

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

Minutes of Meeting CCELC # 40  
Monday 11 February 2008  
Red Head United Church Hall, Saint John, N.B.  
Meeting 6:05 pm –7:45 pm

## **APPROVED AS AMMENDED**

### **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)
- Garnett, Vern Resident
- Griffin, Dennis Resident
- MacKinnon, Claude ACAP Representative
- McNeill, Pam Resident
- Smith, Elsie Resident

### **Committee Absent:**

- Griffin, Glenn Resident
- Hunter, Roger Resident
- Johnston, Jan Resident
- Melvin, Keith Enterprise Saint John
- Perry, Yvonne Member
- Rogers, Kathy Member
- Thompson, David Member
- Turner, Rick Saint John Board of Trade

### **Resources:**

- Little, Steve Fundy Engineering
- Mayes, Chris Fundy Engineering
- Van der Veen, Carolyn Canaport LNG
- Walker, Carolyn NB DENV

### **Opening Remarks:**

The meeting commenced at 6:05 pm with Fraser Forsythe welcoming everyone

to the meeting. Fraser Forsythe asked members to review the agenda and asked for any additional items to be brought forward.

Teresa Debly requested that updates and new business be conducted first so that she could leave afterwards for a long distance telephone call. Fraser Forsythe asked the committee if anyone opposed; none did.

### **New Business**

Fraser Forsythe invited Vern Garnett and Pam McNeill to the table as new members of the committee and welcomed them.

Fraser Forsythe provided an update and explained that work on the site continued to progress. The site was shut down from 21 December 2007 to 2 January 2008. The weather has been slowing progress recently. On Monday the workforce was at about 400, down from the more typical 600 workers that would have been on site because of the weather. A brief description of the crane collapse incident on site on 24 December 2007 was provided. The crane was located between Tank 1 and Tank 2 and collapsed during northwesterly winds gusting up to 90 km/h. No component failure has been identified and the investigation is continuing.

Q1: (Teresa Debly) When you say the crane collapsed, do you mean the whole thing collapsed?

A1: (Fraser Forsythe) The vertical/horizontal boom sections of the crane fell over. The crane is similar to a tower crane used in building construction, one that moves as the building rises. The crane involved in the incident is similar to that, with a vertical section and a horizontal jib, except it is a mobile rubber tire crane.

Q2: (Teresa Debly) How tall was the crane?

A2: (Fraser Forsythe) 60 metres.

Q3: (Teresa Debly) Was the crane not working at the time?

A3: (Fraser Forsythe) No, the crane was locked down as per the manufacturer's instructions.

Q4: (Teresa Debly) Where was it manufactured?

A4: (Fraser Forsythe) Michigan.

Q5: (Vern Garnett) Did the crane strike either of the tanks?

A5: (Fraser Forsythe) No.

Q6: (Carol Armstrong) Is that when one crane hit another crane?

A6: (Fraser Forsythe) Yes it did strike and break the end of another crane.

Q7: (Teresa Debly) New cranes in to replace them?

A7: (Fraser Forsythe) Yes, a 120 ton and 400 ton crane. These are necessary to support work on top of the roof.

Q8: (Teresa Debly) Was this on December 8?

A8: (Fraser Forsythe) No, the incident occurred on December 24.

Q9: (Teresa Debly) Did any part of the crane go into the water? Did anything offshore go into the water?

A9: (Fraser Forsythe) No.

Q10: (Teresa Debly) Where does the 30" pipeline start?

A10: (Fraser Forsythe) From the main production area. The 30" line comes from the SCV's (submerged combustion vaporizers) manifold.

Q11: (Teresa Debly) Do 3 tanks feed into the 30" pipeline?

A11: (Fraser Forsythe) No, the three tanks are for storage. They will feed individually. All 3 tanks can be used to feed the SCVs. This operation will be controlled by the operators.

Q12: (Gordon Dalzell) This is the first LNG facility in the area, and it is being built in winter. What is the impact of building it in the winter? How effective are skilled workers in these conditions?

A12: (Fraser Forsythe) This work is not significantly different than any other construction work done in winter. Dennis (Griffin) is in the electrical trade, he knows what it is like working in these conditions. Technically, it is not any different than building Coleson Cove or Point Lepreau (generating stations).

