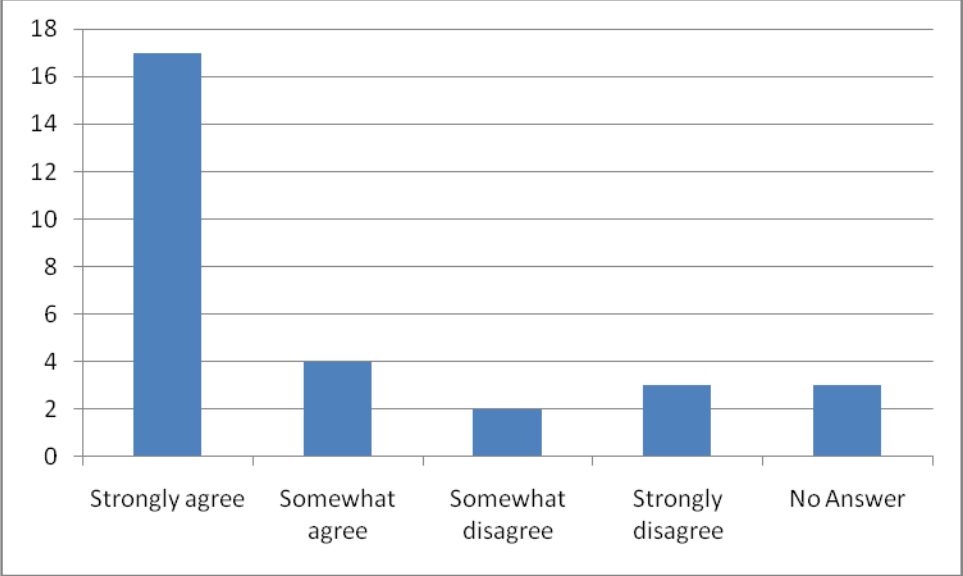
2. How often do you fly through Vancouver International Airport?



Comments from this question:

- Both South and Main (terminals)
- Twice in the past five years
- 1 or 2 in a life. I will fly if it is the only option. I do not travel for great distances, therefore my student loan budget has me staying on the ground. I pick up people, like seniors flying for out for funerals.
- We oppose the pipeline going through/middle of our residential and business areas. Too dangerous. We have whole life savings in our residence.
- I volunteer for YVR as a Green Coat every week and I've seldom seen a tanker truck on the road. Why not have them make all deliveries from 9 pm to 5 am to avoid traffic delays, etc.

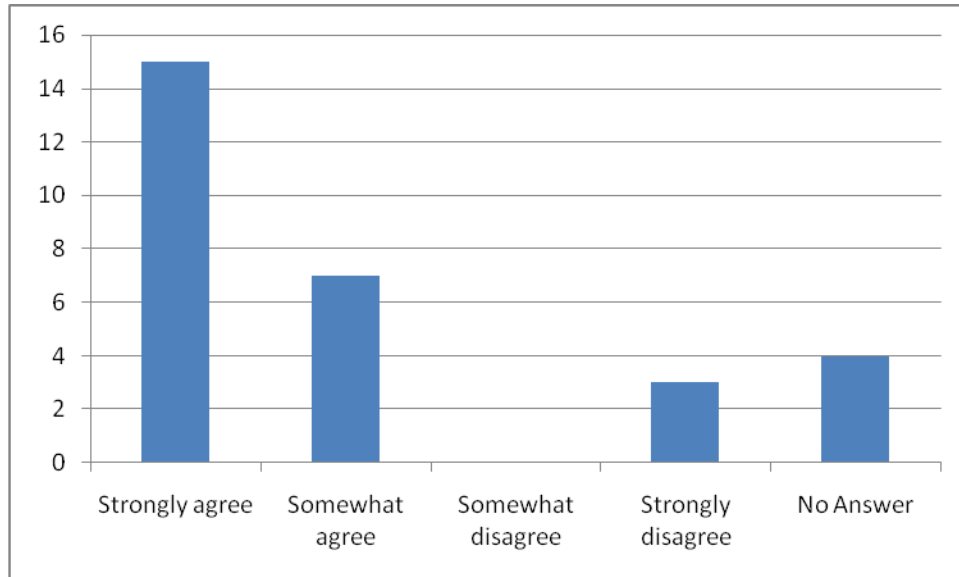
3. Describe how much you agree or disagree with the following statement: Meeting the growing fuel demands of Vancouver International Airport is important to ensure the airport runs efficiently.



