

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 76
Monday, 9 September 2013
Red Head United Church Hall, Saint John, NB
Meeting 6:10 pm –9:00 pm

APPROVED

Committee Present:

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

Committee Absent:

- | | |
|-------------------|----------|
| • Smith, Elsie | Resident |
| • Thompson, David | Member |

Resources:

- | | |
|-------------------|--------------------|
| • Caines, Crystal | Fundy Engineering |
| • O'Brien, Kevin | City of Saint John |
| • Peterson, David | NBDENV |

(1) OPENING REMARKS:

The meeting commenced at 6:10 pm with Fraser Forsythe welcoming everyone. The agenda was approved.

Review & Approval of Minutes from Meeting #75, 17 June 2013

The minutes of meeting # 75 on 17 June 2013 were reviewed with no changes. The minutes were accepted, motioned by Gordon Dalzell and seconded by Pam McNeil.

Pam McNeil brought it to the committee's attention that Alice Brown would no longer be attending the CCELC meetings.

Q1. (Yvonne Perry) Why is there no longer a residential representative co-chair?

A1. (Fraser Forsythe) After Stu Armstrong's resignation, there was no offer of a replacement. Presently there is no other co-chair, but if there is interest from another committee member we need a co-chair.

(2) ACTION ITEMS FROM 17 June 2013 MEETING:

75-1: Confirm committee members' commitments to the committee, and invite an Atlantic Coastal Action Plan (ACAP) representative to join.

An email invitation was extended to ACAP. At the time of the meeting, there had been no response. Follow-up will be made in regards to becoming a member.

Roger Hunter was contacted, and he expressed his wishes to remain on the CCELC mailing list, but to be removed as a member. Contact was also made with David Thompson, and he indicated he was going to attend the meeting (9th September) and make the decision of whether or not to stay involved with the committee. Hamant Kumar is no longer with Enterprise Saint John, and Keith Melvin is no longer with Department of Energy.

Expanding the CCELC was discussed.

Action 76-1: Send a letter of invite to Enterprise Saint John and Department of Energy to attend and potentially become a member of the CCELC.

Action 76-2: Post a notice in the store, as well as in Canaport Connections to see if there is any interest from the community in joining the CCELC.

Action 76-3: Extend an invite to the Red Head Community Association welcoming their representation on the CCELC

75-2: Provide the directions for registration of the Sentinel Services

Website to access sentinel services was provided in the June's minutes.

Action 76-4: Provide the number to register for the sentinel services

75-3: Simulate an evacuation with the 6 residents along Red Head Road, and utilize the Emergency Access Road

Canaport LNG has asked the exercise designers to include the above scenarios. The exercise will be conducted on 23rd of October. Canaport LNG do not know what the exercise will entail in advance of the exercise occurring. The exercise will begin in the morning, and it will go all day. It will involve many different parties, including the Emergency Measures Organization (EMO), Fire Department, Police, etc.

Fraser Forsythe indicated in the event of a real emergency, the Terminal would call 911, which would be directed to the Saint John EMO and would begin a defined response process. If it was Canaport LNG's responsibility to contact the residents, it couldn't be done in a timely manner as they have to deal with the emergency at hand. (Fraser Forsythe) As in any Emergency Management Plan (EMP), our first priorities are the people, followed by the environment, and lastly property.

Q2. (Gordon Dalzell): Has the EMP been updated recently?

A2. (Fraser Forsythe): Yes. It is a live document. Most recently, the plan has been updated to reflect the new procedures for notifying the residents. We do not print the EMP, as it can become very quickly out of date.

75-4: Provide notification to the residents along Red Head Road of the changes to the evacuation procedures

(Fraser Forsythe) Residents along the Red Head Road were sent notices on the change of procedures.

Q3. (Gordon Dalzell) What would occur if there was an armed attempt at the Terminal?

A3. (Fraser Forsythe) We would not engage armed intruders and would work to keep our people safe. Possibly direct Operations to lock everything down and wait for police to respond.

Q4. (Gordon Dalzell) Is there a no-fly zone over the Terminal?

