

# Canaport LNG Project

## Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 32  
Monday, 16 April 2007  
Red Head United Church Hall, Saint John, N.B.  
Meeting 6:05pm - 9:00pm

Approved as Amended

### Committee Present:

- Armstrong, Carol Resident
- Armstrong, Stu Co-chair of CCELC, 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)
- Griffin, Dennis Resident
- Hunter, Roger Resident
- Malcharek, Rainer Bayside Power
- Rogers, Kathy Member
- Roy, Beth Resident
- Sherman, Peter Resident
- Smith, Elsie Resident
- Thompson David Member

### Committee Absent:

- Brown, Alice Resident
- Bruce, Patrick Member
- Griffin, Glenn Resident
- Johnston, Jan Resident
- Lyttle, Dwain Resident
- MacKinnon, Claude ACAP Representative
- Melvin, Keith Enterprise Saint John
- Perry, Yvonne Resident
- Quinn, Kevin Bay Pilots & Marine Consultants
- Thompson, Jean Resident
- Turner, Rick Saint John Board of Trade

### Resources:

- Alexander, Matt Fundy Engineering
- Boilard, Pierre SNC CENMC

- Crowther, Leanne                      Irving Oil Limited
- Foster, Greg                              Irving Oil Limited
- Hogsden, Kristy                        Fundy Engineering
- Mayes, Chris                             Fundy Engineering
- Van der Veen, Carolyn                Canaport LNG

**Opening Remarks:**

The meeting commenced at 6:05 pm with Fraser Forsythe opening the meeting and welcoming all returning members and resource attendees. Matt Alexander was welcomed to the meeting and will speak about the Secondary Egress Road EIA.

**Items Added to Agenda:**

Gordon Dalzell brought forward two items to add to the agenda. The first item was the Emergency Measures Plans with respect to the Canaport LNG facility as reflected in a recent newspaper article. The second item was possible problems with the concrete in the tank pads.

**Review & Approval of minutes from March 19<sup>th</sup> meeting:**

The minutes of meeting #31, 19 March 2007, were revised to include the following changes:

- *Keith Melvin replaced Dianna Barton as the representative from Enterprise Saint John because her contract was over (page 2).*
- *Answer 16 (page 7) was revised to indicate that the work will be completed by the end of July.*

The minutes were approved with the above changes; motioned by Gordon Dalzell and seconded by Ivan Court. This motion was approved. Approved minutes with changes will be posted onto the Canaport LNG website ([www.canaportlng.com](http://www.canaportlng.com)) and the Fundy Engineering website ([www.fundyeng.com](http://www.fundyeng.com)).

Gordon Dalzell commented that Beton produce concrete for Canaport LNG and indicated they have been observed using the Red Head Road twice today (16 April 2007) at 9:30am and 4:30pm. Gordon Dalzell indicated that one ton Scaffold Construction trucks have also been observed using the road and he suggested that security guards at the gate tell truck drivers to use the Red Head Secondary Access Road (RHSAR). Carolyn van der Veen will send another official letter to the contractors regarding this issue. Rainer Malcharek suggested a sign be erected outside the Canaport LNG gate to direct truck traffic to use the RHSAR. Gordon Dalzell inquired if Beton employees could smaller vans to use to go to the store rather than cement trucks.

*Action Item 32-1: Canaport LNG to have sign erected outside the Canaport LNG gate to direct traffic to use the RHSAR.*

**Report on Action Items from March 19<sup>th</sup> meeting:**

31-1: Information on international standards for terminals and tankers is available from the Sigtto website (<http://sigtto.re-invent.net/DNN/>). This company promotes high operating standards and best practices in gas tankers and terminals throughout the world. It provides technical advice and support to members.

Q1. (Gordon Dalzell) Will these standards be applied to Canaport LNG?