Comments from this question:

- As fossil fuels diminish for automobile use, the need for airlines will increase.
- Growing demands? Are you nuts? YVR should start thinking about lowering demands.
- Look around, other airports are downsizing, airlines are going bankrupt, and passengers are staying home.
- Replace existing pipelines.
- Planes require fuel – obviously. But does this ensure that the airport runs efficiently?
- With reduced airport air traffic, e.g. 17% reduction January 2009. The figures being stated by VAFFC in this bulletin are ridiculously over inflated in order to justify VAFFC’s proposal.

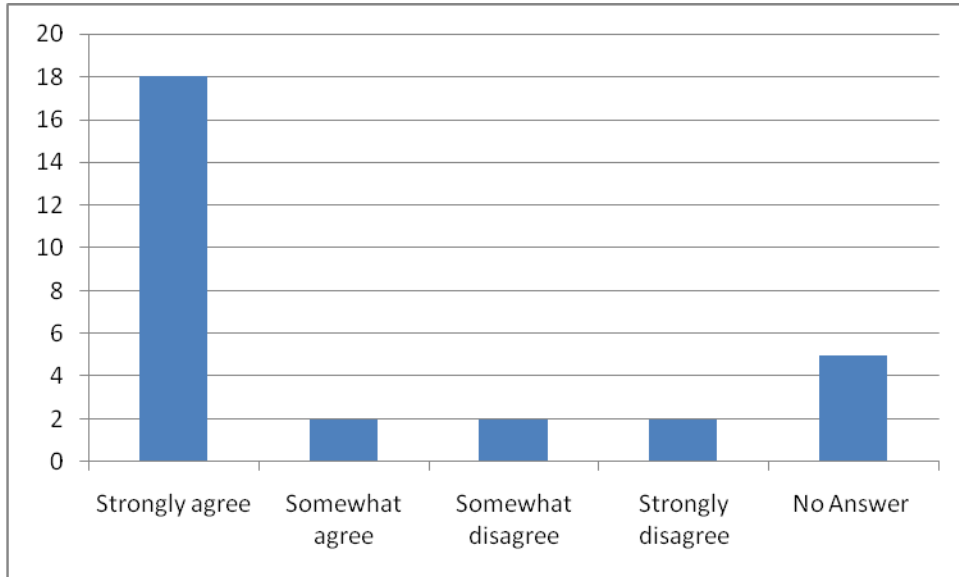
4. Describe how much you agree or disagree with the following statement: *A reliable fuel supply will help Vancouver International Airport remain a “gateway of choice” for airlines and that means continued jobs and economic benefits for our community, our region and our province.*



Comments from this question:

- Reliable for who? The salmon in the estuary, the migrating birds being polluted and displaced? Let our children's health and liability of Richmond be a higher priority than your reliable fuel source.
- Replace existing pipelines.
- A reliable fuel supply may help YVR remain a "gateway of choice" but again without fuel there is no airport.
- I'm not sure I want YVR to be a "gateway of choice" and all the ensuing problems that creates.