Gorden Dalzell raised concern about it being the first LNG facility constructed in this region.

Q13: (Alice Brown): Is it safe to work men seven days a week, 12 hours a day?

A13: (Fraser Forsythe): Typically, there are two shifts of 10 hours per day. Some may work four 12 hour shifts a week, there are a variety of schedules. No one is working 24 hour per day shifts.

Alice Brown stated that she knew a person working 7 days a week, 12 hours a day. Fraser Forsythe stated that it is up to the EPC and sub-contractors to select schedules.

Q14: (Ivan Court): Are there any temperatures which cause work to stop?

A14: (Fraser Forsythe): We provide contractors with information about temperatures and exposure times at which frostbite occurs. Contractors prescribe 10 minute breaks for workers to warm up during low temperatures and high wind chills.

Q15: (Ivan Court): Are you seeing any risks of working in the cold temperatures?

A15: (Fraser Forsythe): No, however, there is a possibility of frost bite during winter conditions, and the workers are dressed up for it.

Q16: (Stu Armstrong): Alice Brown, what type of work was the man doing?

A16: (Alice Brown): Welder.

Fraser Forsythe stated that Lorneville Mechanical typically work four 10 hour days, getting off on Friday.

Q17 (Teresa Debly): What are the structures going to top (of tanks)?

A17 (Fraser Forsythe): The main operating platform, it has valves and operating controls associated with moving liquids and vapour in and out of the tank. There will be no holes in the tank; there will be pipeway access on the roof, about the size to fit a man inside the tank. The openings used for construction will be sealed up.

Q18: (Teresa Debly): What is the size of the operating platform?

A18: (Fraser Forsythe): ~ 600 tons; 50 m x 20 m.

Q19: (Gordon Dalzell): What are the visual impacts of the tank roof with the building on top?

A19: (Fraser Forsythe): The structure is on the northwest quadrant of the tank and it is contoured to fit the tank. It is an open steel structure not a building.

Gordon Dalzell stated that he was surprised. He didn't realize that there was a structure on top of the tank, and he didn't remember seeing the structure in previous documents. Fraser Forsythe stated that the platform is an open structure. In the aerial photo of the site, the platform is on the ground and is housed in plastic to allow work on it. Claude McKinnon showed the picture on the cover of the 2006 CCELC Yearly Report which showed the platforms on top of the tanks.

Q20: (Teresa Debly): Where in the EIS document is the platform described?

A20: (Fraser Forsythe): Section 2.

Fraser Forsythe continued the update on the construction activities onshore which included work on pipe runs (Sunny Corner) and SCVs, and offshore which included drilling and driving pilings for the mooring dolphins and work on the jetty arms and Jetty Control Building.

Gordon Dalzell expressed concern about the pier in relation to an incident that occurred at the Pet Coke terminal that occurred due to tides and tidal action.

Q21: (Gordon Dalzell): In terms of infrastructure, how do you know it (the pier) will accommodate the highest tides in North America?

A21: (Fraser Forsythe): Company (FMC) based in France that is building the loading arms has done extensive studies and designed the arms to

accommodate the tides. The connections between the ships and the loading arms are a hard connection, and the arms are adjustable to accommodate the movement of the ship both laterally and up and down.

Q22: (Gordon Dalzell): Wouldn't a hard fit be more of a problem, if it is non flexible?

A22: (Fraser Forsythe): The arms are flexible to accommodate longitudinal motion and tidal movements. Each ship will go through at least one tide cycle during offloading. A similar terminal in Korea is also designed to accommodate large tides and winter weather, both similar to Saint John.

Q23: (Gordon Dalzell): Does the Harbour Master have any jurisdiction?

A23: (Fraser Forsythe): The Marine Terminal Manual is to be reviewed by Harbour Master, pilots and Transport Canada; it is a condition of the EIA (Condition # 8). The manual will describe docking, unloading and undocking procedures how to go from the pilot station to the Canaport pier.

Q24: (Ivan Court): When will structure be complete because the wave action has caused debris into Mispec Beach? Are tugs going to be on standby?

A24: (Fraser Forsythe): Yes, anytime a ship is at birth there will be one on standby.