A1. (Fraser Forsythe) Membership in this organization is voluntary and most members are signatory and at present Canaport LNG is not a member. The standards used by members of Sigtto are IMO (International Maritime Organization) and SOLAS (Safety of Life at Sea). Our site is being built to meet Canadian standards (CSA Z-276-01, NFPA 59-A, National Building Code of Canada-1995). Additionally, Canaport LNG would not be accepted as a full member of Sigtto because we are not currently an operational facility.

Q2. (Gordon Dalzell) In your professional opinion, which is a better standard?

A2. (Fraser Forsythe) For Canaport LNG, the CSA Z-27601 is better as it is the standard for the building of petrochemical and refinery type facilities in Canada.

31-2: This item can not be addressed at the present time because Pierre Boilard has not yet arrived for tonight's meeting. Information about safety while driving on the Red Head Road has been added to the Safety Orientation Session for all people working on-site.

31-3: The gates on the Red Head Secondary Access Road are now open 24 hours a day, 7 days a week.

Carol Armstrong commented that vehicles are still using the Red Head Road and Gordon Dalzell inquired if there are any problems with unauthorized use. Fraser Forsythe replied that despite the fact that the RHSAR is open 24-7, some drivers will still not choose to use it and that there have only been a few ATVs crossing the RHSAR; otherwise there have been no real problems.

31-4: The 7-year capital plan for the Red Head Road exists as Brett McLean (City of Saint John) stated at the 19 March 2007 meeting.

Stu Armstrong requested that the City of Saint John make a presentation on the 7-year capital plan for the Red Head Road to the CCELC. Ivan Court will bring this request to the City.

*Action Item 32-2: Ivan Court to request a spokesperson for the City of Saint John present the 7-year capital plan for the Red Head Road to the CCELC.*

31-5: This letter requesting that the City of Saint John redesign the RHSAR Connector Road has not yet been prepared.

Ivan Court put forward a motion that a letter is sent from the CCELC to the City of Saint John to request a presentation on the 7-year capital plan and another letter be sent requesting that the RHSAR Connector Road be redesigned as a T-intersection. He believes that both these issues could be addressed at an upcoming meeting by a City of Saint John staff member. Rainer Malcharek seconded the motion. The motion was carried.

*Action Item 32-3: Request a City of Saint John staff member to attend an upcoming CCELC meeting and present information on the 7-year capital plan for the Red Head Road and on redesigning the RHSAR Connector Road as a T-intersection.*

Stu Armstrong stated that it is important to choose an appropriate person from the City to present the information and believes that a City staff member should attend the CCELC meetings. Ivan Court put forward a motion that the City of Saint John appoints a staff member as a resource person for the CCELC. Kathy Rogers seconded this motion on the condition that the appointed person is a senior staff with extensive experience and an authoritative role within the City. Gordon Dalzell seconded the amended motion. The motion was carried.

*Action Item 32-4: Request the City of Saint John appoint a senior staff member to be a resource member of the CCELC.*

Peter Sherman put forward a motion to request that Canaport LNG have an independent audit done on real estate values in the Red Head area. He believes the audit should reflect real estate values prior to and post construction of the LNG facility to identify the social and economic impacts of the LNG facility on this area. Teresa Deby commented that this type of audit was already conducted by David Babineau and the results indicated that the real estate values were the same prior to and post construction.

Ivan Court stated that the proposed refinery will also be using the Red Head Road and asked if Irving Oil will pay for upgrades so that taxpayers do not have to pay for road maintenance. Peter Sherman commented that the continued degradation of Red Head Road has social implications (e.g., not able to walk on the road) and homeowners need to be informed.

Q3. (Fraser Forsythe) Who conducted this assessment?

A3. (Gordon Dalzell) Tim Sommerville

Fraser Forsythe will look into having a real estate appraisal done for homes in the Red Head area. Dennis Griffin believes that David Babineau should not be hired to do the appraisals. Kathy Rogers suggested that it be put out to tender.

Q4. (Teresa Debly) Fraser, would you buy a house on Red Head Road?  
A4. (Fraser Forsythe) I am not sure. I would not buy a house on the side of the road that is eroding. I do not have innate fear of the LNG facility or the refinery.