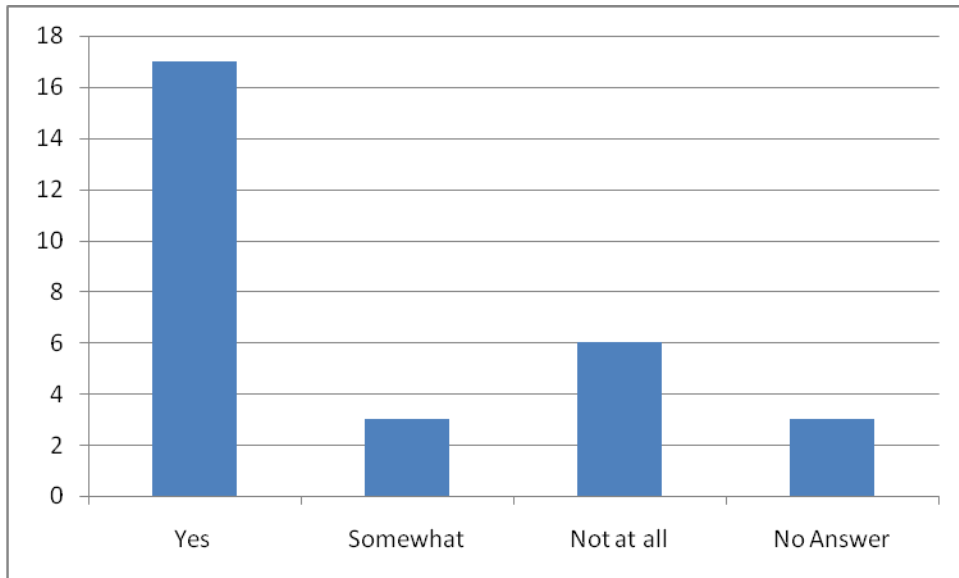
5. Describe how much you agree or disagree with the following statement: Taking large fuel tanker trucks off our highways and roads will improve safety and reduce traffic.



Comments from this question:

- The fastest and easiest way to lower carbon emissions is to get the trucks off the highways.
- Our highways and roads? Oh really, do I have a choice at whatever drives on them? I'll choose electric vehicles and about the skies, are they ours too? If so, my safety will improve without more fuel.
- 1) Replace existing pipelines. 2) Have it shipped in west side of sea island and reconstruct shore line reaching to it.
- As no safety statistics are presented, I can only assume that this is a motherhood statement.
- When was the last time a tanker truck created a problem? Probably more so on the ramp amongst parked aircraft than on the highways.

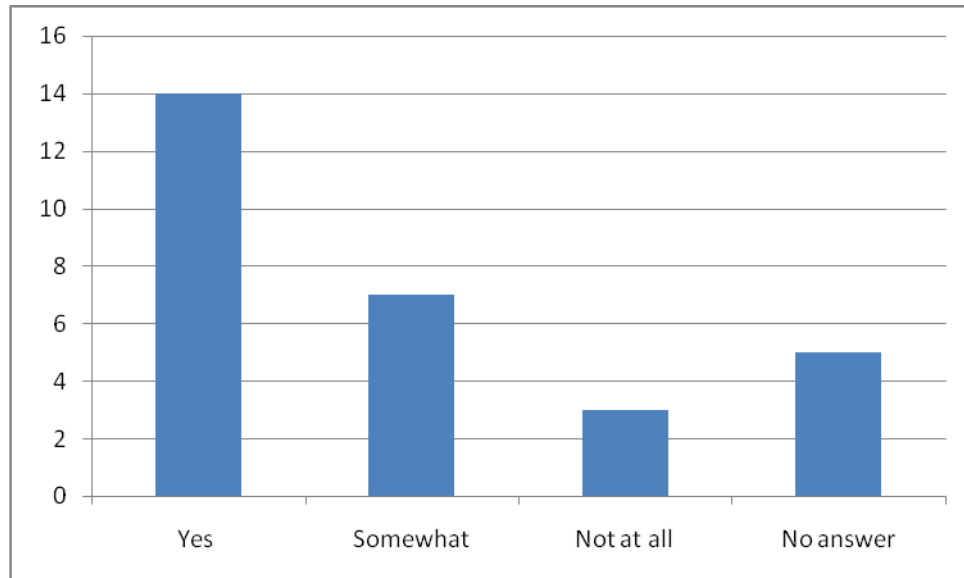
6. Were you generally satisfied with the information made available about the Vancouver Airport Fuel Delivery Project?



