

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 73
Monday, 10 December 2012
Red Head United Church Hall, Saint John, NB
Meeting 6:05 pm – 8:05 pm

APPROVED AS AMMENDED

Committee Present:

- | | |
|--------------------|-------------------------------------|
| • Armstrong, Carol | Resident |
| • Dalzell, Gordon | SJ Citizens Coalition for Clean Air |
| • Forsythe, Fraser | Co-Chair (Canaport LNG) |
| • Johnston, Jan | Resident |
| • McNeill, Pam | Resident |
| • Smith, Elsie | Resident |

Committee Absent:

- | | |
|----------------------|---------------------------|
| • Brown, Alice | Resident |
| • Debly, Teresa | Resident |
| • Hunter, Roger | Resident |
| • Kumar, Hemant | Enterprise Saint John |
| • Perry, Yvonne | Member |
| • Thompson, David | Member |
| • Thompson, David H. | Fundy Baykeeper |
| • Turner, Rick | Saint John Board of Trade |

Resources:

- | | |
|-------------------|----------------------------|
| • Armstrong, Joe | Saint John Fire Department |
| • Caines, Crystal | Fundy Engineering |
| • Norton, Erin | Fundy Engineering |
| • O'Brien, Kevin | City of Saint John |
| • Peterson, David | NBDENV |

(1) OPENING REMARKS:

The meeting commenced at 6:05 pm with Fraser Forsythe welcoming everyone, including District Chief Joe Armstrong from the Saint John Fire Department. The agenda was approved.

David Thompson expressed his regrets that he is unable to attend the meeting Yvonne Perry also let the committee know that she would be unable to attend the meeting.

Review & Approval of Minutes from Meeting #71, 11 June 2012

The minutes of meeting # 72 on 24 September 2012 were reviewed, and approved with the following revisions:

- Page 3, A4 has been revised to reflect the following: A4: (David Peterson) The Municipalities Act. As opposed to Unsightly Premises Act or Clean Environment Act. Unsightly Premises Act or Clean Environment Act doesn't have simple cost recovery mechanisms.
- Page 3, paragraph following A4 has been revised as follows: Kevin O'Brien added that illegal dumping is enforced by a solid waste by-law in Saint John. David Peterson indicated that GNB had four sites cleaned up recently, the cost for which comes out of the Local Service District budget.
- Page 4, paragraph following A5 has been revised as follows: Jan Johnston suggested the emergency access road have a civic number added. David Thompson commented on the value of the information being discussed.

The minutes were accepted with the following changes, motioned by Gordon Dalzell, and seconded by Carol Armstrong.

Q1. (Gordon Dalzell): Is there a sign up for the Canaport Terminals?

A1. (Fraser Forsythe): Yes. There is a totem style sign at the entrance to the Canaport LNG Terminal. Both the LNG Terminal & the Crude Terminal are posted on the sign, along with the civic address.

Q2. (Jan Johnston): The sign at the entrance is difficult to see if you are coming from Bayside Drive (due to the orientation of the sign facing Red Head Road). Is it possible to put another sign so it can be seen from Bayside Drive?

Action Item 73-1: Fraser to look into the possibility of posting signage that is visible to those using Bayside Drive.

(2) ACTION ITEMS FROM 24 September 2012 MEETING:

72-1: Kevin O'Brien to speak with operational manager and see what can be done to reduce / stop dumping at Anthony's Cove and provide an update at the next CCELC meeting.

Kevin O'Brien spoke to operations, and the dumping is occurring on private property. The City would only be able to look after dumping on any Right of Ways. The City can't block off access to the private property.

Joe Armstrong suggested calling the Fire Department if burning is taking place as it is illegal to do so without a permit.

72-2: Canaport LNG to present an "after action report" to the CCELC to be made available for the next meeting.

The annual emergency exercise for the Terminal was conducted on Oct 24th over a simulated time period of 1.5 days. Entitled "Atlantic Safe Haven" the exercise was structured to test the major components of both the Terminal's Marine Facility Security Plan and Emergency Management Program. The exercise was compliant with the category of a "Full Operational Exercise" as defined in CSA Z-1600-08 standard. The Terminal's procedure for MARSEC levels 1, 2 and 3 were implemented during the course of the exercise under the direction of Transport Canada Marine Security inspector who was at the Terminal to observe the performance of CLNG's Tactical Response Team (TRT) and Emergency Management Team (EMT). Also an explosion and fire was simulated on the Jetty head requiring both the Terminal's TRT and SJFD Engine Company to deploy to the Jetty to control the fire and evacuate an injured worker. This required that the Terminal's Emergency Operations Centre (EOC) be activated and staffed by the EMT. Additionally, an Atlantic Towing Tug was tasked to participate in the exercise and ensure adequate communications capability with this marine component. The Hot Wash immediately following the exercise included the regulatory stakeholders, SJFD, SJPD, EMS, TC and Provincial EMO staff who offered comment and conclusion from the exercise. As provided by the TC evaluator, it was agreed that the exercise itself and performance of the Canaport LNG staff were at a level, equal to or above any other facility.

