

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 54
Tuesday, 8 September 2009
Red Head United Church Hall, Saint John, NB
Meeting 6:00 pm – 7:20 pm

Committee Present:

- Forsythe, Fraser Co-Chair (Canaport LNG)
- Garnett, Vern Resident
- Griffin, Dennis Resident
- Hunter, Roger Resident
- MacKinnon, Claude ACAP Representative
- Smith, Elsie Resident
- Thompson, David Member

Committee Absent:

- Armstrong, Carol Resident
- Armstrong, Stuart Co-chair of CCELC, Resident
- Brown, Alice Resident
- Court, Ivan Mayor of Saint John
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Debly, Teresa Resident
- Griffin, Glenn Resident
- Johnston, Jan Resident
- McNeill, Pam Resident
- Melvin, Keith Department of Energy
- Perry, Yvonne Member
- Rogers, Kathy Member
- Thompson, David H. Fundy Baykeeper
- Turner, Rick Saint John Board of Trade

Resources:

- Forsythe, Joel Fundy Engineering
- Peterson, David Department of the Environment
- Shannon, Kate Canaport LNG
- Waugh, Graham Fundy Engineering

Observers:

- 1 Person

(1) OPENING REMARKS:

The meeting commenced at 6:00 pm with Fraser Forsythe welcoming everyone. The agenda was approved.

Review & Approval of Minutes from Meeting #53 (10 August 2009):

The minutes of meeting #53 on 10 August 2009 were approved, motioned by Vern Garnett and seconded by Roger Hunter with no requested amendments.

Approved minutes will be posted to the Canaport LNG website (www.canaportlng.com) and the Fundy Engineering website (www.fundyeng.com).

(2) BUSINESS ARISING FROM PREVIOUS MEETING

Q1: (Vern Garnett) With regard to the presentation made by Brunswick Pipeline; why did the level of mercaptan released from the pipeline not exceed the limits for the pipeline?

A1: (Fraser Forsythe) I do not know why. We can take this question to Brunswick Pipeline and ask.

Action 54-1: Ask Brunswick Pipeline to provide information to the committee regarding the threshold criteria for the safe level of mercaptan release. Also, provide information on the amount of mercaptan released.

(3) UPDATES:

NBDENV Monthly Status Report

David Peterson provided an environmental update for the terminal. Mr. Peterson stated that there have not been any major issues since the last update, only some minor spills that were cleaned up. Mr. Peterson noted that there have been no complaints received with respect to the Canaport LNG Facility. He noted that there were some ongoing issues with the Mercaptan injection system at the Red Head Road metering station, but this was not related to Canaport LNG.

The following questions / comments were made during the status report updates:

Q2: (Vern Garnett) Have there been any issues with run off from the site following all of the recent heavy rain?

A2: (David Peterson) Nothing as yet; however, it can be several days following sampling before I will receive the report with the results.

David Peterson noted that there were currently no issues with respect to the Approval to Operate. Fraser Forsythe added that Canaport LNG was working on the monitoring report for NBDENV.

Q3: (Roger Hunter) Where does the material collected after a spill go?

A3: (Fraser Forsythe) We get W&S contractors to take the material off site. They are qualified to handle it.

Q4: (Roger Hunter) But it all goes offsite?

A4: (Fraser Forsythe) Yes, all of it is taken offsite, nothing is kept and it does not go into the spoils pile.

David Peterson posed a question to the committee asking if there were any outstanding issues with respect to the Canaport LNG terminal that members were aware of or would like information on.

Q5: (Vern Garnett) I would be interested in any updates about the Wetland Compensation Plan?

A5: (Fraser Forsythe) Prior to the Approval to Operate certificate we were required to submit a Wetland Compensation Plan. This plan was reviewed and approved by the NBDENV. We are now in the process of carrying out that plan.

Q6: (Vern Garnett) Is that updated?

A6: (Fraser Forsythe) The plan remains as approved. We have awarded a contract to begin work on one of the compensation projects, which is to restore the Dutch Point Sewage Lagoon in Hampton. That restoration will return the lagoon to a natural wetland state and will start this year. The other projects are: Mathew's Cove in Quispamsis, which is another sewage lagoon restoration; Cold Brook, which is a wetland upgrade and; some enhancements to Marsh Creek.

Vern Garnett added that Dutch Point used to be a good place to Duck Hunt. Fraser Forsythe explained that it should be again once the wetland reverts to a natural state. Roger Hunter Noted that the Red Head Marsh used to be a good place for Duck Hunting until it was turned into a tidal marsh because there is very little water in it anymore. Dennis Griffin stated it was because when the work was completed there was about three feet of sediment that was not removed. David Thompson suggested that the low water level in the marsh was due to the amount of sediment that built up in the marsh throughout the years that it was dammed up. Mr. Thompson indicated that the low water levels were because the basin was not dug out during the restoration work. David Peterson explained that DFO knew that the modifications to the Red Head Marsh would effect the duck population as it was a freshwater marsh and was turned into a tidal marsh. Mr. Peterson explained that ducks do not prefer saltwater marhes. Fraser Forsythe explained that the restoration of the Red Head Marsh to a tidal marsh was done as compensation for the removal of the Canaport Pond. Mr. Forsythe noted that because the Canaport Pond was a fish bearing pond it required DFO involvement. Mr. Forsythe said that at the time the DFO information indicated that saltwater intrusion was impacting the Red Head Marsh and they believed that it should be restored to a salt water marsh. Mr. Forsythe noted that full restoration was not possible due to the causeway that exists at the marsh and that follow-up monitoring is conducted on the marsh and is being done by ACAP. Mr. Forsythe suggested that the CCELC was not the best forum to discuss issues with the Red Head Marsh but asked if David Peterson could take some questions back to DFO and get more information.

