

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC) & Residents Meeting

Monday, 19 January 2015

Canaport LNG Multi-Purpose Board Room, Saint John, NB

Meeting 4:00 pm –5:30 pm

This was a special meeting called for the CCELC members & residents immediately adjacent the Terminal as a result of the Saint John Telegraph Journal Article on January 15 about Repsol's submission to the Canadian Environmental Assessment Agency (CEAA) to develop an LNG Export Terminal.

Committee Present:

- | | |
|----------------------|-------------------------------------|
| • Armstrong, Carol | Resident |
| • Dalzell, Gordon | SJ Citizens Coalition for Clean Air |
| • Forsythe, Fraser | Co-Chair (Canaport LNG) |
| • Johnston, Jan | Resident |
| • McNeil, Pam | Resident |
| • Thompson, David H. | Fundy Baykeeper |

Residents Present:

- Roger Hunter
- Bette Shannon
- Leonard Armstrong
- Clinton Galley
- Gwen Galley

Committee Absent:

- | | |
|---------------------|---------------------------|
| • Debly, Teresa | Resident |
| • Perry, Yvonne | Member |
| • Silliphant, Craig | ACAP |
| • Thompson, David | Member |
| • Turner, Rick | Saint John Board of Trade |

Resources:

- | | |
|-------------------|--------------------|
| • Caines, Crystal | Fundy Engineering |
| • Tim Ryan | Fundy Engineering |
| • O'Brien, Kevin | City of Saint John |
| • Shannon, Kate | Canaport LNG |

Highlights presented to attendees at the Meeting:

- Repsol are exploring the modification of the existing Terminal to allow liquefaction at the existing Canaport LNG Re-Gasification Terminal. There are currently two others (liquefaction terminals) proposed on the east coast (Bear's Head and Goldboro). To date, there have been 19 LNG facilities in the US that have been contemplated to be repurposed to become liquefaction terminals
- An information package was provided to CEAA to understand federal permitting requirements and what permitting process needs to be followed. CEAA has not yet responded. The intent was to inform the committee and residents upon CEAA's decision as to the process we would be required to undertake; however, the Telegraph Journal's story published January 14, 2015, circumvented the intent, which is the reason for this special meeting of the CCELC.
- Members of the CCELC, plus neighbours immediately adjacent the Terminal, were invited to this meeting
- The potential project would involve bringing in gas sourced by Brunswick Pipeline, liquefying it, and then sending it out by ship. The footprint will be extended (~50%) to the east of the existing Terminal. It is unlikely there will be a buffer of trees along the shoreline; however, will strive to keep a buffer along the road. The footprint will extend approximately as far as the former air quality station location.
- An application to the National Energy Board (NEB) would be required and approved if the gas were to come from a US source
- This is not a project yet, rather the first steps (environmental permitting). If the project does go ahead, it won't be operational until 2021 at the earliest. A decision to proceed with this project will likely not be made for another two years.
- The project will, regardless of CEAA's decision and whether or not a CEAA review will occur, go through a provincial Environmental Impact Assessment (EIA) process. The intention has always been to take this project through the EIA process. The approved EIA will have a condition that the project will need to start within the approved time frame. The provincial EIA process also has a public involvement process requirement. Our NB Department of Environment operating permit governs and stipulates that any changes to the Terminal must be registered under the EIA process.
- The project will use the existing tanks, jetty, and piping. No more tanks will be built. There will be an additional flare. At this point, the proposed project is only conceptual.
- The Canaport LNG Terminal site has advantages to the other Atlantic sites as the jetty, tanks, and piping are already in place including supporting utilities.
- The proposed plant will have the opportunity to work in both directions, LNG regas and liquefaction; however, it cannot work simultaneously and cannot be switched readily between the two operating modes.
- The ship schedule won't change (currently approved for 120 ships, which is about one for every 3 days). Ships will come in empty, and leave the Terminal full.
- At this conceptual stage, hazards have been identified, and a quantitative risk assessment conducted that provides direction on setback distances, equipment spacing, mitigation strategies, etc. The risk has not substantially changed between a regasification and a liquefaction Terminal

- This proposed project is not related to the recent purchase of Talisman by Repsol as this project was contemplated before the purchase.
- Currently, Irving has 25% ownership of the existing Terminal. Irving is cooperating to develop the Project. There could be several partners for this project.
- Committee members are free to inform others of the proposed Project; however, they should emphasize that this project is still only a proposal, and is going through the very early preliminary conceptual stages. As with other proposed projects within the community, it may or may not go ahead. Canaport LNG does not want to raise expectations; however, want to begin the discussions to get permitting process started.
- Consultations with Aboriginal Groups will begin and occur over the next months.

Attendees were encouraged to ask questions resulting in the CCELC Members/Residents Comments to Consider:

- Will the exclusion zone change for fishing with the new terminal?
- Visual impact from Mispic Beach and the walking trails is currently significant. David Thompson is requesting, at the earliest opportunity, a site plan and visual impact assessment
- How does the risk change from one Terminal to the next?
- Members of the CCELC recommend that First Nations should be consulted as part of the stakeholders outreach. To the best of our knowledge there are five boats that fish from Saint John Harbour. Some of the boats are affiliated with St Mary's Band. Contact should be made with these organization plus the non-status aboriginals organizations.