

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 31
Monday, 19 March 2007
Red Head United Church Hall, Saint John, N.B.
Meeting 6:10pm - 9:00pm

Approved as Amended

Committee Present:

- Armstrong, Carol Resident
- Armstrong, Stu 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)
- Griffin, Dennis Resident
- Griffin, Glenn Resident
- Hunter, Roger Resident
- Malcharek, Rainer Bayside Power
- Melvin, Keith Enterprise Saint John
- Rogers, Kathy Member
- Roy, Beth Resident
- Sherman, Peter Resident
- Smith, Elsie Resident
- Thompson David Member

Committee Absent:

- Bruce, Patrick Member
- Court, Ivan City of Saint John Councilor
- Johnston, Jan Resident
- Lyttle, Dwain Resident
- MacKinnon, Claude ACAP Representative
- Perry, Yvonne Resident
- Quinn, Kevin Bay Pilots & Marine Consultants
- Thompson, Jean Resident
- Turner, Rick Saint John Board of Trade

Resources:

- Boilard, Pierre SNC CENMC
- Caines, Crystal Fundy Engineering

- Duguay, Marc Irving Oil Limited
- Higgins, Tom Crandall Engineering
- Hogsden, Kristy Fundy Engineering
- Mayes, Chris Fundy Engineering
- McLean, Brett City of Saint John
- Walker, Carolyn Department of Environment NB
- Van der Veen, Carolyn Canaport LNG

Opening Remarks:

The meeting commenced at 6:10 pm with Fraser Forsythe opening the meeting, welcoming all returning members and resource attendees. Keith Melvin (Enterprise Saint John) was welcomed to the committee and will serve as Dianna Barton’s replacement. [Keith Melvin replaced Dianna Barton as the representative from Enterprise Saint John because her contract was over]. Tom Higgins (Crandall Engineering), Brett McLean (City of Saint John), and Marc Duguay (Irving Oil Limited) were welcomed to the meeting as resources. Tom Higgins will review the pros and cons of the Connector Road (Alignment B intersection) design. Carolyn Walker (NBDENV) was welcomed back to the committee after maternity leave. Gordon Dalzell welcomed Vern Garnett (District Education Council) who will speak to the committee about company initiatives to support area schools.

New Business:

Gordon Dalzell brought a newspaper article to the attention of the committee. The article was focused on international standards for terminals and tankers. The international governing board is called SIGTTO. Gordon would like to get more information about the international standards.

Action Item 31-1: Obtain available information on international standards for terminals and tankers.

Review & Approval of minutes from February 19th meeting:

The minutes of meeting #30, 19 February 2007, were revised to include the following changes:

- *The “another consultant” that the City contracted to review the design of the Connector Road was A.D. Fiander Associates Ltd. This name will replace “another consultant” under the section entitled “Review of Rationale for the Intersection for the Connector Road” (page 4).*
- *Page 6, Gordon Dalzell’s name was noted as the person who asked the question regarding changes in risk from category 1 to category 3. It was not certain who replied to the question.*
- *A definition of ‘demobilized’ was added to page 6 of the minutes to reflect that Gulf Operators have reduced the amount of equipment they have on the site.*

The minutes were approved with the above changes motioned by Gordon Dalzell and seconded by Kathy Rogers. This motion was approved. Approved minutes with changes will be posted onto the Canaport LNG website (www.canaportlng.com) and the Fundy Engineering website (www.fundyeng.com).

Q1. (Carol Armstrong) Are the minutes updated on the websites?

A1. (Carolyn Van der Veen) Yes, they are regularly updated on the Canaport LNG website. (Fraser Forsythe) They are also available, up-to-date, on the Fundy Engineering website.

Report on Action Items from February 19th meeting:

30-6: Vern Garnett (District Education Council) spoke on guidelines regarding corporate presence and participation in schools. Mr. Garnett mentioned a provincial policy (found on the Department of Education website, under Public and Private Partnerships) that outlines the requirements for company employees to come into a classroom and speak about their company. He clarified that Repsol is providing funds to buy curriculum-based materials and to have members of the Saint John Sea Dogs come into the classrooms to work with the students. No corporate names are pushed through this campaign into the classroom. A total of 144 companies provide funds to the Department of Education for this program to put money into the classroom.