Action 54-2: David Peterson to take questions regarding the Red Head Marsh restoration to DFO for clarification and additional information.

Canaport Site Update:

The cool down of tank 2 is now complete and the work is continuing on tank 3. There have been 4 shipments of LNG to the terminal and they currently have 7 out of 8 SCVs operational. There is some continuing insulation work on various locations on site and there are approximately 50 insulators working. Also, there is work to replace the aluminum cable tray on the jetty with a galvanized steel tray. Tank 3 is still on schedule for commissioning at the end of the first quarter of 2010.

Q7: (Dennis Griffin) What is the amount of gas send out?

A7: (Fraser Forsythe) Currently, we are sending approximately 130 MMSCFD.

Q8: (Dennis Griffin) Do you have non union workers working on tank 3?

A8: (Fraser Forsythe) Maybe, I'm not certain but I know that SNC was bringing in some workers from out west.

Q9: (Roger Hunter) Why are they using non union workers from out west and not workers from here?

A9: (Fraser Forsythe) I can't speak for SNC and I don't know why they brought workers in.

(4) MEMBER UPDATES

David Thompson asked what long term plans were in place for the new Red Head Secondary Access Road past the Proud Road; specifically, if anyone could use it and if Irving Oil was going to continue to allow that after construction of the LNG facility was complete. Fraser Forsythe responded that at the present time anyone could use the road; however, he did not know whether Irving Oil would keep the last section open following construction.

David Thompson also brought to the attention of the committee that the barriers at the top of the Red Head Secondary Access Road were quite narrow and should be looked at because in the winter months with snow banks they are obscured. Mr. Thompson also suggested that a flashing light before the stop sign at the end of the road at Canaport LNG should be added as he knew someone who was not familiar with the area nearly ran the stop sign in the fog. Fraser Forsythe responded that these issues would be looked into.

Action 54-3: Canaport LNG will check with Irving Oil about the widths of the barriers at the top of the Access Road near the proud road and discuss options for these.

Action 54-4: Canaport LNG to look into options for the installation of a flashing light warning drivers of the stop ahead at the end of the road.

Q10: (David Thompson) Fall lobster season is approaching and we still have not had a meeting with John McCann regarding vessel traffic and port users. What

happened after the first shipment? How can we solve vessel traffic issues and get everyone to work together? We were supposed to do something this past spring but nothing happened. Should we just put out our high-flyers again? Last time the pilots got upset about them.

A10: (Fraser Forsythe) I would suggest that you don't put out the high-flyers because the pilots do not want them there. As far as vessel movements are concerned we have sector lights and lanes for the LNG traffic. I can provide you with information regarding LNG vessel movements.

Q11: (David Thompson) That is just for the LNG traffic. We need a committee for all the users because there are other port users besides LNG; what can we do about this?

A11: (Fraser Forsythe) I will continue to try to work with the Port Authority to set up a committee and will continue to discuss this with John McCann. Canaport LNG want to work with the other users and we will do what we can to help set up the committee.

Action 54-5: Canaport LNG to contact John McCann and work to help establish a port user group to create a forum to discuss vessel traffic and options for routing.

Q12: (David Thompson) I sent a formal letter to Canaport LNG quite some time ago regarding some gear lost during construction. I also sent the letter to the minister of fisheries and I have not received any response from Canaport LNG on this; is there any update about this?

A12: (Fraser Forsythe) Yes I did receive your letter and I will issue you a formal response. I know there were some agreements set up for the fishermen during construction phase and I think Fundy North Fishermens' association knows of these. I would like to come up with a solution so that we don't have gear loss and, therefore, will not need to compensate on a case-by-case basis.

Action 54-6: Canaport LNG to respond to David Thompson's letter and to check for compensation agreements regarding fishers' gear loss during construction.

ADJOURNED:

7:20 pm

Submitted by: Fundy Engineering

NEXT MEETING DATE:

Monday, 5 October 2009 at 6:00 pm
Red Head United Church

ATTACHMENTS:

Table of Outstanding Action Items

Table of Actions/Responsibilities – 8 September 2009

Action #	Action Item	Responsible Party	Due Date
54-1	Provide information regarding the threshold criteria for the safe level of mercaptan release. Also, provide information on the amount of mercaptan released during the leak.	Brunswick Pipeline	5 October 2009
54-2	Take questions regarding the Red Head Marsh restoration to DFO for clarification and additional information.	David Peterson	5 October 2009
54-3	Check with Irving Oil about the widths of the barriers at the top of the Access Road near the proud road and discuss options for these.	Canaport LNG	5 October 2009
54-4	Look into options for the installation of a flashing light warning drivers of the stop ahead at the end of the Secondary Access Road.	Canaport LNG	5 October 2009
54-5	Contact John McCann about establishing a port user group to set up a forum to discuss vessel traffic and options for routing.	Canaport LNG	5 October 2009
54-6	Respond to David Thompson's letter and check for compensation agreements regarding fishers' gear loss during construction.	Canaport LNG	5 October 2009