Comments from this question:

- Safety and security of the pipeline are important when it is in place.
- Not pleased at all. You present one option, who the beep would be satisfied with that? Maybe greedy people who live away from your proposed pipelines. Where do I say I don't want any alternative fuel deliveries?
- Question one sided to elicit a yes answer, did not give the whole picture with written alternatives.
- Why not show option routes other then No. 5 Road: such as up Highway 99 corridor or 6 Road where there are fewer houses and less disruptions?
- Lack of information about how optional routes were evaluated.
- No information about alternatives.
- No, the 50 page Project Description field with the EAO should have been made available. It has been recently published as almost [more of] a fait accompli than a method of education to the concerned public.

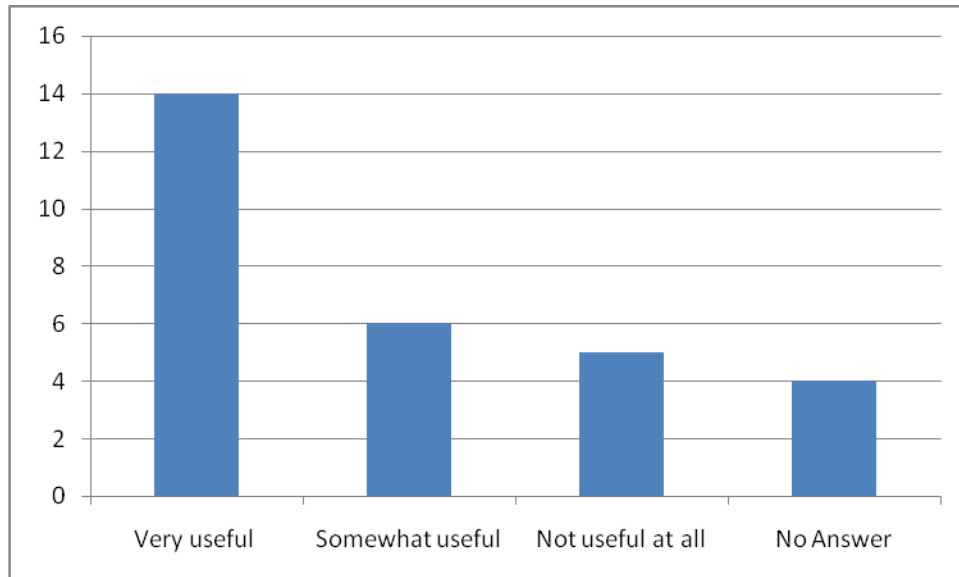
7. Did a project representative answer your questions to your satisfaction? If you had a concern, was it addressed?



Comments from this question:

- We need more public forums before final route [is] decided [upon].
- I prefer to ask questions or address my concerns after I know more.
- I am not satisfied. What can they do for the salmon, birds, infants, asthma-stricken people, groundwater, future generations? You are a bully in the playground and your PR reps are nothing more than smiles and suits.
- Only board display – no rep present.
- Did not ask questions. Anything to get truckers off the road.
- The Public Safety concerns of people directly affected overrides the theoretical and “what if” concerns of people who may not be affected or concerns based on hypothetical scare tactics.
- They agree that our concerns were valid and informed us of other ideas that VAFFC were considering.