Teresa Debly stated that people of Red Head Road deserve compensation for the impact of these facilities on the community. She requested the professional opinion of an appraiser. Dennis Griffin restated that he preferred the work was not done by David Babineau. Teresa Debly indicated that if two separate appraisals are done (one by Canaport LNG and one by residents) then any differences can be settled in court. Rainer Malcharek commented that a registered appraiser, with appropriate qualifications, is required for this to be done correctly. Peter Sherman stated that out of province appraisers can be identified by Royal LePage. Dennis Griffin commented that many of changes in the municipal development plan are not known and that the RHSAR is an industrial corridor in a residential area.

Peter Sherman put forward a motion to request Canaport LNG to have a property value assessment done of Red Head Road properties by a real estate appraiser that would identify property values before and after the construction of the LNG facility and the proposed refinery, so that baseline values are established without the presence of industrial developments. Gordon Dalzell referred to the Summary of the Environmental Impact Statement (EIA Report pg. 39) and stated that the proponent is responsible for taking action on land use concerns. The motion was seconded by Rainer Malcharek. The motion was carried.

*Action Item 32-5: Request Canaport LNG to have a property value assessment done of Red Head Road properties by a real estate appraiser that identifies property values before and after the construction of the LNG facility.*

31-6: A handout was created for distribution to Red Head residents which details the Connector Road design.

Q5 (Teresa Debly) When is the next Canaport Connections coming out?  
A5 (Carolyn van der Veen) In the next couple of months.  
A5 (Fraser Forsythe) This handout will be sent to all residents that receive Canaport Connections.

31-7: Rainer Malcharek suggested that this action item be revisited when a representative from the City is present to provide information on designating the existing Red Head Road, from Bayside Drive to the existing Canaport LNG entrance, as a non-trucking route.

David Thompson returned to Action Item 31-5 and asked how safe it is to have trucks coming down to a Red Head Road, a residential road with no shoulders,

on Alignment B. Beth Roy commented that the Red Head Road is not currently safe, with or without Alignment B. Gordon Dalzell and Rainer Malcharek commented that they voted on the side of the safety experts specifically for the design of Alignment B and that did not include the issue of safety on Red Head Road. Fraser Forsythe stated that he can not answer the question regarding safety and he relies on the experience of the engineers who designed the road.

30-4: The presentation on EIS Commitments will be postponed until later in the meeting.

### **Secondary Egress Road EIA**

Matt Alexander (Fundy Engineering) spoke to the committee on the EIA for the Secondary Egress Road that was registered with the NBDENV on 5 April 2007. His presentation described the project and identified the location of the road. The goal of the road is to provide a secondary means of access to and from the Canaport™ LNG<sub>LP</sub> facility in the event of an emergency. The road is a requirement of two permits issued for the construction of the Canaport™ LNG<sub>LP</sub> facility. The EIA was triggered because the road crosses one wetland and one stream. An Environmental Protection Plan is being prepared and wetland compensation will be completed according to NBDENV approval. The public involvement process includes presentations at two CCELC meetings (16 April and 14 May 2007) and a public notice in the Telegraph Journal. A report on public involvement will be submitted to the NBDENV.

Q6 (Dennis Griffin) Why was this route chosen instead of coming out onto the Red Head Road at the open field? Is this safe?

A6 (Matt Alexander) I am responsible for the EIA, not the road design.

Q7 (Teresa Debly) Who designed the road?

A7 (Matt Alexander) Crandall Engineering designed the road.

Q8 (Teresa Debly) What were the other proposed route options?

A8 (Matt Alexander) The proposed options are presented in the EIA document.

Q9 (Dennis Griffin) Is this part of the final wetlands assessment?

A9 (Matt Alexander) No, this road was not included in that assessment.

Q10(Dennis Griffin) Why was it not included?

