

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 77
Monday, 1 October 2013
Red Head United Church Hall, Saint John, NB
Meeting 6:10 pm –9:00 pm

APPROVED

Committee Present:

- Armstrong, Carol Resident
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Debly, Teresa Resident
- Forsythe, Fraser Co-Chair (Canaport LNG)
- McNeill, Pam Resident
- Thompson, David H. Fundy Baykeeper
- Turner, Rick Saint John Board of Trade

Committee Absent:

- Johnston, Jan Resident
- Perry, Yvonne Member
- Smith, Elsie Resident
- Thompson, David Member

Resources:

- Caines, Crystal Fundy Engineering
- O'Brien, Kevin City of Saint John
- Peterson, David NBDENV

Observers:

- Lynch, Robert
- Murphy, Sharon PEACE NB & CCNB

(1) OPENING REMARKS:

The meeting commenced at 6:10 pm with Fraser Forsythe welcoming everyone. The agenda was approved.

Review & Approval of Minutes from Meeting #76, 9 September 2013

The minutes of meeting # 76 on 9 September 2013 were tabled until the next meeting in November as they were not included in the pre-meeting package that was mailed out.

Action 77-1: Review & approve minutes from meeting #76, 9 September 2013.

(2) ACTION ITEMS FROM 9 September 2013 MEETING:

76-1: Send a letter of invite to Enterprise Saint John and Department of Energy to attend and potentially become a member of the CCELC.

An email to Steve Carson of Enterprise Saint John and the Department of Energy was sent on October 1, 2013 to invite a representative from their respective organizations to join the CCELC.

Action 77-2: Follow-up with Enterprise Saint John and Department of Energy to determine interest in providing representation on the CCELC

76-2: Post a notice in the store, as well as in Canaport Connections to see if there is any interest from the community in joining the CCELC.

A notice was drafted, but not yet posted. This action item will carry over.

Action 77-3: Post a notice in the store, as well as in Canaport Connections to see if there is any interest from the community in joining the CCELC.

76-3: Extend an invite to the Red Head Community Association welcoming their representation on the CCELC

An inquiry/invite was sent to the Red Head Community Association via their website on 26 September 2013.

76-4: Provide the number to register for the sentinel services

The number to call to register for sentinel services is 658-2910.

76-5: Include Gordon Dalzell's questions regarding the LNG Ship Loading Environmental Impact Assessment (EIA) and the responses within the next meeting minutes

Question & answers were provided in the meeting minute package sent out prior to the 1 October meeting.

76-6: David Peterson to get back to the CCELC regarding what discussions are taking place with respect to community liaison

(David Peterson) This committee, the Canaport Community Environmental Liaison Committee (CCELC) was formed as a result of the Environmental Impact Assessment (EIA) determination approval for the LNG Terminal. The committee has had an open forum to discuss multiple issues. Chairs have been receptive over the years. This particular motion (76-1) put the co-chair in difficult situation. The Department of the Environment recognize this committee may not be the best vehicle with respect to concerns relating to other projects/issues such as the Alternate Crude Supply project, Approval to Operate for the Crude Terminal, etc. These are issues beyond the Canaport LNG and CCELC mandate. Committee members need to use myself to bring issues forward to get resolution. If members have concerns, feel free to approach me before / after the CCELC meetings, call, or drop into my office. If it is not my mandate, I will direct you in the right direction. The Department of the Environment is much more aware now of the magnitude of community concern regarding the projects being proposed / issues, that were not here six months ago. The Department is open to discussion as to what the committee thinks would be the best way to communicate these issues.

David Peterson's number is: 658-2506.

David Peterson suggested the members go away from the meeting, and think about what they like and don't like, and what they would like to see (*i.e.*, amalgamated committees, separate committees, etc.) to deal with other Projects that may be outside of Canaport LNG's scope.

MOTION 76-1: The Canaport Community Environmental Liaison Committee (CCELC) requests the Department of the Environment issue a Certificate of Approval for the Irving Oil Canaport Crude Terminal in Saint John New Brunswick whereas this facility is a source of fugitive emissions; whereas air emissions are unregulated at this facility; and whereas the facility will soon be serviced by a new pipeline from the Canaport LNG Multi-Purpose Pier.

(David Peterson) Issues relating to the Irving Oil Crude Terminal were brought forward, including odour, VOC emissions, etc. The Department has outlined informally what these issues / concerns are and are meeting internally to review the benefits of issuing a Certificate of Approval (COA). The Department's next steps would be to meet with Irving personnel. Discussions with Irving personnel have been positive so far.

Q1 (Gordon Dalzell): Would the Terminal be a classified as a Class 1 Facility?

A1 (David Peterson): No, it would likely be a Class 4 facility. Class 4 facilities would be facilities that would have potential to generate public complaints, emissions, or contamination such as car washes, quarry facilities, etc. The classification system is based on volume of emissions.

The National Pollutant Release Inventory (NPRI) is Canada's legislated, publicly accessible inventory of pollutant releases (to air, water and land), disposals and

transfers for recycling. Those industries requiring reporting and quantifying their emissions can be found at the following link:

<http://www.ec.gc.ca/inrp-npri/>

(3) NEW BUSINESS

Canaport LNG (CLNG) Site Update

(Fraser Forsythe) The Environmental Impact Assessment for ship loading was registered with the government on 24 July, and has since been approved. The Terminal's Approval to Operate and Environmental Protection Plan have since been amended to include the approval of the ship loading activity. Some of the civil work has begun for the installation of the Alternate Crude Supply line external to CLNG.

Q2 (Gordon Dalzell): Could we receive a copy of the approval documents?

