

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 27
Tuesday November 14, 2006
Approved as Amended

Red Head United Church
6:10 pm – 9:10pm

Committee Present:

- Armstrong, Carol Resident
- Armstrong, Stu Co-chair of CCELC, Resident
- Brown, Alice Resident
- Debly, Teresa Resident
- Forsythe, Fraser Co-Chair (Canaport LNG)
- Griffin, Dennis Resident
- Johnston, Jan Resident
- MacKinnon, Claude ACAP Representative
- Malcharek, Rainer Bayside Power
- Rogers, Kathy Member
- Roy, Beth Resident
- Sherman, Peter Resident
- Smith, Elsie Resident
- Thompson, Jean Resident

Committee Absent:

- Bruce, Patrick Member
- Court, Ivan City of Saint John Councilor
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Griffin, Glenn Resident
- Hunter, Roger Resident
- Lyttle, Dwain Resident
- Perry, Yvonne Resident
- Quinn, Kevin Bay Pilots & Marine Consultants
- Thompson David Member
- Turner, Rick Saint John Board of Trade

Resources:

- Boilard, Pierre SNC - CENMC
- Higgins, Tom Crandall Engineering
- Mayes, Chris Fundy Engineering
- McLaughlin, Gary Fundy Engineering
- Peterson, David Department of Environment NB

- Van der Veen, Carolyn Canaport LNG

Opening Remarks:

The meeting commenced at 6:10 pm with new Co-Chair Fraser Forsythe informing the committee that due to other responsibilities with Irving Oil Limited, Warren Long has resigned from the committee. Canaport LNG has now assumed responsibility for the CCELC and Fraser F., who is under contract with Canaport LNG, has assumed the role as Co-Chair. Fraser briefly reviewed the mandate of the committee and explained that the new refinery project will have a separate committee that will also allow the opportunity for public input. The LNG project and the CCELC mandate does not include the pipeline project, the new refinery, or the LNG import license.

Stu A. commented that he had just found out about the decision about Warren L. resignation, and had mixed feelings on his own continued role with the committee (with all due respect to Canaport LNG). In addition, Stu A. expressed his concern about the fact that an Irving Oil Limited representative was stepping away from the project at this time.

Fraser F. informed the committee that Repsol YPF and Irving are involved in a 75% / 25% respective partnership for the development and operation of the LNG terminal. Irving representation will always be available as a resource at the (CCELC) table.

As a result of the above change in co-chairs, the following questions were raised:

Q1. Why was there not more notice given on Warren L. resignation?

A1. Appropriate notice was provided to the committee members at the CCELC meeting immediately following advice of the resignation of the previous co-chair. As Canaport LNG owns the Project and is responsible for all of the conditions and approvals required by law, it is incumbent on Canaport LNG to be represented as a member / co-chair on the committee. In addition, Fraser F. commented that he hoped the committee can continue to move forward with the CCELC mandate.

Q2. What are the implications regarding the access road and the pier at Canaport in regards to the new refinery project?

A2. (Fraser F.) I do not know what the future holds regarding the new refinery project.

Q3. When did Warren L. resign as co-chair?

A3. (Fraser F.) Warren L. advice of resignation was put forth during the time period between the last meeting and tonight's meeting.

Q4. Could we not have been notified that there would be no representative from Irving in attendance at these meetings?

A4. (Fraser F.) Irving Oil representatives will continue to come and speak to the committee as resource persons if required for the topic being discussed.

In addition to the announcement of the change of CCELC co-chairs, Fraser F. extended a welcome to Tom Higgins from Crandall Engineering, who will be speaking on the status of the Red Head Secondary Access Road.

Review & Approval of minutes from August 8th meeting:

The minutes of meeting #26 16 October were approved motioned by Beth R. and seconded by Claude M. with no changes.

Q5. (Kathy R.) Can the minutes be released earlier than one week prior to meeting?

A5. (Fraser F.) We will work to ensure that the minutes are released two weeks in advance of the meeting.

Action item 27-1 Work to ensure that the meeting minutes are released two weeks prior to the meeting.