A10 (Fraser Forsythe) This road is a condition of the EIS for secondary site access and the design for the road was not completed at the time of the final wetlands assessment. The wetlands have not been overlooked; this EIA assessed wetlands around the roadway.

Q11 (Teresa Debly) Will there be any blasting?

A11 (Matt Alexander) No.

Q12 (Teresa Debly) Will the road be paved?

A12 (Matt Alexander) Yes, eventually the road will be paved.

Q13 (Teresa Debly) Can residents ask questions directly to Matt Alexander?

A13 (CCELC) Yes, they can ask questions directly.

Q14 (Resident 1) Is the centre line already cut? How wide will the road be?

A14 (Matt Alexander) Yes the centre line has been cut. There will be a 20m direct impact zone around the road.

Q15 (Gordon Dalzell) Will there be lighting on the road?

A15 (Matt Alexander) No.

Gordon Dalzell commented that residents should have had advanced notice of the location of the road. Matt Alexander stated that Resident 1's parking pad is actually sited on the Proponent's property. Gordon Dalzell asked if people who were going to be directly affected by the road were consulted before this meeting. Resident 1 stated that she was contacted and told that a road would be constructed nearby. Carolyn van der Veen and Fraser Forsythe went door-to-door to residents who will be affected by the road on 13 April 2007.

Q16 (Gordon Dalzell) Will this project impact nesting birds, such as the Harlequin Duck?

A16 (Matt Alexander) Harlequins will not be found in this wetland as it contains poor quality habitat for migratory birds. If nests are found, a no-disturbance buffer zone will be created around the nest.

Q17 (Gordon Dalzell) What is the estimated amount of traffic for the road?

A17 (Matt Alexander) It is a secondary access road; there will not be regular traffic.

Q18 (Teresa Debly) Where will the road be gated?

A18 (Matt Alexander) A gate will be installed at the tank farm end of road.

David Thompson commented that the road should be gated at the Red Head Road entrance and keys should be available to emergency service providers (e.g., fire department). He stated that the CCELC should have the opportunity to provide input into potential wetland compensation for this project. Rainer Malcharek stated that someone should visit residents and provide them with detailed information of the road plan.

Q19 (Roger Hunter) What does egress mean?

A19 (Fraser Forsythe) It means in and out. This road is an alternate access.

Fraser Forsythe referred to Condition 15 in the EIS document which identifies the road as an "alternative site access road". Matt Alexander read Condition 15

(pg. 4 of EIA document) which states: *“Irving Oil Limited shall ensure that an alternative site access road on the Canaport property is available for emergency access prior to operation of the facility”*.

Q20 (Gordon Dalzell) How does this project fit into the General Review Summary EIA document?

A20 (Fraser Forsythe) This separate EIA was triggered because the road crosses a wetland and a stream. Public involvement is a requirement of an EIA.

A20 (Matt Alexander) This project is a requirement of Condition 39 of the Phase III Approval to Construct.

Q21 (David Thompson) Were the police and fire departments consulted about the plan for this road?

A21 (Fraser Forsythe) Not yet, but an extensive risk assessment was done.

Q22 (Peter Sherman) What does Condition 39 say?

A22 (Matt Alexander) Condition 39 states: *“The Approval Holder shall provide a secondary site access road to permit alternative emergency access to the Canaport Facility. To that end, prior to March 1, 200 the Approval Holder shall submit design drawings on the secondary site access road to the Director for review and approval and the Approval Holder shall comply with any additional conditions relating to the roadway or the construction of the roadway that the Director may impose”*.

Q23 (David Thomspson) Who is the Director?

A23 (Matt Alexander) The Director of Approvals at the NBDENV.

Q24 (Stu Armstrong) What is the position of the City’s Fire Department on this roadway location?

A24 (Fraser Forsythe) The Fire Department has not yet been contacted about the design.

David Thompson stated he is concerned about security and safety issues and inquired about where the keys for the gate will be kept. Gordon Dalzell brought a newspaper article about the Emergency Management Organization in Saint John to the attention of the committee. Fraser Forsythe indicated that all concerns and comments about the secondary access road can be made officially to Tim Ryan (Fundy Engineering) who is managing the public involvement process for this EIA.

