

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 26
Monday October 16, 2006
Approved

Red Head United Church
6:05 pm – 9:05 pm

Committee Present:

- Armstrong, Carol Resident
- Armstrong, Stu Co-chair of CCELC, Resident
- Brown, Alice Resident
- Bruce, Patrick Member
- Court, Ivan City of Saint John Councilor
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Debly, Teresa Resident
- Griffin, Dennis Resident
- Griffin, Glenn Resident
- Hunter, Roger Resident
- MacKinnon, Claude ACAP Representative
- Malcharek, Rainer Bayside Power
- Perry, Yvonne Resident
- Quinn, Kevin Bay Pilots & Marine Consultants
- Sherman, Peter Resident
- Smith, Elsie Resident
- Thompson David Member
- Turner, Rick Saint John Board of Trade

Committee Absent:

- Johnston, Jan Resident
- Lyttle, Dwain Resident
- Rogers, Kathy Member
- Roy, Beth Resident
- Thompson, Jean Resident

Resources:

- Azcarraga, Adolfo Canaport LNG
- Boilard, Pierre SNC - CENMC
- Caines, Crystal Fundy Engineering
- Forsythe, Fraser Canaport LNG
- Kellock, John Emera Brunswick

As a result of the review of action items, the following points of discussion / questions were raised:

David T. of the Fishermens Association requested that the fishermen should be provided with a list of questions from Canning and Pitt, along with an agenda for the next fishermen negotiation meeting, prior to the meeting date, so that the fishermen can be well prepared.

Q1. Can the committee be provided with background information on Canning and Pitt?

Action item 26-2 Provide the CCELC with background information on Canning and Pitt

Q2. When will the continuous pour for the LNG tank wall construction begin?
A2. The continuous pour will begin in the spring after freezing temperatures.

Q3. What is the daily need of water for the pour, and how will that be obtained?
A3. The daily need for the continuous pour is approximately 75 m³/day. Groundwater will be pumped from the site, and will not exceed the allowable quantity limits of 50 m³/day (all three wells on site are metered). Currently, a reservoir pond capable of handling 4000 m³ capacity is on site, and is being filled to accommodate the additional water needs during the pour. This should be sufficient for the water needs during the continuous pour.

Q4. How long does a continuous pour take?
A4. A continuous pour lasts for approximately 20 days, and is performed 24 hours a day.

Q5. What will the water reservoir be used for after the pouring of the tanks is completed?
A5. The reservoir will be used to remove salt water from the fire line to prevent rust from corroding the fire line system.

Q6.. What about the noise levels resulting from the continuous pour?
A6. The noise levels will be quieter than the current construction on site.

Onshore site presentation / Update

Pierre Boilard provided a presentation in regards the LNG site (*see the Onshore Progress Report – 16 October 2006 Handout*). SNC Lavalin have been onsite for a total 181 days. There are 225 people working onsite, and to date there has been 0 lost time due to accidents. Pierre B. then proceeded to show a series of photographs of the current progress of the site, and included photographs of the truck inspections leaving the site, LNG tank construction, the road to the Jetty area, pipe tunnels and retaining walls, sleeper excavations, LNG impounding basins, SCV area, future parking areas, sedimentation pond, water retention basin, batch plant area, and material stockpiles. The goal before the winter weather sets in is to have all of the roads and underground pumping systems in place on the LNG site.

The following questions and points of discussion were raised during the presentation on the LNG site update.

Q7. (Patrick B.) Are all of the large trucks traveling to / from Canaport on the Red Head Road covered?

A7. SNC Lavalin audits the trucks and equipment entering the site, and have restricted access to some trucks due to non-compliance. SNC Lavalin are doing their best to ensure safety compliance. If there are any concerns or problems, please bring the issue forward and SNC Lavalin / Canaport LNG can follow-up on the complaints.

Action 26-3: SNC Lavalin to send out a reminder to all large trucks visiting the Canaport LNG site must be covered, and properly inspected prior to entering and leaving the Canaport site.