Report on Action Items from September 12th meeting:

- 26-1: (LNG import licensing) This action item is beyond the scope of the committee.
- 26-2: A hard copy of the background information on Canning and Pitt was made available to the committee. For further information, refer to the following website <http://www.canpitt.ca/>.
- 26-3: Pierre B. reported that all trucks are being covered and inspected prior to leaving the site. Trucks that are not covered have been prohibited from entering the site. If there are any issues in regards to truck not being covered, please contact Canaport LNG at 658-6250, or SNC Lavalin Office at 644-7603.
- 26-4: The solution that is used to clean the concrete trucks is an off-the-shelf household soap detergent of no particular brand. The trucks are washed and the wash water is recycled. The source for the water for the truck wash is the former Canaport stream.
- 26-5: The exclusion zones are not finalized with Transport Canada Marine Safety. The committee will be notified when a decision has been reached. This item will be tabled onto the table of outstanding action items to await Transport Canada decision.
- 26-6: Canaport did not shut down for Halloween; however, the drivers were instructed that truck traffic would not be accepted after 3:00 PM. In addition Canaport LNG delivered a notice to be mind full of the trick-or-treaters to all employees entering the site on the morning of Halloween eve.

Red Head Secondary Access Road (RHSAR) Update:

Tom Higgins of Crandall Engineering gave a presentation on the status of the Red Head Secondary Access Road (RHSAR). Slide topics included a map of the RHSAR, completed work to date, work remaining for 2006, work planned for

2007, and the schedule of completion. A copy of the presentation has been attached to these minutes.

As a result of the presentation, the following questions were raised:

Q6. Will the public have access to the RHSAR?

A6. (Tom H.) Yes, there is a public portion (north of the Proud Road) in which the public will have access to in the spring of 2007.

Q7. How much area was filled in along the connector road?

A7. (Tom H.) Approximately 500 meters of the stretch was filled in and the depth at the power line was approximately average of 6.5 meters.

Q8. Why is the slope so steep on the connector road?

A8. (Tom H.) The objective is to balance the cut and fill requirements for the road, to reduce the amount of rock that needs to be blasted, to reduce the amount of imported fill required and finally to meet the maximum allowable grade requirements of 8%.

Q9. How much was the elevation lowered at the intersection of the connector road and the Red Head Road?

A9. (Tom H.) The elevation was lowered approximately three meters. This was done to flatten the section as much as possible, but there was still extensive excavation or rock cut.

Q10. How much rock was blasted for the construction of the roadway?

A10. (Tom H.) The amount of rock blasted was the amount required to meet the grade specifications for the road and the fill or granular material required for the roadway.

Q11. When will the hammer drilling be completed by the end of the road at the Canaport entrance?

A11. (Tom H.) A few more days of drilling is required to complete the ditch elevations. Some of the deep cuts needed to be drilled and reblasted, including some of the overhangs.

Q12. What is the date for the opening of the RHSAR?

A12. (Tom H.) The road will be opened for construction traffic and possibly other project work related traffic by mid December 2006 (weather permitting). The public section of the access road will be open to traffic in the late spring of 2007.

Q13. The refueling trucks have been working every night and often at times after 10 PM. Can they be asked to limit the time before 10 PM?

A13. (Tom H.) We have had discussions with the refueling trucks, and we will again ask them to limit the delivery times to before 10 PM.

Q14. Does the connector road access the old Red Head Road two different ways?

A14. (Tom H.) Yes, and there will be lights and stop signs as well.

Q15. Will there be lights at the entrance / exit to Canaport?

A15. There will be a stop sign only and there are no plans for lights at this intersection.

(Fraser F.) The new access road from the Proud Road to Canaport Road is not a public access road. It is for construction access only. It is not specifically for worker vehicles, but worker vehicles will have the option of using the new road. The public will not have access to the new road until it is completed. There will be temporary signs indicating "*Authorized Use Only*".

Q16. What about security until the time that the road is opened?

A16. (Tom H.) Options are currently being discussed.

Q17. What about speed limits on the road?

A17. (Tom H.) There will be a speed limit; however, the method of enforcement is unknown at this time.

Q18. What is the thickness of the asphalt for the new road?

A18. (Tom H.) The asphalt will be 140 mm thick. That equals 5.5" which is made up of 4" of base and 1.5" seal.