Q25 (Teresa Debly) Can you indicate where the gate will be? How far will the gate be from the tanks?

A25 (Matt Alexander) The location was indicated on the map and will approximately 75m from the nearest tank on the Canaport property.

Gordon Dalzell expressed his concerns about unauthorized access and the security aspects of this road and suggested that a review be undertaken by the Department Public Safety.

Q26 (Dennis Griffin) When will construction start?

A26 (Matt Alexander) June or July 2007.

Q27 (Dennis Griffin) Where is the material coming from?

A27 (Matt Alexander) The material is coming from the Canaport site.

Q28 (Teresa Debly) When will the road be paved?

A28 (Matt Alexander) The plan is to pave the road next year. The road engineers indicated that the road needs to settle before it is paved. The sub-base which is a chipseal surface will be put down this summer.

Q29 (Teresa Debly) What about the dust? Are there plans for dust control?

A29 (Matt Alexander) There will be no regular traffic on the road, so dust is not a concern. However, watering will be done during construction as required.

Teresa Debly stated that open access at Red Head Road could mean unauthorized use by ATVs, etc. and that this could cause a dust problem. Rainer Malcharek indicated that the secondary access road should be gated at Red Head Road.

Q30 (Stu Armstrong) Has the engineering plan for the road been introduced to the immediate neighbours in the area?

A30 (Fraser Forsythe) No. I went to speak with neighbours last Friday.

Q31 (Carol Armstrong) You came at a bad time of day when people are not home. Did you leave maps for residents that were not home?

A31 (Fraser Forsythe) No, I want to speak to the residents directly.

*Action Item 32-6: Fraser Forsythe to take engineering plans to residents and speak directly to them about the plans for the secondary access road.*

**A 10 minute break was taken at this point.**

### **Update on LNG**

Pierre Boilard (SNC-CENMC) presented his weekly update on the LNG site. Pierre indicated that the concrete pouring of tank #1 is proceeding at a slow pace, but has not stopped so there are no cold joints. Today the wall is 19m high and will be completed at 39.6m. He commented that depending on the wind, the pour may have to stop. Pierre reiterated that if they need to stop, the quality of the pour will not be compromised. At the current time, a 150 people are working per shift, including a quality control worker.

Q32 (Gordon Dalzell) What impact will the wet weather have the pouring and drying times of the concrete?

A32 (Pierre Boilard) The current temperature is good for concrete pouring because we are generating a lot of heat by pouring walls that are ~1m thick and the ambient temperatures, above 0° C, help with cooling. The concrete does not dry as fast in humid, wet conditions but it will not affect the quality of the concrete.

Q33 (Peter Sherman) Does the rainwater get into the forms?

A33 (Pierre Boilard) Yes, but we have people with a vacuum cleaner to clean the area and remove excess water before the concrete is poured.

Q34 (Teresa Debly) What day did the pour start?

A34 (Pierre Boilard) March 26. We are now expecting to finish in 28 days.

Q35 (Rainer Malcharek) Have the batch plants shut down?

A35 (Pierre Boilard) No. We use one batch plant and the other is a spare.

Q36 (Gordon Dalzell) Will the process be uneven due to the weather conditions? How will this influence the integrity of the pour?

A36 (Pierre Boilard) We use a retardant in the concrete and we can adjust the curing time by adjusting the amount of retardant we add to the concrete. We watch the weather conditions very closely and have to decide 8-12 hours prior to adding the retardant to adjust the consistency of the concrete. The form goes up an inch at time and is on hydraulic jacks. This will not affect the quality of the concrete.

Pierre stated that construction is continuing on the roads and tunnels and that pouring will begin on the walls for the main electrical control room this week if the weather improves.

Q37 (Roger Hunter) Will concrete for these walls come from the batch plants or be brought in from another source to the site?