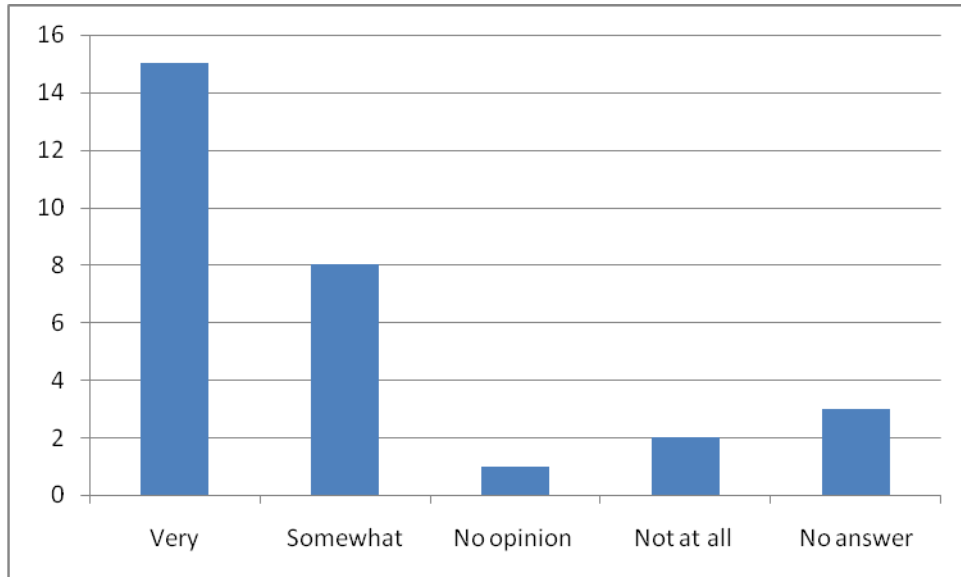
8. What was your overall impression of the Vancouver Airport Fuel Delivery Project information session?



Comments from this question:

- No alternative options. No considerations to our environment. No considerations for our health. Waste of my time, but I gave you some reading material.
- Too one-sided.
- Very superficial.
- The potential for environmental damage to the downstream (15km) communities, tourism, wild life parks, etc. is too great. Alternative 14 is superior with less risks. The evaluation matrix has issues.

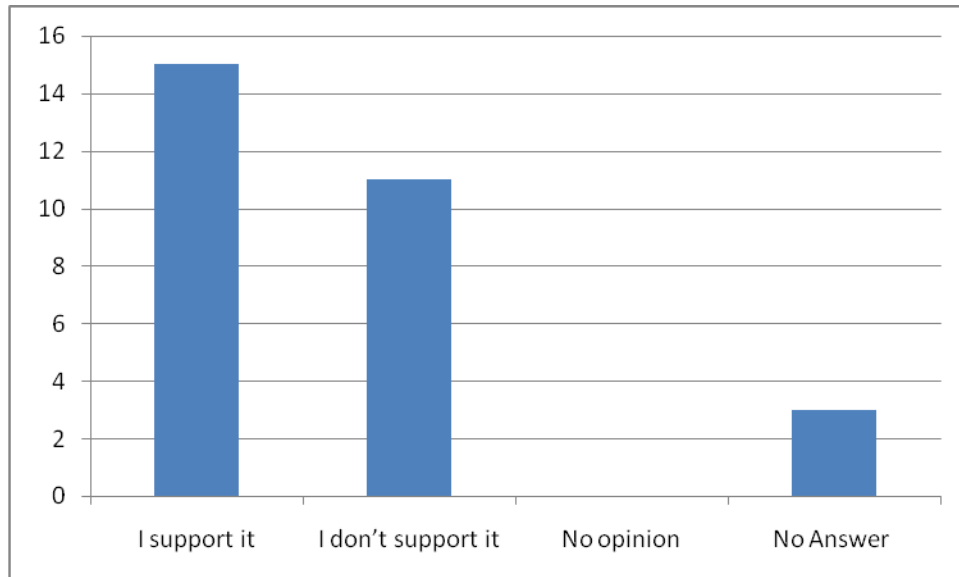
9. How informative were the display materials?



