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| ITEM | 5 |
| MANAGER'S REPORT NO. | 28 |
| COUNCIL MEETING | 1978 04 10 |

Re: LOADING RACK FACILITIES - CHEVRON CANADA LIMITED

The following report from the Director of Planning contains comments on an inquiry that was raised by Council on 78 March 28.

This is for the information of Council.

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PLANNING DEPARTMENT
1978 APRIL 04

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
SUBJECT: COUNCIL ENQUIRY - 1978 MARCH 28
LOADING RACK FACILITIES - CHEVRON CANADA LIMITED

At the 1978 March 28 meeting of Council an enquiry was raised concerning the status of development at the loading rack at Chevron Canada Limited. The following will provide Council with information on this matter obtained during a site inspection March 29 and discussion with representatives of the Air Quality Control Section of GVRD as well as Chevron Refinery officials.

In a status report presented for the information of Council at the 1977 July 18 meeting, the Planning Director advised of the following with reference to the tank truck loading rack facility (which is located on the north side of the 4400 Block Eton Street):

| <u>Item</u> | <u>Status</u> | <u>Comments</u> |
|--|---|--|
| Vapour Recovery System - Tank Truck Loading Rack | Bottom loading facilities under construction at this time for all light products (gasoline and diesel). | In discussions between the GVRD and Chevron it was agreed that a bottom loading installation would be pursued as the first stage in the vapour recovery program. The results of this stage will be monitored, and if the GVRD standards are not met, then further vapour recovery measures will be undertaken. |

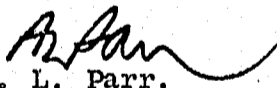
The construction of the improved loading rack facilities on the site was conducted under Preliminary Plan Approval first issued in 1975 August, and has now been completed except for such finishing items as painting, sewer work and final clean-up of the site. The construction work included the addition of a loading facility at the

north end of the previous loading rack, for dispensing of fuel oils, and the addition of 3 bottom loading facilities under the original canopy at loading racks 1, 2 and 3. The new facilities are now in operation, and the loading of gasoline and diesel products to all vehicles equipped to handle bottom loading is now accomplished by the new bottom loading facilities. In addition to the 3 new bottom loading racks, there are 4 top loading racks which serve to load fuel oils (via the new facility mentioned) as well as gasoline and diesel products to vehicles which have not yet been converted to receive bottom loading. Chevron officials advise that all but one of the tank trucks used in their fleet operation have now been converted to bottom loading; the one remaining vehicle is due to be replaced, with a new bottom loading unit. Some vehicles owned by independent hauling operators have not yet been converted to bottom loading, and consequently these vehicles are still served by the overhead racks. 110

The advantages of bottom loading are that they provide for safer, faster dispensing of fuels, as well as the environmental advantage of producing less vapour emissions, due to the fact that splashing of product during the filling operation is greatly reduced, thereby minimizing contact between low vapour pressure liquids and the air. The GVRD, as mentioned in the July 18 report to Council, agreed to the bottom loading installation as the first stage in the vapour recovery program. The target date for completion of the bottom loading facilities was March 31 and we are able to confirm that this target was met. At this time Air Quality Control authorities are watching the situation and will monitor the results to determine if further vapour reduction and recovery measures will be necessary in order to meet the standards of the Permit. In the meanwhile, it is expected that independent fuel haulers will undertake conversion of their units, as more and more suppliers in the Greater Vancouver area convert to bottom loading.

In summary, the bottom loading facilities approved at the Chevron site have been completed and are in operation; top loading of gasoline and diesel products still takes place on those vehicles not yet equipped to handle the new system, but it is expected that the amount of product handled by top loading will diminish as independent haulers' units are converted to the new system. GVRD authorities are prepared to monitor the operation in order to ascertain the effectiveness of the facility in reducing odor emissions from this source, in order to determine whether any further installations or improvements will be necessary.

The foregoing is for the information of Council.


A. L. Parr,
DIRECTOR OF PLANNING.

DGS:cm

c.c. Chief Fire Prevention Officer
Chief Public Health Inspector