

# Canaport LNG Project

## Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 51  
Monday, 8 June 2009  
Red Head United Church Hall, Saint John, NB  
Meeting 6:00 pm – 9:20 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
- Debly, Teresa Resident
- Forsythe, Fraser Co-Chair (Canaport LNG)
- Garnett, Vern Resident
- Griffin, Dennis Resident
- Griffin, Glenn Resident
- McNeill, Pam Resident
- Perry, Yvonne Member
- Smith, Elsie Resident
- Thompson, David Member

#### Committee Absent:

- Court, Ivan Mayor of Saint John
- Hunter, Roger Resident
- Johnston, Jan Resident
- MacKinnon, Claude ACAP Representative
- Melvin, Keith Department of Energy
- Rogers, Kathy Member
- Thompson, David H. Fundy Baykeeper
- Turner, Rick Saint John Board of Trade

#### Resources:

- Forsythe, Joel Fundy Engineering
- Norton, Erin Fundy Engineering
- O'Brien, Kevin City of Saint John
- Peterson, David NB Department of Environment
- Stubbert, John NB Department of Environment
- Van der Veen, Carolyn Canaport LNG

#### Observers:

- Sauerteig, Horst

## (1) OPENING REMARKS:

The meeting commenced at 6:05 pm with Fraser Forsythe welcoming everyone. Fraser Forsythe introduced John Stubbert and David Peterson of the New Brunswick Department of the Environment.

Fraser Forsythe suggested a slight change to the agenda allowing the representatives from the Department of the Environment to present following the review of the previous meeting minutes. The agenda was approved.

### Review & Approval of Minutes from Meeting #50 (4 May 2009):

The minutes of meeting #50 on 4 May 2009 were approved, motioned by Vern Garnett and seconded by Gordon Dalzell with the following changes:

- Page 2, last three paragraphs and Page 3, first three paragraphs<sup>1</sup>: Teresa Deby requested the text reads as follows (changes are underlined):

*Fraser Forsythe said that you can look at the Fundy Engineering website for updated CCELC minutes.*

*Teresa Deby replied that nowhere in the literature distributed to the community does it say to look at Fundy Engineering's website.*

*Fraser Forsythe said if someone in Bangladesh were looking for this information maybe they couldn't find it.*

*Teresa Deby stated "You are condescending and manipulative. I'm not talking about Bangladesh, but the people of Red Head and Saint John that want this information. For example, John Chillibeck of the Telegraph Journal asked why nothing new had been posted since June 2008."*

*Fraser Forsythe replied I will not apologize so let's move on to the next item on the agenda.*

- Page 3, to be added after the fourth paragraph: Teresa Deby requested the following paragraph be included:

Teresa Deby then asked Fraser Forsythe if he did not remember making his comments about Bangladesh. Fraser Forsythe said he couldn't remember the precise wording of remarks. Then Teresa Deby asked the Committee members if they recalled Fraser Forsythe's remarks about Bangladesh. Carol Armstrong, Gordon Dalzell, Glen Griffin, Dennis Griffin, Jan Johnson, Alice

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<sup>1</sup> Please note these changes were made to the minutes of the Meeting #50 (4 May) in the "Review and Approval of Minutes" section on p. 2 and 3, and were carried over to the original minutes of Meeting #48 (9 March).

Brown, Pam McNeill all indicated positively that Fraser Forsythe had mentioned Bangladesh.

- Page 6, second paragraph: Yvonne Perry requested that this paragraph be omitted.
- Page 8, fifth paragraph from the bottom: Gordon Dalzell's comment should be read as follows:

Gordon Dalzell brought up the Emergency Response public information booklet from Brunswick Pipeline that is brief and informative.

- Page 9, second paragraph from the bottom, first sentence: Should read as follows:

Murielle Provost noted that when developing a contingency plan, they take an all-hazards approach.

- Page 10, Q21, first sentence: Should read as follows:

Can you provide information about Dennis Griffin's comments from the previous month about the electrical code standards onsite?