A37 (Pierre Boilard) When we have a slipform pour in progress, both on-site batch plants are dedicated to the slipform because it uses a special mix. Therefore, we will import the concrete from another source.

Q38 (Rainer Malcharek) What is your safety record?

A38 (Fraser Forsythe) The Lost Time Injury Frequency is 0.48 and the Recordable Injury Frequency is 1.28.

Q39 (Teresa Debly) When is the greatest workforce present on-site?

A39 (Pierre Boilard) In August or September with 700-750 men. Shifts in dates will occur due to the arrival of the piping from Europe, which will spread out the peaks in workforce numbers.

Gordon Dalzell stated that he received a complaint from a community member that had spoken with two people who were concerned about the condition of the concrete on the tank bases. The concrete pads were said to be a “mess” and cost millions of dollars to fix existing problems. Gordon Dalzell asked Pierre Boilard to address this complaint. Pierre stated that the pads were poured on November 8 and that there is a misconception about good versus bad concrete. The foundation of the tank (pad) is not subjected to the same conditions as the wall, therefore the concrete used on the walls of the tank is based on a special mix for increased strength and durability as required by the climate and the client. The mixture is more viscous, due to added fly ash, and is more difficult for the workers to place but all samples have passed the strict quality requirements. Pierre stated that complaints are also received from workers and some of the contractors on the quality of the concrete (e.g. difficult to set). The concrete is a different composition that is required for this climate.

Gordon Dalzell commented that the Saint John community should be informed about the construction of the tanks and safety issues to reduce anxiety and misconceptions. Fraser Forsythe indicated that information about the concrete can be put on the website and Carolyn van der Veen will address this concern in the next Canaport Connections newsletter.

Q40 (Teresa Debly) Is there a plan for more power lines to go up?

A40 (Fraser Forsythe) No new lines are required but a renewal of some old lines may be required.

*Action Item 32-7: Canaport LNG request information about the status of power lines from NB Power.*

Gordon Dalzell indicated that Pierre Boilard's information should be released publicly. Carolyn van der Veen stated that site tours are available to interested people and Fraser Forsythe added that tours will be arranged for groups of people, not just individuals. Fraser Forsythe stated a tour for the CCELC can be organized in May once the pour for Tank #1 has been completed.

Q41 (Dennis Griffin) Is Repsol going to make any contributions to Mispec Park?

A41 (Carolyn van der Veen) A number of requests are currently under review for Mispec Park including a pavilion.

David Thompson commented that Repsol could contribute to the community by improving the facilities at Red Head United Church. Gordon Dalzell added that community input should be used for these kinds of initiatives.

**Fisherman Meeting Update**

Fraser Forsythe indicated that there will be no update tonight but that negotiations between the fishermen and the proponent are on-going.

David Thompson stated that the HADD permit for the disturbance of seabed has changed and that Kiewit had to remove rock from an onshore blast in November that landed in the water. He would like to see this information documented. Fraser Forsythe indicated that Canaport LNG will compensate for the disturbance to the seabed. It is difficult to estimate the area that will be impacted so a security deposit of \$771, 000, which is the cost of the worst case disturbance scenario, was given to the DFO. If only 1000 m<sup>2</sup> is disturbed, then a cheque will be issued to DFO for the required amount and the security deposit is returned. The security deposit ensures that compensation occurs.

Q42 (David Thompson) How is the disturbance monitored? Are sidescans done?

A42 (Kathy Rogers) Extensive seismic and sonar scans were done in that area in 2004, so we can know how much disturbance occurred due to the project.

David Thompson commented that this information should be reported and made available. Fraser Forsythe stated that information regarding the HADD permit is submitted to the DFO and the ODDP (Ocean Dredging and Disposal Permit) is submitted to Environment Canada. He stated that weekly reports will be available through the NBDENV when pier construction is on-going. Fraser Forsythe indicated that less material will be moving than originally expected and that sidescanning will occur. Stu Armstrong requested that an Offshore Update on the status of the pier be added to the Agenda. Fraser Forsythe indicated that a representative from Kiewit can be brought in to the CCELC meetings to provide updates on offshore construction activities.