Q2. (Teresa Debly) Why have kids in the past come out of the Junior Achievement Program talking about LNG?

A2. (Carolyn Van der Veen) In this program, employees go into the classroom to teach the curriculum. Carolyn indicated that she was not present at the time when Repsol employees were involved in this program, and does not know if they talked about LNG. Vern Garnett commented that the Junior Achievement Program is a separate program, outside of the Department of Education.

30-1: Half a dozen signs were erected by Canaport LNG to direct truck traffic onto the new RHSAR.

Carol Armstrong claimed that despite signage, truck traffic is still problematic and has heard trucks at 3 am on the Red Head Road.

Glenn Griffin commented that the gates on the RHSAR need to be open and unlocked at all times, including at night. Fraser Forsythe responded that Canaport LNG is concerned about accessibility and safety on this private road and lock the gates to protect unauthorized users (e.g., ATVs, snowmobiles). Glen Griffin voiced his concerns about heavy trucks and equipment continuing to use the Red Head Road. Fraser

Forsythe indicated that the gates are open until 11 pm and trucks arriving after this time know the gate is locked and would therefore use the Red Head Road to access the site. However, Fraser will review closing of the gates with the intent leaving gates open 7/24.

Q3. (Gordon Dalzell) I have noticed increased traffic on the Old Black River Road and see it as a potential traffic bottleneck with the intersection, railroad, and Grandview Avenue. I anticipate increased congestion there with traffic going to the Canaport site. Is it possible to look into traffic usage there and to fix a huge existing pothole?

A3. (Brett McLean) I agree about the intersection. I am meeting with Transport Canada and the NB Southern Railroad tomorrow (March 20) to discuss rebuilding that intersection by the end of the 2007 construction season. The preliminary design includes an extended sliplane to Bayside Drive and merge onto Grandview Avenue.

Carol Armstrong expressed her concern as residents are meeting on-coming traffic around Rocky Corner and they are driving over the yellow line.

Action Item 31-2: Pierre Boilard to put the message out to employees and subcontractors at the LNG site to increase safety while driving, in particular, near Rocky Corner.

A motion was placed on the floor by Glenn Griffin, seconded by Peter Sherman, to have the gates on the RHSAR open 24 hours a day for the use of heavy traffic and equipment by subcontractors.

Q4. (Gordon Dalzell) When will the RHSAR road be open to the public?

A4. (Marc Duguay) The road will open sometime between April and July.

Teresa Debly requested to amend the motion to include increased dust control efforts if the gates (on the RHSAR) will be open for longer periods of time. Fraser Forsythe commented that Canaport LNG is keeping speeds low on the road, applying calcium chloride and water to control dust, and are patrolling the road regularly to assess the dust and speed situation.

The amended motion was moved by Teresa Debly and was seconded by Alice Brown.

Action Item 31-3: Approach Canaport LNG/ Irving Oil Ltd. to inquire about keeping the gates on the Red Head Secondary Access Road open 24 hours a day for heavy trucking traffic and equipment and to increase existing dust control efforts if the gate will be open for longer periods of time.

30- 2: Ivan Court was absent for this meeting. This item will be addressed as action item 31-4 below.

Peter Sherman voiced his concerns that the increase in traffic has made the Red Head Road unsafe for walking. Brett McLean indicated that the City of Saint John looked at the issue of widening the shoulder or adding sidewalks in residential areas.

Discussion continued about the concerns, wants, and needs of the Red Head Community and Fraser Forsythe tried to focus the committee on the established goals. Glenn Griffin said he feels that the Red Head Road concerns should be addressed at CCELC meetings. Stu Armstrong suggested a teach-in on the topic. A motion was put forward by Peter Sherman and seconded by Glenn Griffin, to have the City of Saint John provide information to the CCELC on the extent and scope of reconstruction plans on the Red Head Road. Gordon Dalzell commented that this was a follow-up to Action Item 30-2.