- Page 10, Paragraph following Q/A 21, first sentence: Should be read as follows:

Linda Stoddard commented that this is the second public meeting discussing the evacuation plan and the overriding message is that people are panicked from one end of the city to the other.

- Page 11, A24, first sentence: Should read as follows:

There is a 3,000 m<sup>3</sup> fresh water reserve for the fire water system.

- Page 12, Action 50-7, Page 13, Action 50-7: Should read Kevin O'Brien:

Approved minutes will be posted to the Canaport LNG website ([www.canaportlng.com](http://www.canaportlng.com)) and the Fundy Engineering website ([www.fundyeng.com](http://www.fundyeng.com)).

Q1: (Gordon Dalzell) Were the invitations sent out based on CCELC membership?

A1: (Carolyn Van der Veen) No.

Gordon Dalzell asked for clarification for the basis of selection.

Glen Griffin stated that the re-surfacing of the Red Head Road was not proposed in September 2005. He stated that Terry Totten and Paul Grody told the CCELC that in 2009 the re-surfacing would occur from the Hazen Creek Marsh to Anthony's Cove, and from Anthony's Cove to Mispic Bridge.

Kevin O'Brien said that this was a proposed timetable

Action 51-1: Provide an update on the present proposal for the re-surfacing of the Red Head Road.

Glen Griffin stated that the Provincial / Municipal government haven't been providing the necessary funding to keep up with the Canaport facility.

Fraser Forsythe disagreed.

Glen Griffin replied that the Department of Transportation were not.

## **(2) NEW BRUNSWICK DEPARTMENT OF ENVIRONMENT (NBDENV)**

Fraser Forsythe introduced John Stubbert who is a senior engineer in the industrial approvals branch of the Department of the Environment in Fredericton. John Stubbert provided two documents to the members: (1) the Draft Approval to Operate (I-6614); and (2) the Draft Approval to Construct (D-6747).

John Stubbert explained that there are two approvals that are required as there is one tank that has been completed, one tank that is nearly completed, and one tank under construction.

John Stubbert described some of the unloading process of the LNG from the vessel to the tank.

Q2: (Glen Griffin) Why do they have to use the flare?

A2: (John Stubbert) The submerged combustion vapourizers (SCVs) won't work yet.

Q3: (Glen Griffin) Are there any Canadian industries attached to this pipeline?

A3: (Fraser Forsythe) Not yet.

Q4: (Dennis Griffin) Is there a bypass valve Grandview Ave?

A4: (Fraser Forsythe) I haven't discussed that with Brunswick Pipelines.

Q5: (Teresa Deby) How much gas will boil off?

A5: (Fraser Forsythe) I'm not certain about that. The gas is 600 times the volume of the LNG. An estimation would be 5-10 % of the volume, but I'm certainly not the SNC combustion specialist.

Q6: (Teresa Deby) So that would be 10-15% of boil off gas for each tank?

A6: (Fraser Forsythe) The first tank is the worst.

Q7: (Stu Armstrong) Once system is cooled down, it stays cooled down?

A7: (Fraser Forsythe) Yes.

Q8: (Teresa Debly) So 1% of boil off gas?

A8: (John Stubbert) No, an even smaller percentage than that. The liquid absorbs the gas, and normally you don't get a lot of discharge gas.

Q9: (Horst Sauerteig) How many ships to fill the tank?

A9: (Fraser Forsythe) One ship for one tank. Typically the vessels used would have a capacity of about 140,000 m<sup>3</sup>.

John Stubbert explained that when second ship comes in, there won't be the same thermal shock. It is a closed system between the ship and tank. In normal operations, ship unloads LNG to the tank, the LNG that vapourizes goes from tank back to the ship and cools.

Q10: (Gordon Dalzell) What kinds of ships will be serviced?

A10: (Fraser Forsythe) There are three types of ships with different capacities: approximately 140,000 m<sup>3</sup>; QFlex 220,000 m<sup>3</sup>; and QMax 260,000 m<sup>3</sup> each.

Q11: (Glen Griffin) What is the capacity of each tank?

