

# Canaport LNG Project

## Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 96  
Wednesday, 14 October 2015  
Latimore Lake Community Center, Saint John, NB  
Meeting 6:00 pm –8:00 pm

APPROVED

### Committee Present:

- Forsythe, Fraser Co-Chair (Canaport LNG)
- Perry, Yvonne Resident
- McNeil, Pam Resident

### Committee Absent:

- Johnston, Jan Resident
- Silliphant, Craig ACAP
- Armstrong, Carol Resident
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Debly, Teresa Resident
- Thompson, David H. Member
- Turner, Rick Saint John Board of Trade

### Resources:

- Ryan, Tim Fundy Engineering
- Dubee, Cathy NBDELG
- O'Brien, Kevin City of Saint John
- Williston, Christianna Irving Oil
- Case, Donovan ALERT
- Totten, Bob ALERT

### Observers:

- 1 observer (David Griffin)

## OPENING REMARKS:

The meeting commenced at 6:00 pm with Fraser Forsythe welcoming everyone. It was decided that the meeting would start with the presentation from ALERT to accommodate the representatives from ALERT at the meeting.

### (1) PRESENTATION BY ALERT (DONOVAN CASE and BOB TOTTON)

ALERT made a presentation to the committee, which included the following points below. The presentation will not be made available to the public.

- All ships entering into the Bay of Fundy have to have a contract with ALERT for spill response, including cruise ships.
- There are 1000 ships per year, approximately half crude oil ships and the other half other (*i.e.*, cargo, cruise ships, Digby Ferry, *etc.*).
- Every tanker has to have \$1B insurance policy plus additional funds available for clean-up in the event of a fuel oil release on the water.
- National Planning Standard is the guideline that ALERT must adhere to
- Predictive tool that models oil spread is used for planning exercises to improve response effectiveness.
- Diluted Bitumen will behave like crude oil in the marine environment.
- The Canaport LNG Terminal is an Oil Handling Facility with a scenario spill size of a 50 m<sup>3</sup> release.
- If the spill occurs on land, Department of the Environment & Local Government has regulatory responsibility.
- If the spill is ocean based, the Coast Guard has regulatory responsibility.
- Should a Red Head resident see a spill – call the Coast Guard.
- Fly over monitoring out of Moncton to look for releases.
- ALERT Operations include:
  - 6 Managers
  - Subcontractors who have a large staff
  - 350 trained personnel locally
  - Could grow to 1000 quickly through their network
- Access to global resources as this is how the response industry works.
- A lot of resources devoted to training, here and at other locations.
- 50 days to clean shore line after a release per 10,000 tonnes, response is immediate.
- Computer program used to assist in preemptive support (*i.e.*, boom off an area where oil is predicted to travel into).
- Environment Canada will mandate when a spill is cleaned and the criteria that will be used.
- All ships are vetted before they can come to the CLNG Terminal. CLNG is vetted by ship owners also in a process that increases reliability and quality for both shipper and receiver.

- Bob Totten showed images of vessels, boom containment, skimmer equipment, storage on water, and fire boom, all of which are available to be deployed depending on the situation.
- During a clean-up, forces will work up until the environmental conditions are deemed unsafe for responders to work (beaufort 4 wind and sea scale). Typically, responders are able to work elsewhere on the response when offshore conditions are prohibitive.
- ALERT participates in continuous training both locally and through sending staff to conferences and exercises in other regions of the world.
- ALERT conducts 3-4 table top exercises a year
- Exercises are also completed in the field which are also observed by Transport Canada and Coast Guard and feedback is provided.
- ALERT has an agreement with Atlantic Wildlife Institute for wildlife recovery, hazing (if necessary) and rehabilitation.
- AWI have access to a Rehabilitation Trailer at ALERT for response and triage.
- \$5-\$7K to rehabilitate a bird, drops to \$3-\$4K when the Rehabilitation Trailer is used.
- AWI train people all over Atlantic Canada, for instance Bob Totten is a trained volunteer that can be called if needed.
- If ALERT contract AWI, all manpower and services provided by AWI are paid through ALERT by the responsible party.

At the conclusion of the presentation, it was decided that given the time (7:45) that we would not enter into the formal meeting and defer the meeting to the next session.

It was also discussed that the Latimore Lake Community Centre would not be used for the next meeting and that we will again endeavor to find an alternate location. It was noted that up to 10 (ten) other locations were considered and were either not available or not deemed suitable.

**MEETING ADJOURNED: 8:00 PM**

**NEXT MEETING DATE: WEDNESDAY, NOVEMBER 18**

**LOCATION: PARK AVENUE UNITED CHURCH**

**ENCL: None**