

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 60
Monday, 8 March 2010
Red Head United Church Hall, Saint John, NB
Meeting 6:10 pm – 8:00 pm

APPROVED AS AMENDED

Committee Present:

- Armstrong, Carol Resident
- Brown, Alice Resident
- Debly, Teresa Resident
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Forsythe, Fraser Co-Chair (Canaport LNG)
- Garnett, Vern SJ Citizens Coalition for Clean Air
- Griffin, Dennis Resident
- Hunter, Roger Resident
- Johnston, Jan Resident
- MacKinnon, Claude ACAP Representative
- McNeill, Pam Resident
- Smith, Elsie Resident
- Thompson, David H. Fundy Baykeeper

Committee Absent:

- Court, Ivan Mayor of Saint John
- Griffin, Glenn Resident
- Melvin, Keith Department of Energy
- Perry, Yvonne Member
- Rogers, Kathy Member
- Thompson, David Member
- Turner, Rick Saint John Board of Trade

Resources:

- Forsythe, Joel Fundy Engineering
- O'Brien, Kevin City of Saint John
- Peterson, David Department of the Environment

Observers:

- 1 Person

(1) OPENING REMARKS:

The meeting commenced at 6:10 pm with Fraser Forsythe welcoming everyone. Mr. Forsythe introduced Captain John McCann, Director of Operations and Harbour Master for the Port of Saint John. The agenda was approved.

Review & Approval of Minutes from Meeting #5 (1 February 2010):

The minutes of meeting #59 on 1 February 2010 were approved, motioned by Vern Garnett and seconded by Gordon Dalzell with the following amendments:

Within question 17 some comments by Mr. Dalzell were missing. The minutes will be amended to include comments by Mr. Dalzell that the discussion surrounding question 17 exemplifies the need for continued monthly meetings.

The approved minutes will be posted to the Canaport LNG website (www.canaportlng.com).

(2) BUSINESS ARISING FROM PREVIOUS MEETING

Presentation by Capt. John McCann

Capt. McCann gave a presentation regarding the responsibilities of the Saint John Port Authority and its boundaries. The following questions / comments were received during the presentation.

Q1: (Gordon Dalzell) What authority, under the Harbour Master's Mandate, is given to you to order a ship to leave the port?

A1: (John McCann) Most of the work we do falls under the Canada Marine Act (CMA). By the act we can order a vessel off the dock within the harbour if they are not keeping good order. In the case of Canaport LNG we worked with them through the development of their port information book and were signatory to that document to ensure safe operation. Beyond that we monitor their activities.

Q2: (Teresa Debly) You mentioned that the port boundary was four miles south of Cape Spencer?

A2: (John McCann) Yes the boundary is a line stretching four miles south of Cape Spencer then across to Musquash Harbor.

Q3: (David Thompson) You mentioned that the Port Authority was not a government organization?

A3: (John McCann) Yes that is correct, we are made up of multiple user groups with representatives.

Q4: (Teresa Debly) Who are the groups?

A4: (John McCann) They are labour groups, the Potash Corp. and clients of the Port.

Q5: (Gordon Dalzell) With respect to the regulations; what part of your processes gives the authority to pass regulations for exclusion zones?

A5: (John McCann) By default to regulations is a public process. Port practice procedures go through the public process but not a public consultation. We made changes to the port practices for the LNG traffic and this was advertised.

Q6: (David Thompson) I was wondering what the relationship is between the Port Authority and Fundy Traffic?

A6: (John McCann) They are the Coast Guard but they work on behalf of the Port.

Q7: (David Thompson) Do they follow through with information from you on ship arrivals?

A7: (John McCann) Yes they do.

Q8: (David Thompson) You were explaining the Port Boundaries; does Navigable Waters authority extend to intertidal regions?

A8: (John McCann) Our boundaries go to normal high water.

Q9: (David Thompson) For areas that are private within the port; how are fees determined and collected?

A9: (John McCann) CLNG and Irving in Courtney Bay are not our jurisdiction. Ships are subject to port dues but because these are private facilities the port does not collect for thru-put.

Q10: (David Thompson) The space that these facilities occupy; do you have control of it?

A10: (John McCann) No we do not. There are water lots and the province has control of these.

Q11: (David Thompson) When a ship comes how do you collect dues?

A11: (John McCann) Ships are charged based on Gross Registered Tonnage. This applies to all commercial traffic except fishermen. We can also collect an annual fee. In Saint John the tugs and the Princess of Acadia pay based on annual dues.

Q12: (Roger Hunter) Why did the Port extend the boundaries to encompass the area that it does?

A12: (John McCann) This was done back when the Canaport Crude Terminal was constructed to harness the revenues of the super tankers.

Q13: (Teresa Debly) Is there a certain number of ships that are allowed in the inner and outer harbour?

A13: (John McCann) Overcrowding has never been an issue to date but we only allow what is safe. In terms of an official limit; there isn't one.

