

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 37
Tuesday 11 September 2007
Red Head United Church Hall, Saint John, N.B.
Meeting 6:05 pm –9:00 pm

Committee Present:

- Armstrong, Carol Resident
- Armstrong, Stu Co-chair of CCELC, Resident
- Brown, Alice Resident
- Court, Ivan City of Saint John Councilor
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Debly, Teresa Resident
- Forsythe, Fraser Co-Chair (Canaport LNG)
- Griffin, Dennis Resident
- Griffin, Glenn Resident
- Hunter, Roger Resident
- Johnston, Jan Resident
- Rogers, Kathy Member
- Sherman, Peter Resident
- Smith, Elsie Resident
- Thompson, Jean Resident
- Thompson, David Member

Committee Absent:

- MacKinnon, Claude ACAP Representative
- Malcharek, Rainer Bayside Power
- Melvin, Keith Enterprise Saint John
- Perry, Yvonne Resident
- Turner, Rick Saint John Board of Trade

Resources:

- Hogsden, Kristy Fundy Engineering
- Little, Steve Fundy Engineering
- O'Brien, Kevin City of Saint John
- Van der Veen, Carolyn Canaport LNG

Opening Remarks:

The meeting commenced at 6:05 pm with Fraser Forsythe opening the meeting, welcoming all returning members, and introducing Steve Little from Fundy Engineering.

Review Agenda

Teresa Debly requested that New Business and Member's Statement items be moved up to 6:15pm on tonight's meeting agenda. The committee approved this change to the agenda. Gordon Dalzell inquired if the DENV would provide an update on the sound monitors at Mispic Beach. Fraser Forsythe responded that the DENV would be absent from the meeting tonight but that Paul Vanderlaan (DENV) is considering the commitment to resume monitoring at Mispic Beach. An update will be provided at the next meeting.

Review & Approval of minutes from August 14th meeting:

The minutes of meeting #35 on 14 August 2007, were approved with the following changes:

- *Gordon Dalzell's comment on the visual impacts of the Project (page 6) was changed to reflect the negative perspective he shared with the committee;*
- *The times when Carol Armstrong was disturbed on the night of 10 August 2007 and the sound level criteria related to the Project were added (page 4); and*
- *Sentences were added to clarify Teresa Debly and Carolyn van der Veen's comments regarding publicly acknowledged donations (page 7)*

The minutes were approved as amended; motioned by Gordon Dalzell and seconded by Peter Sherman. Approved minutes will be posted to the Canaport LNG website (www.canaportlng.com) and the Fundy Engineering website (www.fundyeng.com).

Member's Statement

Kathy Rogers requested that the duration of time for the member's statement be extended to ensure each member wishing to give a statement has an opportunity to do so.

Teresa Debly **will send her statement by email.**

Peter Sherman indicated that he will be moving to Kincardine for family commitments. He believes that poor communication between the Proponent and the City of Saint has caused problems for residents on Red Head Road. He stated that bank stabilization and the construction of the secondary access road should have occurred prior to major construction in the area. He stated that sidewalks should be put in on Red Head Road to make it safer for area residents and children. He has enjoyed his time on the committee and in the community.

Q1. (David Thompson) Was the outstanding action item on appraisal values of houses in the Red Head area addressed?

A1. (Fraser Forsythe) Yes, as far as it will be. Investigations with real estate agencies in the area indicated that house values in the Red Head area have increased. Canaport LNG is not going to appraise the value of each house.

A1. (Peter Sherman) This agrees with my research into the issue. It could be a court case if funds were available to support it. There is no positive effect of the Project on real estate values.

Glenn Griffin commented that the majority of homes have been bought by Irving at a 10% increase over market value.

Ivan Court spoke to his concerns about bank stabilization, erosion, and the event which occurred on 31 August. Fundy Engineering assessed the stability of the cracks which could cause further erosion on the property or adjacent properties. He stated the resident has moved until the property is deemed to be safe and believes that the three levels of government have a responsibility to protect residents and ensure their security. He indicated that all truck traffic needs to stop using Red Head Road and that bilingual signs should be put up on Bayside drive to direct truck traffic to the new road. Fraser Forsythe commented that there are francophones on site who speak both English and French, as 95% of the employees on site are from New Brunswick. Kevin O'Brien will take this request back to the City of Saint John.