72-3: Kevin O'Brien to provide update on City's plans for Mispic Beach

(Kevin O'Brien) On September 24, Council approved tendering the gravel walkway to beach and rip rap along shoreline. Funding application made to Department of Public Safety – Disaster Financial Assistance program for the work. On November 22, 2012, tenders closed with eight bids. At the time of the meeting, it was expected that Council would award the contract the following week, with work expected to begin June 1, 2013 if it all goes through.

In 2013, the City is proposing to remove the asphalt in the parking lot, install new granular material surface, and remove the canteen. There is no maintenance funding in the proposed 2013 budget. There has been no City funding for the Park since 2010. The future of the park is up to council.

Q3. (Gordon Dalzell): How long would it take to do the work?

A3. (Kevin O'Brien): It would take a couple of months to create a new path and stabilize the stairs, etc.

70.-1: Canaport LNG to post the monitoring summaries on their website

The long term summaries have been posted on website.

(Joe Armstrong) The Emergency Measure Organization is not in attendance; however, they can come in at anytime to answer questions if required.

The night of the incident, Joe Armstrong was the Platoon Chief on duty that night.

(Joe Armstrong) The original call came in for Irving road. It is common to clarify details after being dispatched. It was then confirmed the address was at 2240 Red Head Road. As we got closer, someone was to meet us at the end of the road at the old entrance at road. All trucks went down through LNG facility except one. Only 1 truck was actually used during the incident. This truck remained on scene until the electricity was restored. The scanner overlaps, and it is doesn't identify which is police, fire department, and / or ambulance.

Carol Armstrong expressed her concern as it appeared to her from the scanner that the response team did not know where Irving Road was located. She indicated that response personnel were waiting at the corner of the road as it was so dark (so they could help find the road). Since this incident, a street light and number was put up at the end of the Irving road.

Q4. (Gordon Dalzell to Joe Armstrong): Have you learned anything from yourself from this incident?

A4. (Joe Armstrong): We are always willing and open minded for lessons learned. I would hope people don't think we were confused. If everyone at the Terminal were aware, we could have gone through and not been diverted. This was a common response for electrical fire. We communicate on the radio a lot to make sure we are responding properly.

Q5. (Gordon Dalzell): What would have happened if there was a small electrical fire at the Crude Terminal?

A5. (Fraser Forsythe): As per the fire control system, the arc would have occurred away from sources of ignition (i.e., gas storage, gas loading, etc). from things that would cause electrical fire control system, arc away from things would cause electrical arc house in motor control centers.

Q6. (Gordon Dalzell): What about on the unloading arm? Would there be potential for arcing there?

A6. (Fraser Forsythe): The jetty is located in a 'zone 1 area' which contains only intrinsically safe equipment; other main controls follow electrical codes. These systems are the best design that we know of today.

- Q7. (Carol Armstrong): Do you know the date when the streetlight was installed?
A7. (Fraser Forsythe): A week or so later after the September CCELC meeting as a result of the discussions.

(Fraser Forsythe) An emergency response exercise occurred at the site on October 24th, with the involvement of the Saint John Fire Department.

- Q8. (Carol Armstrong): Did you use the emergency road during the exercise?
A8. (Fraser Forsythe): We haven't used that road during our exercises to date.
- Q9. (Jan Johnston): Is the gate at the gatehouse between Terminals locked?
A9. (Fraser Forsythe): The Crude Terminal gate is manned by security personnel during business hours through the week, but unmanned after.
- Q10. (Jan Johnston): Could the road be named? Could we ask that on behalf of the committee?

Action Item 73-2: Determine if anymore signage will be erected at the end of Irving Road

- Q11. (Gordon Dalzell): Who will pay for additional LNG training? Are there any refresher courses? Will new employees receive LNG training?
A11. (Joe Armstrong): Our training continuously updated. There are currently personnel in Texas on training, and we recently have a lot of our personnel at the LNG Terminal for training.

(Fraser Forsythe) Canaport LNG covered some of the training cost within the original cost sharing model; however, it concluded in 2009.

(Joe Armstrong) All command staff have been (including acting commanding staff) trained on LNG. In addition, we have received Canaport LNG training on site and have been involved in all of Canaport LNG's annual exercises since 2009.

(Fraser Forsythe) The Fire Department has been more than helpful. Some of the personnel have been on site practicing using the specialized extinguishers on site (*i.e.*, purple K wheeled and skid mounted units).

(Gordon Dalzell) With the cost sharing agreement ending in 2009, the burden will be on the taxpayers if additional LNG training is required. Gordon Dalzell indicated he would like to make a motion for Canaport LNG to return back to the cost sharing model to reduce the burden on tax payers.

Fraser Forsythe responded saying he would look at a costing model which would cover a portion of the cost of additional training if required at the facility in Texas.