Ivan Court explained that the direction of the pier for the Princess of Acadia is different and it has docked without tugs on standby and after an incident, the tugs did not arrive until the ferry had drifted some distance. Fraser Forsythe explained that 37 simulations were done to determine the correct method to dock and undock the LNG ship. These maneuvers are similar to the operations presently carried out at the Monobuoy. If a ship can not complete unloading, it will disconnect and return to anchor, and re-attach later as conditions permit.

Q25: (Teresa Debly): Can you give an update on the fatality?

A25: (Fraser Forsythe): A boilermaker fell inside the tank from a height of approximately 35 metres, and was killed instantly. Initially the police closed off the tank in order to conduct their investigation, and when completed handed over the investigation to WHSCC, which is still ongoing. WHSCC have issued a stop work order on the platform which was involved in the accident until their investigation is complete.

Q26: (Teresa Debly): When did it happen?

A26: (Fraser Forsythe): Approximately 6:00 pm on January 30<sup>th</sup>. He was wearing safety harness but was not attached.

Gordon Dalzell wished to express regret and sympathy for this tragedy and loss to the family of the worker.

Q27: (Teresa Debly): How long is the investigation?

A27: (Fraser Forsythe): Unsure. The information I have provided at this meeting was all that has been released from WHSCC.

Q28: (Teresa Debly): Is WHSCC provincial?

A28: (Fraser Forsythe): Yes, headquartered in Saint John.

Gordon Dalzell discussed the potential of Post Traumatic Stress Disorder and the seriousness of this for those close to the worker or observers. He asked that Canaport LNG be vigilant in dealing with this issue. Carolyn Van der Veen explained counselors were immediately available to anyone involved in the incident. Gordon Dalzell explained that Post Traumatic Stress Disorder can have heavier impacts later on and that more than counseling may be needed. Carolyn Van der Veen explained that there is a doctor on site and that supervisors have been trained to recognize the long term symptoms of Post Traumatic Stress Disorder.

Fraser Forsythe talked about the meeting schedule and that this was now the 40<sup>th</sup> meeting, starting in 2004 and formally in 2005. He proposed that meeting schedule be altered to meet every second month because of the nature of the work on site, a great deal of progress will not be seen on a monthly basis. Gordon Dalzell opposed the proposal due to community interests. There are too many variables, conditions, potential problems, etc., that will need to be dealt with. There is still a need to continue on a monthly basis. Stu Armstrong agreed with Mr. Dalzell. Fraser Forsythe said the bi-monthly meeting schedule may be reconsidered later when more members are present. Gordon Dalzell expressed that these meetings are used as an opportunity to be informed and identify issues. There will be pipeline issues, which are connected to the LNG project, but not directly.

### **Business Arising from December 2007 Meeting**

Fraser Forsythe welcomed Vern Garnett and Pam McNeill to the committee and reported on Action Items from the 13 November 2007 meeting.

**38-1:** An invitation to Jorge Ciccirellia to present to the committee was made. Fraser Forsythe stated that Mr. Ciccirellia would not be presenting to the committee as Repsol has no reason to make a presentation. Any questions or concerns for Mr. Ciccirellia would be directed to him from the meeting. Mr. Forsythe also stated that the addition of a third LNG tank provided benefits to the community in the form of increased construction labour force.

**38-2:** A detailed contractor list will be provided in the minutes. There are currently 22 main contractors and 23 indirect contractors on site.

Q29: (Gordon Dalzell): Will a presentation be made by the Harbour Master?

A29: (Fraser Forsythe): Captain John McCann has been asked to make a presentation for the committee but he has had schedule conflicts. We are still hoping to have him present.

Q30: (Gordon Dalzell): The development of the bylaws / rules for ships has an impact on Saint John because of harbour traffic. Should the public be included? Will there be an impact on cruise ship industry or other vested interests in Saint John?

A30: (Fraser Forsythe): The operation of the Terminal is not anticipated to have any impact on ship traffic to the main harbour. We continue to try to schedule Captain John McCann to present to the CCELC.

Q31: (Ivan Court): Should we ask Captain Al Soffit to present? There will be a doubling of potash ships.

