

# Canaport LNG Project

## Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 92  
Monday, 21 May 2015  
Jervis Bay Legion, Saint John, NB  
Meeting 6:00 pm –7:30 pm

APPROVED AS AMENDED

### Committee Present:

- Armstrong, Carol Resident
- Debly, Teresa Resident
- Forsythe, Fraser Co-Chair (Canaport LNG)
- Johnston, Jan Resident
- McNeil, Pam Resident
- Silliphant, Craig ACAP
- Thompson, David H. Member

### Committee Absent:

- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Perry, Yvonne Resident
- Thompson, David Member
- Turner, Rick Saint John Board of Trade

### Resources:

- Caines, Crystal Fundy Engineering
- Dubee, Cathy NBDELG
- O'Brien, Kevin City of Saint John

### Observers:

- 1 observer

## **OPENING REMARKS:**

The meeting commenced at 6:00 pm with Fraser Forsythe welcoming everyone.

## **REVIEW & APPROVAL OF MINUTES FROM MEETING #91**

The minutes of meeting # 91 were reviewed and approved with no changes. David Thompson made the motion to accept the minutes, Carol Armstrong seconded the motion.

### **(1) BUSINESS ARISING FROM PREVIOUS MEETINGS**

91-1 *Follow-up with the invitation to CEAA to come speak to the CCELC to review the CEAA process*

*CEAA will be asked to attend the June meeting.*

91-2 *Confirm upcoming ship schedules*

(Fraser Forsythe) There likely won't be any ships until the fall.

91-3 *Provide committee with copies of the Terminal's Approval to Operate.*

Copies were sent out in the minute package.

91-4 *Prepare a summary presentation of the environmental monitoring that occurred 2014.*

A presentation was provided. A copy of the presentation will be included with the minutes.

91-5 *Invite Sheryl Johnstone to attend an upcoming CCELC meeting to review the ATO requirements.*

This action will be carried forward. Looking potentially at the meeting following CEAA attendance (to explain ATO requirements).

*Action 92-1: Invite Sheryl Johnstone to attend an upcoming CCELC meeting to review the ATO requirements.*

91-6 *CLNG to explore the possibility of paying the legion \$150 for use of the room for CCELC meetings.*

Canaport LNG agreed and paid \$150 for the hall rental for the May meeting.

*Motion 91-1: The committee requests that CLNG require all future contracts to deliver materials, or contracts that require bringing heavy equipment to the site, to use Bayside Drive for such purposes*

This motion was brought to the attention of the Canaport LNG management.

*Motion 91-2: During the (proposed) construction (for the Liquefaction Terminal), the CCELC requests that CLNG encourage the people driving small vehicles and working on the site to use Bayside Drive as a route to and from site.*

This motion was brought to the attention of the Canaport LNG management, and will encourage the use of Bayside Drive during any proposed construction.

*Motion 91-3: The CCELC requests the Department of the Environment have representation present at every meeting. If no one is available, a "brief" report shall be submitted to be read at the meeting.*

The Department of the Environment has agreed to send a report if representation is not available.

## **(2) UPDATES**

### **NBDELG Update (Cathy Dubee)**

There have been no issues at the Terminal since the last meeting. Sheryl Johnstone (Department of the Environment Engineer responsible for the Approval to Operate) is aware that the committee is interested in her attending a meeting, and is willing to come to explain the Approval to Operate.

### **Canaport LNG Update (Fraser Forsythe)**

The following site highlights were given by Fraser Forsythe:

- the Terminal is continuing operation on Boil of Gas using the booster compressor to send out gas;
- ongoing maintenance projects are underway, including painting, and will continue throughout the summer;
- no ships are anticipated until the fall (unless it is a spot cargo);
- the underwater inspection of the Jetty is continuing (underwater divers are All Sea); and
- normal inspections on SCVs are occurring.

Q1 (Teresa Debly): What is a spot cargo?

A1 (Fraser Forsythe): Regasification Terminals were designed to be supplied a certain amount of LNG on a regular basis. Presently, natural gas is abundant in North America, and this has created a change in the markets. As a result, regasification Terminals may go months without requiring new gas shipments. Spot cargos are not part of the regular contracts. They are bought when the markets are in favour, and can improve the profitability of the Terminal.