A4. (Fraser Forsythe) It is my understanding that there are no no-fly over zones in Canada except some army bases. Aircraft must fly 1000 ft above the ground level in an unpopulated area, which is similar to other larger airports. The flight path is 50 m east of our process area.

A5. (Dave Thompson) Does Transport Canada look at other industries and how they deal with security?

A5. (Fraser Forsythe) Transport Canada Marine Security comes to the site, and they conduct a Threat Risk Vulnerability Assessment (TRVA) to identify areas which can be

improved upon from a security standpoint. They provide direction, and then Canaport LNG writes the plan with the help from the experts. The plan is then submitted for approval by Transport Security Marine Canada (TSMC). Canaport LNG has to renew the plan next year in May 2014. The TRVA concluded the biggest threats were marine security whereas it is difficult to enforce on water. The perimeter of the site is gated; however, there is no fence around the jetty. There is a tracking system on larger vessels, but this does not include fishing boats.

Q6. (Gordon Dalzell) Is it correct that Homeland Security has visited the site?

A6. (Fraser Forsythe): Yes, they have been at our site on two occasions. They don't have direct approval, but they may make suggestions for improvements. One thing they did notice is that our personnel do not carry any firearms. No other industry in Canada is legislated to wear firearms in exception to Point Lepreau. Overall, Homeland Security was pleased with the security at the site.

Q7: (Yvonne Perry) Is there a patrol schedule?

A7: (Fraser Forsythe) Yes. It is random.

Q8: (Teresa Debly) Would you say safety is higher now than what it used to be?

A8: (Fraser Forsythe) Safety at the site has improved tremendously, perhaps 50%, as a result of refining processes, tweaking equipment, conducting training, exercises and drills, etc.

Q9: (Yvonne Perry) With the bombings at the Boston Marathon, did that change security at all at the Terminal?

A9: (Fraser Forsythe) The facility operates differently under different security levels. The level of security is dictated by Transport Canada. With no threat to security, Terminals would operate under a MARitime SEcurity (MARSEC) Level 1. If there was a perceived threat to Atlantic Canada, all Terminals would go to a MARSEC Level 2. Facilities would then have 12 hours to bring themselves up to operating standards of a Level 2. In Canada, there has only ever been two instances in which the MARSEC Level was a Level 2, and one of those incidents was a false alarm.

Q10: (Teresa Debly) Do you have a rough idea percentage wise how much of the budget goes towards security?

A10: (Fraser Forsythe) 50% of my budget goes to security, 50% goes to Health, Safety, and the Environment.

Q11: (David Thompson) Upon completing the exercise (23rd October), will that report be available?

A11: (Fraser Forsythe) No, for security reasons. An after action report will be prepared by specialists working with our regulators. We then input their recommendations in a tracking system, and develop improvement actions as necessary.

(3) NEW BUSINESS

New Brunswick Department of the Environment and Local Government (NBDELG) Update

David Peterson provided an update on the Terminal's EIA registration for LNG ship loading. It is currently going through technical review. Questions from the Technical Review Committee (TRC) have already been answered by Canaport LNG, and any issues have been resolved. A decision is forthcoming in the near future.

(David Peterson) There were three reportable incidents in the last quarter: two of which were small spills and a case where Zinc levels in the water within the impounding basin are higher than the specified criteria for release in marine water. We are not sure what the cause is at this time. The water from the impounding basin is being returned to the site.

(David Peterson) The Certificate of Approval addresses water and air quality. To date, there are no significant issues. There have been some complaints in regards to elevated flaring.

<Discussions occurred on the Canaport Crude Terminal, which are not captured in these minutes as they are outside of the committee's mandate>

As a result of the above discussions on the Canaport Crude Terminal, the following motion was made:

MOTION 76-1: The Canaport Community Environmental Liaison Committee (CCELC) requests the Department of the Environment issue a Certificate of Approval for the Irving Oil Canaport Crude Terminal in Saint John New Brunswick whereas this facility is a source of fugitive emissions; whereas air emissions are unregulated at this facility; and whereas the facility will soon be serviced by a new pipeline from the Canaport LNG Multi-Purpose Pier.