A11: (Fraser Forsythe) 160,000 m<sup>3</sup>. These ships will burn a certain amount of gas in their boilers and, they don't actually empty.

Q12: (Glen Griffin) Are the ships the length of a VLCC?

A12: (Fraser Forsythe) Approximately Long range LR2. Perhaps a little bit shorter. They utilize prismatic tanks rather than spherical. These ships don't change their draft very much, as the density of LNG is half of that of water.

Q13: (Glen Griffin) What pressure are the ships under?

A13: (Fraser Forsythe) The ships operate at essentially atmospheric pressure.

Fraser Forsythe explained the use of the pressure safety valves (PSVs). If there was an unusual amount of Boil off Gas generated, the PSVs would be used. The vacuum breakers on top of the tanks are strictly to ensure no vacuum is created in a tank. The vapour return line is connected to the ship's tanks through the ships piping manifold. It pushes vapour out of the top of the tank, raising and lowering liquid on mechanical operations.

Q14: (Dennis Griffin) What happens to the vapour return line afterwards?

A14: (Fraser Forsythe) Vapour return line remains cold after unloading by recirculation of small amount of LNG from our Tanks.

Q15: (Dennis Griffin) Is the site backed up on emergency generator 24/7?

A15: (Fraser Forsythe) Yes.

Q16: (Dennis Griffin) What if you lose power on your backup generator?

A16: (Fraser Forsythe) The gas is piped to the flare and burned off via the control of PSV's.

Q17:(Vern Garnett) In the ATO I-6614, Section 45, p. 7, the units are all for mg/L per month. Can that be reported on a per year basis?

A17: (John Stubbert) Water samples are typically reported in mg/L, but that can be reported as an annual value. Most of the parameters that are required to be analyzed are not expected to be exceeded.

Q18:(Gordon Dalzell) Is there a requirement to report to NPRI (National Pollutant Release Inventory)?

A18: (John Stubbert) No. Section 42 deals with emissions.

John Stubbert explained that as natural gas builds up, caustic is used to neutralize pH of the water. Section 44 states that the effluent must pass the trout test.

Q19:(Gordon Dalzell) [ATO I-6614] Number 17, p. 2 defines “Normal Conditions”. I’d like to see a definition for “Upset Conditions” for unexpected developments. What would they be specifically?

A19: (John Stubbert) The management of upset conditions is addressed under the EPP (Environmental Protection Plan). Why I defined Normal Conditions is that some laboratories measure differently.

Q20:(Gordon Dalzell) Why is that addressed in the ATO?

A20: (John Stubbert) The facility must report any discharges.

Fraser Forsythe added that Canaport LNG have to report the operating parameters to NBDENV.

Q21:(Gordon Dalzell) There is a reporting requirement?

A21: (John Stubbert) Yes, the emission targets are tabled on p. 8.

John Stubbert explained that the flare is the last place the gas will go. Methane has a radiative force 21 times that of CO<sub>2</sub>. The preference is to flare the methane rather than directly discharge it. The facility is required to measure and analyze every ship that comes in, and periodically measure the flow to the flare.

Fraser Forsythe added that ethane, propane, and butane content will be measured by gas chromatograph.

Q22:(Horst Sauerteig) My concern is with Emergency Preparedness & Response. There is no reference to this in the ATO?

A22: (Fraser Forsythe) The EIS resulted in 24 conditions of approval. One of the conditions is the development of an Emergency Management Program. The EMP requires the approval of the Director of NB EMO, and the Fire Chief of the Saint John Fire Department, which is in the final stages of approval. When the Director and Fire Chief are satisfied this condition has been met, we’ll receive a letter from them to that effect, and will provide it to John Stubbert.

Q23:(Horst Sauerteig) Should the ATO be in place when the first ship comes in?

A23: (John Stubbert) Yes, it will be, provided all 24 conditions are met. The ship cannot unload without the approval to operate.

David Peterson explained that the Department of Environment has a role to play. The NBDENV are not first responders; however, in the instance of a spill, there is a requirement to immediately report to the department. There are a large number of regulatory agencies involved, and the Department of the Environment is not a lead response agency.