Q8. Is all of the steel used for the construction of the tanks obtained locally?

A8. All of the steel is local in exception for the rebar on the tank walls (this needs to be a cryogenic specification and is imported).

Q9. What about the WWII bunkers, have they been removed?

A9. Bunker # 3 on top of the hill has been removed as the observation tower will be located in this area.

Q10. What commitments were made in the EIA in regards to the bunkers?

A10. The requirement in the EIA called for a complete photo essay of the military installments and what can be saved has or will be, provided it does not inhibit the site construction.

Q11. How much rock will be consumed for the construction of the facility?

A11. The previous contractor for the initial site works (Dexter Construction) moved approximately 300,000 m³ of material. An additional 300,000 m² in total will be moved as a result of this phase. Backfill material has been stockpiled where possible to avoid the importation of material from offsite. Sand and aggregate only will need to be imported for the pour only.

Q12. (Gordon D.) What type of environmental controls are in place in relation to the concrete batch plant (i.e., emissions)?

A12. The operation of the batch plant is permitted through the Department of the Environment, with a total of 46 conditions. The batch plant is powered by electric motor. Trucks are washed in a designated location, and all the wash water is directed into a separate settling basin. All chemicals used in the production of the concrete are stored on an impermeable base.

Action item 26-4 Determine what solutions, if any, are used to clean the concrete trucks.

Q13. (Glen G.) Is the surfacewater that enters the Bay from the site measured daily?

A13. The surfacewater runoff water from the site is tested weekly for total suspended solids at a minimum. Sampling is also performed after heavy rainfall events. This exceeds the requirements as per condition #65 of the Approval to Construct permits from the Department of the Environment.

A motion to have the water tested daily was tabled until David Peterson arrived at the meeting.

Guest Speaker – Chief Simonds from the City of Saint John Fire Department on Emergency Measures

Chief Simonds, Chief of the City of Saint John Fire Department, spoke to the committee on emergency measures in regards to the LNG facility. After a brief introduction, the floor was open to the committee members to ask questions. The following were some of the questions that were raised:

Q14. Has the Fire Department requested funding from the project proponents for training?

A14. The Fire Department has not asked at this time. The Department has only started the review of best practices (*i.e.*, attendance at the Texas A&M University training last week). The proponent will fund training and equipment needs once the Department reviews the facility and determine what fixed fire protection equipment will exist on site.

Q15. What about a community action plan for evacuation in the event of an emergency?

A15. As part of the Environmental Impact Assessment approval (condition # 14), an emergency evacuation plan is required. This plan will be submitted for approval by the City of Saint John Fire Chief and the Director, the New Brunswick Emergency Measures Organization, and the Department of Public Safety.

Q16. (Peter S.) What about having an ‘outsider’ conduct an audit to determine if the Department has the capabilities to meet the project demands.

A16. We are looking at other areas, including as far away as Asia, that have similar projects up and running. The Department will have a broad perspective of best practices and are confident with this approach.

Q17. When will you pursue proponent funding?

A17. Once the Department finishes gathering information outside the project, then we will get together with the proponent in a meaningful way to discuss roles and gaps in an attempt to determine a clearer picture.

Q18. What about the timeline in respect to having the proper resources ready for when the Project is completed?

A18. The Department believes they are on schedule and have ample time to effectively complete the required work.

Q19. (Gordon D.) What about the legal authority to delegate to the operator at site in the event of an incident?

A19. This facility will be similar to other facilities and the Department would use the unified command approach and the incident action plan protocol. In all my (Rob S.) years responding to incidences, the Department have worked seamlessly and maintain an ongoing relationship with the Refinery in incident mitigation and it is common for industries such as the refinery to play a support role especially regarding exposure protection.

Q20. (Gordon D.) Would the Fire Department have the ultimate say over the site respondents?

A20. Yes, the Department has the final say, and this involves a series of notification thresholds (*i.e.*, spill retention notices and other thresholds to elevate our response or to demobilize).

Q21. In an emergency response situation, and if the road were blocked, how would the residents get out (where Red Head Road is a dead end)?

