

<b>MEETING DETAILS</b>	<b>Woodfibre LNG Project – Community Consultation, February 2014</b> Squamish Open House 1 February 5, 2014, 5:00 p.m. – 8:00 p.m. Howe Sound Inn Squamish, B.C.
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<b>PURPOSE</b>	Notes from a question and answer session during an open house for the Woodfibre LNG Project Community Consultation held on February 5, 2014 at the Howe Sound Inn, Squamish, B.C.
<b>FACILITATOR</b>	Judy Kirk, Kirk & Co. Consulting Ltd.
<b>MEETING RECORDER</b>	Kai-lani Rutland, Kirk & Co. Consulting Ltd.
<b>ATTENDEES</b>	Approximately 135 people attended the Open House.
<b>PROJECT TEAM ATTENDEES</b>	AG Gelotti, President, Woodfibre LNG Byng Giraud, Vice President, Corporate Affairs, Woodfibre LNG Alex Brigden, Project Director, Woodfibre LNG Marian Ngo, Manager, Communications and External Relations, Woodfibre LNG Calum McClure, Liquiline Reece Fowler, Golder Associates Mark Milner, Golder Associates Gordon Addison, Innovative Research Dave Bennett, Director, External Relations, FortisBC Art Kanzaki, FortisBC Carol Greaves, Fortis BC Megan Harris, Capital Projects Consultation and Communications, BC Hydro Rick Kormendy, Western Forest Products

<b>KEY THEMES</b>
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- Some participants were concerned about the potential impacts of the Woodfibre LNG Project on the air quality and marine environment in Howe Sound, noting that marine life was showing signs of recovery following the end of industrial activity at the Woodfibre pulp mill and the Britannia Mine.
- Some participants asked Woodfibre LNG to select electricity to power the liquefaction process regardless of cost, stating that it would be better for the community than using natural gas.
- Some participants expressed concern and sought information about emissions that would result from the Woodfibre LNG Project, with some particularly concerned about potential odours or visual impacts.
- Some participants sought information about the worst-case scenario that could occur from the transportation of LNG.
- Some participants asked about the nature of the jobs that the Project would create during operations, including whether they would be highly specialized jobs that would need to be outsourced, or if they would be available to local workers.
- Some participants asked why Woodfibre LNG had chosen to locate this project in Squamish, suggesting that a project of this nature should not be sited in a highly populated area like Howe Sound.

*The record notes that the question and answer segment of the meeting was called to order at 7:02 pm.*

*(Abbreviations will be used and mean – Q: Question, A: Answer, C: Comment)*

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------------------------	--

**1. WELCOME**

*Judy Kirk welcomed participants and explained the format of the meeting. Judy informed participants that the meeting was being recorded for accuracy and that questions and comments would be attributed to participants in the meeting notes.*