Q5. (Stuart Armstrong) I want the program laid out for the Red Head Road. Is it possible to get details from the City of Saint John on this?

Action Item 31-4: Request the City of Saint John to provide information to the CCELC on the extent and scope of the reconstruction plans for the Red Head Road.

30-3: This action item was put on hold to allow Pierre Boilard to give his presentation as he was unable to stay until the end of the meeting.

Update on LNG

Pierre Boilard (SNC-CENMC) gave a presentation to the committee on construction updates for the LNG Project. His presentation included numerous photographs recently taken on the site. Pierre advised the committee that major activities will be commencing soon and that within two weeks the number of people working on the site will be between 500 and 600, and that they will begin working in two shifts starting on 26 March 2007. The increased number reflects the non-stop pouring of concrete that will begin for the tank walls and will continue for 17-20 days. Pierre noted that a final review of this plan will be made this week and is dependant on a meteorologist's report. Despite the fact that blasting activity has reduced on the site, noise levels may appear to be higher because current blasting is closer to the road and residences. For this part of the construction, Pierre estimated that blasting will be completed in 5 weeks. The contract for the piping has been awarded and 25,000 ft of piping will be done off-site .Pierre answered several questions relating to his presentation and are as follows:

Q6. (Peter Sherman) What is the peak manpower for the year?

A6. (Pierre Boilard) 750 people will be on the site, two months from now, working in two shifts. This same number of people will also be on-site in the fall.

Q7. (Beth Roy) How long will there be a double shift?

A7. (Pierre Boilard) During the non-stop pour, the double shift will be on 7 days a week for 20 days. For welding, the double shift will involve a 20 hour day, 4 days a week until August. There will be a limited number of people working the double shift.

Q8. (Peter Sherman) Is there parking available on-site for everyone?

A8. (Pierre Boilard) Yes, there is parking for 700 on-site.

Q9. (Gordon Dalzell) Have you considered potential problems that may arise in regards to weather and the pouring of the tanks?

A9. (Pierre Boilard) We have done an extensive risk analysis to ensure the plan is safe for the workers and have assessed conditions on the slipform. Weather may be a problem but we will not put the workers at risk regarding the weather. We are confident that it will go well.

Q10. (Gordon Dalzell) Will any workers live and stay on-site? Does the administration building have a bunker?

A10. (Pierre Boilard) No, the time required for this work is too short. No, the Administration building does not contain the primary control room this is in a protected area in the building adjacent the SCV area.

Q11. (Glenn Griffin) Is it possible to truck workers onto the site?

A11. (Fraser Forsythe) This was a proposed mitigation in the Environmental Impact Statement that could be implemented in lieu of the RHSAR.

Q12. (David Thompson) Can you dictate to workers to use the RHSAR?

A12. (Fraser Forsythe) If the workers are using a company vehicle we have told them that they must use the RHSAR and we will not tolerate them on the Red Head Road. Personal vehicles can not be dictated to use the RHSAR. I believe when it is paved it will become a more attractive option for workers.

Q13. (Teresa Deby) Once the tank pours start, can it be stopped due to the weather?

A13. (Pierre Boilard) Yes, it is possible to stop the pour once it has started. The form is cleaned thoroughly and then we can start again. It is expensive to stop and start again.

Q14. (Glenn Griffin) Does stopping increase the risk of a crack?

A14. (Pierre Boilard) Not if the pour was done properly. We use a high pressure cleaner and bonding agent if the work is stopped and must be restarted.

Q15. (Teresa Deby) Are there a maximum number of breaking points during a pour?

A15. (Pierre Boilard) No, but this is not ideal. Increased stopping results in increased costs and cleaning efforts.

A 10 minute break was taken at this point.

30-3: Tom Higgins (Crandall Engineering) came to speak to the committee about the pros and cons of the Connector Road design as approved by the City. Fraser Forsythe combined this Action Item with Tom's presentation.

