

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 49

Tuesday, 14 April 2009

BUS TOUR OF THE CANAPORT LNG FACILITY

Meeting Place: Red Head United Church Hall, Saint John, NB

6:00 pm – 7:30 pm

APPROVED AS AMENDED

Committee Present:

- Armstrong, Carol Resident
- Armstrong, Stuart Co-chair of CCELC, Resident
- Brown, Alice Resident
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Forsythe, Fraser Co-Chair (Canaport LNG)
- Garnett, Vern Resident
- Griffin, Dennis Resident
- Johnston, Jan Resident
- McNeill, Pam Resident
- Rogers, Kathy Member

Committee Absent:

- Court, Ivan Mayor of Saint John
- Debly, Teresa Resident
- Griffin, Glenn Resident
- Hunter, Roger Resident
- MacKinnon, Claude ACAP Representative
- Melvin, Keith Department of Energy
- Perry, Yvonne Member
- Smith, Elsie Resident
- Thompson, David Member
- Turner, Rick Saint John Board of Trade

Resources:

- Mayes, Chris Fundy Engineering
- Norton, Erin Fundy Engineering
- Van der Veen, Carolyn Canaport LNG

Observers / Guests:

- Dalzell, Mary Ellen
- Galley, Clinton
- Galley, Gwen

Observers / Guests (continued):

- Oldham, Dennis
- Pearson, Myrna
- Thompson, Dave Conservation Council
- [Unknown person]

(1) OPENING REMARKS:

The bus tour left the Red Head United Church for the Canaport site at approximately 6:10 pm. Fraser Forsythe welcomed everyone and introduced the Project as the bus entered the security gate highlighting certain areas and work processes that are located and occurring at the site.

Passing by the Guard House, near the location of the future public parking area.

Q1: (Dave Thompson) What sort of Public would be using this parking lot?

A1: (Fraser Forsythe) Visitors to the site (etc).

Q2: (Dave Thompson) Are you going to work there [in the Administration Building]?

A2: (Fraser Forsythe) Yes.

Q3: (Dave Thompson) Has all the staff been hired?

A3: (Fraser Forsythe) Yes.

Q4: (Dave Thompson) Can we have a list of the staff hired for the next meeting?

A4: (Fraser Forsythe) No.

Q5: (Jan Johnson) How many people have been hired?

A5: (Fraser Forsythe) About 60 people.

Passing by the 69 kV switch yard.

Q6: (Dave Thompson) Is there an onsite generator?

A6: (Fraser Forsythe) Yes.

Q7: (Dave Thompson) Is it a diesel generator?

A7: (Fraser Forsythe) Yes.

Q8: (Jan Johnson) Will there be people working at the site 24 hours a day?

A8: (Carolyn Van der Veen) Yes.

Q9: (Gordon Dalzell) *[Pointing to a piece of equipment]* What's that?

A9: (Fraser Forsythe) Platforms for loading / unloading. Three big lines that are used to load the tanks and others to transfer the liquid from tanks to process area.

Fraser explained that the lines that carry the liquid and vapour are made of several layers: stainless steel pipe covered with foam glass insulation inside high-density polyethylene covering.

Q10: (Carol Armstrong) *[Questioning about the sirens/alarms onsite]*

A10: (Fraser Forsythe) There are several pieces of equipment located right there: the evacuation alarm tower is located between two marine radar antennae and supporting towers. The evacuation alarm hasn't yet been sounded. The evacuation alarm is different from the construction alarm which is tested each week on Wednesday at noon.

Carol, you'll likely hear the evacuation alarm if it is sounded.

Dennis Griffin: The name plate for the evacuation alarm reads 540 dB.

Q11: (Carol Armstrong) When are you going to test the evacuation alarm?

A11: (Fraser Forsythe) We don't know yet. I'll try to determine the date for the next meeting.

Action 49-1: Canaport LNG to find out when the evacuation alarm will be tested.

Q12: (Carol Armstrong) Has Fire Chief Rob Simonds signed off on it [the Emergency Management Program] yet?

A12: (Fraser Forsythe) No, it's still in draft form and under regulatory review.

Q13: (Dennis Griffin) Have you given them all the info yet?

A13: (Fraser Forsythe) We have now provided them with three iterations of the document.

Stopped on First Street facing the jetty.

Q14: (Kathy Rogers) Is the housing located on the jetty temporary or permanent?

A14: (Fraser Forsythe) That's temporary.

Q15: (Stu Armstrong) Where will the oil line go?

A15: (Fraser Forsythe) That's off the table now. It would have been placed where the Project had originally placed the orimulsion line.

Q16: (Unknown) What will they do now?