**2. QUESTION AND ANSWER**

- Q: *Pierre Friele:* There is a proposal for Campbell River. Is this project in competition with the Campbell River project? Are these projects in competition or can they both go ahead with equal viability?
- A: *Byng Giraud:* That project is called Quicksilver. We have no business relationship with them. The pipeline that goes there is the same pipeline that comes by ours, it passes us first. We don't know what business arrangements they have made, I don't know who they are looking to for their source. We have the same pipeline and we are developing a relationship with FortisBC to take what surplus gas there is, so I'm not really sure what their business plan is.
- Q: *Pierre Friele:* Well maybe FortisBC can answer that.
- Q: *Judy Kirk:* Are you also asking whether they compete for customers?
- A: *Pierre Friele:* Yes, I mean that is the idea. Is there viability for both or for one, and if only for one, then I think for air quality and dispersion there is better opportunity for dispersion in a place like Campbell River than here in Squamish.
- A: *Byng Giraud:* It is a commodity so there is some broad competition, but the market is such that with facilities of our size and theirs, it is unlikely we would be fighting over the same customer.
- Q: *Juliana Cho:* I was wondering, previously it was so stinky and bad air quality, right now we have good fresh air and no smell. I wonder with the LNG company what would happen to the air quality? Will it hamper our health? What are the greenhouse gas emissions and toxins?
- C: *Judy Kirk:* So if you would allow me to summarize and correct me if I am wrong, you are concerned about air quality, smell, and emissions.
- A: *Alex Brigden:* So first, will the plant smell in the same way as the old one? The answer is no. You will not have a smell in Squamish from our activities. From our LNG plant there will be some emissions: CO<sub>2</sub>, sulfur dioxide, other emissions which would depend on the design of the plant. We are at early stages of design and we have to make some clear decisions, which is why we want feedback from you as the community. One of the major decisions that affect our emissions is whether we use electric drive or gas turbines for the power of our compressors. We welcome your feedback about that, which will help us to decide what technology to apply.
- Q: *Juliana Cho:* So your company will use electric drive not gas power?
- A: *Alex Brigden:* This is a decision we have yet to make. We are currently doing an engineering study with BC Hydro to ensure BC Hydro can supply up to 140 megawatts of power to us. We need to establish if it is feasible, and if it is feasible, then we can decide whether on gas or electric drive to power the turbines. I want to make one thing clear though, it is only for the refrigerant

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------------------------	--

compressors that this decision is for. The rest of the plant is fully electric drive and will be from BC Hydro.

- Q: *Lucinda Jones:* Last night when I attended the small group meeting at Gleneagles Golf Course, one thing that was made clear: this is a very new stage and there is not a lot of knowledge about a lot of things. If I was a teacher of maybe grade 7 or 8 students, a lot of the responses and information seem to be of that level. There were lots of concern about floating dock arrangement, which seems to be the preferred attachment to the shore, and the reasons for this were very unclear. Whether it be for a smaller tax base or the component for the whole infrastructure of how the boats are going to be loaded and is mostly going to be produced in China and floated here and then attached to the shore. Whether it is cheaper for them or if they were to build it on land maybe more environmental work that needs to take place. This is really, when we talk about the ships, I am a sailor, to think of tankers going through the ocean and carrying what is needed to our trading nations across the ocean is fantastic, but this is really just the icing on the cake. My question is, what are you going to do when Canada says we will not allow fracking. The fracking thing is so harmful to the rest of our country. For people who are having to move because of fracking, this is the issue: what are you going to do when you will no longer have the gas?
- C: *Judy Kirk:* So let's start with the question, which was, what would you do if fracking were outlawed in Canada? But I think you also made several assertions and I think that they should have a chance to respond to some of that as well.
- A: *Byng Giraud:* I will leave the fracking aside first for a couple of things, you asked about shipping, why floating, the tax base, fracking and the level of information. When you build an industrial project in B.C., and I am a lifelong British Columbian, when you go to the public, two things happen, you either come too early, with not enough information, or too late, telling them something you have already decided. It's a struggle. This is an early stage in project, this is the beginning of the environmental assessment (EA) process, we are months and months away from filling our EA application, we are still in the engineering. So some of our answers, when we say we haven't made a decision yet, it may seem kind of evasive – that is not what we are saying – this is truly the first stage of the project. This is not a government-mandated consultation; we have chosen to take this on upon ourselves. We want to hear and know your priority issues now, because if we don't hear them now, we won't be able to integrate them into the engineering. We don't have some answers I'll admit that. Why are we looking at floating and the shipyards we are considering? It was said they would be built in China, but they could be built in Dusseldorf, Germany. There has been no decision on that. That is too early to say that. I am going to turn it over to Alex on why floating and why one piece.
- A: *Alex Brigden:* To construct the facility in a single construction yard, which is purpose-built to construct this type of facility, it gives us very good control of the building of the facility and testing of the facility in the shipyard and a single contractor for all aspects for the construction. We believe this is a benefit for the Project to build that in one place instead of bringing component parts that are not manufactured here in Canada, because the technology is not available in Canada, bringing it to the site and assembling it here in separate parts. Our preference is a floating facility that can be built in a purpose-built construction facility with the skill sets and the ability to test the safety systems and operation systems in the yard. We are far from deciding what yard and far from

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------------------------	--

completing our engineering studies for the design. What I can say is, the skill set we are looking for, it is unlikely that yard will be in Canada.