Q24: (Horst Sauerteig) What if there is a spill on the water? Paragraph 51.

A24: (John Stubbert) Where the Department of Environment is not the lead, we don't want to be seen as being the lead.

Q25: (Glen Griffin) The City only has two ships. How are they going to respond to an emergency on the water? Last week a man crashed his truck trying to avoid hitting a deer, he called 911, and it took an hour for the crews to get there. There's no Police Force or Coast Guard involvement in the 24 conditions.

A25: (David Peterson) Those agencies are actively involved in contingency plans. The people are here, and they have a lot of involvement.

Q26: (Glen Griffin) p.2, Number 15 it defines "Environmental Emergency". How do you define what "causes significant harm to the environment or puts the health of the public at risk"?

A26: (John Stubbert) This applies to the emergency reporting section, mostly for environmental spills.

John Stubbert commented that emergency response is addressed in EIS, and that Saint John EMO are the first responders.

Q27: (Stu Armstrong) How to you make changes to the ATO once it's adopted? Explain the renewal process.

A27: (John Stubbert) There is all kinds of monitoring required for the ATO. This information will help tell us what conditions may require amendments. Changes can be made at any time, not just when the permit expires in two years.

Gordon Dalzell commented that there is no required public involvement process for the facility as it is not designated as Class 1. This occurs behind close doors, and the public needs to know.

John Stubbert responded that some of the permit information is proprietary information so not all of the information is for the public. Providing a draft version of the ATO and ATC to the CCELC members was an exception as Canaport LNG is designated as Class 3 and therefore no public involvement is required.

Gordon Dalzell commented that light is a contaminant and should be regulated.

John Stubbert replied that more lighting is used while the facility is under construction, and there will be less during normal operations.

Q28: (Glen Griffin) Why is the oil refinery a Class 1?

A28: (John Stubbert) They emit a lot more pollutants.

Q29: (Teresa Debly) How many street lights are on site?

A29: (Glen Griffin) 160.

Fraser Forsythe stated that there is critical lighting on the fence, and process lighting.

Q30: (Teresa Debly) When construction finished, how much lighting will be removed?

A30: (Fraser Forsythe) Most of the permanent lighting is in place now.

Q31: (John Stubbert) *[to Gordon Dalzell]* Are there any approvals that you know of that reference lighting?

A31: (Gordon Dazell) Not that I'm aware of. But noise and light pollution have increased. You can see the glow of refinery, how there is potential for light pollution to be regulated.

David Peterson commented that light in the EIA was considered with respect to migratory birds.

Carol Armstrong commented that there's been noise the last two weeks due to pipeline construction.

Dennis Griffin commented that lighting was considered in the first meeting when only 2 people on the committee are still members today. Lighting should be a condition. And it should be regulated for Eider Rock as well.

Q32: (Dennis Griffin) Just the other day there was a major kaffuffle. Fundy Fencing tore out a bunch of fibre optic cables while digging up a post hole for a fence. You're telling us it's safe? Why can't you regulate lights?

A32: (John Stubbert) I'll check the EIA.

Glen Griffin stated that the government is not giving it the respect it deserves. Jack Keir would rather fight LNG than provide the public with good information.

John Stubbert commented that something providing too much information is not good.

Teresa Debly said that was patronizing.

Glen Griffin added that he wants to know that he's safe, that all three levels of government are involved.

John Stubbert responded that all levels of government were involved during the EIA/EIS process. The federal, provincial, municipal governments, the public, everybody looked

at the EIS. The comments were addressed and considered which resulted in the 24 conditions.

Glen Griffin didn't think it was right that the regulators can sign off without having to inform the public.

David Peterson added that the regulators can sign off and will.

Carol Armstrong commented that she isn't not interested in security plan, but in the municipal evacuation plan.

Fraser Forsythe responded that the Committee will not be provided with the Canaport LNG Emergency Management Program. He did not know at that point what the municipality is prepared to share.

