



Canaport LNG Project Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 30
Monday, 19 February 2007
Red Head United Church Hall, Saint John, N.B.
Meeting 6:15pm - 9:00pm

Approved as Amended

Committee Present:

- Armstrong, Carol Resident
- Court, Ivan City of Saint John Councilor
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Forsythe, Fraser Co-Chair (Canaport LNG)
- Griffin, Dennis Resident
- Hunter, Roger Resident
- Johnston, Jan Resident
- MacKinnon, Claude ACAP Representative
- Perry, Yvonne Resident
- Rogers, Kathy Member
- Sherman, Peter Resident
- Smith, Elsie Resident
- Thompson David Member
- Thompson, Jean Resident

Committee Absent:

- Armstrong, Stu Co-chair of CCELC, Resident
- Brown, Alice Resident
- Bruce, Patrick Member
- Debly, Teresa Resident
- Griffin, Glenn Resident
- Lyttle, Dwain Resident
- Malcharek, Rainer Bayside Power
- Quinn, Kevin Bay Pilots & Marine Consultants
- Roy, Beth Resident
- Turner, Rick Saint John Board of Trade

Resources:

- Baird, Jim City of Saint John
- Boilard, Pierre SNC CENMC
- Caines, Crystal Fundy Engineering
- Duguay, Marc Irving Oil Limited



- Griffin, Eric City of Saint John
- Higgins, Tom Crandall Engineering
- Mayes, Chris Fundy Engineering
- McLaughlin, Gary Fundy Engineering
- Peterson, David Department of Environment NB
- Van der Veen, Carolyn Canaport LNG

Opening Remarks:

The meeting commenced at 6:15 pm with Fraser Forsythe opening the meeting, welcoming all returning members and resource attendees. Marc Duguay (Irving Oil Limited), Tom Higgins (Crandall Engineering), Eric Griffin and Jim Baird from the City of Saint John were welcomed to the meeting as resources to speak on the rationale of signage for the Connector Road.

Review & Approval of minutes from January 9th meeting:

The minutes of meeting #29, 9 January 2006, were approved with no changes motioned by Gordon D. and seconded by Claude M. Minutes are posted monthly onto the Canaport LNG website (www.canaportlng.com) and the Fundy Engineering website (www.fundyeng.com).

Report on Action Items from January 9th meeting:

- 29-1: Canaport LNG's website was updated to reflect the current CCELC minutes.
- 29-2: The trimming of bushes on Canaport property will be performed within the next two weeks once the fencing contractor, who has also been contracted to cut the bushes, is in this area.
- 29-3: Fraser F. requested that those residents who feel they should have hidden driveway signs near their homes should notify Canaport LNG.
- 29-4: Fraser F. has had many conversations with the contractors on site to reiterate the importance of using the RHSAR. Truck traffic on the Red Head Road has been greatly reduced; however, there has been some trucks noted who have been using the Red Head Road. Pierre B. commented that part of the problem was with contractors who live outside the city as they may be using a map to get to Canaport LNG. The new RHSAR does not show on the maps of the city. Denis G. stressed the importance of getting signs up to direct traffic to the new RHSAR as soon as possible. The City of Saint John cannot place signs directing truck traffic onto a private road; therefore, the onus was placed Canaport LNG to erect the appropriate signage.

ACTION 30-1: Canaport LNG to erect signage directing truck traffic onto the new RHSAR

- 29-5: Canaport LNG have hired security to patrol the RHSAR, and have also been using speed guns to ensure speed limits are obeyed.

- 29-6: Crandall Engineering, IOL, and the City of Saint John were in attendance at this meeting, and will speak to the rationale for the intersection at the Connector Road.
- 29-7: Details of the intersection for the Connector Road were provided to all members within the January meeting minutes package.
- 29-8: Approximately 15 tons (~1 dump truck) and 36 tons (~3 dump trucks) of material was disposed of at a proper facility as a result of the 40 L and 60 L spill on the LNG site that occurred in 2006.

Review of Rationale for the Intersection for the Connector Road:

Eric Griffin from the City of Saint John spoke to the committee on the rationale for the Connector Road design. Several factors were considered in the design, including the anticipated volumes on the roads. The intersection details were based on the fact that the highest volumes would be on the new RHSAR, followed by the Connector Road and the Red Head Road. It was determined that the best way to handle the traffic in a safe manner was to have those traveling the Red Head Road yield to the Connector Road. It would be unsafe to require the traffic traveling downhill on the Connector Road to stop and yield to traffic on the Red Head Road due to the incline. In addition, if the traffic was to come to a stop at the junction of the Connector Road and the Red Head Road, the stopping and starting would significantly increase the noise levels in the immediate area.

