

**Brunswick Pipeline Saint John Community Liaison Committee**

**Minutes**

**February 27, 2016, 2-4 p.m.**

**Hampton Inn & Suites, 51 Fashion Drive, Saint John**

Present for the meeting were:

Joe Armstrong, Saint John Fire Department  
Ellen Murphy, community member  
Chris Carvell, community member  
Pam Peiser, community member  
David Peiser, community member

Christian Richard, Emera New Brunswick  
Frank Campbell, Emera New Brunswick  
Melanie Hartt, Emera New Brunswick  
Stacey Pineau, Emera New Brunswick  
Andrew Langille, Spectra Energy

**REVIEW OF MINUTES AND ACTION ITEMS**

A company representative gave an overview of the meeting agenda and initiated roundtable introductions. He then provided a safety moment on eye protection, noting that it is an important consideration at home as well as at work.

Minutes were reviewed. There were no comments from committee members on the minutes.

**PRESENTATION: OPERATIONS MANAGER ROLE**

Company representative spoke about the appointment of a new Operations Manager and the need to demonstrate to the National Energy Board appropriate internal oversight of Brunswick Pipeline, in addition to the oversight provided by Spectra.

Company representative introduced himself and spoke about how he came to be in the Operations Manager role at Brunswick Pipeline. He commented on his past experience in pipeline operations. He said that he has taught pipeline operations as well as providing governance over project development.

There were no questions for the company representative.

## **PRESENTATION: WATER CROSSINGS AND ATV TRAFFIC**

Company representative made a presentation about water crossings and ATV traffic. She spoke about an environmental inspection completed by the NEB in July and how their inspection report noted recreational vehicle use and traffic around water crossings. She said that after the inspection, the company developed an erosion management plan. She spoke about erosion management levels ranging from I, basic, to III, extreme. She spoke about measures that would be used to address each level of erosion. She also commented on what level of assessment each area would be subject to.

She noted that, in 2015, a company representative and an NEB representative walked the entire right-of-way by foot because it was not possible to observe enough information from the air in the City of Saint John. She said that this year, they will follow up on action items noted.

A community member asked if ATV clubs were running on the right of ways. Company representative said that it is a mix of ATV users – some who are licensed and members of ATV clubs, but others who are not.

She then commented on methods of mitigation being used in areas where erosion is problematic. She showed an image from Little Lepreau River. She noted that at that site they are going to add riprap and put a single layer of gravel to maintain passability. She said the passage will be fixed to ensure that the same crossing remains in use.

Company representative provided more detail on the exact area in question on the Lepreau River and showed the fording site of the ATVs as it currently exists. He noted there is quite a steep bank and damage has caused material to run down the bank.

Community member commented that there was a lot of flooding last year that caused more material to move and additional erosion to take place. Company representative said that additional erosion has caused changes to the flow of a number of waterways.

Community member said he had been upriver and had observed an area with brush and rocks that had moved in. Community member commented on possible damage caused by extensive flooding that took place. Community member commented on how he could see this as a large problem if ATV traffic continues to travel in the same areas. Company representative noted that the clubs have rule following members, non-rule following members and individuals who are not part of any club. He said that it is difficult to determine how to make direct contact with the ATV users who may be traveling in the affected areas. He noted that this is a problem that is common to pipelines.

Company representative said that the NEB had noted additional traffic in New Brunswick as opposed to other areas. Company representative spoke about how much space there is available for the ATVs to travel in New Brunswick because there is less development. Community member said it is likely best to work with the ATV drivers to help them understand why they should not travel the pipeline, rather than trying to erect barriers. Company representative said the more barriers are put up the more it can be

viewed as a challenge by ATV drivers who use the right-of-way. Community member spoke about the importance of mutual respect, both on behalf of ATV drivers and property owners. Company representative said there are a couple of areas in the province where ATV traffic is more prevalent. He said that ATV traffic attracts other traffic, such as large 4x4 trucks. He also noted that the frequency of traffic seems to go up if there is an economic downturn. He said acceptance of ATV use is quite high in New Brunswick.

Fire department representative asked if company representative knows the depth of the pipeline in the areas that are most affected. Company representative said that we do. He said that when we look at operations from a broader scope we look at protection of the pipe. He said that when we see recreational vehicle activity on the right of way they have found the best solution is to create a surface that ATV drivers do not want to travel on because it damages their tires. He said barriers will deter, but less law-abiding will find a way over, through or around. He commented on a situation on another pipeline right of way where they had put in a series of rock walls and that within two days it was evident on social media that efforts were being made to destroy the walls. Company representative said the walls held up, however. Company representative said that it was clear that barriers just caused a diversion of traffic and did not eliminate it. Company representative said that typically ATV users find a way around. He said that there is one site where locks get cut every week on the east side of Saint John.

Company representative provided another photo example to show two breached berms on Sparks Lake. Another company representative spoke about his knowledge of the area. He said the berms had been in the area to direct water flow. He showed where traffic would travel along the right of way and noted how fine material would be introduced into the area.

Company representative showed another image to demonstrate how the sediment berms work. She noted that the berms had been breached by ATVs, and said the berms are still working but not working as well. She noted that the example was off route 755. She then showed a close-up of the actual channel. She spoke about efforts to reintroduce dogwood. She commented on the steep entry point to the watercourse. Community member said that it would be difficult to reintroduce vegetation and keep it alive with recreational vehicle traffic moving through the area. Company representative said they are trying to maintain the single fording spot. Company representative said that forded sites become grandfathered under provincial legislation once they are stable, after five years.