Fraser Forsythe indicated that the public portion of the new road is open to the public from Old Black River Road to Red Head Road, including Alignment B. He agrees that trucks do not need to be on Red Head road. He stated that the private portion of the road is also paved. He called the project managers after the bank failure event and requested that all staff use the new road. He will send written notice to all site employees tomorrow regarding the status of the road.

Kathy Rogers stated as a member of the CCELC, she should receive information about the Project prior to media releases being published in the newspapers (September 6th articles about the construction of third tank and LNG business story). She requested information on who is responsible for health and safety issues for the offshore component of the project, including pile driving activities (she has contacted DFO and WHSCC) and who is responsible for selecting committee members. She asked committee members if they were aware of a pile and crane block that had been dropped on the seabed and would not be removed. She stated that many times the gatehouse at the entrance to Canaport is not staffed and that a light should be placed at that intersection. She inquired about the grouting process for the offshore piles. Kathy Rogers referred to an August 2006 Action Item regarding the review of all offshore components by the WHSCC after completion of the project and commented that she felt the WHSCC should be on site. She asked how often the sediment traps are sampled and if the results are accurate. In addition, she was interested in knowing the details of the exclusion zone for the offshore construction area. Kathy Rogers requested to know the location of the concrete batch plant on site.

Peter Sherman brought forward a suggestion from a resident (Tom Rogers) that Red Head Road be made a non-trucking route. Ivan Court commented that the slope failure on Red Head Road was a warning sign for the integrity of the road.

Action Item 37-1: Respond to specific questions and concerns raised during the Member's Statement portion of the meeting.

New Business

David Thompson expressed concerns about the safety of pedestrians crossing the Alignment B intersection and the use of Jake Brakes when trucks are coming down the hill towards Red Head Road. He suggested that a crosswalk be put in and a sign restricting the use of Jake Brakes overnight (e.g., 8pm -8 am) be placed at the top of Alignment B. Kevin O'Brien will follow up on this matter.

Fraser Forsythe stated that the private portion of the new road belongs to Irving Oil Limited and Canaport LNG truck traffic is permitted to use this section of road. Stu Armstrong commented that a police presence may help on the road to enforce bylaws. Peter Sherman suggested moving the entrance gate to the Canaport site to the top of Proud Road. Fraser Forsythe replied that Canaport will continue to provide security features on site where infrastructure is in place. Traffic monitoring will continue to determine if traffic volume decreases on Red Head Road now that the new road is paved and open.

Glenn Griffin brought a Crandall Engineering document entitled "Erosion of Red Head Road Slope" to the attention of the CCELC and commented that work done in 1996 which indicated any work done Red Head upper slopes would affect the shoreline. He believes that the heavy equipment, vibrations, and industrial activity in the Red Head area have had devastating effects. He indicated that any wetland compensation projects should be completed locally (e.g., shoreline). Glenn Griffin put forward a motion that "Any compensation money approved for wetland impacts resulting from the Canaport LNG project should be put into erosion control and projects on the Red Head shoreline". This motion was seconded by Gordon Dalzell and approved by the committee. The motion was carried. A letter will be sent to the Minister of the Environment on behalf of the CCELC and will be copied to Roly McIntyre.

Action Item 37-2: Prepare a letter to the Minister of Environment requesting that any compensation money approved for wetland impacts resulting from the Canaport LNG project should be put into erosion control and projects on the Red Head shoreline.

Q2. (Gordon Dalzell) Where does the wetland compensation requirement come from?

A2. (Fraser Forsythe) It comes from the Clean Air and Clean Environment Act of the New Brunswick government. Sometimes impacts that occur when work is done within 30 m of a wetland or watercourse must be compensated for in accordance with the "no-net-loss of wetlands" policy. The Department of Environment must approve any proposed project and the Proponent must hire a contractor to create, restore, or enhance the wetland, depending on the specific requirements of each compensation project.

Q3. (Teresa Debly) How will residents of Red Head Road and Mispec benefit from the LNG project during operation?

A3. Fraser do you have a response? This question was left unanswered during the meeting^[F.R1].

Gordon Dalzell indicated that Vern Garnett was interested in being a member of the CCELC. Fraser Forsythe suggested the committee not look at membership attendance until the end of the year and then determine the number of new members needed. Gordon Dalzell stated that he highly recommends Vern Garnett. Jan Johnston will be resigning in November. Peter Sherman is resigning after tonight's meeting. Beth Roy contacted Fraser Forsythe and resigned this past week. Teresa Debly put forward Pam McNeill's name as a possible new member. Kathy Rogers suggested that a note be sent to all Red Head Road residents regarding the vacancies on the CCELC; and the responsibilities and duties of the member, to generate interest for new members. Fraser Forsythe agreed with this but does not want numbers to get too high and suggested we replace only the members who have resigned. Fraser Forsythe indicated that the committee must be representative of Red Head Road residents. Teresa Debly inquired if Rainer Malcharek's status on the committee is as a member or a resource attendee.