Eric G. stated that the City can look into making the Red Head Road a non-truck traffic route from the Connector Road to Bayside Drive.

Q: (Jan J.) Why can't all of Red Head Road be designated as a non-trucking route?

A: (Eric G.) The Red Head Road could only be designated a non-trucking route up until the Connector Road as there is no other access past this point (where the RHSAR south of Proud Road is a privately owned road).

Q: (Jan J.) What will happen to the Red Head Road at the end of the Connector Road, and what will happen to the driveways?

A: (Eric G.) The Red Head Road will be eliminated in this section. Driveways would get extended to the new RSHAR.

Peter S. voiced his concern of development at this intersection (*i.e.*, gas station). Eric G. stated that in order for development to occur, the City would have to undergo a public hearing.

Q: (Jan J.) What is the speed limit of the Connector Road?

A: (Eric G.) The road is designed for 80 km/h, but will be marked as a 60 km/h route.



Denis G. stated that many of the private workers will be using the Connector Road as they will not want to use the private road (South of Proud Road) where it is not paved.

Ivan C. stated that the private road should at least be paved at the end of the RHSAR near the homeowner's at the Canaport entrance to reduce potential problems with dust emissions.

One of the members inquired on having the stop sign on the Connector Road, and having the Red Head Road as the right-of-way. Eric G. indicated that this may increase the traffic on the Red Head Road as there would be no deterrence for the private workers as they would not be required to turn. The city wants to encourage the volume of traffic to use the RHSAR. In addition to the accessibility, safety and noise levels would also be a concern if this option was implemented.

Q: (Peter S.) Is there a master plan for this routing?

A: (Jim B.) Looking at the municipal plan, the only area zoned industrial is Canaport. Any zoning changes would require an amendment, and the public would have the opportunity to be involved. The City does not envision this area as industrial.

David T. placed a motion on the floor that the Red Head Road remains the main road (*i.e.*, no stop sign), and the stop sign would be placed on the RHSAR Connector Road. Fraser F. warned the committee that this motion could be made; however, the motion would be against the best advice of the professionals and does not mean there will be any changes to design. Eric G. indicated that the City consulted A.D. Fiander Associates Ltd., and they agreed the proposed intersection detail is the overall best design.

Some of the members of the committee expressed their concern that the Red Head Road would become a "secondary road" if routed this way (*i.e.*, yielding to the RHSAR Connector Road), and the road would not be given any priority for maintenance and repairs.

Ivan C. offered to inquire and report back to the committee on the status of repair and maintenance plans for the Red Head Road.

ACTION 30-2: Ivan Court to inquire and report back to the CCELC on the status of the repair and maintenance plans for the Red Head Road.

Ivan C. also suggested that Crandall report back to the committee on the pros and cons of the Connector Road details that the City is recommending. The motion put on the floor by David T. (recorded previously within the minutes) was tabled until the pros / cons have been identified and presented to the committee.

Action 30-3: Crandall to report back to the committee on the pros and cons of the Connector Road details the City is recommending.

It was noted by one of the members that the proposed intersection details are similar to Baner Corner in St. Martins. According to the CCELC member, this is a corner in which many accidents occur. One of the members requested that this corner be looked at, and details be provided to the committee on how this corner differs to the one proposed for the Connector Road in terms of safety.

New Brunswick Department of the Environment (NBDENV) Monthly Status Update:

David Peterson, the Project compliance officer with the Department of the Environment, provided an update on compliance and permitting for both the LNG Project and the RHSAR. The environmental status reports for January were provided to all members in attendance, and are attached to these minutes.

(David P.) The Department continues to receive monitoring reports on a regular basis. Reportable incidents for the LNG site include a number of small spills, likely due to the colder weather. The proponent continues to work to improve total suspended solids runoff along the new access road during rainfall events. It is anticipated that the problems will be corrected in the spring once the road has been reworked. There was one reportable incident for the RHSAR in regards to solids within Hazen's Creek after a heavy rainfall event.

Gordon D. commented that he would like to see a summary of the commitments made by the proponent in the Environmental Impact Summaries, and their current status.

ACTION 30-4: Present a summary of commitments made in the EIS and their current status.

Q: (Yvonne P.) What is the status of the wetland compensation?