Action 77-4: Attach a copy of the EIA approval document to the next month's meeting minute package

Q3: How will Canaport LNG obtain the gas for ship loading?

A3 (Fraser Forsythe): The Terminal is not a liquefaction terminal. If after a mild winter season there was excess LNG, we could load it on a ship and transport the gas to other markets if there was an opportunity.

The following updates were provided by Fraser Forsythe in regards to the bird monitoring incident:

>Construction of the Terminal began in 2006 as a base load Terminal. It was designed to operate at 20-25% capacity year round. At these levels, there would be no flaring with the exception of an upset/unplanned event.

> By 2011, the gas market had changed drastically, and send out levels at the Terminal were much reduced. Below the base load operation, the boil off gas generated would have to be flared to maintain safe operating pressures in the tanks. Canaport LNG recognized something needed to be done, and began looking at alternatives to mitigate the flaring.

>In the end, a high pressure booster compressor was installed, which captured the boil off gas and would send it to pipeline, eliminating the need for flaring. On 1 September, 2013, the booster compressor was installed, operated for four days, then tripped offline resulting in the need to flare boil off gas to maintain safe tank pressures.

>Overnight on the 13th & early morning of the 14th of September, a large over flight of birds passed over the Terminal. There was low cloud cover, and dense fog that night. The birds impacted the flare, and as a result, an estimated 7500 birds were killed comprised of some 23 different species. The estimated number included the surviving birds that were transported to Sackville in an attempt to rehabilitate; however, they were later euthanized. All dead birds were taken to the museum to be categorized.

>On the Saturday morning of the incident, the Department of Environment was contacted, and several attempts to contact Canadian Wildlife Services were made. Internal issues with the environmental emergency reporting number occurred, which delayed notification to the Canadian Wildlife Services. Outreach to the Atlantic Wildlife Institute (AWI) was also made for their assistance in recovering the birds. Fundy Engineering was brought on site Saturday morning to assist with the recovery efforts, and was later joined by AWI to direct the recovery efforts.

>The high pressure booster compressor has since been repaired, and is now online with no flaring at the Terminal.

>An Environmental Protection Plan was in place, and measures within the plan were followed during the incident. Recommendations from AWI and Canadian Wildlife Services will be incorporated into a revision to the plan

Q4 (Teresa Debly): How large was the flare?

A4 (Fraser Forsythe): Approximately 10 m in height.

Q5 (Gordon Dalzell): In retrospect, do you think the height of the tower is enough?

A5 (Fraser Forsythe): The height of the tower is 64 m above ground elevation at its base. (base elevation is 18 m above sea level). We believe where there was a low cloud ceiling, the birds were flying closer to the ground. We really are not sure of effect of cloud ceiling, and fog on the likelihood of the incident or impacts.

Gordon Dalzell expressed disappointment that the CCELC were not made aware of the incident before the public press conference was held.

Q6 (David Thompson): In amending this plan, could the committee and public interest groups be included?

Motion 77-1: That Canaport LNG organize a formal meeting to develop an action response plan to be put in place to mitigate further bird kills at the LNG site and that Canaport LNG contact appropriate government agencies to be present at the meeting and public interest groups that may wish to participate.

The motion was seconded by Gordon Dalzell, and all those in attendance at the meeting voted in favour in exception to Fraser Forsythe who abstained from the motion.

NOTE: Rick Turner left the meeting at 8:10pm, just prior to this motion being carried.

Q7 (Teresa Debly): Were there any dead birds on Mispic Beach?

A7 (David Peterson): I visited the beach on Saturday afternoon, and there was no indication of any dead birds.

(David Peterson) With respect to the motion carried, the Department of the Environment is expecting recommendations from Canadian Wildlife Services (CWS), which the Department will incorporate in their recommendations going forward. Environment Canada has a very strong

enforcement mandate, and they will probably not sit down to discuss mitigative measures until the investigation has ended.

Q8 (Carol Armstrong) Was there flaring today?

A8 (Fraser Forsythe) Yes, to maintain low tank pressures as we are adding insulation to the tanks. There is no flaring overnight. This work will be completed this week.

Gordon Dalzell shared with the committee an article in the Globe and Mail on September 4th titled "Gas Flaring on the Rise Despite Environmental and Health Concerns". A copy of the article has been attached to the meeting minutes.

ADJOURNED:

9:00 pm

Submitted by: Fundy Engineering

(4) NEXT MEETING DATE:

Tuesday, 18 November 2013 at 6:00 pm

ATTACHMENTS:

- Table of Action Items
- Meeting Minutes from 9th September 2013
- Article "Gas Flaring on the Rise Despite Environmental and Health Concerns"
- Ship Loading EIA Determination

Table of Actions/Responsibilities – 9 September 2013

Action #	Action Item	Responsible Party	Due Date
77-1	<i>Review & approve minutes from meeting #76, 9 September 2013.</i>	CCELC	18 Nov
77-2	<i>Follow-up with Enterprise Saint John and Department of Energy to determine interest in providing representation on the CCELC</i>	Fundy Eng	18 Nov
77-3	<i>Post a notice in the store, as well as in Canaport Connections to see if there is any interest from the community in joining the CCELC.</i>	Fundy Eng	18 Nov
77-4	<i>Attach a copy of the EIA approval document to the next month's meeting minute package</i>	Fundy Eng	18 Nov

Motion 77-1: That Canaport LNG organize a formal meeting to develop an action response plan to be put in place to mitigate further bird kills at the LNG site and that Canaport LNG contact appropriate government agencies to be present at the meeting and public interest groups that may wish to participate.