A16: (Fraser Forsythe) I'm not aware of Irving Oils plans as a result of this change.

Q17: (Gordon Dalzell) What would happen in the event of a rogue wave?

A17: (Fraser Forsythe) The ship will be moored to the mooring dolphin mooring hooks. These mooring hooks monitor the individual line tension and can be released automatically or manually if line tension approach a pre-set limit.

The ship maintains full operation watch. On our side we maintain a visual watch at all times (physically or via CCTV system monitors). Either group can stop the process.

Q18: (Vern Garnett) What is the exclusion zone around the ship?

A18: (Fraser Forsythe) 300 m.

Q19: (Dennis Oldham) How many people will be working onsite?

A19: (Fraser Forsythe) When Tank 1 and Tank 2 are commissioned there will be several hundred people continuing to work on Tank 3.

Q20: (Unknown) What will be the response time for an emergency? Will you contact the City?

A20: (Fraser Forsythe) In the event of a Category B incident, the Team Lead (i.e., On-scene-commander) will initiate the 9-1-1 call.

Q21: (Unknown) Will they be reading the manual [Emergency Management Program] when the incident occurs?

A21: (Fraser Forsythe) No, they are trained on the various actions to take and will have access to a quick reference guide of emergency procedures.

Fraser Forsythe explained that it will take more than one ship to fill an entire tank unless it's one of the larger vessels.

Q22: (Unknown) Will the City of Saint John have a fire boat?

A22: (Fraser Forsythe) Not to my knowledge. Although as Kathy has just added, the tug boats will be equipped with fire suppression equipment.

Q23: (Unknown) Where will the boats be stationed at?

A23: (Fraser Forsythe) At the Atlantic towing site, I believe it is Pier 6.

Q24: (Jan Johnston and Pam McNeill) I'd like to know exactly when the first ship will be arriving. Can you provide us with that?

A24: (Fraser Forsythe) Yes, we will give you written notification once a date has been confirmed.

Action 49-1: Canaport LNG to provide written notification to CCELC members once a date has been confirmed for the first shipment of LNG.

Q25: (Dave Thompson) With respect to notification, is this something that will be discussed at the next CCELC meeting?

A25: (Fraser Forsythe) Yes, Murielle Provost, the Manager of Emergency Preparedness for the Saint John Emergency Management Organization will be available to come speak with us.

Q26: (Dave Thompson) What have you done for bird controls?

A26: (Fraser Forsythe) Annually we have been monitoring the impact on Scoter migration, if any, of the Terminal construction. The numbers from observing at both Cape Spencer and Point Lepreau have been roughly the same which indicates that no impact has occurred to this migrating population. We also are counting the mortality rate onsite, although there have not been any that I know of to date.

Q27: (Unknown) Is there a no fly zone over the Canaport site or the Refinery?

A27: (Fraser Forsythe) No, there is not a no-fly zone over either site. No aircraft is to fly below 1000 ft above ground level over any built up area as dictated in the Canadian Aviation Regulations and this regulation applies to Canaport. To the best of my knowledge restricted air space only applies to military zone.

Q28: (Unknown) Restricted flying over the pier?

A28: (Fraser Forsythe) No.

Q29: (Jan Johnson) Are there security cameras in the guard house?

A29: (Fraser Forsythe) Yes.

Q30: (Carol Armstrong) Is there a red light on the flare?

A30: (Fraser Forsythe) Yes.

Fraser Forsythe explained what the flare would look like during the cool down process. The flame height of the flare would be ~ 43 m for the approximately 10 day cool down period for each tank. The tanks will be pre-cooled with nitrogen, then LNG vapour will be added. The LNG vapour forces the nitrogen out. As the LNG vapours displace the nitrogen in the flare the height of the flare will increase until the tank or process equipment is cooled down and 100% methane is obtained in the flare.

Q31: (Dennis Griffin) I thought it was supposed to take three days for a ship to unload?

A31: (Fraser Forsythe) During cool down, it could be three days or potentially longer, although during regular operations it should be 24 hours.

Q32: (Dennis Griffin) When do you start regassifying?

A32: (Fraser Forsythe) Production will be coming right after the cool down process.

Q33: (Jan Johnston) Where will the first ship be from?

A33: (Fraser Forsythe) We have been told Trinidad.

Q34: (Dennis Griffin) Gas going to the US?

A34: (Fraser Forsythe) Yes.

Q35: (Jan Johnston) When will you be able to see the ship in the Bay?

A35: (Fraser Forsythe) At Checkpoint (5A).

Q36: (Jan Johnston) What's the manpower onsite now?

A36: (Fraser Forsythe) About 800 people. The peak number of workers was ~1600 in October and November last year. Piping circuit insulating is being completed now after pneumatic testing and tightness tests.

