

# Canaport LNG Project

## Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 24  
Tuesday August 8, 2006  
Approved

Red Head United Church  
6:05 pm – 9:10pm

### Committee Present:

- Armstrong, Carol Resident
- Armstrong, Stu Co-chair of CCELC, 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
- Perry, Yvonne Resident
- Quinn, Kevin Bay Pilots & Marine Consultants
- Rogers, Kathy Member
- Roy, Beth Resident
- Sherman, Peter Resident
- Smith, Elsie Resident
- Thompson, Jean Resident

### Committee Absent:

- Barton, Dianna Enterprise Saint John
- Brown, Alice Resident
- Johnston, Jan Resident
- Lyttle, Dwain Resident
- Macaulay, David Resident
- Malcharek, Rainer Bayside Power
- Thompson David Member
- Turner, Rick Saint John Board of Trade

### Resources:

- Caines, Crystal Fundy Engineering
- Duguay, Marc Irving Oil Limited
- Forsythe, Fraser Canaport LNG



Glen G. raised some questions in regards to LNG releases (*i.e.*, within tank walls, etc), construction (cryogenic concrete), and operational issues, and resulted as an action item identified below.

Action item 24-3 Bring SNC back to speak to the technical questions related to each facility respectively.

23-5: The aggregate supply contract was awarded to Black River Road Aggregate on Route 790 near St Martin's, and Gulf Operators at Bald Mountain.

Action item 24-4 Obtain a hard copy of the certificate of approvals for both quarry operations.

The state of the Red Head Road was raised by Denis G., and was suggested by the co-chair another drive with the city should occur to identify these issues.

Action item 24-5 Shane Galbraith (City of Saint John) and two other members from the CCELC to drive the Red Head Road and identify asphalt repairs along the Red Head Road.

23-6: A letter was issued to the contractor asking truck drivers to reduce their speed 10 km/h below the posted speed limit.

23-7: Presentation on start up phase to be tabled onto the Table of Outstanding Action Items.

23-8: The EPP has been posted on the Fundy Engineering website.

23-9 Offshore presentation will be scheduled for September's meeting.

23-10 DFO can be contacted by calling 432-4152 (Area Habitat Southwest NB). Additionally, DFO and other federal government agencies will be asked to attend meetings on occasion to provide updates to the committee.

23-11 Letter was issued on 12 July 2006 asking truck drivers to inspect their vehicles for large rocks prior to exiting the Canaport LNG site.

On the topic of vehicles/traffic, and the offshore component of the LNG facility, the following questions were raised.

Q1: Yvonne P. inquired on whether or not trucks related to the LNG Project could be using the Loch Lomond Road. Yvonne noted that they are traveling very fast.

A1: If trucks are identified, they can be influenced if they are from the LNG site.

Q2: Roger H. inquired on whether engine brakes (jake brakes) could be eliminated.

A2: Canaport LNG will look into this.

Q3: Denis G. inquired on the length of the berth for the pier.

A3: The pier will be located 300 meters off shore, and will be 300 meters in berth length.

Q4: Is an import license required for LNG?

Action item 24-6 Find out the requirements of Repsol to obtain an LNG import license.

Denis G. inquired how the pier design has changed since its original design.

Action item 24-7 Present the details and the sequence of events related to the changes in the LNG pier design and the resultant EIA.

Q5: Glen G. inquired on how often equipment working on the LNG project is inspected and certified by safety personnel.

Action item 24-8 Provide information related to safety inspections and certification for large equipment working on the LNG project site.

## **UPDATES**

### **NBDENV Monthly Status Report**

David P. presented the committee with the Environmental Compliance Status Report for July 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.

Q6: Gordon D. inquired about habitat loss resulting from the construction of the road, and the movement of wildlife into the residential areas.

A6: It is expected that there would be wildlife movement out of the construction area temporarily, especially while the heavy machinery and equipment work is in progress.

Q7. Gordon D. inquired on whether or not the concrete batch plant has a certificate of Approval to Operate.

Q7. Yes, an Approval to Operate was obtained.

Action item 24-9 Provide the committee with a copy of the concrete batch plant certificate of approval.

