

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 35
Monday, 9 July 2007
Red Head United Church Hall, Saint John, N.B.
Meeting 6:05 pm – 8:55 pm

Approved

Committee Present:

- Armstrong, Carol Resident
- Armstrong, Stu Co-chair of CCELC, Resident
- Brown, Alice Resident
- Debly, Teresa Resident
- Griffin, Dennis Resident
- Griffin, Glenn Resident
- Hunter, Roger Resident
- Malcharek, Rainer Bayside Power
- MacKinnon, Claude ACAP Representative
- Smith, Elsie Resident
- Turner, Rick Saint John Board of Trade

Committee Absent:

- Bruce, Patrick Member
- Court, Ivan City of Saint John Councilor
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Lyttle, Dwain Resident
- Forsythe, Fraser Co-Chair (Canaport LNG)
- Johnston, Jan Resident
- Melvin, Keith Enterprise Saint John
- Quinn, Kevin Bay Pilots & Marine Consultants
- Perry, Yvonne Resident
- Rogers, Kathy Member
- Roy, Beth Resident
- Sherman, Peter Resident
- Thompson, David Member
- Thompson, Jean Resident

Resources:

- Azcarraga, Adolfo Canaport LNG
- Boilard, Pierre SNC

secured to the front of the house. Stu Armstrong informed the committee that the sound monitor at Mispec Beach had been stolen during the week of June 18th and if anyone has any information to contact Fundy Engineering (635.1566).

Q1. (Teresa Debly) Carolyn, do you not know the address of the residence where the sound monitor is located?

A1. (Kristy Hogsden) The address of the residence is identified in the weekly and monthly sound reports submitted to the DENV.

Report on Action Items from June 11th meeting:

34-1: Joel Forsythe presented a comparison of traffic values reported in the EIS with actual recorded current values.

Q2. (Roger Hunter) Are the present values for both roads [Red Head Secondary Access Road (RHSAR) and Red Head Road] combined?

A2. (Joel Forsythe) Up until May 2007, values represented data from RHSAR and Red Head Road combined, which was measured at the Canaport gate house. As of June 2007, the data is collected by automated counters placed on RHSAR and Canaport Access Road. This way we will be able to identify which roads the vehicles have traveled on.

Q3. (Carol Armstrong) Are you saying traffic has not changed?

A3. (Joel Forsythe) No. Average daily traffic was 660 vehicles before construction began at the LNG facility and traffic levels are at least double with the LNG traffic.

Stu Armstrong commented that compared to other places in the city this volume of traffic is not very high. Roger Hunter said he would be interested in knowing the difference between traffic traveling on Red Head Road and Red Head Secondary Access Road to Canaport. Joel Forsythe indicated that this data is available from 1 June 2007 because of the automated traffic counters that were installed and he will present this information at the next meeting.

34-2: Stu Armstrong indicated that a letter was sent to Susan Atkinson at the Department of Environment, requesting that all public inquiries related to the Canaport LNG Project be registered and recorded and reported to the CCELC. As of the time of this meeting, no response had been received.

Follow-up on Action Items from May 14th meeting:

33-2: The Department of Public Safety will be contacted to make a presentation of their role in the construction process during our fall meeting schedule.

33-5: John McCann (Harbourmaster) will be available in September or October to speak to the CCELC.

City of Saint John Presentation

Paul Groody spoke to the CCELC about: 1) the City's role and participation at CCELC meetings; 2) tentative renewal plans for Red Head Road; 3) basis for "new intersection" configuration; 4) Harbourview water systems; and 5) on-going consultation with the Red Head Community. The presentation has been included with this meeting's minute package. Paul Groody introduced Shayne Galbraith (Director, Saint John Works, and Kevin O'Brien (Operations Manager, Transportation) to the CCELC. Kevin O'Brien will be the City of Saint John staff liaison for the CCELC and will attend upcoming meetings. Stu Armstrong thanked the City of Saint John for attending the meeting and presenting this information to the committee.