Q14: (Teresa Debly) What is the total area of the port within the boundaries?

A14: (John McCann) I don't know off hand.

Q15: (Gordon Dalzell) With respect to rising sea levels, what are the future projections for this occurring with high tides?

A15: (John McCann) We are cognizant of this but there should be enough height built into the berths to handle tides.

Q16: (Teresa Debly) When is the annual meeting for the Port?

A16: (John McCann) I will send this information so that it may be added to your minutes.

Note: The Annual General Meeting for the Saint John Port Authority will be held on 3 May 2010 at 10:00 AM.

Q17: (David Thompson) Are there any new developments in the port area?

A17: (John McCann) As you are aware there was going to be development at Long Wharf; however, that has been cancelled. We are looking at a berth extension from Pugsley C toward the former Lantic Sugar site. This berth extension would allow us to accommodate 2 Explorer Class cruise ships at the same time.

Q18: (David Thompson) There was some question regarding contamination at the Lantic Sugar site; what contamination was there?

A18: (John McCann) There was contamination but I can't say what type. The City of Saint John would have to comment on that.

Q19: (Dennis Griffin) If you built a larger berth; could Irving Oil use it for oil tankers?

A19: (John McCann) That would have to go through a due diligence process.

Q20: (Gordon Dalzell) I heard recently of a proposal to invest \$20 million into the Digby Ferry service and use ferries from Newfoundland. Do you have any information with regards to that?

A20: (John McCann) I don't know anything about that.

Q21: (David Thompson) I have heard about a proposal to utilize Partridge Island are you aware of this?

A21: (John McCann) There has been contact to the Port regarding this but I am not certain of the details.

Action Items from 1 February 2010 Meeting:

59-1 Regarding the information from Brunswick Pipeline on timeframes for emergency events. Mr. Dalzell stated that Brunswick Pipeline was going to write a response to the committee's question and he has not received the response yet.

59-2 Regarding the request for someone from the Port to attend a meeting. This was completed and the presentation by Capt. John McCann will be attached to the minutes.

(3) UPDATES

NBDENV Monthly Status Report

David Peterson provided an environmental update for the Terminal. Mr. Peterson stated that there were three spills at the Terminal; two oils spills occurred on 24 Feb; one was 4 litres and the other was 40 litres. Mr. Peterson stated that there was also a spill of approximately 1 cubic metre of caustic soda to the storm water system and the sedimentation basin. Mr. Peterson added that a monitoring program was undertaken and a report was submitted to the Department. Mr. Peterson noted that some water that was outside the limits in the ATO was discharged; however, this was small as the flow from the basin is low. Mr. Peterson stated that with respect to the committee's letter requesting monthly meetings that the Minister had not yet provided a response to the committee's letter but he would follow-up on the status of this.

The following questions / comments were made during the status report updates:

Q22: (Gordon Dalzell) What was the solution that was spilled?

A22: (Fraser Forsythe) It was 20 % aqueous solution of sodium hydroxide.

Q23: (Gordon Dalzell) How much water was discharged?

A23: (Fraser Forsythe) Approximately 90 cubic metres per day. This is a small amount for the basin as it measures 41 metres long by 21 metres wide and is 2.5 metres deep.

Canaport LNG Site Update

Still working on tank 3 and are expecting the *Bilbao Knutsen* soon.

The following questions / comments were made during the update:

Q24: (Pam McNeill) It seemed like the last ship was there a long time?

A24: (Fraser Forsythe) Ship was here three days due to weather, although only alongside the jetty for 24hours.

Q25: (Gordon Dalzell) So it was the weather conditions that caused the delay?

A25: (Fraser Forsythe) You heard John McCann mention that there is a port information book. That is what we follow and it details the wind speed and sea state limits for us to berth a ship.

Q26: (Gordon Dalzell) This issue was raised in the EIA; does the number of times this has happened seem higher than expected?

A26: (Fraser Forsythe) It does seem a little higher than we anticipated but this may be because the Terminal availability postulated was for any tide and any time berthing regime. At this early stage we are restricted to only berth during daylight and only at certain times of the tidal cycle.

Q27: (Gordon Dalzell) I was wondering about an article where Repsol said they would like to double output from the Terminal by next year; do these wait times present a problem?

A27: (Fraser Forsythe) No I don't think so. By that time we will have the third tank in operation so our storage capacity will be larger.

Q28: (Gordon Dalzell) When you say you can't berth ships at night; how do you expect to overcome this?

A28: (Fraser Forsythe) We are in the early operation stages so we have restrictions placed on us by Transport Canada. Once we have completed 30 ship cycles then the restrictions will be lifted.

Q29: (Teresa Deby) How will Obama's "Buy America Policy" affect this?

A29: (Fraser Forsythe) This could be financially difficult for Repsol to market gas.

Q30: (Dennis Griffin) When will tank 3 be completed?

A30: (Fraser Forsythe) It will probably be completed by mid April to end of April. It is undergoing drying now and the tie in is next week.