A: (David P) There is nothing to report at this time. The proponent has submitted a number of proposals; however, the Department has yet to approve these projects. There are certain timelines in which these compensation plans have to be implemented. If the compensation is not implemented, then it may affect the issuance of the proponent's Approval to Operate Certificate.

Q: (David T.) A complaint was put into the DFO in regards to blasting on the LNG site. This inquiry was not included in your report, and DFO have not provided any feedback in regards to this incident. How come this was not reported?

A: (David P.) This is not the Department's jurisdiction; however, if there are complaints brought to the committee, I will take them to the proper jurisdiction, and report back to the committee.

ACTION 30-5: David Peterson to look into the inquiry made to DFO and report back to the committee.

Fishermen Meeting Update:

David T. provided the update on the Fishermen's Meetings. The Fisherman met with last Wednesday with Canning and Pitt, and Irving Oil Limited. Different scenarios on the exclusion zones were presented and discussed. These zones would change if the level of threat regarding terrorism were ever to increase. Both sides agreed with a concept of placing a vessel monitoring system on the boats. Discussions on annual incomes, transit costs, and the number of years for compensation were also discussed. David T. expressed his concern that the proponents are trying to rush to settle discussions with the Fishermen by April 2007. Another meeting is planned for March.

Q. (Gordon D.) If the risk moved from category 1 to category 3 would there be armed escorts similar to Everett after the 911 event?

A. There would be no security according to Transport Canada; the area is not considered a high threat.

Canaport Site Update:

Pierre B. of SNC CENMC provided the committee with a site update.

The work force is currently at 180 men, with only some minor first aid (slips and falls) and no lost time accidents. In about two weeks time, blasting will begin near the administration building, which is closer to the residents of Red Head Road. The blast info line will be updated to reflect the changes. Next month, activities will pick up on site with two shifts of 150 men to work on the tanks 24 hours a day, 7 days a week (for approximately 28 days). The start date for the tanks will ultimately depend on the temperatures. All blasting is expected to be completed in about 5-6 weeks.

Q: (Carol A.) Were there more wells drilled last week on site?

A: (Pierre B.) No. The drillers were on site drilling to install poles for temporary lighting.

Pierre B. presented some photos of the site to the committee, and included the recondenser area, vent area excavation, jetty areas, tanks pads, main electrical room location, pipe tunnels, construction parking, BOG compressor area, and worker access platform.

RHSAR Update:

Marc Duguay of Irving Oil Limited provided a brief update on the RHSAR. Gulf Operators have demobilized the site (i.e., no longer have full time equipment on the site), and winter maintenance is ongoing. Work is expected to resume in April / May 2007.

Q: (Denis G.) Will seeding be done in the spring? Will the hay bales be repaired?

A: (Marc D.) Some seeding has been done, but areas that have not been seeded and/or areas that did not take will be seeded again in spring. Sedimentation controls are continually being monitored, and any repairs needed are addressed.



Q. Please explain Repsol's relationship regarding the promotion of math to the school districts?

A. CLNG is partnering with the Seadogs to promote math and are relating the subject to hockey. They are supplying books as educational tools to promote math.

Concern was expressed that the students might get unbalanced information.

ACTION 30-6: Gordon Dalzell to contact the school board to inquire on guidelines for company promotions.

Adjourned:

9:00 pm

Submitted by:

Fundy Engineering

Next Meeting Date: Monday 19 March 2007

Attachments:

Table of Actions/Responsibilities – February 2007

Table of Outstanding Action Items – February 2007

Traffic Update – January 2007

NBDENV Monthly Status Report – January 2007

Table of Actions/Responsibilities – February 2007

Action #	Action	Responsible Party	Due Date
30-1	<u>Canaport LNG to erect signage directing truck traffic onto the new RHSAR</u>	Canaport LNG	19 March 2007
30-2	<u>Ivan Court to inquire and report back to the CCELC on the status of the repair and maintenance plans for the Red Head Road</u>	Ivan Court	19 March 2007
30-3	<u>Crandall to report back to the committee on the pros and cons of the Connector Road details the City is recommending</u>	Crandall Engineering	19 March 2007
30-4	<u>Present a summary of commitments made in the EIS and their current status</u>	Fundy Engineering	19 March 2007
30-5	<u>David Peterson to look into the inquiry made to DFO and report back to the committee.</u>	David Peterson	19 March 2007
30-6	<u>Gordon Dalzell to contact the school board to inquire on guidelines for company promotions</u>	Gordon Dalzell	19 March 2007