- Q: *Alexandra Kucayuslu:* My question is about air conditions, I've lived in Britannia Beach for the last 18 years and I still remember the smell from Woodfibre. Also, there was a big problem with the water in Howe Sound. The wildlife was dead after the mine and now without Woodfibre we have excellent air, wildlife has started growing and what would happen if something were to happen to the ship transporting the gas? I think about Britannia Beach because we are so close. What would happen 100 metres or 200 metres around, what happens to the houses and people around? So what about the ships?
- C: *Judy Kirk:* So I think there were three basic things there: air quality, ships and concern about gas. I am going to ask Reece if you wouldn't mind talking about some of the environmental studies that you are doing.
- A: *Reece Fowler:* At the moment, as of June last year, we started baseline field studies on land and water collecting everything from plankton and zooplankton to identifying what sort of plants are available. Baseline studies are really getting an understanding of what is there right now, what the habitat is currently like. You then take that information and compare what might happen with the proposed developments of the site. Your question about air, we are trying right now to get an understanding of what the climate is, the types of air pollution that may be coming from other sources in Howe Sound. We can then use that to compare to what may happen with the project of this nature at the Woodfibre site.
- Q: *Judy Kirk:* And what would you do if you found that this project would add to air emissions?
- A: *Reece Fowler:* One of the benefits of looking at the environmental side of things at such an early stage is that we can talk with engineers about what to avoid in terms of design. Air emissions, we can suggest levels that engineers can find technology to keep it low. We are trying to provide that guidance now with the baseline study information, about with what sort of avoidances need to be integrated during the engineering process to avoid the impacts. And if there is a situation where those impacts can't be avoided, how can we mitigate to reduce the effect of those on the environment.
- C: *Judy Kirk:* Byng, I think you should please explain to the group something about the EA process, because these studies are part of what you have to submit.
- A: *Byng Giraud:* So, where is the process? To start, we have a concept. First thing you have to do is submit a project description to the provincial and federal governments. We filed this back in November and December. That is basically just our concept of what this will look like. It is our ticket to entry, how we start the EA process. We filed that, the Province said you will need to do EA, as we expected, and so did the Feds. As of Friday we just entered that stage. You have to go through that process simply to enter the environmental assessment stage. What the government will require of us from this point is we will set up working groups with community members, First Nations and regulators. That working group will determine what the valued components are to the community, things that the EA should consider. They will then say to us this is how you should write your document, these are the rules. This is called Application Information Requirements. We are probably at least six months away from going through all of that. In the meantime, because we

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------------------------	--

only have a refined concept, and we are months away from the EA, our team is trying to take the data from people like Reece, and community input, and , highlight issues and then modify our design. That has to be done so we have something more solid for you in the future and this has to be done before we actually make our application for environmental certification. Then we will apply in the summer. The earliest we will be getting a certificate is in summer 2015. This is why your input is needed and also why we are out here before the regulators actually require us to be.