A21. This will need to be built into the response plan. We will need to think through an approach and the required resources.

Q22. (Kevin Q.) What about the Marine side? What would occur in the event of a fire?

A22. For pier extinguishing power, the Department would look for support outside of the jetty. Before the Department signs off, there is a requirement to have others sign off including police, harbour pilots, etc, and other parties of interest.

Q23. (Yvonne P.) What about the risk analysis for the LNG plant (*i.e.*, hot zones)?

A23. The EIA identified thermal exclusion zones regarding radiant heat. The study was done twice as a result of the relocation of the tanks.

Q24. Have you just started the research and training process in relation to LNG response?

A24. The Department has been looking at this for a few years now regarding the training and exercise options. The last few weeks we have begun looking at the next level of interaction. The amount of interaction within the next twelve months will be significant. Discussions will be ramping up for emergency response plans for both during construction, and for the ongoing operations. These plans will need to be signed off on.

Q25. (Peter S.) How do you obtain funding, what is your chain of command?

A25. For this project, the Department will present a business case on a go forward basis, for advanced training (*i.e.*, 10 persons in a 24 month period). We will present the Department's new need requirements as a result of the project and the dollars required from the company to be allocated for emergency response.

Q26. If system operators in USA are the first responders in relation to gas control (pipeline), and they manage the event and how do they work with you?
A26. I (Rob S.) had an opportunity to meet with gas control in the USA. We have direct communications with them to shut down the impacted area. This is situational based and they recognize that time lines can be very short.

Q27. (Ivan C.) Will the public be notified regarding the “Emergency Protection Zone” (*i.e.*, the Red Zone) for the pipeline?

A27. If the people are in the “Emergency Protection Zone”, there is a requirement to notify these residences. This will come into effect once the corridor becomes a specifically designated route.

Q28. (Gordon D.) How will the public be notified at night in the event of an emergency?

A28. This is a critical question for our community even without this project. Some of the options available are: 1) EMNet - from the NB Emergency Measures Organization. This involves a signal that is sent out to report an event. 2) Reverse 911 involves a prerecorded message and is broadcasted over the phone lines. This system is unavailable in NB, but is available in NS. 3) A multi-phased approach called Plumerex, based on postal codes. 4) Public address system broadcasted by driving through the community. The community needs to use a variety of tools and requires the CRTC to sanction a number of the approaches.

Q29. What about public consultation in regards safety procedures and protocols?

A29. The Department’s consultation with the public tonight is part of our approach. The three core pillars to the Department’s approach are: 1) Identify the key sensitivities or issues; 2) Provide notice to the public and; 3) evaluate the Department’s progress.

Q30. (Kevin Q.) What fire fighting equipment will you need to invest in as a result of the project?

A31. The Department does not anticipate any direct need regarding new equipment. There may be a need for a dry chemical unit.

Q32. What is the Fire Departments total personnel count?

A32. There are a total of 188 persons with 38 on duty at any one time. There are 4 persons per crew or engine company. We are well served by 17 responders.

Q33. (Glen G.) How long would it take to respond to an incident at Canaport?

A33. Approximately 7-8 minutes using the Red Head Road road coming from Courtney Bay.

Q34. (Denis G.) How can Repsol be helpful in your efforts?

A34. The Department sees Repsol potentially as a great resource. The Department have inquired about the appropriate contacts within Repsol, but the first step is to continue schooling so we are able to ask the right questions.

Q35. (Ivan C.) Would simultaneous events be a strain on your equipment capacity to meet the Department's needs?

A35. No, simultaneous events would not strain the Department's equipment. Our efforts relating to LNG would most likely be very labour intensive, due to factors possibly related to vapour, heat, and hazardous response. Other industry event incidences are normally more equipment intensive.

Q36. Would there be a requirement to have fire fighting equipment on site?

A36. Irving Oil already has fire fighting equipment adjacent to the site.

Q37. (Elsie S.) What about radiant heat leaving the site during an event incident?