Comments from this question:

- A clear waste of paper/plastic, probably didn't use anything on recycled paper. I am quite disgusted by the shiny white display when you plan to dump toxic fuel into our water and mouths.
- Tanker capacities should have been shown, pumping rates could have been included.

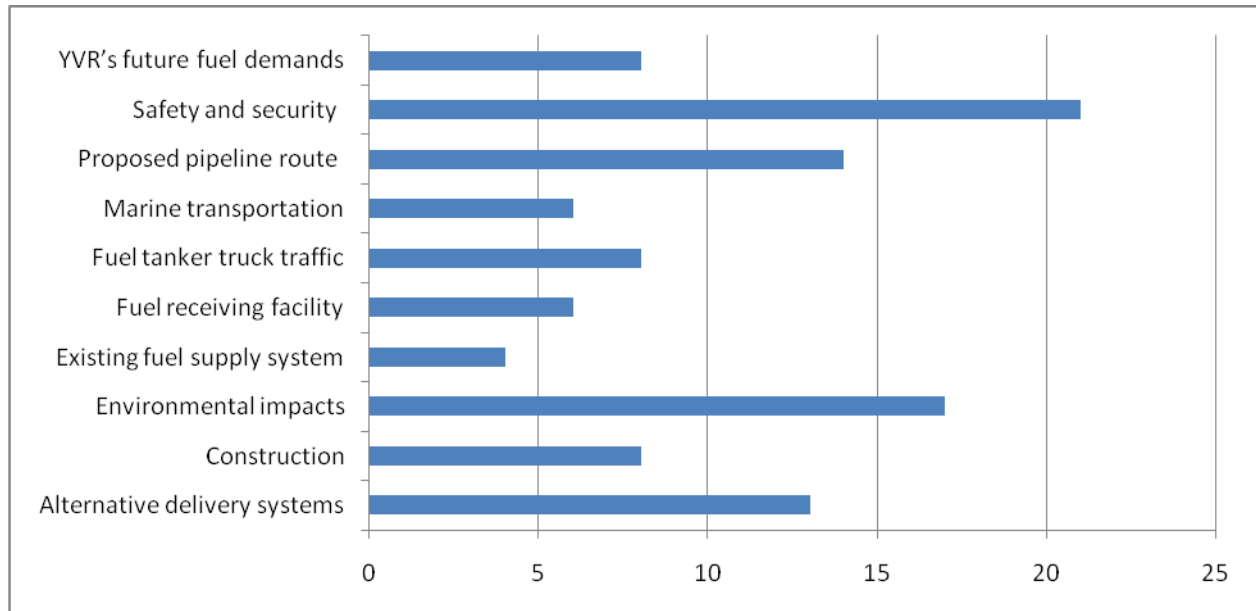
10. Based on what you have learned about it so far, what is your opinion of the Vancouver Airport Fuel Delivery Project?



Comments from this question:

- Have resided in Steveston – Richmond area 48 years and think this is a positive move for our town to be a leader in removing semi-truck travel from our roads.
- The project representatives were very helpful, polite and informative. Thank you.
- I was dead against it but realize that if done properly with full, thorough environmental assessments done by everyone it certainly is an option.
- I do not support the proposed Vancouver Airport Fuel Delivery project. I feel the environmental risks to the Fraser River and the farmlands the pipeline will travel through are too great should an accident happen.
- In no way do I endorse any part of the proposal to ship jet fuel up the Fraser River or to build a pipeline through Richmond to transport jet fuel.
- I support it but there has to be a different way to get it there. Build a terminal off [the] airport.
- Replace existing pipelines. Ship fuel in on west side directly and restructure shore line as needed.
- The route is disruptive and poses safety hazards.
- Option number 14 is supportable as it minimizes the risks.
- As Richmond residents living close to Williams and No. 5 Road and an ever present concern – re: earthquakes – an under-surface pipeline is a no go.