- Q: *Judy Kirk:* There was also a question about shipping? The question was generally about the safety of shipping.
- A: *Alex Brigden:* I want to make clear that both the installation and the ships are in highly regulated industries, regulated by the federal and provincial government under the Canadian Safety Authority and Transport Canada. The LNG shipping industry has an excellent record; there has never been an incident and no record of loss or spilled LNG. In any case, LNG is non-toxic and non-polluting.
- Q: *Paula Mendes:* Alex, you said are taking in public consultation from the community in regards to what is the best practice for electric power or natural gas for the liquefaction, my question to you is, as a resident of Squamish, I would hope that you would do what is the cleanest and the safest. As a community, I would think that you would be doing what is the cleanest and safest way to liquefy this gas and to store it, regardless of cost. Regardless of whether you get cutbacks, whether it is tax or whether it is BC Hydro of FortisBC or another player.
- C: *Judy Kirk:* So you are saying, look regardless of cost, you should be looking at electricity power.
- Q: *Paula Mendes:* My question is why would you not do what is the best, the cleanest – why wouldn't you just choose electricity? Why would you even consider gas?
- A: *Alex Brigden:* At the moment we are in the process of an engineering study with BC Hydro to understand if our requirement for 140 megawatts of power can be provided by BC Hydro, we have not yet completed that engineering process. We need to know it is feasible.
- Q: *Kati Palethorpe:* If BC Hydro can't provide it, would they go ahead anyway? If BC Hydro could provide it, would you take it?
- A: *Alex Brigden:* We have stated our preference is for electric drive. If BC Hydro cannot provide 140 megawatts of power to us, we are working really hard to make this a reality, to see if this can work but if they cannot, moving forward our choice for our refrigerant compressors would be gas turbine drive.
- Q: *Kyle Martin:* I am not sure if there have been changes since I last looked, but why is the pipeline going through the estuary?
- A: *David Bennett:* The estuary comes down through here, the pipeline has to get past it to get to Woodfibre. The proposed pipeline, it is not actually going through the estuary but under/below. We will directionally drive that. It will go down a hole, under the estuary and back up again. That is the way we did the pipeline in 1991 when we put it in. You see a line on map, it doesn't mean we are digging up the estuary, we are trying to find the best route to take, but we will be going under the estuary.

<b>MEETING DETAILS</b>	<b>Woodfibre LNG Project – Community Consultation, February 2014</b> Squamish Open House 1 February 5, 2014, 5:00 p.m. – 8:00 p.m. Howe Sound Inn Squamish, B.C.
------------------------	--

- Q: *Talia Martz-Obeslander*: I am from Quest University. A colleague of yours actually said that the pipeline expansion would not go through the estuary, is that true? Now I am hearing mixed messages.
- C: *Judy Kirk*: So earlier you heard it would not go in or under. Is that true?
- A: *Art Kanzaki*: Similar to what Byng has been mentioning, we are still in the process of gathering information. We have heard feedback and concerns about the estuary so we are looking to see if we can find an acceptable route. We are still in the process of gathering information to address the concerns around the estuary. Once we have collected all of that information, we will turn around and present that for approvals.
- C: *Judy Kirk*: So what I hear you saying is, and I have never heard this before, is that you are not sure where that pipeline is going to go, but if it did have to cross, it would go under the estuary. Is that right?
- A: *David Bennett*: Right, it has to cross some way, probably under.
- Q: *Talia Martz-Obeslander*: Can you explain the financial difference between using hydro and natural gas, and possibly explain the cost differences?
- A: *Byng Giraud*: No, actually we can't at this point.
- Q: *Patrick*: You are looking for information to cross the estuary, have you asked the Squamish Estuary Conservation Society? They have plenty of information on that. Not speaking for the society but for myself. I would like to see the pipe going north of the existing pipe. We understand it will go under the river but where it is crossing it is not actually in the wetland. What I don't want to see is a pipeline crossing in the wetland south of the existing pipe. We fought a long battle to preserve the estuary and a lot of people are willing to take that fight.
- C: *Judy Kirk*: Sir, we appreciate that, thank you. It brings to mind something I have been trying to tell people since they started coming in, you won't find a question in this discussion guide or feedback form about the proposed gas line, but as this gentleman has just mentioned, if you think that there is something here that the overall team should know, whether FortisBC or Woodfibre LNG, please put it the feedback form. This is also available online.
- Q: *Jenna*: With regards to collecting baseline data about all of the environmental characteristics, I am wondering, given Howe Sound is an ecosystem that is on the road to recovery, if that is really appropriate to be taking a snap shot now, or if there is effort to look at what Howe Sound used to be or what its potential is?
- A: *Reece Fowler*: It is part of this baseline collection, we are collecting data as we know it today, but are also looking at the historical reports and historical information that is available for Howe Sound to get an understanding of what was there and how it has evolved.
- Q: *Judy Kirk*: But as to projecting in to the future that is not something it sounds like you do?
- A: *Reece Fowler*: At the moment this is something we haven't looked at that, but it is a valuable comment.
- Q: *Robin Wetzel*: What is the worst-case scenario? How far would that reach? Are you insuring, what is the cost of insuring and to what extent are you insured in terms of clean up?