A37. (Canaport LNG) From the modeling that was done, the radiant heat did not leave the site. The radiant heat value reached an output magnitude equal to 5x the strength of the sun.

Q38. What is the size of the Fire Department in Lake Charles Louisiana where you visited the LNG facility?

A38. The Department consisted of 80-190 personnel, similar to the size of our contingent of fire fighters and our community's size.

Updates Continued

NBDENV Monthly Status Report

David P. presented the committee with the Environmental Compliance Status Report for September 2006. This report was provided to the members at the meeting. For copies of the report, please contact David Peterson from DENV or Fundy Engineering. The following questions were raised as a result of the monthly status report.

Q39. What are the requirements regarding emergency planning for the project set out by the province?

A39. (David P.) The requirement regarding the state of readiness states that a draft plan must be in place 6 months in advance of the commencement of operations, per EIA conditions 14 through to 17.

Q40. Why is Orimulsion still on the table?

A40. (David P.) The project was approved and no action has been taken by the proponent otherwise, so as a result, the project is still on the books to include Orimulsion.

Q41. What if there is another fuel sourced for Coleson Cove?

A41. (David P.) NBDENV says a change in the fuel will require a review and not necessarily a new EIA.

Q42. What about the pipeline lateral from the LNG facility to the IOL refinery?

A42. (David P.) The pipeline project will require a public review process with the Public Utility Board, a quasi-judicial process.

Q43. (Gordon D.) What about the exclusion zones or other restrictions and how might they impact on the cruise ship traffic in Saint John Harbour?

A43. (Canaport LNG) Transport Canada and Marine Safety are still in discussions with Canaport LNG. The exclusion zones have not been determined. The situation in Boston Harbour is different, due to the traffic density in that corridor compared to Saint John Harbour.

Action item 26-5 Follow-up with the current status of the development of the exclusions zones.

Member Statements

Gordon D. put forward two items;

- 1) The Red Head youth need a recreation center and wish to submit the community letter for follow-up by the CCELC. I (Gordon D.) would request that we consider assisting with the setting up of a working subcommittee tasked with looking at how this undertaking might be supported (Refer to the attached article submitted by Gordon D.).
- 2) Regarding the second oil refinery proposed for the Red Head area, the committee needs to be kept informed, including the relationship to the exiting facility and we hope that the proponent keeps us posted.

Peter S. commented on the vibrations his house has been experiencing as a result of the heavy truck traffic, and the road repairs required on the Red Head Road.

Q44. (Carol A.) Can the project look to shut down it's heavy truck traffic at 4:30 PM that night?

Action item 26-6 Canaport LNG will undertake to follow-up on shutting the project down at 4:40 PM Halloween night.

Adjourned:

9:30 pm

Submitted by:

Fundy Engineering

Next Meeting Date: Tuesday 14 November 2006

Attachments:

Table of Actions/Responsibilities –October 2006

Table of Outstanding Action Items (October 2006)

Traffic Update – September 2006

Article Clipping from the Telegraph Journal (12 October 2006) – *Red Head Youths Need Red Centre (Opinion Section)*

Table of Actions/Responsibilities –October 2006

Action #	Action	Responsible Party	Due Date
26-1	<i>Obtain further clarification from Repsol on the LNG import licensing requirements and the process in Canada</i>	Canaport LNG	14 November 2006
26-2	<i>Provide the CCELC with background information on Canning and Pitt</i>	Canaport LNG / Fundy Engineering	14 November 2006
26-3	<i>SNC Lavalin to send out a reminder to all large trucks visiting the Canaport LNG site must be covered, and properly inspected prior to entering and leaving the Canaport site</i>	SNC Lavalin	14 November 2006
26-4	<i>Determine what solutions, if any, are used to clean the concrete trucks.</i>	Fundy Engineering	14 November 2006
26-5	<i>Follow-up with the current status of the development of the exclusions zones</i>	Canaport LNG	14 November 2006
26-6	<i>Canaport LNG will undertake to follow-up on shutting the project down at 4:40 PM Halloween night</i>	Canaport LNG	31 October 2006