

# Canaport LNG Project

## Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 75  
Monday, 17 June 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)
- Johnston, Jan Resident
- McNeill, Pam Resident
- Perry, Yvonne Member
- Thompson, David H. Fundy Baykeeper

### Committee Absent:

- Brown, Alice Resident
- Hunter, Roger Resident
- Kumar, Hemant Enterprise Saint John
- Smith, Elsie Resident
- Thompson, David Member
- Turner, Rick Saint John Board of Trade

### Resources:

- Caines, Crystal Fundy Engineering
- Clifford, Kevin Saint John Fire Department
- Leblanc, Tanya Staff Sergeant Saint John
- O'Brien, Kevin City of Saint John
- Peterson, David NBDENV
- Shannon, Kate Canaport LNG
- Mark Gillan Emergency Solutions International (ESI)

## **(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 #74, 25 March 2013**

The minutes of meeting # 74 on 25 March 2013 were reviewed, and approved with the following revisions:

- Page 1: Jan Johnston was marked in attendance.

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

Teresa Debly requested that all acronyms in Canaport Community Environmental Liaison Committee (CCELC) correspondence be spelled out, and followed by their acronym in parentheses when they are being used for the first time.

David Thompson requested the CCELC do a committee member review to determine who is and isn't on the committee.

*Action 75-1: Confirm committee members' commitments to the committee, and invite an ACAP representative to join*

## **(2) ACTION ITEMS FROM 25 March 2013 MEETING:**

*74-1: David Peterson to report the emissions resulting from the Canaport Crude Terminal as was reported to NPRI and report on the requirement for a Certificate of Approval (COA).*

David Peterson obtained the emissions resulting from the Canaport Crude Terminal from the National Pollutant Release Inventory (NPRI) database, and the Department is currently reviewing the numbers.

David Peterson commented that most source emissions are calculated, not directly measured.

## **(3) NEW BUSINESS**

### **Changes to Evacuation Notification**

Fraser welcomed City of Saint John Fire Chief Kevin Clifford, Staff Sergeant of the Saint John Police Department Tanya Leblanc, and Mark Gillan ESI as resources to review the changes to the evacuation plans which will impact the six residents closest to the facility on the Red Head Road. The changes were a result of the last exercise performed on

site. Up until recently, it was identified that Canaport LNG would be responsible to contact the six residents along the Red Head Road if an evacuation was required.

(Kevin Clifford) It is not typical to have facility owners contact residents. Typically when there is an emergency from an industrial site, notification goes into the Emergency Operations Center (EOC), and they in turn coordinate with all the various responders.

(Fraser Forsythe) Previously, residents immediately adjacent to the Terminal would be given notification directly through an automated telephone system. The municipality has an organization responsible for handling all emergency measures requirements. As a result of our previous exercise on site, it was recommended by regulatory observers that Canaport LNG would notify the Emergency Measures Organization (EMO). It then would be EMO's responsibility to notify the residents who should be evacuated.

(Kevin Clifford) – If an evacuation was necessary, we would receive notification from Canaport LNG to the EOC via 911. All responders would come to the EOC, and would dispatch appropriate personnel. It is important that a consistent message goes out.

Q1. (Teresa Debly) What is the advantage? Would time be lost?

A1. (Kevin Clifford) It may take a bit longer; however, we want to make sure a consistent message goes out and ensure contact is made with all residents to provide direction.

(Fraser Forsythe) Canaport LNG has an automatic dial-out alert in the event of an evacuation, however, with this system, it is hard to guarantee that we will be in contact with the residents. After that, it is difficult for Canaport LNG to put boots on the ground to alert residents, especially after hours where there are only a few people on site.

(Kevin Clifford) The EMO have personnel trained in evacuations.

(Tanya Leblanc) When you dial 911, a lot of things are happening at once. Door to door notification will be provided, and it can be communicated why the evacuation was ordered, provide details on shelter locations, provide transportation, etc.

Q2. (David Thompson) There was a problem last fall where responders were dispatched. Have you reviewed this situation?

A2. (Kevin Clifford) Yes, we have reviewed it.