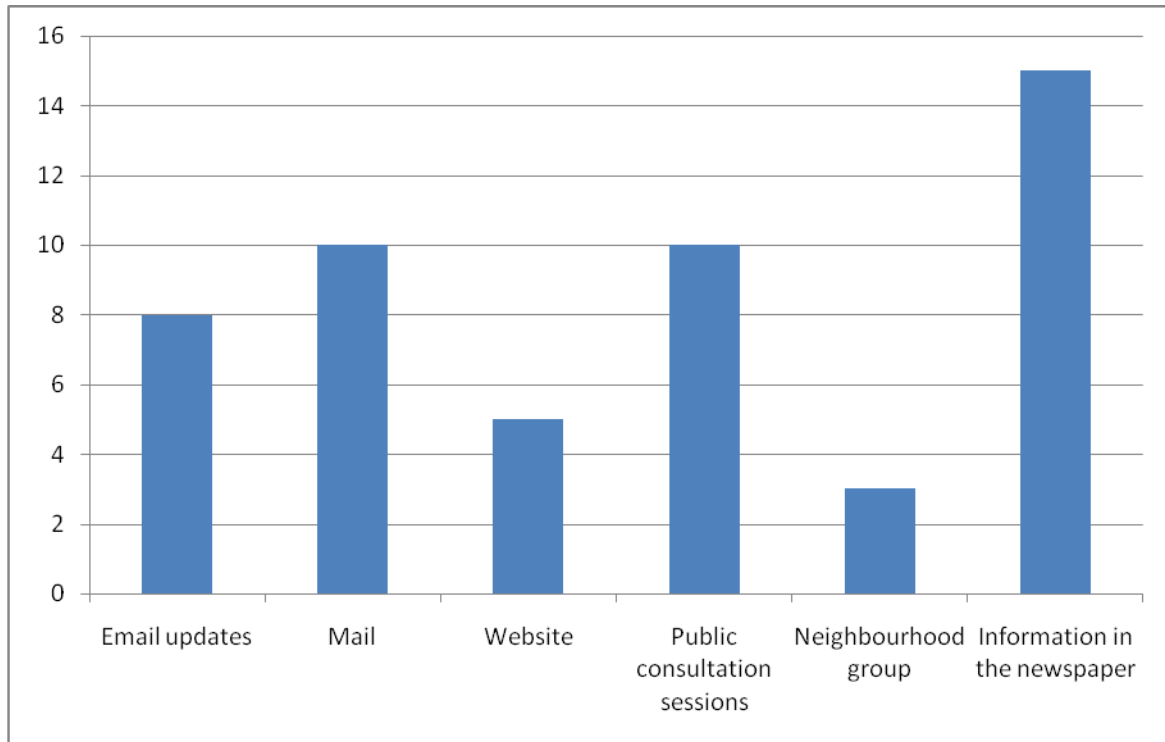
11. As we continue the consultation process, what topics would you like more information about?



Comments from this question:

- The whole system and engineering intrigues me because it is my employment.
- I asked about the idea of having the barges off-load right at the airport, but this option had been considered and was still a possibility although not the primary or preferred route.
- Hopefully it doesn't go up – (in reference to YVR's future fuel demands).
- Fuel barged or by tanker up south arm I definitely would not support.
- None, I do not support any part of the Vancouver Airport Fuel Delivery Project, to ship jet fuel up the Fraser River or to build a pipeline through Richmond to transport jet fuel.
- No one says why YVR can't get away with demanding more fuel. That's the root of this (your) problem and that is where the solution can be found. Be happy you have jobs, try and do them better (higher quality, not quantity).
- Potential explosion due to escaping vapors being ignited, fuel contaminating river and our living areas.
- Why not continue the existing pipeline/trucking routes, making trucking deliveries in the late evening early morning to avoid traffic.
- Shorter supply route with delivery right onto Sea Island would be much better option.
- Alternative pipeline delivery route – less disruptive, [as] proposed route may be unsafe.
- The owners of the current pipeline are confident of the pipes' quality and indicate flow capacity can be increased as need arises.