Q19. Who is legally responsible for property changes that have resulted from the construction of the new road?

A19. (Tom H.) There are changes to the RHSAR right of way properties. The impact of these changes has been minimized as best as possible.

Q20. Were you aware that the poles needed to be changed? Were you aware that the height of the poles would increase from 40-65 feet?

A20. (Tom H.) We were aware that the poles needed to be changed; however, were not aware of the exact height. There is a minimum required clearance and NB Power had not finalized their design until the summer of 2006.

Q21. Irving was to invest \$6 million in the new road, can you clarify this?

A21. (Tom H.) Crandall Engineering's contract is with Irving; however, Irving is managing the road construction. Irving's investment in the new road was over \$6 million.

Q22. Testing was done on 22 wells in the Red Head area, will there be a follow-up to this testing?

A22. (Fraser F.) We have done the base line work and each resident will need to do their own follow-up testing.

Q23. How were the wells selected for testing?

A23. The selection was based on pre-designed random sample for the entire length of the Red Head Road.

Q24. Why was there pre-blast survey work for houses within a distance of 500 meters?

A24. This is the standard for pre-blast survey work required by NBDENV.

New Brunswick Department of the Environment (NBDENV) Monthly Status Update:

David Peterson, the compliance officer with the Department of the Environment, provided an update on compliance and permitting for both the LNG Project, and the RHSAR. The environmental status report for October was not distributed at this meeting; however, will be sent out with the meeting minutes. During update, the following questions were raised.

Q25. Will the NBDENV's written report be available prior to each CCELC meeting?

A25. (David P.) I will strive to do so. For the record, I have assumed Carolyn Walker's responsibility and I endeavour to fulfill this role but have other responsibilities. My focus is to stay involved in the day to day onsite activities.

Q26. If there are significant issues, will the committee be informed?

A26. This information will be made available in due course to the committee.

Q27. Where is last month's environmental status (September's) report?

A27. (David P.) They were distributed in the October meeting.

Action item 27-2 Ensure that copies of all reports are included in the minutes on a forward basis.

For the record Kathy R. did not receive and could not therefore ask questions on the NBDENV monthly update from September that was presented at the 16 October 2006 CCELC meeting. In addition to Kathy R., the other four persons absent from the October meeting did not receive the report.

Action item 27-3 Include a copy of the NBDENV Monthly Update Report for September in package for the five members that were absent from the October 16th CCELC meeting.

LNG Project

The expanded spoils pile area received its WAWA permit for the installation of a water control structure at TK557 Pond location on the western extremity of the site.

Q28. Will there be a requirement for any additional wetland assessment work on the Canaport property?

A28. A framework has been developed for compensation for the loss of any wetlands that are impacted. In addition, a Wetland and Watercourse Alteration (WAWA) permit must be obtained for additional work within wetlands on site.

Q29. Can NBDENV show wetland changes in the Red Head area?

A29. There was no NBDENV in the 1960's and 1970's. Watercourse information from the mid 1970's was not electronic and information older than 7 years has been destroyed. Presently, it is saved electronically.

In conjunction with the installation of the water control structure at the TK557 Pond, Irving Oil Limited wishes to investigate their crude oil pipeline and a permit has been issued (where it is in the middle of a wetland) to excavate a 20-40 meter section to assess the state of the pipeline.

Q30. Are there any leaks in the pipelines?

A30. There are two pipelines, one original and one that was installed at a later date. We (NBDENV) are not aware of any leaks and the company (Irving) did hydrostatic testing and no leaks were detected. Irving believe there is a dent, possibly a rock in the backfill, located on the Canaport site and are inspecting its nature.

Q31. What work was being done in the Anthony's Cove area?

A31. Irving was assessing a line repair.

Q32. Will the outflow be monitored daily at the TK557 Pond?

A32. During pumping activities, daily sampling will be performed by the proponent to ensure sediment laden water is not released into the Bay. When pumping is not being performed, weekly sampling will be conducted at a minimum.

Q33. Can the spoils pile be used for development purposes?

A33. Not at this time as it was selected as a spoils pile.

