

# Vancouver Airport **Fuel Storage Project**

Consultation Summary Report | April 2008



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## EXECUTIVE SUMMARY

### Background

The Vancouver Airport Fuel Facilities Corporation (VAFFC) is proposing to expand existing on-airport aviation fuel storage by building additional fuel storage capacity at Vancouver International Airport (YVR) to meet current and projected aviation fuel demand.

The current aviation fuel storage at YVR is insufficient to meet current and future rising aviation fuel demand. Therefore, YVR is at risk of experiencing fuel shortages and flight delays if the lack of sufficient fuel storage capacity is not addressed.

The expanded fuel storage system is expected to be operational by May 2009 in order to provide required fuel reserve capacity. VAFFC plans to lease land from YVR for the additional storage, which will hold up to 36 million litres of aviation fuel.

### Consultation Program

Between January 25 and March 7 2008, VAFFC conducted a public consultation program about the proposed expansion of on-airport aviation fuel storage. During the consultation process, participants at the Open Houses and those who attended the site visit viewed display boards which provided detailed information about the project. As well, participants were able to interact with various project team members. People were asked if they had a preference for white storage tanks (which minimize the environmental impact caused by fuel vapour emissions) or light green storage tanks (which may be considered more aesthetically pleasing). People were also asked to provide additional comments on any other aspect of the project about which they might have questions or concerns.

### Public Notice

The public was notified of their opportunities to participate in the consultation through:

- Seven advertisements in community newspapers
- Ten posters placed at local community centres, the Richmond Public Library and MacDonald Beach Park and Iona Beach Regional Park on Sea Island
- More than 100 e-mails and telephone calls to stakeholders

### Methodology

Public feedback was gathered in the following ways:

- Open Houses
- On-line feedback form
- Written Submissions
- Site tour
- Telephone

## Consultation Results

### FEEDBACK FORMS

The following is a summary of input provided through the feedback forms.

#### 1. Storage Tank Colour. Participants were asked:

##### **How strongly they agree or disagree with white storage tanks or light green storage tanks.<sup>1</sup>**

- 74% of respondents agreed (either strongly or somewhat) with white tanks
- 43% of respondents agreed (either strongly or somewhat) with light green storage tanks
- It should also be noted that 41% of respondents disagreed (either strongly or somewhat) with light green storage tanks

#### 2. Additional Comments. Participants were asked to:

##### **Provide any additional comments about any aspect of the project.**

- Several respondents said that the need for safety and security are their primary concerns in building additional fuel storage tanks (8)
- Some respondents said that they are concerned about the environment and potential impacts on the surrounding communities in the event of a fuel spill (5)
- Some respondents said they support the project and the need for a reliable supply of fuel on hand (4)

### OPEN HOUSES

The following is a summary of questions and comments from participants during the Open Houses:

- Questions were asked in order to get clarification on the project
- Questions were asked about safety and how surrounding communities would be protected in the event of a natural disaster (i.e. fuel spill, flood, etc.)
- Interest was shown in the security of the expanded fuel storage tanks
- Interest was shown in understanding more about the long-term supply of aviation fuel to YVR

### SUBMISSIONS

The following is a summary of key themes expressed by participants through submissions:

- A few respondents inquired about fuel storage safety and the design of the proposed expansion, particularly in relation to the impact on local residents, environment and businesses (3)
- A few respondents had questions about the fuel delivery process with regard to the proposed expansion as well as the current methods of fuel delivery (3)
- A few respondents inquired about the long-term plans of the fuel facility and its role with the airport, as well as how aviation fuel forecasting is conducted (3)

<sup>1</sup>Participants were asked to indicate how strongly they agree or disagree with white storage tanks and how strongly they agree or disagree with light green storage tanks. As such, the choices are not mutually exclusive.

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# 1. INTRODUCTION

## 1.1 Project Overview

The Vancouver Airport Fuel Facilities Corporation (VAFFC) is proposing to expand existing on-airport aviation fuel storage by building additional fuel storage capacity at Vancouver International Airport (YVR) to meet current and projected aviation fuel demand.

The current aviation fuel storage at YVR is insufficient to meet current and future rising aviation fuel demand. Therefore, YVR is at risk of experiencing fuel shortages and flight delays if the lack of sufficient fuel storage capacity is not addressed.

In the long term, the existing Trans Mountain aviation fuel pipeline from Burnaby to YVR will be unable to keep pace with rising daily airport fuel demand. While a long-term fuel delivery plan is being developed, additional on-airport fuel storage is needed in the short term to improve inventory levels and to meet rising fuel demand at YVR.

The expanded fuel storage system is expected to be operational by May 2009 in order to provide required fuel reserve capacity. VAFFC plans to lease land from YVR for the additional storage, which will hold up to 36 million litres of aviation fuel.