(Joe Armstrong) Canaport LNG has always been very supportive. Mr. Armstrong indicated he would like to see the cost sharing continue.

David Peterson pointed out that Canaport LNG is no different than any other industrial facility. Other facilities do not cover emergency response training.

Gordon Dalzell indicated the Terminal is unique to the industry, with a potential of a catastrophic event.

Q12. (Jan Johnston): Why did the cost sharing model end in 2009?

A12. (Fraser Forsythe): That was the original commitment made.

Joe Armstrong pointed out that a few went to this training after 2009 as it is very difficult to get seats for this training. There are people worldwide trying to get seats. Mr. Armstrong indicated there is a lot of training that can be done from the book; however, to get hands on training it is difficult.

Action Item 73-3: Fraser to look into the request of continuing the cost sharing model for in-field training requirements for the Saint John Fire Department

Fraser Forsythe noted that prior to operation, 152 SJFD personnel attended a four hour session at Terminal to work with purple K systems at the site. This was all done with the help and assistance of the Fire Department. Fraser indicated that if there were new people coming on with the Fire Department, Canaport LNG would be happy to provide some support for the training in Texas.

David Peterson shared his experiences with a 911 call over the weekend at a hockey rink in Moncton. 911 services would not dispatch an ambulance until a civic number was provided.

(3) NEW BUSINESS

NBDENV Update

The Department of the Environment's role with Canaport LNG includes receiving and reviewing monthly monitoring reports & performing audits as required. The Terminal continues to run very well, well within standards of the Approval to Operate. Within the last three months, there was only one reportable incident, which was a small of less than 1 L of diesel resulting from equipment malfunction. The incident was reported, cleaned up, and equipment repaired. The bi-annual sound monitoring occurred in November. There were some unusual sound exceedences at the residence on November 13th, although sound elevations were not experienced at the Terminal. Mr. Peterson has been in touch with Irving Oil to inquire about any unusual work, but has yet to hear back. Fraser Forsythe looked at the meteorological data, but could find no leads. Pam McNeil mentioned she had heard a loud noise coming from across the harbour. Carol Armstrong said her daughter had heard noised coming from the Crude Terminal. It is unsure as to the origin of elevated sound levels.

Q13. (Gordon Dalzell): Has there been any further developments within the Department? Are all the positions filled?

A13. (David Peterson): We are in our second year of process improvements, with the highest scores on the process improvement process. There are six inspectors in our organization, four of which are full time staff. The Department will be shut down over the holidays, from 21 of December to 3 January. There will be one inspector on call in the Grand Falls region. If there is an emergency, local inspectors will be paged.

CLNG Site Update

Fraser Forsythe provided an update on the Terminal. Updates on the Terminal include:

- Miscellaneous painting.
- Annual emergency exercise was conducted on 24 October. The provincial EMO, Municipal EMO, Transport Canada, Saint John Fire Department, Saint John Police, Ambulance NB were all in attendance as observers to determine how well the exercise went. The exercise included a man down, and internal firefighting response. The exercise went well, and lessons learned were captured. One of the lessons learned included the logistics of getting the Fire Response onto the Jetty.
- The Terminal received ISO 14001 certification on November 14, which required an external audit of the Terminal's environmental management system.
- Work on the BOG is proceeding at pace. The foundation has been completed, and working on the high pressure compressor enclosure. The building should be enclosed this year so mechanical and electrical can begin preparing for the receipt of the compressor. Long lead items will determine if we meet schedule or not. It should be completed in 2014.
- No issues or upsets.
- No further word on the sale of the Terminal. A decision is supposed to be made by the end of the year.

Q14. (Gordon Dalzell): What is the production at the Terminal?

A14. (Fraser Forsythe): The Terminal has been running at 10% capacity for a couple of months, but it will be ramping up to 25%.

Q15. (Jan Johnson): Is there any word on the potential sale of CLNG?

A15. (Fraser Forsythe): There has been nothing further to this point. We're hoping a decision is made by the end of the year.

An update on the work at the Church was provided. Canaport LNG has funded roof repairs, which were completed in the fall. Canaport LNG also funded a water treatment system, which was installed in December.

(4) ADJOURNED:

8:05 pm

Submitted by: Fundy Engineering

(5) NEXT MEETING DATE:

Monday, 25 March 2012 at 6:00 pm

ATTACHMENTS:

- Table of Action Items

Table of Actions/Responsibilities – 10 December 2012

Action #	Action Item	Responsible Party	Due Date
73-1	<i>Fraser to look into the possibility of posting signage that is visible to those using Bayside Drive.</i>	<i>Fraser Forsythe</i>	<i>25 March 2013</i>
73-2	<i>Determine if anymore signage will be erected at the end of Irving Road</i>	<i>Fraser Forsythe</i>	<i>25 March 2013</i>
73-3	<i>Fraser to look into the request of continuing the cost sharing model for in-field training requirements for the Saint John Fire Department</i>	<i>Fraser Forsythe</i>	<i>25 March 2013</i>