Stu Armstrong wanted to clarify who we need to present to the CCELC. Ivan Court stated the Port Authority. Stu Armstrong asked do we want the Port Authority over the Harbour Master? Gordon Dalzell stated that the Harbour Master has more technical knowledge. Ivan Court stated that Capt Soffit should know the technical issues. Fraser Forsythe stated that both gentlemen will be asked to present, and hopefully one will be able to attend and address this issue. Ivan Court stated that the City has a representative on the Port Authority, Ed Ferran. Gordon Dalzell stated that with the increased potash, the new refinery, the cruise ship industry, and LNG terminal, harbour traffic will increase. He would like reassurance that the port can handle the impact of increased traffic. Fraser Forsythe stated that he will follow up with both Captain McCann and Captain Soffit to have them speak to the committee.

### **NBDENV Monthly Status Report**

Carolyn Walker provided a copy of the Monthly Status Report to members and highlighted that the Approval to Construct, I-5518, is still in effect and the Approval to Operate the Portable Concrete Batch Plant is in the process of being renewed through the regional branch of the area in which the company's main office is located (Grand Falls). Fraser Forsythe explained that any concrete currently being used on site is being brought in from batch plants in the City.

Mrs. Walker highlighted two TSS exceedences, which occurred following heavy rainfall events, and that groundwater monitoring is ongoing. It was reported that no blasting has occurred on site since last report. Fraser Forsythe stated that blasting on site is complete and any blasting in the area would be the result of Brunswick Pipeline.

Q32: (Carol Armstrong): When will blasting start?

A32: (Fraser Forsythe): Unsure, could be as early as next week.

Q33: (Carol Armstrong): Will they be doing pre-blast surveys?

A33: (Carolyn Walker): Pre-blast surveys are not regulated by the NBDENV.  
A33: (Fraser Forsythe) I believe it falls under the Municipal Blasting Code or By-law for pits and quarries.  
Ivan Court stated that the City requires pre-blast surveys in areas of blasting to protect the homes. Fraser Forsythe indicated that the City by-law was brought to the DENV by Canaport LNG and used for the LNG Terminal.

Carol Armstrong stated that she did not receive her results for her last pre-blast survey and that Gordon Mouland was supposed to come to look at her house and never did. Fraser Forsythe apologized, expressing that he thought she did receive her survey results. Carol Armstrong stated that she did receive her results but nobody came to look at the cracks in her house. Mrs. Armstrong continued that there will be several homes near the pipeline blasting and she has concerns about wells and houses. Fraser Forsythe was unsure if the proponent of the pipeline was going to conduct pre-blast surveys. Ivan Court suggested contacting Brunswick Pipeline to determine the plan for pre-blast surveys. Carolyn Walker stated it would likely be in the proponents commitments.

*Action Item 40-1: Have Carolyn Walker look into the requirements of pre-blast surveys regarding the blasting to be done by Brunswick Pipeline.*

Q34: (Carol Armstrong): Several residents received a letter about 3 weeks ago about water testing at all the houses down to the bridge. Was this for Canaport?  
A34: (Fraser Forsythe): That was likely "Jacques Whitford Ltd" collecting data for the EIA for the new refinery.

Elsie Smith stated that they had taken a water sample from her tap once and that people had looked at her well.

Carolyn Walker highlighted the seven spills that occurred between November 26, 2007 and January 29, 2008. She stated that enforcement action is pending against KWS for failure to report spills in a timely manner. Mrs. Walker was unsure of the action or penalty that will be taken against KWS, but that the file has gone to the Enforcement Branch in Fredericton. Ivan Court stated that if the company is not reporting spills it should be penalized. Carolyn Van der Veen wanted to know if the issue was that the company was not reporting the spills or if there was a delay in reporting the spills. Carolyn Walker stated that the offshore spills were reported two weeks after they occurred and the onshore spill was reported a month after it occurred. Ivan Court stated that the company should be responsible and that action should be taken. Gordon Dalzell stated that it was good to see the Enforcement Branch being brought in. Fraser Forsythe stated that in defense of KWS nothing went into the water. Ivan Court suggested that we don't know this for sure and that the late reporting should cause suspicion. Carolyn Walker stated that the EPP states a spill as "in or near and watercourse". Fraser Forsythe stated that spills are to be reported in 24hr and that any spills offshore are handled by the DFO and onshore by NBDENV.