## 1.2 Project Benefits

The Vancouver Airport Fuel Storage Project is essential to meet current and future fuel needs at YVR. Benefits of the project include:

- The reliability of the fuel supply at YVR will increase
- Travelers in B.C. will have access to timely airline services over the longer term, reducing delays
- Airlines will have better certainty of fuel supply when flying into YVR. Without this certainty, airlines may choose to use other gateways such as Seattle

## 1.3 Proposed Expanded Fuel Storage System

The expanded fuel storage will be built to the most current Canadian fuel storage safety and design standards. It will be located on the north side of Sea Island in the YVR commercial development area.

The expanded fuel storage will consist of four storage tanks, each with a capacity of 9 million litres of fuel, for a total of 36 million litres. At this location, there is the potential to build an additional two storage tanks, each with a capacity of 9 million litres, in the future. The storage tanks will be approximately 15 meters high and have a diameter of 30 meters. The additional storage tanks will allow YVR to increase on-airport fuel storage from the current 1.5 days of fuel on hand to 5 to 7 days of fuel on hand. The storage tanks will require 2.12 hectares or 5.25 acres of land, which is the equivalent of a medium-sized warehouse facility.

To ensure the highest level of safety, the storage tanks will be located within a chain-link security fence and feature 24-hour video monitoring. The tanks will be surrounded by a containment berm and will be built with fire suppression, leak detection and vapour control systems. The project proposes landscaping with low shrubs and trees along Ferguson Road.

The project also proposes that the tanks be white in colour. White storage tanks reflect more light, minimizing the potential environmental impact caused by fuel vapour emissions as a result of the sun warming the tanks. However, some people feel white-coloured storage tanks are less aesthetically pleasing.

Coloured storage tanks absorb more heat; this results in higher vapour emissions, which are potentially an environmental concern. However, coloured storage tanks may be considered more aesthetically pleasing. The existing VAFFC fuel storage tanks at YVR are painted a light green colour.



## 2. CONSULTATION METHODOLOGY

### 2.1 Public Notice and Recruitment

More than 100 residents and community and business organizations were contacted by e-mail and telephone to notify them of the opportunity to participate in the consultation Open Houses or to provide input through the consultation website ([www.vancouverairportfuel.ca](http://www.vancouverairportfuel.ca)), by telephone or written submission (mail, fax or e-mail). Seven advertisements were placed in community newspapers to inform the public of opportunities to participate in the consultation. In addition, posters were placed at local community centres, the Richmond Public Library, MacDonald Beach Park and Iona Beach Regional Park on Sea Island.

Details of the public notice and recruitment program include:

#### A. NEWSPAPER ADVERTISEMENTS

Advertisements to inform the public of their opportunities to participate in the consultation ran in the following newspapers:

January 23, 2008

- *Vancouver Courier* (East/West)

January 24, 2008

- *The Richmond Review*

January 25, 2008

- *Vancouver Courier* (City-wide)

January 26, 2008

- *The Richmond Review*

February 22, 2008

- *Vancouver Courier* (City-wide)

February 23, 2008

- *Richmond News*

February 26, 2008

- *The Richmond Review*

## **B. DISTRIBUTION OF MATERIALS**

The newspaper ad, in the form of a poster, was also placed at the following locations:

Community Centres (CC)

1. Thompson CC
2. West Richmond CC
3. Steveston CC
4. South Arm CC
5. City Centre CC
6. Cambie CC
7. Sea Island CC

In addition, posters were placed at the Richmond Public Library, MacDonald Beach Park and Iona Beach Regional Park on Sea Island.

## **C. E-MAILS AND TELEPHONE CALLS**

E-mails and telephone calls were made to invite stakeholders to participate in the consultation:

- |                      |                    |
|----------------------|--------------------|
| January 24, 2008:    | 40 e-mails         |
| January 28/29, 2008: | 30 telephone calls |
| February 20, 2008:   | 65 e-mails         |
| February 25, 2008:   | 15 telephone calls |

## **D. MEDIA ADVISORY**

A media advisory was issued on February 22, 2008 to Lower Mainland media advising of the opportunities for public input into the consultation and that all consultation materials would be available at [www.vancouverairportfuel.ca](http://www.vancouverairportfuel.ca).

## 2.2 Consultation Program

The consultation provided a variety of ways for the public to participate in the consultation. Some residents chose to participate in an Open House, while others chose to go to the consultation website to gather information and complete an on-line feedback form. Others chose to provide their input through the consultation telephone inquiries line.

### A. OPEN HOUSES

The public was invited to attend Open Houses which took place:

Thursday, January 31, 2008, 4:00 pm – 8:00 pm – Vancouver International Airport

Saturday, February 2, 2008, 10:00 am – 1:00 pm – Sea Island Community Centre

At the Open Houses, the public were encouraged to read the display boards (which provided background on the project) and ask questions about any aspect of the project. Project team members were on hand to answer questions and collect comments.