Red Head Secondary Access Road -Alignment B Intersection with Red Head Road

Tom Higgins showed the committee drawings and plans of the Alignment B Intersection design approved by the City and spoke about the important safety features of this design (the presentation is included within these minutes). The Alignment B design was based on New Brunswick Department of Transport and Transportation Association Canada guidelines. In addition to safety considerations, Tom highlighted the fact that this design would create less noise from truck traffic having to stop and gear back up at this intersection. The work on the Connector Road, including paving, intersection construction, and erecting signage is expected to finish in July 2007. Tom answered several questions posed by members of the committee on this topic, and are as follows:

Q16. (Teresa Debly) When in July will the work be completed?

A16. (Tom Higgins) The work is weather dependent and a wet spring will delay the completion date but the work is expected to be completed by the end of July.

Q17. (Peter Sherman) Why not convert all of the Red Head Road to a non-trucking route and designate the Red Head Road beyond Canaport as a trucking route?

A17. (Brett McLean) The City of Saint John is looking into the request to designate the Red Head Road North of the Red Head Church as a non-trucking route. The Red Head Road could only be designed as a non-trucking route up to the Connector Road (Alignment B intersection) as the RHSAR south of the Proud Road is a privately owned road.

Q18. (Dennis Griffin) There were three possible plans for the RHSAR and all had alignments to allow emergency access for all of the Red Head community residents in case of slope failure on the Red Head Road. Why doesn't Ocean Drive meet the RHSAR for this alignment?

A18. (Tom Higgins) The connection is still possible. Thomas Construction owns the land. The City does not want to do this at the present time. (Brett McLean) The City has retained a right of way at the end of Lucas Drive, and this connection can be made at a later date if necessary.

Q19. (David Thompson) Why is the alignment at the end of the RHSAR (at the Canaport entrance) different from the Alignment B end? Why is traffic designed to stop at a stop sign there (Canaport entrance) but not at the end of Alignment B?

A19. (Tom Higgins) The end of the RSHAR at the LNG site is a private road and the people using this part of the road are familiar with it and have experience with the type of intersection that it is. Also, it is necessary for traffic to cross the existing Red Head Road at this intersection which does not allow a similar design as the Alignment B intersection.

Q20. (David Thompson) Was a review done of accidents at the Ben Lomond/ Barry's Corner intersection, which is a similar intersection?

A20. (Brett McLean) We got police data from 2001 to 2006, but due to the filing process it was difficult to determine which corner accidents occurred on. There were 14 minor accidents, 6 of which were recorded in front of private residences. Eight could have been at the intersection. However, the Ben Lomond intersection is not the same as the Alignment B intersection because it has a considerably smaller turning radius.

Q21. (David Thompson) Why is the concern about braking and gearing noises only being talked about at the bottom of the Connector Road? What about the stop sign at the top of the hill? Trucks will need to gear up and get onto the 70 km/hr RHSAR.

A21. (Tom Higgins) Fewer residents are affected by noise and safety concerns occurring at the top of Alignment B.

David Thompson stated that when Terry Totten spoke to the CCELC, he stated that the RHSAR was to be a truck access. He feels cheated as a landowner with regards to the truck traffic. He wants the City to expropriate the land from Irving (along the private portion of the RHSAR) and create the road as a truck access road and not let other truck traffic on the Red Head Road.

Q22. (Teresa Debly) Irving Oil Limited told Crandall Engineering the route to take for the RHSAR. Can you clarify this? Was Mr. Fiander the same author of a document put out in the 1990's that refers to this area as the "Atlantic Canadian Industrial Complex"?

A22. (Tom Higgins) Yes, Irving Oil did advise us on the design. In regards to the referenced document, I am not familiar with it.

Q23. (Carol Armstrong) How can residents south of the Red Head Church travel north to town and remain on the Red Head Road?

A23. (Tom Higgins) Residents can use the Alignment B intersection and re-access the Red Head Road if they wish.