<b>MEETING DETAILS</b>	<b>Woodfibre LNG Project – Community Consultation, February 2014</b> Squamish Open House 1 February 5, 2014, 5:00 p.m. – 8:00 p.m. Howe Sound Inn Squamish, B.C.
------------------------	--

- A: *Alex Brigden:* Good question. I want to repeat that the installation has very heavy regulations from federal and provincial government. It is a highly regulated industry so safety is the main priority. We are at the beginning of the study, so that study is yet to be done to look in to the worst case situations. I don't have that data for you here today.
- C: *Judy Kirk:* But he said, what would be the worst-case scenario?
- A: *Byng Giraud:* We don't know what our insurance will be until we actually design the thing, plus the government often requires bonds. It is too early to know. Worst-case scenario, we will preface everything we say with "the extreme unlikely event" and we can say that because it has never happened before. Since 1964 these ships have been running, 140,000 trips – nothing has happened. People are still going to say, what is the worst that could happen? An event, ship-puncture or spill. In the first place, it is unlikely because they are double hulled vessels and it has not happened. This is an industry that takes it very seriously. I have to paint a picture.
- C: *Robin Wetzel:* I am not asking the likelihood. What is the worst-case scenario?
- A: *Byng Giraud:* I need to paint a picture, right, because you are asking me about something that is very unlikely to happen. So: puncture, spill, liquid spills out, hits water, water acts as a heat sink basically it sucks the cold out of it, it gets warmer and evaporates, rises in to atmosphere. As it rises in to the atmosphere it has to get to a certain composition to be ignitable. Just the bits on the edge. Follow me here. So it has fallen out, evaporated, moving up, it is lighter than air, you have to find an ignition point with that unusual percentage up here. So what do I need, I need this unusual event of a spill to happen, I need the vapour to be contained, then I need that 5 – 15% and an ignition source. Could it happen? Absolutely, anything can happen. Has it ever happened? All we can speak to is the record.
- C: *Robin Wetzel:* Well not nothing, 1944.
- A: *AG Gelotti:* In 1944, in Cleveland, something happened during the war when the metal composition of the facilities was compromised because they were using the metal to build tanks. Back in the 1940s when there was shortage of nickel to make stainless steel and the metallurgists didn't quite understand the cryogenic material, they built a storage container in Cleveland using carbon steel and then they put LNG in the tank, not realizing the carbon steel would be brittle and crack under such cold conditions. So they put the LNG in the tank and eventually the carbon steel cracked and the LNG leaked out. The industry has learned a lot from that time – that you must use aluminum or 9% nickel steel to contain a cryogenic material like LNG. All the ships that are built have a containment system that is designed to contain the LNG.
- Q: *Kati Palethorpe:* Back to worst-case scenario, we have a lot of cloud coverage usually, would that not prevent some of the vapour from rising? There is no LNG plant, as far as I know, that has ever been built in a sound. This is a very unique area, where we have mountains that might contain/prevent the vapour to rise. Would the cloud cover not keep the vapour at a lower level?
- Q: *Judy Kirk:* When you study air quality, will your studies cover that air movement?
- A: *Reece Fowler:* Air specifics is something that is outside of my expertise. One of my colleagues, Mark, can speak to it.
- A: *Mark Milner:* That is a good comment and something we can look at. Right now that hasn't been on the table, we are more focused on the particulate matter such a NO<sub>x</sub>, sulfur, those things. That is a risk assessment; it is a different ball game.