### B. WEBSITE

Information about the project was available on the consultation website ([www.vancouverairportfuel.ca](http://www.vancouverairportfuel.ca)), including an on-line feedback form.

### C. SITE VISIT

Community organizations or individuals showing strong interest in the project were offered the opportunity to visit the proposed project site and ask questions of the project team. It should be noted that the proposed project site is visible to the general public off Ferguson Road.

The Sea Island Community Association participated in a site visit on Monday March 10, 2008 from 4:30 pm – 5:00 pm. No other requests were made.

### D. OTHER (TELEPHONE, E-MAIL, MAIL, FAX)

The public was invited to provide comments or submit inquiries by telephone or written submission (e-mail, mail or fax).

## 2.3 Participation in Consultation

Total participation in the consultation was 89 people:

- 28 people attended two Open Houses
- 47 on-line feedback forms
- Nine submissions
- Five members of the Sea Island Community Association visited the proposed project site

### 3. DETAILED SUMMARY OF CONSULTATION INPUT

#### 3.1 Consultation Feedback Form

The following provides a summary of input provided through the consultation feedback form.

The Backgrounder and Feedback Form (see Appendix) provided consultation participants with information about the proposed Vancouver Airport Fuel Storage Project, and asked participants for feedback on the colour of the storage tanks and for their input on any aspect of the project about which they might have questions or concerns.

A total of 56 people completed feedback forms between January 25 and March 7, 2008 (47 feedback forms were received on-line and nine hard copy feedback forms were received at Open Houses). In addition, nine submissions were received (six by e-mail and three by telephone) and those responses were coded and analyzed in conjunction with the tabulated feedback forms.

The following is a summary of input provided through the consultation feedback form.

#### 1. STORAGE TANK COLOUR

Participants were asked: **Please indicate how strongly you agree or disagree with white coloured storage tanks or light green coloured storage tanks.<sup>2</sup>**

##### a) White storage tanks

Strongly Agree	67%	} 74%
Somewhat Agree	7%	
Neither Agree nor Disagree	9%	} 17%
Somewhat Disagree	4%	
Strongly Disagree	13%	

- 74% of respondents agreed (either strongly or somewhat) with white tanks

##### b) Light green storage tanks

Strongly Agree	28%	} 43%
Somewhat Agree	15%	
Neither Agree nor Disagree	15%	} 41%
Somewhat Disagree	5%	
Strongly Disagree	36%	

- 43% of respondents agreed (either strongly or somewhat) with light green storage tanks
- 41% of respondents disagreed (either strongly or somewhat) with light green storage tanks

<sup>2</sup>Participants were asked to indicate how strongly they agree or disagree with white storage tanks and how strongly they agree or disagree with light green storage tanks. As such, the choices are not mutually exclusive.

## 2. ADDITIONAL COMMENTS

Participants were asked: **Please provide any additional comments that you may have about any aspect of the project.**

The following is a summary of comments expressed by individuals:

- Several respondents said that the need for safety and security are their primary concerns in building additional fuel storage tanks (8)
- Some respondents said that they are concerned about the environment and potential impacts on the surrounding communities in the event of a fuel spill (5)
- Some respondents said they support the project and the need for a reliable supply of fuel on hand (4)
- Some respondents said that only one question was not sufficient to be called a consultation and that the question being asked was trivial (3)
- A few respondents requested that further environmental impact assessment studies be conducted (2)

## 3.2 Questions and Comments from Open Houses

A total of 28 people attended the two Open Houses. The following is a summary of questions and comments from participants during the Open Houses:

- Questions were asked in order to get clarification on the project
- Questions were asked about safety and how surrounding communities would be protected in the event of a natural disaster (i.e. fuel spill, flood, etc.)
- Interest was shown in the security of the security of the expanded fuel storage tanks
- Interest was shown in understanding more about the long-term supply of aviation fuel to YVR
- Interest was shown in an earlier project dating back to the 1980s that proposed bringing fuel into Sea Island by barge. When informed that this was not the case, people felt their concerns were adequately addressed
- Interest was shown in receiving fuel storage project updates in the future as well as updates on the long-term supply of fuel delivery to YVR

### 3.3 Key Theme Summary of Submissions

In addition to feedback form input, the project received nine submissions by e-mail and telephone (six by e-mail and three by telephone).

Key themes of input from written submissions are as follows:

- A few respondents inquired about fuel storage safety and the design of the proposed expansion, particularly in relation to the impact on local residents, environment and businesses (3)
- A few respondents had questions about the fuel delivery process with regard to the proposed expansion as well as the current methods of fuel delivery (3)
- A few respondents inquired about the long-term plans of the fuel facility and its role with the airport, as well as how aviation fuel forecasting is conducted (3)
- A few respondents questioned the consultation process regarding its scope and the consultation extension (3)
- A few respondents said they support the project and asked how to assist the expansion in moving forward (2)