(Fraser Forsythe) We have been involved in exercises with the municipal EMO to direct resources to our site. All location numbers are clearly displayed at both locations. We have had discussions with Irving Crude Terminal, and if the responders come to our gate to respond to an emergency at the Crude Terminal, we can direct them through our site.

Q3. (Yvonne Perry) Upon making a call to 911, how long would it take to arrive at the LNG Terminal?

A3. (Kevin Clifford) 6-8 minutes for the first responders.

(Fraser Forsythe) When we performed our annual exercise, we were going to meet the responders on the top of the hill. The responders responded so fast, Canaport LNG was not ready. It took 12 minutes for all the responders to arrive during the exercise.

Q4. (Gordon Dalzell) Is your Emergency Management Plan updated?

A4. (Fraser Forsythe) Yes. For instance, when we have personnel changes at the Terminal, we have to update our plan accordingly. (Kevin Clifford) We will be meeting Canaport LNG tomorrow to review the plan.

(Marc Gillan) The last two years we have provided guidance during the exercises. The Marine Facility Security Plan and Emergency Plan are exercised annually. Those documents are scrutinized by regulatory authority, and are not publicly available from a security stand point. We are striving for an organized all hazards approach. We want to ensure the right message is provided to the residents at the right time, and through the right agency. We can provide face to face answers to questions.

(Kevin Clifford) For those of you who are not already registered, the City has a sentinel system, which is an electronic system that will send automatic notifications for events such as emergencies or boil orders if you register. To register, visit the following website:

<https://ecc.sentinel systems.ca/selfsub/?c=saintjohn>

If you don't have access to the internet, call the City and we can have you registered.

*Action 75-2: Provide the directions for registration of the Sentinel Services*

Q5. (Jan Johnston) Is there a civic number for the Terminal on the road?

A5. (Kevin Clifford) Yes.

(Kate Shannon) There was some talk previously about the Canaport Crude Oil Sign that is on the entrance to the Canaport LNG Terminal; however, there hasn't been a consensus on that issue as of yet as to whether or not it should be removed.

(Fraser Forsythe) There is a sign (Canaport Crude Terminal) going up on the emergency access road, which is used for the Crude Terminal access.

Q6. (Carol Armstrong) I thought the emergency access road was for the LNG site?

A6. (Fraser Forsythe) If communication indicated that the responders couldn't come down our road, we could direct them to the emergency access road. (Mark Gillan) Multiple means of access is common to any industrial site.

Q7. (Gordon Dalzell) How confident are you with the training responders receive in regards to the Crude Terminal and the LNG site?

A7. (Kevin Clifford) Very confident. Our responders have been trained for LNG and they have received industrial fire training.

(Fraser Forsythe) To give you an idea, Canaport LNG are required by Transport Canada to deploy jersey barriers in certain emergency situations. We wanted to make sure this didn't impact access for the fire trucks, so we asked Saint John Fire Department personnel to come out to the Terminal with their trucks and drive around the barriers so we know where they should be located.

Q8. (Carol Armstrong) When is the next emergency exercise? Could you include the emergency access road?

A8. (Fraser Forsythe) Yes.

Q9. (Carol Armstrong) Is it possible to include the 6 residents in the area to simulate evacuation?

Action 75-3: Simulate an evacuation with the 6 residents along Red Head Road, and utilize the Emergency Access Road

Q10. (Carol Armstrong) Are you going to be notifying residents in my area that you will not be notifying them in the event of an evacuation?

A10. (Fraser Forsythe) Absolutely.

Action 75-4: Provide notification to the residents along Red Head Road of the changes to the evacuation procedures

Q11. (David Thompson) If Volatile Organic Compounds (VOCs) aren't regulated by the province, what avenues are there to monitor?

A11. (David Peterson) There is no provincial statute that addresses fugitive VOCs; however, there are Canadian Council of Ministers of the Environment (CCME) guidelines for VOC emissions. VOC trends are declining through industry's best management practices.

## **New Brunswick Department of the Environment and Local Government (NBDELG) Update**

(David Peterson) There have been no significant spills over the last quarter. Air and water emissions continue to be well below limits. There has been a high flare for the last six weeks, which we anticipate until market conditions improve and / or the boil off gas (BOG) project goes online, flaring will continue. The Department wants to flare, or burn off the boil-off gas. If the boil off gas was not burned, it would result in Methane emissions, which is a greenhouse gas. Flaring results in Carbon Dioxide emissions;

however, our concern is that these emissions are below the 384,000 tonnes/year as stipulated in the original Environmental Impact Assessment (EIA). Currently, Canaport LNG is not producing, and the levels of carbon dioxide are well below that level even with the flaring. There have been sporadic complaints on flaring from the public.