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------------------------	--

- C: *Judy Kirk:* In this discussion guide and feedback form, there is a list of studies and I think it would be a very good place to put that for you or others that might feel that that would be important.
- Q: *Katie Palethorpe:* Is there an LNG plant built in a sound?
- A: *AG Gelotti:* I am thinking of a liquefaction plant built somewhere in the world that I am familiar with that's built in a similar location. The only two locations I can think of that are similar, and I would actually have to look more in detail at them. There is a facility in operation in Alaska for many years, operated by ConocoPhillips, when you see it, it is similar to what you see here. There is also an LNG facility in northern Norway.
- Q: *Kestrel Kunz:* You talked about likelihood of combustion but you didn't talk about the likelihood of rapid phase transition. I was wondering if you could speak about that.
- A: *Alex Brigden:* Rapid phase transition is when a cryogenic liquid like LNG meets a warm surface such as water and it transitions instantly from liquid to gas. It can do this in a very fast manner. If LNG were to contact with the ocean, you will hear lots of sounds, popping and banging, as it transitions from liquid to gas. This can happen if LNG contacts with the water.
- Q: *Kestrel Kunz:* Can this not cause infrastructural damage? When you say it makes a popping, you make it sound like it is not a big deal, but can it not cause damage to ship causing the ship to sink?
- A: *Alex Brigden:* Indeed the rapid phase transition releases energy, whether it causes damages to the ship, you have to have many things happen. You must have enough pressure to do this. Remember that the ships are double-hulled. It is not possible to say that it will cause damage.
- Q: *Craig McConnell:* I detect a certain level of fear of the unknown and when rubber hits the pavement, it is the design group, the engineers, their expertise and their longevity of design experience that you rely on. I am not asking that you reveal the shortlist of your EPCMs, but I would like to know what level of expertise that you are seeking from the engineering, design and construction firms that you asking to tender on the Project.
- A: *Alex Brigden:* It is extremely important that we shortlist and we use engineering companies with a long track record. We have short listed two companies, one from the U.S. (Black & Veatch) and one from Germany (Linde), both with a long track record of LNG liquefaction facilities. We are in the process of deciding what technologies we will be using.
- Q: *Paula Mendes:* Why did you choose Squamish? I know that the plant is there, it is for sale – but the majority of LNG plants are built in non-urbanized areas. It has been stated over and over to not build in urbanized areas. This plant is being built in a sound that is a populated area. Beyond that the land is for sale, why did you choose Squamish?
- A: *Byng Giraud:* Firstly, with regards to these things generally being located in urban areas, there are facilities in urban centres, one in Boston.
- A: *AG Gelotti:* But the one in Boston is a receiving terminal. The liquefaction facilities that have been built in urban areas, the gas resources are typically very distant from any urban market and the only way to transport it economically is to liquefy it. When looking with this particular site, this site is industrial. The site also has the key elements you would need to build a small-scale LNG export facility. It has an existing pipeline so the natural gas source is readily available. We do not have to build long distance pipeline capability, such as what they are doing in northern B.C. It has power, BC Hydro capability if they are able to provide the 140 megawatts we need. It is a deep water port,

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------------------------	--

these ships require deep water. They have 11.5 metre draft. In other areas around the world, they have had to dredge or built long jetties to get the ships in. For example, in Cove Point, Maryland there is a one mile jetty built out to the pipeline. Those long jetties, that is a lot of extra money in terms of keeping your project competitive. This site has all the advantages. Also it is an opportunity, for what I believe, is a very safe and clean industry that will bring long-lasting and sustainable jobs to the area – managerial jobs, labourers and highly technical jobs. This is an industry that is sustainable and will be here long time.

