

# Canaport LNG Project Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 17

Monday January 9, 2006

Red Head United Church.

6:10pm - 9:15pm

## Committee Present:

- Armstrong, Stu Resident
- Barton, Dianna Enterprise Saint John
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Debly, Teresa Resident
- Griffin, Dennis Co-chair of CCELC, resident
- Griffin, Glenn Resident
- Hunter, Roger Resident
- Johnson, Jan Resident
- Long, Warren Co-chair of CCELC, Irving Oil
- MacKinnon, Claude ACAP Representative
- Malcharek, Rainer Bayside Power
- Perry, Yvonne Resident
- Rogers, Kathy Member
- Roy, Beth Resident
- Smith, Elsie Resident
- Thompson, Jean Resident
- Thompson David Member
- Turner, Rick Saint John Board of Trade

## Committee Absent:

- Court, Ivan City of Saint John Councilor
- Daigle Dawn Resident
- Lyttle, Dwain Resident
- Macaulay, David Resident
- Melanson, Don Resident
- Quinn, Kevin Bay Pilots & Marine Consultants

**Resources:**

- Caines, Crystal Fundy Engineering
- Crowther, Leanne Fundy Engineering
- Forsythe, Fraser Fundy Engineering
- Walker, Carolyn NBDELG

**Observers:**

Three observers were in attendance throughout the meeting.

**Opening Remarks:**

The meeting commenced at 6:10 pm with Warren Long opening the meeting, welcoming all returning members and resource attendees.

**Introductions/Attendance:**

Due to the winter weather conditions, there was some confusion as to whether or not this meeting would be cancelled. It was decided that for future reference, all meetings will continue as scheduled unless otherwise advised. If there are any concerns whether or not a meeting is going to be cancelled due to weather, contact Fraser Forsythe at Fundy Engineering. (506-674-9417)

**Review of Agenda:**

The meeting agenda was reviewed and amended to include a brief one to two minute “member’s statement”. A “member’s statement” item will be included on future agendas. The agenda, as revised, was accepted.

*ACTION 17-1: Include a section “member’s statement” on the CCELC agendas to allow statements, if any, from the members.*

**Members Statement:**

Teresa Debly stated for future reference that she would not like to receive any token of appreciation from Canaport LNG or Irving Oil Limited.

**Review & Approval of minutes of November 14<sup>th</sup> meeting:**

The minutes of the meeting of December 12, 2005 (meeting #16) were reviewed and approved as amended (moved Gordon Dalzell, seconded by Dianna Barton) with the following revisions;

- Page 1; removed the names Jorge Ciacciarella and John Logan as they are resources and not committee members
- Page 3; Added “These comments also pertain to the environmental compliance reports as well” after the first sentence in the second paragraph
- Page 4; separated the third paragraph into two paragraphs
- Page 7, 15-4; “by Enterprise Saint John” was changed to “in Southern NB”.

Teresa Deby requested that a list of names of those individuals who have resigned from the committee be included in the minutes.

*ACTION 17-2: Identify those members who have resigned from the committee*

Mike Stevens and Don Cullinan resigned Aug 8, 2005.  
Andy McIntosh resign Oct 9, 2005

**NBDELG Monthly Status Reports:**

Due to the short time frame between the last report,(ie the Christmas/New Years holidays), and January's CCELC Meeting, there was no compliance report issued for this period. Ms. Walker did notify the committee of an exceedence in relation to the total suspended solids (TSS) present in the surface water exiting the site. The cause of the exceedence was a result of a heavy rainfall event. Although sedimentation control was in place, the levels were greater than 50 mg/L per upset event. Proper mitigative measures were immediately implemented to ensure this situation does not occur again.

**Review of Action Items for meeting #15:**

- (15-1) There are no explosives stored on site. When explosives are stored offsite, they are stored at a defined magazine outside city limits, in a steel container with a gravel liner. The purpose of the gravel liner is to ensure that the container is "bulletproof". The explosives are stored 60 meters from the detonators. The legal distance is 30 meters.
- (15.-2) Presentation was given at December's meeting, and concerns were discussed. Public participation for the Red Head Secondary Access Road closed on January 6, 2006.
- (15-3) MN&P EIA has yet to be registered. Action item will be carried over. Gordon Dalzell will obtain minutes from the meeting held recently with the National Energy Board and the Friends of Rockwood Park in regards to routing the pipeline through the park.
- (15-4) Dianna provided a handout on the different projects expected over the next 7 years in Southern New Brunswick.
- (15-5) Action item carried forward..
- (15-6) Instructions (to download Adobe software) have been created and were made available at the January meeting. If you wish to receive a hardcopy of these instructions, contact Fraser Forsythe at Fundy Engineering.
- (15-7) Beth Roy provided the proposal to Fraser, and will be in touch with Ms. Roy to arrange for a meeting.
- (15-8) Carolyn Walker contacted Health and Safety, and they have agreed to be a guest at the CCELC meeting providing they have a formal invitation and a list of topics the members would like to see addressed. The following are the topics the CCELC would like to see addressed; How safety audits work including operational safety audits & procedures (i.e.,

recording procedures, are they publicly available, how are manage reports, etc).