Q31: (Teresa Deby) Did the traffic monitoring stop?

A31: (Fraser Forsythe) The monitoring stops for the winter. I have written a letter to NBDENV to requesting to stop this monitoring activity. I have actually instructed the security guards to complete a manual count of cars over a couple of days last week.

Q32: (Dennis Griffin) Can you distinguish between Canaport LNG and Crude Terminal traffic?

A32: (Fraser Forsythe) Yes, and we have been.

Q33: (Teresa Deby) Can we get an updated report on traffic?

A33: (Fraser Forsythe) Yes, we will take this as an action item.

Action 60-1: Request that an updated presentation on the traffic flows for the LNG Terminal be given. The presentation should show the traffic fluctuation over the past several years.

Q34: (Gordon Dalzell) Is there a new sign at the Terminal?

A34: (Fraser Forsythe) No there is not but there is a plan to do something about the sign.

(4) MEMBER UPDATES

Q35: (Dennis Griffin) I received a letter from the Committee written to the City requesting no cuts in the fire service. I was not aware of this?

A35: (Fraser Forsythe) This letter was prepared by the committee and dictated to Fundy Engineering. The letter was then prepared and sent to Common Council.

Q36: (Dennis Griffin) If there were a set of fires in the city and the fire department were tied up could Irving Oil help LNG if there were a fire?

A36: (Fraser Forsythe) Yes they could assist where possible with surplus materials but they would not use their fire truck or equipment for the refinery because that must remain in place to ensure an adequate response should a fire occur coincidentally at the refinery.

Q37: (Dennis Griffin) Why wouldn't Canaport LNG use their savings from the tax deal to pay for a fire brigade instead of writing a letter to the city?

A37: (Fraser Forsythe) Canaport LNG did not write or request the letter. That letter was requested by the CCELC and written by the CCELC.

Gordon Dalzell brought to the attention of the committee that the Irving Oil Refinery received its Approval to Operate. Mr. Dalzell stated that all those interested in seeing the approval could view it online at: http://www.gnb.ca/0009/0355/0005/English/I-6672_ECertificate.pdf

(5) NEW BUSINESS

2009 CCELC Yearly Report

The 2009 yearly report was approved as motioned by Vern Garnett and seconded by Carol Armstrong with the following amendments:

In the committee membership section the list Mispec Park Recreation Committee will be removed from the list.

The approved Yearly report will be distributed to the committee and a copy will be forwarded to the DENV.

Q38: (David Thompson) Maybe we could distribute a list to check if members who are not attending still intend on keeping their membership?

A38: (Fraser Forsythe) We will take this as an action item and distribute a list.

Action 60-2: Create a list of members who have not attended within past six months and distribute a letter asking if these members intend to keep their membership.

Q39: (Gordon Dalzell) Maybe NBDENV could submit a summary of environmental performance for the Terminal?

A39: (David Peterson) We could do this. If we look at 2009 we could have a summary of performance for the Certificate of Approval. I will bring a framework of a report to the next meeting.

The following motion was put forth by David Thompson and seconded by Gordon Dalzell. The motion was voted on and carried.

Motion: CCELC requests that the DENV submit a report to the committee summarizing the monitoring completed on the LNG Terminal for 2009 including a summary of incidents and follow-up.

Q40: (Carol Armstrong) In the February minutes it mentions the possibility of an audible alarm at the front gate is being looked at?

A40: (Fraser Forsythe) We have had the manufacturer look at this and the manufacturer believes that they can install a horn somewhere near the Terminal main gate to alert residents.

Q41: (Carol Armstrong) On 24 February 2010 between 10:50 AM and 11:00 AM I heard a siren; do you know what it was?

A41: (Fraser Forsythe) Our evacuation alert and siren is tested each week and it has two sounds. When we operate the evacuation alert the speakers throughout the Terminal also emit a warbling sound where as the EVAC siren is a continuous tone. The two sounds are not the same but operate at the same time. It is possible that that is what you heard.

Q42: (Carol Armstrong) Does Canaport LNG conduct phone surveys? On Saturday I received a phone call from consumer research about the pipeline.

A42: (Fraser Forsythe) We do public opinion poles but I don't think we have done anything recently. I think what you may be referring to is from the Brunswick Pipeline.

ADJOURNED:

8:00 pm

Submitted by: Fundy Engineering

NEXT MEETING DATE:

Monday, 12 April 2010 at 6:00 pm
Red Head United Church

ATTACHMENTS:

Table of Outstanding Action Items

Table of Actions/Responsibilities – 8 March 2010

Action #	Action Item	Responsible Party	Due Date
60-1	Request that an updated presentation on the traffic flows for the LNG Terminal be given. The presentation should show the traffic fluctuation over the past several years.	Fundy Engineering	12 April 2010
60-2	Create a list of members who have not attended within past six months and distribute a letter asking if these members intend to keep their membership.	Fundy Engineering	12 April 2010