Q37: (Gordon Dalzell) What's the percentage of work completed to date?

A37: (Fraser Forsythe) Overall, construction on and offshore is approximately 96% complete.

Q38: (Gordon Dalzell) Is there a shore to ship power supply?

A38: (Fraser Forsythe) No.

Q39: (Vern Garnett) How many flir cameras are there?

A39: (Fraser Forsythe) I believe there are about twelve IR thermo graphic cameras located throughout the facility.

Q40: (Dennis Griffin) (*Question about the specific gravity of the LNG*)

A40: (Fraser Forsythe) It's important to know the specific gravity of the LNG in order to avoid stratification In the tanks

Q41: (Vern Garnett) How many lightning rods are located on the top of each tank?

A41: (Fraser Forsythe) Eight.

Q42: (Jan Johnston) Will the LNG tanker have an escort in the bay?

A42: (Fraser Forsythe) No, there will be three tug boats involved to assist in docking.

At 7:05 pm the bus was leaving the secure area of the facility.

Fraser Forsythe states that Tank 1 would be buttoned up the following week. Tank 2 is still being insulated. Tank 3 should be online in the first quarter of 2010. There still piping insulation to be completed out on the pier, as well as piping insulation in the SCV area.

Q43: (Carol Armstrong) What are the smoking regulations for the site?

A43: (Fraser Forsythe) There had been 3 or 4 designated smoking areas, but once gas is in the plant there will be no smoking at all in the storage and process areas. For this reason, the EPC contractor decided to implement a smoking ban onsite effective March 1. The workers have interpreted this as meaning past the guard house is offsite.

Carol Armstrong commented that lots of workers use the empty parking lots to go smoke and there is lots of garbage in those areas.

Q44: (Gordon Dalzell) Will there be a Grand Opening?

A44: (Carolyn Van der Veen) There will be an announcement prior to receiving the first cargo. A Grand Opening will take place in September.

Q45: (Unknown) Have you had to kick any companies out for poor workmanship?

A45: (Fraser Forsythe) That is between our EPC contractor and the sub-contactors. If a sub contractor is not producing as they ought to or if they are not meeting specific quality standards than it is possible for that contract to be given to another. But it is up to our EPC contractor to determine

Q46: (Gordon Dalzell) Is Captain Soffitt going to discuss the exclusion zones?

A46: (Fraser Forsythe) We will try to get the Harbour Master at a future meeting.

Stu Armstrong suggested the Harbour Master could submit a report in lieu of attending a CCELC meeting.

(2) BUSINESS ARISING FROM PREVIOUS MEETING:

Action Items from March 2009:

48-1 Canaport LNG to obtain Mercaptan Material Safety Data Sheet (MSDS) from Brunswick Pipelines to provide information to CCELC Members. (Please see attached)

48-2 Gordon Dalzell to contact Brunswick Pipeline's General Manager, Rob Belliveau, in regards to Mr. Belliveau making a presentation to the CCELC updating pipeline mercaptan injection, frequency of loading, etc (June Meeting 2009)

48-3 CCELC Meeting Minutes posted to the Canaport LNG website are up to date.

48-4 Letter was sent to John Stubbert of the NBDENV requesting that the CCELC be able to provide input and comment on Canaport LNG's Approval to Operate permit. (Please see attached)

48-5 Reviewing the EIA document determined there was no content relating to foreign workers located within.

48-6 It was followed up with SNC regarding their snow removal practice. It appears that some snow was inadvertently placed in an area that resulted in some melting snow running into the bay. This concern was relayed to the EPC contractor.

48-7 The tanks are going to be painted this summer using a monorail crane around the perimeter with swing staging and spray. Unsure of the colour at this time.

48-8 Discussions have not yet taken place with SNC, but will, regarding the idea of extending National Worker's Day in May to include those that have died not in work related incidents.

ADJOURNED:

7:30 pm

Submitted by: Fundy Engineering

NEXT MEETING DATE:

Red Head Church on Monday, 4 May 2009 at 6:00 pm

ATTACHMENTS:

- (1) Mercaptan Material Safety Data Sheet (MSDS).
- (2) Letter sent to the NBDENV requesting that the CCELC be able to provide input and comment on Canaport LNG's Approval to Operate permit.

Table of Actions/Responsibilities – April 2009

Action #	Action Item	Responsible Party	Due Date
49-1	Canaport LNG to find out when the evacuation alarm will be tested.	CLNG	4 May 2009
49-2	Canaport LNG to provide written notification to CCELC members once a date has been confirmed for the first shipment of LNG.	CLNG	4 May 2009