Q12. (Carol Armstrong) Have there been any odour complaints?

A12 (David Peterson) I spoke with Brunswick Pipeline (BP) and Maritime Northeast Pipeline (MN&P) and they confirmed no mercaptin or natural gas release occurred. BP indicated there was a dead skunk in the area at the time of the odour complaint. The flaring is not related to the smell as mercaptin is added afterwards on the natural gas line.

David reminded the committee that if you smell or suspect a natural gas leak, call 911.

### **Canaport LNG (CLNG) Site Update**

Fraser Forsythe gave a presentation on ship loading, which included slides on changing economies, background of Canaport LNG Terminal, the LNG transfer process, the unloading process, the loading process, Terminal requirements, and approvals required. See attached copy of the presentation.

Ship loading will improve the economical viability of the Terminal. The process would involve chartering a ship , bring it in, and if there is no northeastern North American market during a particular time, ship the gas to other markets overseas.

Q13. (Pam McNeil) Is it more dangerous?

A13. (Fraser Forsythe) No.

Q14. (Yvonne Perry) Will you continue to receive LNG and send out natural gas as you did before?

A14. Yes; however, the intent is to explore other market potentials that we currently don't have. If we had the approval right now, it may be possible to sell it to another region where it is in demand.. Right now, it is boiling away and we must release boil off to flare. There are 11 Terminals in the US, and they, like us , are all struggling.

Q15. (Gordon Dalzell) Has this been tried before?

A15. (Fraser Forsythe) This is not new. Loading of LNG ships is common in many Terminals. Repsol has also asked for an export license.

(David Thompson) The National Energy Board (NEB) will put an advertisement in paper in regards to Repsol's request for an export license.

Q16. (Teresa Debly) Who would buy ship?

A16. (Fraser Forsythe) Repsol. We don't own the LNG, we just store and regas then send to pipeline. Repsol Energy Canada owns the liquid/gas.

Q17. (Teresa Debly) If you get approved, could you do it tomorrow?

A17. (Fraser Forsythe) There is some engineering design and reprogramming, but it will not be a large or difficult process..

Q18. (Gordon Dalzell) Does Irving Oil Limited (IOL) still plan on utilizing the multi-purpose pier?

A18. (Fraser Forsythe) I don't know. They have not requested anything of the Terminal as yet..

Q19. (Jan Johnston) Will there be new employees?

A19. (Fraser Forsythe) No.

Q20. (Gordon Dalzell) When will it be approved by the Department of the Environment?

A20. (David Peterson) Three months is the fastest we believe that approval can move on an EIA.

Q21. (Carol Armstrong) On May 29<sup>th</sup>, there was an RNG transport travelling the Red Head Road. Was it at the LNG Terminal?

A21. (Fraser Forsythe) It could have been one of the trucks used to truck water.

#### **(4) ADJOURNED:**

9:00 pm

Submitted by: Fundy Engineering

#### **(5) NEXT MEETING DATE:**

Monday, 9 September 2013 at 6:00 pm

#### **ATTACHMENTS:**

- Table of Action Items
- Presentation

**Table of Actions/Responsibilities – 17 June 2013**

<b>Action #</b>	<b>Action Item</b>	<b>Responsible Party</b>	<b>Due Date</b>
75-1	Confirm committee members commitments to the committee, and invite an ACAP representative to join	<i>Fundy Eng</i>	<i>9 Sept 2013</i>
75-2	Provide the directions for registration of the Sentinel Services	<i>Fundy Eng</i>	<i>9 Sept 2013</i>
75-3	Simulate an evacuation with the 6 residents along Red Head Road, and utilize the Emergency Access Road	<i>CLNG</i>	<i>9 Sept 2013</i>
75-4	Provide notification to the residents along Red Head Road of the changes to the evacuation procedures	<i>CLNG</i>	<i>9 Sept 2013</i>