A 15-minute break was taken at this point.

DFO Update

Jim Kierstead provided an update on issues that were raised at the June 11th meeting. He indicated that he and Brian Keating (DFO, Regional Habitat Coordinator) toured the LNG site and visited areas of concern (Davidson Island). Brian Keating stated that there was no evidence of "major infill" or "habitat disturbance" in that area. The amount of rock they saw was considered minor and there was no need for concern.

Q4. (Roger Hunter) Was a permit required to infill?

A4. (Jim Kierstead) The DFO is working on clarifying these kinds of issues as there is on-going concern with bank stabilization and rip-rapping activities. Often times, there are site specific issues that need to be addressed.

Roger Hunter commented that divers should be required to look underwater where the habitat destruction actually occurred. Jim Kierstead responded that the DFO can not be everywhere and that he spoke to the issues of the nearshore blasts at the June 11th meeting. Roger Hunter indicated that there needs to be some work done before problems like this arise. Glenn Griffin suggested that the DFO should be on-site and their position should be paid for by Canaport.

Q5. (Stu Armstrong) Jim, as far as the DFO is concerned, is this matter closed?

A5. (Jim Kierstead) Yes.

Onshore Update

Pierre Boilard indicated that there are approximately 500 men at the site and most are working the day shift. The construction work for the onshore component of the project is 25% complete. He highlighted work that is currently being done on the Impounding Areas, SCV Area, Jetty Area, and Control Building. Tank #2 was slip formed in 15.5 days as weather conditions were good.

Q6. (Carol Armstrong) Three weeks ago there was a fire truck and ambulance that went onto the site. What happened?

A6. (Pierre Boilard) A worker indicated chest pains and emergency measures were taken. There is also a full-time nurse at the site.

Q7. (Rainer Malcharek) Was the pour continuous?

A7. (Pierre Boilard) Yes.

Q8. (Carol Armstrong) Will sirens go off during the raising of the roof?

A8. (Pierre Boilard) No. We understand that the sirens were inconvenient for the residents but during the continuous pour, they are required for the safety of the workers.

Q9. (Stu Armstrong) How long does it take to raise the roof?

A9. (Pierre Boilard) 2-5 hours.

Q10. (Dennis Griffin) What holds the roof up?

A10. (Pierre Boilard) There is a compression ring to slide pieces of metal into when the roof is in place.

Q11. (Dennis Griffin) Is SNC the general contractor for the tanks?

A11. (Pierre Boilard) We [SNC] are the onshore contractor.

Q12. (Dennis Griffin) Can anyone speak about the communications and cabling? [He expressed concern about vibrations seen in the fiberoptics line that runs along Red Head Road to the Canaport LNG site. He believes the line could be stressed and may break.]

A12. (Pierre Boilard) The fiberoptics line is currently only used for communications. If you are concerned you should contact Aliant. [Follow-up information on the risk associated with the fiberoptics line once the site is operational will be provided at the August 14th meeting].

Carol Armstrong commented that three truckloads of steel went down Red Head Road today to the site. Pierre Boilard responded that the trucks brought a delivery from Halifax and that they did not have control over the timing of the delivery [Red Head Secondary Access Road was closed from July 9 inclusive for paving]. Glen Griffin reported that on three separate occasions, he has seen a steel flatbed maintenance truck in which the contents are not properly secured. He has seen transmission fluid and antifreeze fall off the truck. Glen Griffin also commented on a KWS crew cab truck that was traveling over 100 km/hr on Red Head Road in front of his home.

Red Head Secondary Access Road Update

Marc Duguay updated the CCELC on activities related to Red Head Secondary Access Road. A decision was made with Canaport LNG to close this road for one week for paving to ensure safety and efficiency. The work has started at the top of Alignment B and fine grading has started from Proud Road to Alignment B. Traffic has been re-directed at Old Black River Road intersection with Red Head

Secondary Access Road because of major water main work that was done. The work on this intersection was 90% complete. Paving near Red Head Road will be completed the week after next. Marc Duguay indicated that he completion date is set for 31 July 2007 and the decision of when to open it to the public will be made by the City of Saint.