The following members abstained on the motion:

1. Fraser Forsythe
2. Rick Turner

All other members present were in favour.

Action 76-5: Include Gordon Dalzell's questions regarding the LNG Ship Loading Environmental Impact Assessment (EIA) and the responses within the next meeting minutes

Teresa Debyly made a motion to go back to monthly meetings. Jan Johnston seconded the motion.

Motion carried committee will return to monthly meetings.

David Peterson suggested the community needs an amalgamated committee to discuss issues relating to all industries and potential projects within the area and not only the Canaport LNG Terminal. Fraser Forsythe indicated he would look to NBDELG to mandate such a committee.

Action 76-6: David Peterson to get back to the CCELC regarding what discussions are taking place with respect to community liaison

David Thompson indicated this committee is more open in comparison to others.

CCELC Yearly Report

The CCELC Yearly Report was reviewed, and was accepted by motion of Yvonne Perry, and seconded by David Thompson, motion carried.

Canaport LNG (CLNG) Site Update

Fraser Forsythe provided an update of the Terminal activities. The following dates highlight the milestones for the LNG Ship Loading EIA.

- July 24 – LNG Ship Loading EIA Registration
- July 28 & 29– Notice was placed in the Telegraph Journal
- Aug 28 – Public Participation Period closed.

Only two sets of comments / questions were received from the public. Letters detailing the project and the public involvement process were sent out to CCELC members, residents, and other community stakeholders. Currently, questions from the Technical Review Committee (TRC) and the public have been addressed and are being reviewed by the NBDELG. They will then render a determination.

Q12: (Teresa Debyly) Did Repsol purchase a ship?

A12: (Fraser Forsythe) I don't think so.

Q13: (Teresa Debyly) What capacity is the plant running at?

A13: (Fraser Forsythe) Approximately 1% capacity.

(Fraser Forsythe) The new Boil Off Gas (BOG) project was put into operation; however, it tripped offline and thus resulted in continued flaring. We are attempting to put it back online. The new BOG has a complex control system that requires fine tuning, which is designed to protect the equipment.

The tanks 2 & 3 are being topped up with perlite insulation. The perlite, which is a fine powder, settles down over time and requires topping up. LNG tanks all over the world do this. It is a simple job technically. In order to top the tanks up, we have to reduce the pressure in the tanks, which means flaring more boil off gas. If the new compressor was up and running, we could be sending the BOG to pipeline using the high pressure booster compressor.

Gordon Dalzell commented on the new paving along Red Head Road, and wanted to acknowledge the City of Saint John for the work.

Gordon Dalzell also referenced an article that was in Tuesday's paper "Forging a Natural Gas Plan". A copy of the article is attached to the minutes.

ADJOURNED:

9:00 pm

Submitted by: Fundy Engineering

(4) NEXT MEETING DATE:

Tuesday, 1 October 2013 at 6:00 pm

ATTACHMENTS:

- Table of Action Items
- Gordon Dalzell's Questions and Answers regarding the Ship Loading EIA
- Article "Forging a Natural Gas Plan"
- Approved CCELC Annual Report

Table of Actions/Responsibilities – 9 September 2013

Action #	Action Item	Responsible Party	Due Date
76-1	Send a letter of invite to Enterprise Saint John and Department of Energy to attend and potentially become a member of the CCELC	Fundy Eng	1 Oct
76-2	Post a notice in the store, as well as in Canaport Connections to see if there is any interest from the community in joining the CCELC.	Fundy Eng/CLNG	15 Oct
76-3	Extend an invite to the Red Head Community Association welcoming their representation on the CCELC	Fundy Eng	1 Oct
76-4	Provide the number to register for the sentinel services	Fundy Eng	1 Oct
76-5	Include Gordon Dalzell's questions regarding the LNG Ship Loading Environmental Impact Assessment (EIA) and the responses within the next meeting minutes	Fundy Eng	1 Oct
76-6	David Peterson to get back to the CCELC regarding what discussions are taking place with respect to community liaison	David Peterson	1 Oct

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