Q8: What is the status of the well water testing along the Red Head Road?

A8: A plan is currently being developed to undertake baseline water sample tests by the proponent.

Q9: Is the new road off limits for the public during construction?

A9: Yes, for safety reasons as it is a construction site.

Q10: How are the clearing and grubbing piles controlled to prevent sediment from loading the Hazen Creek estuary? Dennis G. indicated that the spoils pile

in the McAllister Industrial Park appeared to have been contributing to the murkiness of Hazen Creek further downstream.

Action item 24-10 Report on the sediment control performance regarding the grubbing piles along the new Mispéc Road (in particular, the one in McAllister Industrial Park).

During discussion on the new Mispéc Road, concerns by the committee were voiced regarding the traffic on the existing Red Head Road, and the following action items were raised.

Action item 24-11 Provide a copy of Emergency Measures Organization (EMO) document of 1996 that addressed issues of public safety and have the EMO address the issues before the CCELC.

A motion was put forth by Teresa D., and seconded by Peter S. that the residents of Red Head be invited to attend the EMO presentation.

Action item 24-12 Obtain a copy of the Report on Erosion of the Red Head Road – Detailed Analysis, Solutions and Cost Estimates by Crandall & Jacques 2004. The report was undertaken by Kevin O’Brien on behalf of the City of Saint John Engineering Dept.

A motion was put forth by Yvonne P., and seconded by Gordon D. to propose the shoreline protection project along Red Head Road is considered an option for the wetland compensation.

Action item 24-13 Put forward to the province the concept allowing Red Head shoreline protection project as an alternative means of settlement for the wetland compensation requirement associated with the LNG site development.

#### **Fisherman Meeting Update:**

Warren L. provided the update on the Fishermen meetings. Currently, they are awaiting the release of the safety zone report that identifies the safety zone for the LNG operation. The report is expected to be completed by early September and is required before the commencement of negotiations with the fishermen.

#### **Mispéc Road Update:**

Marc Duguay of IOL provided the following update regarding Mispéc Road. Last month:

- South of Proud Road is nearing completion.
- North of Proud Road:
  - Section behind the jail to Beyea Brook has been slowed by weather;
  - One of the culverts for Hazen Creek is fully installed; and
  - Proud Road to Bean Brook is slowly coming to grade.

## Next month

- Tree clearing will be complete along the entire roadway.
- South of Proud Rd:
  - Blasting will take place for 2-3 weeks;
  - Rock crushing onsite will commence; and
  - Work will commence on the top of alignment “B” once the blasting is complete (blasting to commence within 3-4 weeks);
  - Gulf Operators is 38% estimated complete and expects to be at subgrade by sometime in November.
- North of Proud Road:
  - Bean and Beyea culverts undertaken by dedicated crews with work completed in approximately 8 wks; and
  - Beyea Brook to Old Black River Rd - work will continue with road expected to be complete to sub-grade in 6-8 weeks.

Proud Road for passenger vehicles access to the LNG site is hoped to be used by mid November. Once it is available, this route will be influenced. The road is not expected to be open for public use until June 2007, when the asphalt surfacing is completed. The intent is to get truck traffic on the new road as soon as possible and most likely by the end of December.

Q11: Denis G. inquired if there would be any offsite LNG prefabrication components transported along the new Mispic Road.

A11: Canaport LNG will look into this.

Q12: How is Gulf addressing the water issues on site?

A12: The first step is the installation of the ditches so that the water can be properly redirected to the designated areas, and the work site can be dewatered.

Q13: Denis G. inquired on the direction the surface water would flow from the Mispic Road, and whether or not water would be diverted away from the streams.

*Action item 24-14 Report on the direction of surface water resulting from the Mispic Road, and whether or not water would be diverted away from the streams.*

Q14: Stu A. inquired on the source of aggregate for the road bed for the Mispic Road.

A14: Most of the road bed material is expected to come from raw material crushed on site and the crusher will be set up on site south of the Proud Road.