Q4. (David Thompson) Why was the fishermen's discussions taken off the list of Outstanding Action Items?

A4. (Fraser Forsythe) We considered those as private discussions between Fundy North Fishermans Association and the Proponent. You can report on them if you chose to do so.

David Thompson responded that he would be available to answer questions on this matter.

David Thompson commented that the community had no input into the Red Head Marsh project which involved the removal of the water control structure. He indicated that the local community could provide suggestions or comments on potential projects. Fraser Forsythe stated that Susan Atkinson (DENV) is working with local groups (e.g., ACAP) to develop plans for these wetland compensation projects to take place in Saint John. Ivan Court commented that people in Red Head should get more compensation for the Project impacts. Kathy Rogers commented that many committee members are frustrated with not being able to make a difference in the community with respect to the Project. Fraser Forsythe responded that we, as a committee, are to take a more pragmatic approach rather than address philosophical questions, and have made progress on several items and continue to fulfill its obligation to share information with the community.

Q5. (Carol Armstrong) Where there two recent accidents on site?

A5. (Fraser Forsythe) We have had two lost time incidents: 1) 9 November- an employee suffered an arc-flash electrical burn at the Beton Brunswick batch plant while working on an electrical boiler and 2) 26 June- an employee dismounting a personnel lift caught his wedding ring on the lift access ladder and his finger was amputated.

Q6. (Carol Armstrong) Why did an ambulance go to the site on 28 August and 6 September?

A6. (Fraser Forsythe). On 28 August a worker with chest pains was taken to the hospital for examination. On 6 September an employee at the Crude Terminal was taken to hospital with chest pains.

A resident raised concerns about the speed limit (50 km/hr) coming down Alignment B to Red Head Road and stated that people can not coast down that hill at that speed. Fraser Forsythe commented that the City of Saint John is doing due diligence with the road (i.e., police monitoring) and that it is a well designed road. A resident inquired if snow fence had been put up near the emergency access road. Roger Hunter confirmed that the snow fence is up. Carolyn Van der Veen stated that work has moved away from the house and the house has been bought by Irving. Carol Armstrong expressed concern about trucks parked on Red Head Road near the emergency access road for construction. Fraser Forsythe stated he would follow-up on this concern.

A 10 minute break was taken.

Business Arising from Previous Meeting

Fraser Forsythe reported on Action Items from 14 August 2007 meeting.

36-1: Sound monitoring data was provided to Carol Armstrong, highlighting the levels recorded during the evening of August 10th. This information indicated that no exceedences were reported at the monitor at her residence that evening. Sound levels, measured as 1-hour Leq, must be below the criteria of 65 dB(A) for the period 07:00-22:00 and 60 dB(A) for the period 22:00-07:00. This is as outlined in condition # 64 of the Project's Approval to Construct.

36-2: An updated list of contractors working on the site is currently being prepared and will be included in this month's package.

Q7. (Peter Sherman) Has work begun on tank # 3? Is this a good thing?

A7. (Fraser Forsythe) The sub base has been poured and some rebar brought to site today.

Q8. (Roger Hunter) Will a third tank change the outflow from the facility?

A8. (Fraser Forsythe) No. The outflow will not change. Tank # 3 was considered in the EIA. Yes, the third tank is positive as it provides more flexibility with respect to receiving ships and the security of the supply we have if we have weather delays.

Q9. (Dennis Griffin) How long can LNG stay in the tanks?

A9. (Fraser Forsythe) Almost indefinitely, we will likely store it for several weeks.

Q10. (Dennis Griffin) Would an increase in throughput result in an increased number of tankers?

A10. (Fraser Forsythe) Yes, but we are not increasing the throughput.

Q11. (Gordon Dalzell) What size is the pier? Is it different from in EIA?

A11. (Fraser Forsythe) The wharf extends 330 m offshore and the pier is approximately 300 m long and forms a T-shape at the end of the wharf. The EIA for the multi-purpose pier states the above measurements for the pier. Other drawings or discussions prior to the EIA could have occurred.