Q33:(Carol Armstrong) On Friday, I faintly heard the siren twice. Faintly. How are the residents going to be notified?

A33:(Fraser Forsythe) We are employing auto-dialling technology. In addition someone will physically knock on the door of the seven residents along the Red Head Road. We would say that we are evacuating our site.

Q34:(Carol Armstrong) Will you be contacting residents to determine the radius siren was heard?

A34:(Carolyn Van der Veen) Yes.

Carol Armstrong raised a question about the availability of a siren to alert residents of emergency situations.

Gordon Dalzell commented that the Refinery siren can be heard in Champlain Heights.

Q35:(Teresa Debly) What's the difference between the sounds systems at Canaport LNG and the Refinery?

A35:(Fraser Forsythe) I don't know.

Gordon Dazell suggested that Canaport LNG you should be using the same system as the Refinery.

Q36:(Teresa Debly) *[to David Peterson]* You've been saying "NBDENV is not the lead". Who is the lead?

A36:(David Peterson) It depends on the incident.

Fraser Forsythe explained that when it comes to the EMP, there is a universally common approach. Depending on incident, there is a certain lead agency. For instance, if the incident was a criminal act, then the Police would be the lead. If there was a fire, the Fire department would be the lead.

David Peterson added that there are First Responders, as well as other regulators that have roles in the emergency response process. After the initial response activity, there

may be multiple lead agencies for one event, or throughout the different stages of the event.

Q37:(Horst Sauerteig) Item 32. Have been to NEB and give licenses for receiving products. Where is the dividing line between NEB (National Energy Board) and the provincial organization?

A37: (John Stubbart) This condition comes from the EIA, where they considered LNG and orimulsion, can't import or export anything else without an EIA.

Q38:(Horst Sauerteig) Who has jurisdiction over this plant?

A38: (Fraser Forsythe) NBDENV has jurisdiction with regards to emissions (air and water), and Transport Canada's Marine Transport Security Act is the federal act to which we conform.

Q39:(Teresa Debly) Why doesn't Canaport LNG have either own fire responders onsite?

A39: (Fraser Forsythe) We have a Tactical Response Team which is present 24/7 to assist with fire fighting. We have normal operating staff, and when Fire Department arrives they take over.

Q40:(Dennis Griffin) 24 hours a day, 7 days a week. How many people are operating the facility?

A40: (Fraser Forsythe) Seven operators.

Q41:(Dennis Griffin) They are expected to fight fires and shut down operations?

A41: (Fraser Forsythe) Yes.

Dennis Griffin commented that light should be included where dust is referenced in Section 41.

Q42:(Dennis Griffin) What types of oxygen suppression systems are there?

A42: (Fraser Forsythe) Nitrogen snuffing. High Expansion Foam systems, dry powder systems, mobile purple K units, CO<sub>2</sub> fire extinguishers, Novec fire protection fluid  
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Q43:(Yvonne Perry) When is the expected arrival date of the first ship?

A43: (Fraser Forsythe) The ship is loading in Trinidad on June 14, and can be arriving in Canaport as early as June 19.

Q44:(Gordon Dazell) How many of the 24 EIA conditions have been approved?

A44: (John Stubbart) There are 6 outstanding conditions.

Q45:(David Thompson) Has the HADD been signed off?

A45: (Fraser Forsythe) I received the electronic copy of HADD sign off today, and the hard copy is being sent by mail.

Fraser Forsythe explained that the outstanding EIA conditions are the Marine Terminal Manual, the Emergency Response Plan, EVAC plan the HADD, the Wetland Compensation, and the Environmental Protection Plan.

John Stubbart added that the Wetland Compensation Plan has been accepted and signed off.

Q46: (Gordon Dazell) What are the hold ups?

A46: (Fraser Forsythe) There are no hold ups. We are conducting operational readiness training with the staff and Fire Department.

Q47: (Pam McNeill) When will we know the date? I want to be sent an email.

A47: (Fraser Forsythe) The first ship arrival is scheduled for June 19.