She spoke about plans for mitigation efforts in the year ahead. She asked members of the CLC if they have ideas, comments or suggestions. Community member spoke about how extra rock placed near her property had helped reduce ATV traffic. She said that ATV users had broken a fence of a neighbour. She noted that in years past she had contacted company representative regarding traffic. Community member spoke about how ATVs travel through and that once extra stones were put in place it had helped eliminate nearly all traffic, though the vehicles have been able to travel over snow in winter months. Community member said that some ATV users create a bad reputation for others. Community member said that mutual respect for your neighbour on the road and trails is key.

Company representative spoke about his experience with similar traffic in a past role. He noted that a person had to pay the cost of having their vehicle removed after it became stuck on a pipeline right of way. Community member asked if Emera New Brunswick receives a lot of calls from people related to ATV traffic. Company representative said no, we do not, saying there is an acceptance that has occurred in terms of traffic and that the enforcement of provincial trespass law is very weak. He noted that Emera New Brunswick does not own the affected land and that only the title owner could press charges. He said you have to be caught trespassing and warned and there is a length of conditions which must be met in order for charges to be pressed. Community member said that most of the ATV traffic is in remote areas. He said that it is mostly uncontrolled. Company representative said this traffic cannot be eliminated. Company representative said that some ATV users are unaware there is a pipeline there. Community member said that signage might be helpful, but noted he is aware there is already signage in place.

Company representative spoke about his experience in a past role with signage being effective. Company representative spoke about part of our regular responsibility being monitoring sites like this to ensure we preserve environmental integrity and integrity of the pipeline. Community member commented that drones might be useful. Company representative noted that we fly the pipeline every week and said we investigated drones, but there are line of sight regulations via the Transportation Safety Board. Company representative said there might be a way to work in line with the regulations and they are investigating. Community member said that perhaps stations could be put in place along the pipeline route to allow for use of drones. Company representative said the laws of the province make effective enforcement difficult. Company representative said that we will not be able to influence ATV users, but must instead focus on protecting the pipeline and the right of way to the best of our abilities. Company representative said we can educate as many ATV clubs as we can. Another company representative said that even if we talk to the people who are doing the damage, it is unlikely we will see a substantial reduction in traffic.

Community member said many trails in her area are just made. She said that creating a better access point might be helpful. Company representative said this is an established recreational activity. Company representative said there are more ATVs registered in New Brunswick than cars. Company representative noted that if anyone has additional comments they can feel free to provide them at any time and said we will provide an update as we move forward.

## **BUSINESS UPDATE**

Company representative noted that, because of mild weather, gas prices are lower and Canaport LNG has been flowing less. He noted that two winters ago gas was up to \$80 and is now \$2-\$3. He said that is typical and depends on the weather and the market. He said the pipeline and Canaport are up and running and ready to respond as needed.

He said that because of the mild winter we should have fewer erosion issues based on melting snow. He said it will likely be a good year from that perspective. He said that we are planning a mock emergency with City of Saint John first responders. Company representative said location will be at the Red Head

Meter Station and the scenario will be around a spill of mercaptan, which is used as an odorant, and the subsequent response to that. He said the mock emergency will be entirely simulated. Company representative noted that the odorant can be smelled in the Red Head Meter Station. Community member asked over what distance the odorant can be smelled and if it is possible to smell it in Red Head. Company representative said that has occurred on occasion, but it has been a number of years. He said that when deliveries occur it is a completely closed loop and deliveries are made once per year at most.

Company representative also mentioned that we will have a cleaning pig clean the pipe in the spring and analyze results. Company representative explained how the cleaning pig works. He explained how the pig is inserted and removed. Company representative said that regasified LNG is quite clean. He said that in terms of activity there is not a great deal of additional activity around the pipeline. Community member asked how long the cleaning takes. Company representative said it ranges between seven to 11 kilometres per hour, meaning the process would take approximately 14 hours. Company representative said the worst case would be 22 hours. Company representative said it depends on the volume of gas being shipped by Canaport, so the pig use must be timed to align with appropriate flows.

Company representative said that a new cathodic protection bed is being put in place in the Bay Street area. He said that a cable will come off the line and go down adjacent to Ridgewood. He said the anode bed would be at the tail end of that. He said timing will be sometime in the summer. Company representative mentioned this allows us to monitor the pipeline to see how well corrosion protection is working. Company representative said this is an adjustment of the system and that there is a constantly fluctuating dynamic. Company representative noted that it is a quiet time operationally and he is planning for the year to come.

Company representative mentioned that work around the closing of Emera's acquisition of TECO is ongoing.

Company representative mentioned community investments made, including a \$150,000 to the Emera New Brunswick Promise Partnership Bursary in partnership with UNB. He also noted Emera New Brunswick's title sponsorship of the 2016 East Coast Games. Community member mentioned the importance of corporate investments in infrastructure such as playground equipment.

Company representative asked if there were any other questions or concerns. He asked if there is still continued interest in a tour of the Red Head facility. CLC members agreed they were. Company representative said we would look at making arrangements.

**MEETING CLOSED.**