Q2 (Teresa Debly): What percentage of the gas is boiled off?

A2 (Fraser Forsythe): The gas boils off at a rate of approximately 9 mmscf per day. If all three tanks are filled to capacity, it would take ~900 days for the LNG to boil off entirely.

## **(3) 2014 Environmental Monitoring Presentation**

Fraser Forsythe gave a presentation to the committee on the results of the 2014 environmental monitoring. The presentation consisted of slides on water quality monitoring, water quantity

monitoring, atmospheric emissions monitoring, LNG parameters monitoring, and incidents. The following questions were a result of the presentation.

Q3 (Teresa Debly): How deep is the sedimentation basin?

Q3 (Fraser Forsythe): Approximately 2 m.

Q4 (Teresa Debly): Why is it important to monitor Sulphur in the gas?

A4 (Fraser Forsythe): There are Approval to Operate limits for the sulphur in the gas coming out of the stack. Sulphur in the gas would result in Sulphur Dioxide (SO<sub>2</sub>) as an air emission. Sulphur dioxide emissions result from the burning of fossil fuels, and is an air pollutant that contributes to smog. The Terminal's gas has virtually no sulphur content as it is taken out at the processing plant before it is cooled down to become LNG. Sulphur is always taken out at the source because it will freeze when cooled to the cryogenic temperature of LNG.

Q5 (Pam McNeil): What happens if there is an oil spill and it gets into the Bay?

A5 (Fraser Forsythe) Prior to a crude ship berthing, Canaport LNG deploys a boom in the event there is a release so that it can be contained. However, even if a small amount (*i.e.*, a few litres was released) it would be contained within the boom, but it would unlikely be captured as it would disperse very quickly.

#### **(4) New Business**

The CCELC annual report was distributed to the committee for their review.

*Action 92-2 CCELC members to review the annual report prior to the next CCELC meeting, and come back with any comments.*

Q6 (Teresa Debly): Is there an update on the bird incident?

A6 (Fraser Forsythe): No we are waiting for release of information from the court documents.

Carol Armstrong indicated there were a few rare bird species that attracted bird watchers to the Red Head area.

Q7 (Carol Armstrong): Would Canaport LNG support purchasing bird food for the neighbours on Red Head Road adjacent to the Terminal?

A7 (Fraser Forsythe): Canaport LNG would not support the purchase of bird food for individual residents, but may be able to look into a program that could support migratory birds.

*Action 92-3: Canaport LNG to inquire on programs that would support migratory birds*

Q8 (Teresa Debly): Why was there flaring in 2013?

A8 (Fraser Forsythe): The new installed booster compressor failed. The booster compressor upgrade project was up and running a few days before the event occurred. A major bearing failure occurred in the compressor, and the unit had to shut down for immediate repair and during the repair period we had to flare. The event occurred with small insectivore birds. We have not seen any interaction with marine birds.

Teresa Debly indicated that there is a weight limit on the bridge crossing Read Head Marsh, and asked Fraser Forsythe to make his employees aware.

Q9 (Carol Armstrong): What is the source of the noise across from the Christie's property?

A9 (Fraser Forsythe): That wouldn't be on Cananport LNG property, and we wouldn't be doing any work in that area. Cathy Dubee indicated she would look into it.

Q10 (Teresa Debly): Are there any updates on the CEAA project description?

A10 (Fraser Forsythe): A formal project description has not yet been submitted to CEAA.

**MEETING ADJOURNED: 7:40**

**NEXT MEETING DATE: JUNE 25<sup>TH</sup>, 2015**

**LOCATION: Jervis Bay Legion, 1016 Bayside Drive**

**ENCL:**

**2014 Environmental Monitoring Presentation**

**2014 CCELC Annual Report (for those who were not in attendance at the meeting)**

**Table of Actions / Responsibilities**

Action #	Action Item	Responsible Party	Due Date
92-1	Invite Sheryl Johnstone to attend an upcoming CCELC meeting to review the ATO requirements.	Fundy Eng	Next Mtg
92-2	CCELC members to review the annual report prior to the next CCELC meeting, and come back with any comments.	CCELC	June 2015
92-3	Cananport LNG to inquire on programs that would support migratory birds	Fundy Eng / Cananport LNG	TBD