**Fraser Forsythe notified the CCELC members that the first ship arrival is scheduled for June 19.**

Fraser Forsythe explained that the process of the Emergency Management Program requires the approval of both the Director of NB EMO and the Fire Chief of the Saint John Fire Department who is also the Director of the Saint John EMO. With regards to notification and evacuation of residents, Canaport LNG will notify the seven residents within a 1km boundary of the site, whereas the situation of a “mandatory evacuation” falls under the Municipal EMO.

The Canaport LNG Emergency Management Program is being applied and evaluated by regulators through table-top exercises and a field exercise. The field exercise is a hands-on event that is occurring onsite June 9<sup>th</sup>. These exercises involve all levels of government (i.e., Saint John Fire Department, Saint John Police Department, SJ EMO, NB EMO, NB Department of Public Safety, Transport Canada) with significant involvement with the SJ Fire Department.

Gordon Dazell commented that the word “May” in section #41 is very discretionary.

David Peterson explained that this puts onus on the approval holder, and gives the Department discretion leaves them open to using all the tools in the toolbox.

Q48: (Horst Sauerteig) EMO to evacuate. How many people do they have?

A48: (Fraser Forsythe) EMO is all agencies coming together.

Q49: (Horst Sauerteig) Who does the evacuation?

A49: (Kevin O’Brien) Police Department

John Stubbart explained that this includes potentially thousands of people.

Gordon Dazell commented that there are few Police Offices, 3 officers, to carry out an evacuation.

Q50: (Carol Armstrong) Mercaptan. When is this done?

A50: (Fraser Forsythe) It's already been done.

David Peterson commented that there will likely be 4 to 6 truckloads per year.

Action 51-2: Obtain information from Brunswick Pipelines regarding Mercaptan injection.

David Peterson informed the Committee that he is the Department's Environmental Compliance Officer for the interim and asked the members to contact him by phone or email if they have any questions, particularly with respect to the approval.

David Thompson commented on his frustration with the Saint John Port Authority and the recent invitation from John McCann to talk to the fishermen about LNG traffic and lane locations. Over a year ago, a meeting took place where it was suggested that a traffic committee be formed. No one took the lead resulting in no input from fishermen, until now just weeks before the arrival of the first vessel. Now we're being told the distance from the lane is ½ mile, compared to 1500 ft.

Q51: (David Thompson) How are you going to notify 178 fishermen?

A51: (Fraser Forsythe) Advise FNFA , Fundy Traffic Services. Provide Notice to Mariners, VHF radio.

David Thompson stated that he's been putting out flyers since 2006 about gear separation. Canaport came to bat, Atlantic Towing suggested using high flyers, where to put them? Disappointed there was no traffic committee formed.

Q52: (David Thompson) Entanglement. How do they know? Fundy North? Should have had committee prior to this. It's too 'last minute'. There will be problems if someone doesn't try to work things out.

A52: (Fraser Forsythe) Send out a Notice to Mariners, the day before and day of.

David Thompson added that the fishermen weren't involved in the Marine Terminal and the HADD was signed off without input as well. As a result he doesn't know the cost of the project.

Fraser Forsythe responded that the HADD requirement for offshore compensation is based on area compensated for, not dollars spent.

Teresa Deby proposed a motion to have another CCELC meeting the Monday after the ship comes in but there was no interest among the remaining members present.

**ADJOURNED:**

9:20 pm

Submitted by: Fundy Engineering

**NEXT MEETING DATE:**

Monday , 29 June 2009 at 6:00 pm  
Saint John Emergency Operations Centre (EOC), 45 Leinster Street

**ATTACHMENTS:**

Table of Outstanding Action Items

**Table of Actions/Responsibilities – 8 June 2009**

<b>Action #</b>	<b>Action Item</b>	<b>Responsible Party</b>	<b>Due Date</b>
51-1	Provide an update on the present proposal for the re-surfacing of the Red Head Road	Kevin O'Brien	29 June 2009
51-2	Obtain information from Brunswick Pipelines regarding Mercaptan injection.	David Peterson	29 June 2009