The issue on the road construction affecting the groundwater quantity was raised, and generated discussion. David P. pointed out that this issue would have been addressed in the Environmental Impact Assessment, and both the consultant and department did not feel groundwater quantity was at risk. If necessary, Matt Alexander, a ground water specialist with Fundy Engineering, will be asked to attend a CCELC meeting.

Q15: Teresa D. commented on the design build agreement for the road indicated a scheduled completion of 1 July 2006 for the project. What happened to this schedule?

A15: Permits, land acquisition issues, and the weather impacted the schedule which now has an expected completion date of July 2007.

**LNG Site Update:**

- The pier access road is being constructed;
- Other interior plant road work is in progress;
- Tank #2 base preparation is complete and ready for the start of the tank construction;
- The concrete batch plant is complete and ready to pour a mock up wall for quality control testing of the cryogenic concrete;
- Other construction trailers are in the process of being installed on site;
- Fire waterlines (which utilize seawater) are being installed; and
- Temporary secondary high voltage distribution lines for site construction work are being installed.

As a result of the LNG update, the following questions were raised.

Q16: Can the mock up wall be located in Mispic Park?

*Action item 24-15: Investigate the possibility of locating the mock up wall for quality control testing in Mispic Park.*

Q17: Yvonne P. inquired on the requirements to provide compensation for the destruction of the WWII bunkers.

A17: The compensation made was the completion of the comprehensive study and detailed photo essay that is available and can be viewed at NB's Heritage Resource Department. In addition, the gun emplacements were left in tact.

**Other Issues:**

The next meeting is scheduled for **Tuesday**, 5 September 2006.

**Adjourned:** 9:10 pm

Submitted by:

Fundy Engineering

**Attachments:**

Table of Actions/Responsibilities – August 2006

Table of Outstanding Action Items (August)

Traffic Update – July 2006

## Table of Actions/Responsibilities – August 2006

Action #	Action	Responsible Party	Due Date
24-1	Ivan Court to follow-up on the status of the request for funding to repair the road surface. The issue was referred to council for budget considerations.	Ivan Court	September 5
24-2	Provide a reference for the standard (CSA or otherwise) associated with the storage tank destructive testing etc.	Canaport LNG	September 5
24-3	Bring SNC back to speak to the technical questions related to each facility respectively.	SNC Lavalin – Canaport LNG	TBD
24-4	Obtain a hard copy of the certificate of approvals for both quarry operations.	David Peterson	September 5
24-5	Shane Galbraith (City of Saint John) and two other members from the CCELC to drive the Red Head Road and identify asphalt repairs along the Red Head Road.	City of Saint John & CCELC Members	TBD
24-6	Find out the requirements of Repsol to obtain an LNG import license.	Canaport LNG	September 5
24-7	Present the details and the sequence of events related to the changes in the LNG pier design and the resultant EIA.	Canaport LNG / Fundy Engineering	September 5
24-8	Provide information related to safety inspections and certification for large equipment working on the LNG project site.	Canaport LNG	September 5
24-9	Provide the committee with a copy of the concrete batch plant certificate of approval.	Fundy Engineering	September 5
24-10	Report on the sediment control performance regarding the grubbing piles along the new Mispec Road (in particular, the one in McAllister Industrial Park).	Fundy Engineering	September 5
24-11	Provide a copy of Emergency Measures Organization (EMO) document of 1996 that addressed issues of public safety and have the EMO address the issues before the CCELC.	Fundy Engineering	September 5

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24-12	Obtain a copy of the Report on Erosion of the Redhead Road – Detailed Analysis, Solutions and Cost Estimates by Crandall & Jacques 2004. The report was undertaken by Kevin O'Brien on behalf of the City of Saint John Engineering Dept.	Fundy Engineering	September 5
24-13	Put forward to the province the concept allowing Red Head shoreline protection project as an alternative means of settlement for the wetland compensation requirement associated with the LNG site development.	Canaport LNG / Fundy Engineering	TBD
24-14	Report on the direction of surface water resulting from the Mispes Road, and whether or not water would be diverted away from the streams.	Fundy Engineering	September 5
24-15	Investigate the possibility of locating the mock up wall for quality control testing in Mispes Park.	Canaport LNG	September 5