*Action Item 32-8: Request a representative of Kiewit to provide updates on offshore construction activities to the CCELC.*

David Thompson indicated that David Peterson has not reported back to the CCELC on Action Item 30-4. Fraser Forsythe will discuss this issue with Carolyn Walker.

*Action Item 32-9: Fraser Forsythe to discuss and follow up on Action Item 30-4 with Carolyn Walker.*

## **New Business**

Gordon Dalzell brought the Emergency Management Organization plans with respect to Canaport LNG to the attention of the committee. The evacuation and emergency response plans must be submitted to the province and municipality within 6 months of operation. The newspaper article regarding this issue that Gordon Dalzell referred to is included with the minutes. He is concerned that the plans will not be prepared and stated that the residents are also concerned. He would like Chief Simonds to present at a CCELC meeting and explain the structural problems addressed in the article. Rainer Malcharek indicated that

this is a significant issue and that the Emergency Management Organization in Saint John is poor compared to other industrial cities such as Sarnia, Montreal, and Edmonton. He stated that this is not a Canaport LNG issue but a City of Saint John issue. Gordon Dalzell stated that this is a critical issue and that we need to be prepared. Gordon Dalzell and Rainer Malcharek will try to arrange to have P. Groody speak to the committee and provide answers on the Emergency Management Organization. Fraser Forsythe will follow up with Gordon and Rainer on this issue.

Action Item 32-10: Gordon Dalzell and Rainer Malcharek will try to arrange to have P. Groody speak to the committee and provide answers on the Emergency Management Organization.

**Adjourned:**

9:00 pm

Submitted by:

Fundy Engineering

**Next Meeting Date:** Monday 14 May 2007

**Attachments:**

Table of Outstanding Action Items- April 2007

Traffic Update- March 2007

NBDENV Monthly Status Report- March/April 2007

Presentation – Secondary Egress Road EIA

## Table of Actions/Responsibilities – April 2007

Action #	Action	Responsible Party	Due Date
32-1	<i>Canaport LNG to have sign erected outside the Canaport LNG gate to direct traffic to use the RHSAR.</i>	Canaport LNG	14 May 07
32-2	<i>Ivan Court to request a spokesperson for the City of Saint John present the 7-year capital plan for the Red Head Road to the CCELC.</i>	Ivan Court	14 May 07
32-3	<i>Request a City of Saint John staff member to attend an upcoming CCELC meeting and present information on the 7-year capital plan for the Red Head Road and on redesigning the RHSAR Connector Road as a T-intersection.</i>	CCELC/ Canaport LNG	14 May 07
32-4	<i>Request the City of Saint John appoint a senior staff member to be a resource member of the CCELC.</i>	CCELC/ Canaport LNG	14 May 07
32-5	<i>Request Canaport LNG to have a property value assessment done of Red Head Road properties by a real estate appraiser that identifies property values before and after the construction of the LNG facility.</i>	Canaport LNG	14 May 07
32-6	<i>Fraser Forsythe to take engineering plans to residents and speak directly to them about the plans for the secondary access road.</i>	Fraser Forsythe/ Canaport LNG	14 May 07
32-7	<i>Canaport LNG request information about the status of power lines from NB Power.</i>	Canaport LNG	14 May 07
32-8	<i>Request a representative of Kiewit to provide updates on offshore construction activities to the CCELC.</i>	Canaport LNG	14 May 07
32-9	<i>Fraser Forsythe to discuss and follow up on Action Item 30-4 with Carolyn Walker.</i>	Canaport LNG	14 May 07
32-10	<i>Gordon Dalzell and Rainer Malcharek will try to arrange to have P. Groody speak to the committee and provide answers on the Emergency Management Organization questions.</i>	Gordon Dalzell/ Rainer Malcharek	14 May 07