Q12. (Gordon Dalzell) What size of ship can come to the pier?

A12. (Fraser Forsythe) The loading against the berthing dolphins determines the size of tanker that can come to the pier.

Q13. (Dennis Griffin) How many more tanks can be built?

A13. (Fraser Forsythe) We can build and operate three tanks with the throughput set in the EIA. Any more tanks would require another EIA process, including public involvement.

Glenn Griffin expressed concern about the number of natural gas sources (i.e., Sussex, Sable Island, Canaport) feeding into one pipeline. Fraser Forsythe stated that Brunswick Pipeline could not attend tonight's CCELC meeting as requested because of open house meetings for the pipeline. Brunswick Pipeline is the appropriate proponent to answer this question and this could be brought forward at the public meeting which will be held in Saint John this week.

Q14. (Jan Johnston) What will the traffic increase be due to the third tank?

A14. (Fraser Forsythe) Traffic will not increase. There will be a gradual increase in the fall, up to ~700 or 800 employees on the site. There will be a shift from soft trades (e.g., labour and civil construction work) to hard trades (e.g., mechanical and electrical, etc). Work will continue throughout the winter inside the constructed structures.

Canaport Update

Fraser Forsythe provided updates on the onshore and offshore components of the project.

Onshore: Rebar has been placed over the roof of tank #1. Concrete layer will be poured over the tank roof when rebar complete. A photo was shown of a worker on the roof of tank #1 who was working safely and was properly tied off. The roof was raised on tank # 2 last Thursday and went well. Dennis Griffin raised concerns about waterproofing that will be sprayed on the tanks affecting cars and homes. Fraser Forsythe indicated that work will be done under proper conditions to ensure no damage occurs to personal property.

Q15. (Gordon Dalzell) Has there been any work that required corrective actions?

A15. (Fraser Forsythe) No errors have been made in the tank walls. One concern that is addressed daily is employees working above other people (i.e., someone working on the roof and someone working below on the tank wall). This is done through daily coordination meetings at 7:00am with all contractors to ensure conflicts are avoided.

Offshore: Supporting jackets are being placed for the pier. For jacket 1, the grout was mixed on shore and piped down the access manway. For jacket 2, the grout was mixed on the jack-up rig platform and lifted down to the tug and then

transported to the jacket location. This procedure is expected to be repeated for other jackets

Q16. (David Thompson) Will the cement walkway for the pier be brought on barges to the site? Can the walkway be supported between the jackets?

A16. (Fraser Forsythe) Yes and will be lifted into place. Yes, the walkway will be supported between the jackets. These are not considered large lifts in the offshore world.

David Thompson stated that the fishermen were told that work would be completed prior to the fishing season beginning this fall and now the work is behind schedule and will not be completed until after the fishing season is done. Fraser Forsythe indicated this was true and they are trying to get the work completed as quickly as possible. David Thompson will request information from John Logan regarding dates, plans, and schedules for offshore construction work in the fall.

Q17. (Gordon Dalzell) Are people working offshore or is it just machines?

A17. (Fraser Forsythe) approximately 120 people are working offshore project.

NBDENV Monthly Status Report

Carolyn Walker was not in attendance but provided Environmental Status reports for August - September to all members in attendance.

NOTE: The October 15th meeting will be a site tour of the facility. We will leave from the church at **5pm** for a bus tour of the site. Please confirm with Kristy Hogsden or Chris Mayes at Fundy Engineering (635.1566) if you are interested in attending by **October 10th**, so a bus can be booked.

Adjourned:

9:05 pm

Submitted by: Fundy Engineering

Next Meeting Date:

Monday 15 October 2007

Attachments:

Table of Outstanding Action Items- September 2007

Traffic Update- August 2007

NBDENV Monthly Status Report- August- September 2007

CCELC Annual Report

List of Contractors on-site (Action Item 36-2)

Table of Actions/Responsibilities – September 2007

Action #	Action	Responsible Party	Due Date
37-1	<i>Respond to specific questions and concerns raised during the Member's Statement portion of the meeting.</i>	Canaport LNG	15 Oct 07

Action #	Action	Responsible Party	Due Date
37-2	<i>Prepare a letter to the Minister of Environment requesting that any compensation money approved for wetland impacts resulting from the Canaport LNG project should be put into erosion control and projects on the Red Head shoreline.</i>	CCELC co-chairs	15 Oct 07