**Q:** *Kestrel Kunz:* Employment, I've heard it will provide around 50-100 jobs. Earlier you mentioned expertise and how you are really looking for experts. If you are looking for expertise, how many of those 50-100 jobs will be outsourced and how many will be provided to local residents and community members who already live here?

**A:** *AG Gelotti:* We want local content as much as possible. We prefer to do that in all aspects of the project. There are some aspects of this project where the expertise exists elsewhere. In this case for the jobs, we are in early stages of defining what specific jobs we will need and what the actual number will be. To the extent that we can identify local talent to use we want to do that, we also are looking to create training programs so that if we have to bring in expertise from elsewhere to get people hands-on training, that can be done. So what we want to do is we want to look at ways that we can get people trained so they have the skills for the type of labour force we will need. We are working with education entities on that front.

**Q:** *Emma Linde:* I liked Kestrel's question because it touched on the economic incentives for Squamish, which is an advantage worth considering. Can someone comment a little bit more on the economic incentives for Squamish residents and specifically on the short- versus long-term result on the tourism industry and if this plant will survive a loss of market if Asian markets start sourcing natural gas locally.

**A:** *Byng Giraud:* We have been trying, meeting with different organizations within the community – some environmentally focused, some sport and education focused. These meetings translate into us becoming a member of the community. We have met with these organizations and asked them, how can we bring some benefit to you and the community? What else can we do? The educational programs, perhaps bring pilot programs here to train local workers. There are other things we can do here, we are going to pay municipal taxation and bring good jobs. The community for some time has been missing a large tax payer that can also do more such contributing to local organizations, environmental groups. A large organization like ourselves, we are earning our social license yes, but we will try to engage with as many organizations as possible. You, as the public, have to assess whether that benefit is worth it.

**A:** *AG Gelotti:* This is a subject we could talk about all night. The major markets for LNG are in the Pacific Rim, they don't have any indigenous supply, so they have to import. They have options to import natural gas. The majority of gas that these countries are importing is used to produce electricity. They are doing it because natural gas is more environmentally friendly than oil and coal.

**Q:** *Doug Brubacher:* I think it is fantastic that there is a possibility the Woodfibre site will get some productive use. Having said that, Woodfibre left that place in one heck of a mess, we haven't heard

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anything about the cleanup of the site. What is the status of the site and has cleaning been started?

A: *Byng Giraud:* In January of last year, we entered into an agreement with Western Forest Products (WFP) to purchase the site for \$25 million, but built into that was approximately \$7 million to remediate the site. There is a hundred years of history and pollution. The foreshore was filled with compressed wood chips, there are four landfills on site one with asbestos. Rick is here and can speak to that, he takes care of the site currently. A condition of sale was that we paid WFP to remediate the site. This is an industrial site that will never be able to be used for any other purpose other than industrial activity. Can't build accommodation or grow food on this site. This is why you see fenced off areas. This is a polluted site. WFP are going to clean it up as a condition of sale. Once they have done that and received a certificate of compliance from the Ministry of Environment, the sale will be happen. We will cover the landfills, cap them, replant them and green it up. We have talked to some of the tourist operators in the area who are worried about the visual impact, they have seen the pictures, we think we can actually improve it. Will it ever be perfect? Will it ever be a clean site in the sense that which you want it to be? Probably never. The water treatment plant, maybe one day we will be able to shut it off, but maybe we won't be able to. We, the company, will be assuming the environmental liabilities of that site and frankly only a company the scale of us could actually take on these responsibilities. From 2006 to 2014, there hasn't been a lot of interest because you do have to assume a lot of responsibility.

<b>3. CLOSING REMARKS</b>
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C: *Judy Kirk:* Thank you everyone for staying for this question and answer period. In the discussion guide you will see that there are four more meetings, we hope you will let your friends, neighbors and colleagues know.

*The record notes that the open house ended at 8:05 p.m.*