

# Canaport LNG Project

## Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 68  
Monday, 19 September 2011  
Red Head United Church Hall, Saint John, NB  
Meeting 6:05 pm – 8:50 pm

### Committee Present:

- Armstrong, Carol Resident
- Brown, Alice Resident
- Debly, Teresa Resident
- Forsythe, Fraser Co-Chair (Canaport LNG)
- Garnett, Vern SJ Citizens Coalition for Clean Air
- Johnston, Jan Resident
- McNeill, Pam Resident
- Perry, Yvonne Member
- Smith, Elsie Resident
- Thompson, David H. Fundy Baykeeper
- Turner, Rick Saint John Board of Trade

### Committee Absent:

- Court, Ivan Mayor of Saint John
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Hunter, Roger Resident
- Kumar, Hemant Enterprise Saint John
- Thompson, David Member

### Resources:

- Belliveau, Rob Emera New Brunswick
- Caines, Crystal Fundy Engineering
- Logan, John Irving Oil
- O'Brien, Kevin City of Saint John
- Peterson, David Department of the Environment

### Observers:

- 1 person

## **(1) OPENING REMARKS:**

The meeting commenced at 6:05 pm with Fraser Forsythe welcoming everyone. The agenda was approved.

### **Review & Approval of Minutes from Meeting # 67 (13 June 2011):**

The minutes of meeting # 67 on 13 June 2011 were reviewed, and approved with no revisions. The minutes were accepted by Vern Garnett, seconded by Yvonne Perry.

## **(2) PRESENTATION ON ALTERNATE CRUDE OIL PIPELINE PROJECT:**

John Logan of Irving Oil gave a presentation on the Alternate Crude Oil Pipeline Project that was submitted to the New Brunswick Department of the Environment as part of the Environmental Impact Assessment process. Irving Oil is seeking approval to use Canaport LNG's existing jetty as an alternative means to offload crude oil. The presentation included an overview of the current monobuoy and the existing jetty at Canaport LNG Terminal, benefits of having a second means to offload crude oil, proposed schedule, and the public involvement to date. A copy of the presentation is attached to the minutes.

Q1: (David Thompson) How old is the mono-buoy chain?

A1: (John Logan) Originally installed in the 1970s, the top ½ of each chain was replaced in the 1980s.

Q2: (David Thompson) What diameter is the chain?

A2: (John Logan) The links are 3-1/2" thick, 22" long, and 12" wide.

Q3: (Yvonne Perry) What type of steel is the chain made of?

A3: (John Logan) Carbon steel.

Q4: (Teresa Debly) What is the current state of the monobuoy?

A4: (John Logan) The monobuoy routinely undergoes maintenance. Recently, two of the anchor chains were replaced. Tests were performed on the chains that were removed to indicate the state of the remaining anchor chains, and they were in good condition. Testing the chains involves pulling the chain to determine the force it can withstand.

Q5: (Teresa Debly) At what point did the chain break?

A5: (John Logan) I am unsure of the exact force. The chains were as strong as they needed to be. The tests indicated that the removed chains will withstand at least 3 times the maximum load contemplated in the design

Q6: (David Thompson) Are there any issues with the existing line?

A6: (John Logan) No. The line is inspected regularly. The issue last year occurred as a result of a gasket failure, and some product leaked on the seabed. It has been fixed.

Q7: (Yvonne Perry) Will the new pipeline be above or belowground?

A7: (John Logan) The existing pipeline is from the mono-buoy and is on the seabed. The new pipeline (*i.e.*, 30" steel pipe) would be on the CLNG jetty, and when on shore would travel aboveground all the way to the Crude Terminal.

Q8: (Yvonne Perry) Would the pipeline be in an area where tide water would reach it?

A8: (John Logan) The location was designed for worst case scenario storm (*i.e.*, 1 in 100 year event). The location of the pipe on the jetty is proposed to be another 6 feet higher than the worst case scenario storm.

Q9: (David Thompson) Is a federal EIA required?

A9: (John Logan) No. Only a provincial one is required. This is the second time around in which Irving has registered this Project.

Q10: (Observer) When did the first public involvement take place?

A10: (John Logan) A public consultation process took place pre-Eider Rock.

Q11: (Rick Turner) What are the workforce requirements during construction?

A11: (John Logan) Less than 50 people.

Q12: (Yvonne Perry) What trades would be required?

A12: (John Logan) Trades could include steel workers, pipe fitters, heavy equipment, etc. It is anticipated the work will begin in April, and will be finished by fall.

Q13: (Teresa Debly) Is the jetty planned as a back-up to offload?

A13: (John Logan) Maintenance on the monobuoy could take 2 – 3 months as it could require bringing it into a dry dock. Irving would like to establish a second means of offloading crude to reduce the risk of a refinery shutdown.