On the Canaport LNG property, there were sediment control exceedences as a result of sediment laden runoff and erosion in a newly created ditch. A schedule compliance was issued to stop and upgrade the ditch to prevent the sediment issue. Subsequently, there have been no exceedences since the ditch upgrade three weeks ago. This incident was the largest spike to date and was short in duration. It occurred after high rain and wind, it was observed and reported.

Q34. What was the duration of the exceedence at the Canaport site?

A34. (David P.) Less than 12 hours.

The preparation of the lay down area in the former Canaport Pond area was incorporated into Phase III of the site construction. Rock and grubbing material were excavated and moved to the spoils pile. The water was managed via pumps and pipes to the sediment pond.

Red Head Secondary Access Road

The RHSAR has three water crossings. Bean Brook is essentially complete and the water appears good. Hazen Creek is currently at the tail end of construction.

The company has had a difficult time controlling the sediment load entering Hazen's creek. There is nothing to report regarding Beyea Brook.

Fishermen Meeting Update:

There was a meeting held between Canning and Pitt and the Fishermen. There is no additional information to report at this time regarding the meeting.

Canaport Site Update:

Pierre Boilard of SNC Lavalin provided a brief update on the LNG Project site. SNC Lavalin had the first reportable incident (accident) last week, when a worker experienced 1st and 2nd degree burns to hands and face. This is the first reportable incident after approximately 185,000 man hours. The norm for similar work sites is 1 incident in 200,000 man hours. The worker admitted that he had made a mistake and he was a worker with 20 year experience as a boiler maker.

Q35. What was the purpose of the temporary power where the worker was injured?

A35. The temporary power was installed to heat the sand used in the concrete mix for the continuous pour.

Q36. Who was the worker employed by?

A36. The worker was employed by a subcontractor. The company has about 30 batch plants and this particular worker does the maintenance at the various batch plant locations.

Q37. Was the incident reported to Workplace Health and Safety?

A37. Yes.

Q38. How many men are there currently on the site?

A38. There are 250 men on site with a ratio of 1 safety person for every 50 workers.

Q39. What about safety training?

A39. There is a two hour mandatory training session per person working on the site and we have completed 1000 orientations to date.

There will be limited site work in the winter time and there will be an estimated 100 -125 workers on site. In March / April the 600 – 700 workers will be recalled. We try not to reach 800 workers on site.

Q40. How long does it take to pour the tank walls?

A40. 20 days per tank wall working 7 days per week 24 hours / day.

Q41. What is the source of the aggregate?

A41. Two of Gulf's quarries in the Saint John area.

Member Statements:

Peter Sherman requested a donation from Canaport LNG for an environmental cleanup of the Red Head Beach. ACAP mentioned that the waste tires could be dumped at sea and used as an environmental reef, provided they are cut. Andy Simpson has a cutter that can be rented and Peter has offered to operate the equipment.

Action item 27-4 Seek funding from Canaport LNG to undertake clean up work along Red Head Beach.

The community offered its appreciation to Canaport for organizing and participating in the litter drive clean-up along the length of the Red Head Road.

Adjourned:

9:10 pm

Submitted by:

Fundy Engineering

Next Meeting Date: Monday 11 December 2006

Attachments:

Table of Actions/Responsibilities –November 2006

Table of Outstanding Action Items - November 2006

Traffic Update – October 2006

RHSAR Presentation

Table of Actions/Responsibilities – November 2006

Action #	Action	Responsible Party	Due Date
27-1	<i>Work to ensure that the meeting minutes are released two weeks prior to the meeting</i>	<i>Fundy Engineering</i>	<i>ongoing</i>
27-2	<i>Ensure that copies of all reports (NBDENV Compliance Reports) are included in the minutes on a forward basis.</i>	<i>David Peterson / Fundy Engineering</i>	<i>ongoing</i>
27-3	<i>Include a copy of the NBDENV Monthly Update Report for September in package for the five members that were absent from the October 16th CCELC meeting.</i>	<i>Fundy Engineering</i>	<i>11 December 2006</i>
27-4	<i>Seek funding from Canaport LNG to undertake clean up work along Red Head Beach</i>	<i>Canaport LNG</i>	<i>11 December 2006</i>