12. As consultation continues, how would you like to be kept informed and consulted?



Note: Some chose more than one answer

Comments from this question:

- Instead of No. 5 Road to Westminster, move to freeway 99 or go up No. 6 Road.
- Tell us when you are backing away from any further storage at YVR and any new pipeline routes. That will be a good news story for once. I'd like you to organize a few interactive roundtables on this debate.
- If barging jet fuel up the estuary was a bad idea in 1988, what has changed?
- Would it be possible to take a tanker to Sea Island and unload? This would eliminate trucking, piping, and rupture of any pipeline. Dredging of the Fraser River for future development on Sea Island.
- Well presented.
- Innovative engineering can resolve environmental and construction concerns.
- Accurate information in the newspaper.

13. Any other comments

- I live in Caithcart and would prefer that if the pipeline proceeds along Shell Road, that it also go along Bridgeport and not the alternate (Bird Road).
- Get on with construction.
- I have concerns that the waterway needs constant dredging and would need to be watched as the ground is sandy and shifts. Wildlife/fishery concerns if there is any kind of accident – also to communities nearby wherever the route is. Vessels would have to be newer – double hulled etc.
- Alternatives floating or fixed terminal 4, 12, 13 seem better – shortest route to airport, less impact on people, cost-effective. No pipeline through Richmond.
- Options – route 4-12-13 only.
- Yes, if a terminal is built at [the] airport, lots of dredge work [will be required]; but think this is better way than building a pipe line across the whole island.
- It is critical to have an emergency response contingency fund in place prior to development - this will ensure the city, province and federal governments will not be on the hook for clean-up cost in the event of an accident. Insurance companies will do their best not to pay out.
- It makes sense for security resources to have a pipeline – build.
- When the proposal is firm, more information on the construction and disturbance on a neighbourhood would be proper, [including] addresses.
- I do not support the project!
- You follow best practices in environmental/responsibility; well what are they? I'm sure I can come up with better ones like cancelling this whole project and consulting with YVR to use less (not more) fuel in the future.
- Publicize it in larger display ads and show both sides with community concerns instead of little articles here and there to escape attention.
- Instead of disrupting and threatening local neighbourhoods with the proposed pipeline, continue to improve the existing lines. The proposal is too costly.
- The South Arm route has much more potential for major environmental damage. Refurbish the existing pipeline.
- Before this is an encroachment on the city of Richmond and residents, it should put up to a plebiscite.
- Pipeline would stop a lot of pollution by tanker trucks.
- A less costly solution is to use accreted land north of Garry Point Park. Dredge deep water channel. Build low level temporary storage tanks. Build pipeline adjacent to dyke to south side of airport. Use silt from river to build containment dykes and fill to avoid spillage into Georgia Strait.
- Consideration (should) be given toward a rail line delivery system if the current pipeline is inadequate, at least the system would be above ground and hopefully in the event of an earthquake/terrorist attack the delivery could be handled quicker and safer.

OTHER SUBMISSIONS

Comments on the project were also received through VAFFC's website (www.vancouverairportfuel.ca), email (info@vancouverairportfuel.ca), phone (604.638.7463) and fax (604.684.6981). In total, 19 such submissions were received by March 31.

| Other Submissions | Number |
|-------------------|--------|
| Website | 11 |
| Email | 3 |
| Phone | 4 |
| Fax | 1 |

Submissions ranged from questions to comments to solicitations of business. Of the 19 received, eight expressed concerns or opposed the project, two expressed support, seven asked questions and two were about business opportunities.

This summary is for the months of February and March only, leading up to and following the information sessions.

It is expected that additional submissions will be made through these avenues as the project review process proceeds.