Peter Sherman stated that we need creative solutions and emphasized that the Red Head Road up to Canaport should be designated as a non-truck route. He

believes that the property value for the Red Head community residents will significantly decrease and that people are getting stressed out. He wants to get tax dollars back into the community and wants “moral fairness” from the City of Saint John.

Q24. (Glenn Griffin) Do the two neighbours with driveways adjacent to the Alignment B (Connector Road) have right of way access? Or is it public access right of way? Who owns the right of way land?

A24. (Tom Higgins) That is a City decision. (Brett McLean) This will be brought to Council for decision and approval. It is City owned land and a public access right of way.

Glenn Griffin stated that the land adjacent to the public access right of way be turned over to the residents.

David Thompson brought forward a motion to request the redesign of the Connector Road intersection to a T-design. Stu Armstrong stated that the committee can not make that request to the City, but can only make the suggestion. There needs to be a vote as a committee and what the City does is up to them.

David Thompson placed the motion on the floor, as a request to the City, that the Red Head Road remain the main road (i.e., no stop sign) and the stop sign be placed on the RHSAR Connector Road. The motion was seconded by Dennis Griffin. A vote was taken and nine people were in favour of passing the motion and three people were contrary of the motion. The motion was opposed by Gordon Dalzell, Beth Roy, and Rainer Malcharek. The motion was carried.

Action Item 31-5: Request the City of Saint John to redesign the RHSAR Connector Road as a T-intersection.

Gordon Dalzell stated that he regretfully declines his support and trusts the judgment of technical experts on the design with respect to safety concerns.

Q25. (Teresa Debly) Can a handout be created to inform residents about this?

Action Item 31-6: Create a handout that details the Connector Road design for distribution to Red Head residents

Peter Sherman brought forward the motion that the existing Red Head Road be designated as a non-trucking route from Bayside Drive to the existing Canaport entrance. The motion was seconded by Alice Brown. Nine committee members voted for the motion. No members opposed.

Action Item 31-7: Request the City of Saint John explore ways to designate the existing Red Head Road, from Bayside Drive to the existing Canaport LNG entrance, as a non-trucking road.

Fraser Forsythe stated the meeting will adjourn without addressing all items on the agenda and that the offshore work is planned to begin on 26 March 2007. He also asked committee members to wear name tags for the benefit of the minute takers who will be responsible for the minutes at upcoming meetings.

Adjourned:

9:00 pm

Submitted by:

Fundy Engineering

Next Meeting Date: Monday 16 April 2007

Attachments:

Table of Outstanding Action Items- March 2007

Traffic Update- February 2007

NBDENV Monthly Status Report- February 2007

Presentation – Alignment B Intersection with Red Head Road

Table of Actions/Responsibilities – March 2007

Action #	Action	Responsible Party	Due Date
31-1	<i>Obtain available information on international standards for terminals and tankers.</i>	Canaport LNG	16 April 07
31-2	<i>Pierre Boilard to put the message out to employees and subcontractors at the LNG site to increase safety while driving, in particular, near Rocky Corner.</i>	Pierre Boilard	16 April 07
31-3	<i>Approach Canaport LNG/ Irving Oil Ltd. to inquire about keeping the gates on the Red Head Secondary Access Road open 24 hours a day for heavy trucking traffic and equipment and to increase existing dust control efforts if the gate will be open for longer periods of time.</i>	Canaport LNG	16 April 07
31-4	<i>Request the City of Saint John to provide information to the CCELC on the extent and scope of the reconstruction plans for the Red Head Road</i>	Canaport LNG / City of Saint John	16 April 07
31-5	<i>Request the City of Saint John to redesign the RHSAR Connector Road as a T-intersection</i>	CCELC	16 April 07
31-6	<i>Create a handout that details the Connector Road design for distribution to Red Head residents</i>	Canaport LNG	16 April 07
31-7	<i>Request the City of Saint John explore ways to designate the existing Red Head Road, from Bayside Drive to the existing Canaport LNG entrance, as a non-trucking road.</i>	CCELC	16 April 07