Q13. (Dennis Griffin) Will the ditch water go into Bean Brook?

A13. (Marc Duguay) Yes. The water will travel in two ditches to Bean Brook.

Q14. (Glenn Griffin) Can you speak about fish culverts and safe fish passage?

A14. (Marc Duguay) This is not a concern because it is not a fish bearing stream.

Q15. (Glenn Griffin) Will there always be water in the ditches? What if through construction activities you have created a link to a fish bearing stream?

A15. (Marc Duguay) No, there have been lower amounts of water in the ditches lately.

A15. (Jim Kierstead) It is unlikely that a connection will be made to a fish bearing stream, but if this occurs it will be addressed.

Q16. (Teresa Debly) What happened on the road with the police over the weekend?

A16. (Marc Duguay) I was not informed of an incident. [A comment was made that surveyor stakes were being pulled out]

Marc Duguay told the CCELC that the paving work is being completed by Lafarge, a local company which is a sub-contractor to Gulf Operators. He indicated that the road will be re-opened in one week.

Q17. (Teresa Debly) Is the road closed to all traffic?

A17. (Marc Duguay) No, only to the majority of traffic. We have made some exceptions for large shipments that will travel on the road.

Q18. (Dennis Griffin) Are you putting up signs and lights?

A18. (Marc Duguay) No. That responsibility belongs to the City of Saint John.

Shayne Galbraith indicated that details of the handover of the road to the City are required. Stu Armstrong stated that the CCELC has been told that RHSAR would be handed over on 31 July. Paul Groody stated that the handover will only occur once all requirements have been met.

Offshore Update

Kristy Hogsden provided an update on offshore activities. The information was provided by KWS. In the past month, the mobilization of the barges continued and jackets for trestle base (TB) # 1, 3, and 4 were placed and piled. Drilling of TB3 commenced and concreting began in late June. At the shipyard, construction of roadway girders and pre-cast panels continued. The offshore

work is currently 20% complete. Upcoming work includes the placement and piling of the unloading platform (where the liquefied natural gas will be unloaded), the placement and piling of TB5 and mooring dolphin 5 jackets (mooring dolphins are used to secure ships when the dock next to the jetty), drilling, concreting, and grouting operations. Construction of roadway and girders will continue from the abutment area to the unloading platform). Span 1 and 4 are scheduled to be placed at the jetty in late July (spans and girders go on top of jackets that will sit in the water).

New Business

Stu Armstrong indicated that a draft copy of the CCELC Annual Report 2006 has been prepared. This report provides a summary of the CCELC activities during 2006. This is a CCELC document and requires committee member input. A copy of this draft report is included with this month's minute package to ensure all members receive a copy. Any comments, concerns, or revisions should be submitted to Kristy Hogsden before or at the August 14th meeting.

Kristy Hogsden
Fundy Engineering & Consulting Ltd.
27 Wellington Row,
PO Box 6626
Saint John, New Brunswick
E2L 4S1

Email: kristy.hogsden@fundyeng.com

Kristy Hogsden indicated to the committee that the sound monitor at Mispic Beach was stolen during the week of 18 June 2007. This monitor was used to ensure that sound levels from the site activities do not exceed NB DENV limits. The unit was a Quest 2900 Integrating and Logging Sound Level Meter and was contained in a grey weather proof case. If anyone has any information, please contact Kristy Hogsden at Fundy Engineering (635.1566).

Adjourned:

8:55 pm

Submitted by: Fundy Engineering

Next Meeting Date:

Tuesday 14 August 2007

Attachments:

Table of Outstanding Action Items- July 2007

Traffic Update- June 2007

NBDENV Monthly Status Report- June-July 2007

CCELC Annual Report 2006- Draft Report

Emera Pipeline Community Committee Application (**Note:** Deadline has been extended)