Q35: (Gordon Dalzell): Is this a violation of the Fisheries Act?

A35: (Carolyn Walker): Yes.

Carolyn Walker updated the status of sound monitoring, stating that it is on hold due to the weather and that monitoring will resume in the spring.

Carol Armstrong stated that the 26<sup>th</sup> of January there was a terrible noise that started late in the evening and lasted into the next day and that Carolyn Van der Veen received a call about this. Carolyn Van der Veen stated that she had talked to Betty Shannon, and believed the whirling noise was caused by fans. Fraser Forsythe stated that the fans are exhaust fans used in the tanks for ventilation that is required for welding. Carol Armstrong stated she could hear the vibration noise even inside her house. Fraser Forsythe suggested that vibration is most likely caused by compaction activities, which would be easily noticed. The noise was likely the exhaust fans, but they have been operating 24 hours a day, seven days a week and did not just recently start. Carol Armstrong said the noise started about 10 or 10:30 pm, and that she was unsure what it was, but it was very, very loud. Fraser Forsythe stated that it was likely the exhaust fans because no other equipment was running at that time.

Elsie Smith wanted to know about the backhoe removing bushes near the Canaport entrance. Fraser Forsythe stated that this was related to the Brunswick Pipeline.

Q36: (Gordon Dalzell): There will be new federal emission standards for carbon dioxide, NO<sub>x</sub> (nitrous oxides), etc. Mrs. Walker, are you familiar with these and would they impact the project?

A36: (Carolyn Walker): I am not familiar with these new emissions standards.

Gordon Dalzell reiterated that there will be new regulations for air quality. Fraser Forsythe stated that NO<sub>x</sub> emissions for the project are small approximately 120 tonnes per year.

*Action Item 40-2: Have Carolyn Walker look into new federal regulations regarding air quality emissions.*

Gordon Dalzell stated that he recently saw a truck stopped on Bayside Drive that realized he took a wrong turn and had to back up. Mr. Dalzell said he and his wife both agreed that the sign should be more impressive and that there is still some confusion for drivers.

Stu Armstrong asked Ivan Court if there is update on the condition of Red Head Road after construction. Ivan Court stated that Red Head Road is now a designated non-trucking route. Claude McKinnon stated that he saw a non-

trucking route sign on Red Head Road. Ivan Court stated that by spring there should be some enforcement of the truck route on Red Head Road.

Q37: (Claude McKinnon): Is there a difference between the Approval to Operate (ATO) and the Permit to Import/Export?

A37: (Carolyn Walker): Yes, the Import/Export permit is controlled by Transport Canada.

Fraser Forsythe explained that Repsol Energy Canada made the application for the Import/Export Permit. Carolyn Van der Veen stated that a two year Import/Export permit has been granted on a 25 year plan. This means that it will be revisited again in two years. Fraser Forsythe wanted to differentiate between the ATO (Approval to Operate) and the Import/Export Permit. Gordon Dalzell stated that there is interest in a public hearing coming up regarding the Import/Export Permit.

Q38 (Claude McKinnon): Why is there a five year permit to operate and a two year approval to import/export?

A38 (Carolyn Walker): The Approval to Operate is an environmental approval, it covers emissions, etc. There is some confusion regarding the name of the approval.

Gordon Dalzell requested that it might be appropriate to send spill reports to the Fundy Baykeeper, who now have an office in Saint John on Chesley Drive run by David Thompson, who is very vigilante about protecting the Bay of Fundy.

**Adjourned:**

7:45 pm

Submitted by: Fundy Engineering

**Next Meeting Date:**

Monday 10 March 2008

**Attachments:**

Table of Action items from February 2008

Monthly Status Report

Table of Outstanding Action Items

Action Item 38-2

### Table of Actions/Responsibilities – February 2008

Action #	Action	Responsible Party	Due Date
40-1	<i>Provide details into the requirements of pre-blast surveys regarding the blasting to be done by Brunswick Pipeline</i>	NBDENV	10 Mar 08

<b>Action #</b>	<b>Action</b>	<b>Responsible Party</b>	<b>Due Date</b>
40-2	<i>Provide detail regarding new federal regulations regarding air quality emissions.</i>	NBDENV	10 Mar 08