Q14: (David Peterson) Would offloading capacity be similar (jetty vs. monobuoy)?

A14: (John Logan) A 1 million barrel ship would take 2 days to offload at the jetty, while only 32 hours to offload at the monobuoy.

Q15: (Yvonne Perry) How come it's been two weeks and no ships have been in?

A15: (John Logan) There is enough oil for roughly two weeks, capacity of 6M barrels.

Q16: (Teresa Debly) What is the length of the chains that were replaced (anchoring the monobuoy)?

A16: (John Logan) About half of the chain was replaced the first time around. Most recently, two entire lengths were replaced as part of the testing process.

Q17: (Teresa Debly) If the Project is given approval, would it also approve use for an Orimulsion line?

A17: (John Logan) We would have to go back to obtain approval from the DENV.

### **(3) PRESENTATION BY EMERA NEW BRUNSWICK:**

Robert Belliveau of Emera New Brunswick gave an update presentation which included slides on their rebranding, safety & environmental incidents, mechanical reliability, security, Red Head Meter Station shutdown, growth along the right of ways, Magaguadavic River Crossing, Digdeguash Lake Fish By Pass, and community support. A copy of the presentation is attached to the minutes.

Q18: (Teresa Debly) Where were the mud boggers stuck?

A18: (David Peterson) Off the Proud Road, in a wetland.

Q19: (Jan Johnston) Would you have taken their vehicle?

A19: (Rob Belliveau) We could, but didn't in this case.

Q20: (David Thompson) Have there been any other incidents of vandalism?

A20: (Robert Belliveau) There has only been one to date this year. The incident was discovered as a result of an inspection. Necessary actions were taken, and included enforcement. There has been no further activity following the enforcement.

Q21: (David Thompson) What other instances have you encountered over the past couple of years?

A21: (Robert Belliveau) We have experienced some illegal dumping of refuse along the Right of Ways, & trespassing issues with vehicular traffic (mainly ATVs).

Q22: (David Thompson) Are there any problem areas in relation to dumping?

A22: (Robert Belliveau) There is one area (Sparr Cove Road area) where there is a lot of activity. Boulders were moved in to block off access. There are less problems outside of the City, likely due to the poor accessibility.

Q23: (David Thompson) Do you experience erosion / runoff and sedimentation to streams as a result of the activity?

A23: (Robert Belliveau) Yes, if the activity in an area gets too high.

Q24: (David Thompson) How often are the grounds patrolled?

A24: (Robert Belliveau) The grounds are patrolled at least seven days a week within the city limits. The entire route is flown over once a week using a small fixed wing aircraft. The aircraft flies at different times each week.

Q25: (David Thompson) Are the inspections done by ATV or foot?

A25: (Robert Belliveau) Primarily ATV as there is a 30 km stretch from Canaport to the West Side. The flight takes an hour to fly from Saint John to St Stephen.

Q26: (Teresa Debly) How many landowner properties do you cross?

A26: (Robert Belliveau) A few hundred.

Robert Belliveau briefly discussed the meter station shutdown that occurred late spring at the Canaport site. Purging was involved, which caused elevated sound levels.

Residents within 1 km of the metering station were notified by either phone / or in person. The metering station had some small odourant leaks to repair, which were issues leftover from construction. The leaks are now fixed.

Q27: (Teresa Debly) Do you use a portable stack at the metering station?

A27: (Rob Belliveau) Yes.

Q28: (Carol Armstrong) Did the flaring cause the black smoke?

A28: (Fraser Forsythe) Emera New Brunswick was flaring some gas; however, Canaport LNG was also flaring as a result of the LNG planned shutdown. The flaring you saw was likely the Canaport LNG flaring. The volume of material sent to the flare and burned in the flare will sometimes result in less than 100% combustion.

Q29: (Teresa Debly) Why was there so much smoke?

A29: (Fraser Forsythe) I'm not sure, but would assume it was the material that had not combusted.

Q30: (David Thompson) Are releases recorded by DENV?

A30: (Fraser Forsythe) We record it by mass balance methodology, and report it on a monthly basis to the DENV.

David Peterson noted that there is no Approval to Operate Certificate for Emera New Brunswick. Operational emissions must be reported annually to the National Energy Board (NEB).

David Thompson commented on the value of these types of committees, as it allows an opportunity to hear about updates in the community.

#### **(4) ACTION ITEMS FROM 13 JUNE 2011 MEETING:**

*67-1 Kevin O'Brien to voice the committee's concern with parking on the side of the road to access Mispec Beach, and determine if the gates can be opened*

Kevin O'Brien stated that safety concerns were addressed and the gates were re-opened on the long weekend in August. Stairs were built, and some rework had to be completed as a result of wave action.