*ACTION 17-3: Invite Health and Safety to a CCELC meeting, and present them with a list of topics the CCELC members would like addressed.*

- (15-9) Action item carried forward.
- (15-10) Rainer estimated (given a typical distance between shut off valves at 20 km and a 30" pipeline) that 1200 lbs of natural gas would be released (if released instantaneously) and it would occupy a space of 38 000 000 m<sup>3</sup> . This calculation assumes that the indicated volume is all gas, and not air/gas mixture.

This previous action item led to the following questions:

**Q:** What would happen if a pipeline where routed underwater and there was a rupture in the line? **A:** If a rupture in the line occurred, and the pipeline was underwater, the gas would rise to the surface of the water. Once it escaped the water, the gas would disperse similarly to a break in an under ground line..

**Q:** Which routing (i.e., underwater or on land) would have less potential impact environmentally or safety related? **A:** A member spoke in relation to the safety of having a pipeline routed on land as it is much easier to inspect the line, and anticipate problems that may arise.

**Review of Action Items for meeting #16:**

- (16-1) Fundy has revised the traffic reports, and presented the findings at this month's meeting.
- (16-2) Carolyn Walker will continue to look into the possibility of posting an advertisement encouraging public feedback and comments. This action item will be carried over.

*ACTION 17-4 Carolyn Walker to look into the possibility of posting an advertisement encouraging public feedback and comments.*

- (16-3) There is a preferred corridor; however, the pipeline project has not been registered.
- (16-4) Copies of the EIA documents along with a posting of the registration were placed in the two stores on the Red Head Road on December 15, 2005.

A member of the committee posed the question as to what happens to past action items that were carried over, and may have been forgotten about.

*ACTION 17-5: Look up previous action items and determine any outstanding action items that have not been addressed.*

### **Update/status of EIA's**

The public involvement period for both the Red Head Secondary Access Road (RHSAR) EIA and the Canaport Facility Lands Development EIA ended on January 6, 2006. The New Brunswick Department of Environment and Local Government (NBDELG) Technical Review Committee are now reviewing the summaries of public involvement for both projects.

Some questions that were raised relating to the above mentioned projects:

**Q:** (Gordon Dalzell) What is the role of both the City of Saint John and Irving Oil Limited for the RHSAR project? **A:** Irving Oil Limited approached the city with the possibility of building a new road to mitigate concerns of heavy truck traffic that will be traveling the Red Head Road. It was Irving's intention to built the road and obtain all the necessary environmental/construction permits to do so, the City would obtain access to all private lands but once the road was built, the City would assume ownership of the portion north of the Proud Road intersection and maintain that portion of the road.

**Q:** The city proposed three different routing options, why were they changed? Why should the city maintain portions of the road where no residents currently reside? **A:** The three different routing options were preliminary routes, and slight changes were necessary as a result of more accurate information obtained (field work and engineered details). Although no residents may live near the proposed roadway, constructing a road may increase property values and provide the opportunity for economic use of adjacent properties.

### **Communications Update:**

Microsoft word documents are now available on the Canaport website for those who do not have access to Adobe software.

### **Presentation of traffic data from Project**

In response to the traffic concerns over the last few meetings, a presentation was given explaining the historical traffic volumes, where surveys were conducted to obtain the existing traffic volumes and how the level of service was determined as a result of the project. Given the expected level of service change resulting with the increased traffic (which does not change significantly), the road will be able to operate safely with the increase. Refer to the attached presentation.

Additionally, the hourly traffic volume graph presented, shows that the peak traffic occurs at 6-7 am and 6-7 pm. Mean daily traffic volumes were also presented, and were approximately 38 vehicles a day for the month.

### **ACTION 17-6: Present the mean daily traffic volumes at each CCELC meeting**

Some questions that were raised in relating to the above mentioned projects:

**Q:** Is there a maximum amount of trucks allowed on the road? **A:** No, there is no limit.

**Q:** Is there a weight restriction on the road in the spring? **A:** Yes, there is a limit for the weight allowed on the road in the spring, and all LNG related traffic will have to comply with this restriction.

The next meeting date is scheduled for **Monday February 13, 2006** at the Church Hall of the Red Head United Church 6:00 – 9:00 pm.

The subsequent meeting is scheduled for **Monday March 13, 2006** at the Church Hall of the Red Head United Church 6:00 – 9:00 pm.

**Adjourned:** 9:15 pm

Submitted F Forsythe  
Fundy Engineering & Consulting  
e-mail: [fraser.forsythe@fundyeng.com](mailto:fraser.forsythe@fundyeng.com)

**Attachments:**

Revised December 2005 Meeting Minutes  
Table of Actions/Responsibilities – January  
Traffic Presentation

## Table of Actions/Responsibilities - December

Action #	Action	Responsible Party	Due Date
17-1	Include an item "member's statement" on the CCELC agendas to allow statements, if any, from the members	Canaport LNG / Fundy Engineering	Ongoing
17-2	Identify those members who have resigned from the committee	Fundy Engineering	February 13, 2006
17-3	Invite Health and Safety to a CCELC meeting, and present them with a list of topics the CCELC members would like addressed	Fundy Engineering / Members	February 13, 2006
17-4	Carolyn Walker to look into the possibility of posting an advertisement encouraging public feedback and comments	Carolyn Walker	February 13, 2006
17-5	Look up previous action items and determine any outstanding action items that have not been addressed	Fundy Engineering	February 13, 2006
17-6	Present the mean daily traffic volumes at each CCELC meeting	Fundy Engineering	February 13, 2006