David Thompson commented that the natural solution would be to use Jan's suggestions and improve the pathway.

*67-2 Follow-up with Brunswick Pipeline to determine if they will provide an annual update at the September's meeting*

Robert Belliveau of Emera New Brunswick was present at this meeting.

*67-3 Determine if copies of the questionnaire can be provided to the CCELC members.*

Copies of the questionnaire are attached to these minutes.

*67-4 Determine what Canaport LNG does with the information they receive from the survey*

Fraser Forsythe noted that the information collected from the survey is for internal use only. Results are shared with parent companies in Madrid and Saint John.

*67-5 Determine if Canaport LNG would support a summary of yearly data on their website*

Fraser Forsythe commented that Canaport LNG would support a summary of yearly data.

*Action 68-1: Fundy Engineering to summarize the Terminal's yearly monitoring & emissions data to post onto Canaport LNG's website*

*67-6 Provide copies of the Approval to Operate to committee members*

Copies were sent to the members via the CCELC meeting package sent in September 2011.

*67-6 Kevin O'Brien to inquire on paving for Red Head Road, and report back to the committee*

Kevin O'Brien commented that there was a lot of paving performed this summer, and a lot of project listed in the capital program. There has been some patching performed on Red Head Road, and there will be some more over the next five years. Some areas of the road need reconstruction. Paving along the Red Head Road was proposed; however, never made the capital program.

Q31: (Yvonne Perry) Are trucks using the Red Head Road?

A31: (Kevin O'Brien) Trucks are not supposed to be using the road as it is designated a non-trucking route.

Q32: (Alice Brown) What capacity is Canaport LNG running at today?

A32: (Fraser Forsythe) Roughly 12.5% capacity. We'll likely be running at the plant minimum capacity until November.

Fraser Forsythe commented that if trucks are using the Red Head Road, to report it to the Police.

*Action 68-2: Canaport LNG to ensure there is no schedule conflict with the December CCELC meeting and the Canaport LNG holiday party.*

## **(5) NEW BUSINESS:**

### **NBDENV Update**

David Peterson provided the NBDENV status report update. Monthly monitoring reports are being submitted to the DENV, and there are no issues to report. Air and water emissions are good, and are significantly lower than allowable levels. There were reports from the community of strong crude odour; however, this was related to maintenance activities at the Canaport Crude Terminal. There was only 1 reportable incident last month, which involved a small hydrocarbon spill on site.

### **CLNG Site Update**

Fraser Forsythe provided a site update for the Terminal. Currently, they are doing some touch-up painting, and are performing internal inspections on internal combustion chambers of the SCV's, which is a yearly event.

Q33: (Jan Johnston) Were there any operational issues resulting from Hurricane Irene?

A33: (Fraser Forsythe) Yes, the jetty gate access phone was inundated by spray from waves. The Terminal fared well from the storm; however, jetty telephones and video cameras were hit with spray and are being repaired. As a result of the October 29, 2009 storm high waves guard rails were installed along the jetty cable tray. These suffered no damage during the storm, and there was no damage to any piping or electrical systems on the Jetty.

Onsite, a LP pump from tank 3 was removed and is being repaired. Tank 3 is able to remain in operation with two pumps..

Canaport LNG has taken the initiative and repaired the steps at Mispic Park. Matthew's Cove Wetland Restoration project is proceeding, while the Dutch Point Wetland Restoration project is complete.

A letter of acknowledgment will be going out to Kathy Roger and Glen Griffin to thank them for their service to the committee.

*Action 68-3: Send thank-you letters to those CCELC members who have resigned*

**ADJOURNED:**

8:50 pm

Submitted by: Fundy Engineering

**NEXT MEETING DATE:**

Monday, 5 December at 6:00 pm

Red Head United Church

**ATTACHMENTS:**

- Table of Action Items
- Presentation X 2
- Questionnaire

**Table of Actions/Responsibilities – 19 September 2011**

<b>Action #</b>	<b>Action Item</b>	<b>Responsible Party</b>	<b>Due Date</b>
68-1	<i>Fundy Engineering to summarize the Terminal's yearly monitoring &amp; emissions data to post onto Canaport LNG's website</i>	<i>Fundy Eng</i>	<i>Jan 2012</i>
68-2	<i>Canaport LNG to ensure there is no schedule conflict with the December CCELC meeting and the Canaport LNG holiday party.</i>	<i>Canaport LNG</i>	<i>Nov. 2011</i>
68-3	<i>Send thank-you letters to those CCELC members who have resigned</i>	<i>Fundy Eng</i>	<i>Dec. 2011</i>

**Motions:**