

MEETING DETAILS	Woodfibre LNG Community Consultation Squamish Small Group Meeting June 18, 2014, 1:00 p.m. – 3:00 p.m. Executive Suites Hotel & Resort Squamish, B.C.
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PURPOSE	Notes from a Small Group Meeting for the Woodfibre LNG Engagement held on June 18, 2014 at the Executive Suites Hotel & Resort.
FACILITATOR	Judy Kirk, Kirk & Co. Consulting Ltd.
PRESENTER	Byng Giraud, Woodfibre LNG
ATTENDEES	Ron Anderson, Councillor, District of Squamish Bill Baker Craig McConnell Danielle Smith Delena Angrignon Eleanor Bowcock George Preis Ivete Sturdikove Jane Perepalkin John French Kati Palethorpe Leslie Henta Mathea Reardon Mitchel Perepalkin Paul Russell Paula Donville Phil Donville Randall Lewis Sharon Gosnell Star Morris Teresa Rowley Yang Shang
PROJECT TEAM ATTENDEES	AG Gelotti, Woodfibre LNG Byng Giraud, Woodfibre LNG Alex Brigden, Woodfibre LNG Jennifer Siddon, Woodfibre LNG Marian Ngo, Woodfibre LNG Gord Addison, Woodfibre LNG Jonathan Turner, Hemmera Lara Taylor, Hemmera Doris Huey, BC Hydro Bryan Corns, BC Hydro Karen Schroder, Kirk & Co. Consulting Ltd. Kai-lani Rutland, Kirk & Co. Consulting Ltd., meeting recorder
BC EAO ATTENDEES	Josh Handysides, BC EAO

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AGENDA	Amber Paulson, BC EAO 1. Welcome and Review Agenda 2. Discussion 3. Closing Remarks
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KEY THEMES

- Some participants were interested to know more about the size and scale of the key infrastructure components of the Woodfibre LNG facility
- Some participants expressed concern that the Woodfibre LNG Project would negatively impact real estate prices within the surrounding communities and requested that the Project’s effects on real estate prices be studied as part of the environmental assessment
- Some participants requested that Woodfibre LNG tell the community the amount of tax they would be paying to the District of Squamish
- Some participants expressed concern about the proposed water cooling system and were particularly concerned with the temperature and chlorine levels of the water returning to Howe Sound

DISCUSSION

The record notes that the meeting was called to order at 1:00 p.m.

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

Welcome and Agenda

Judy Kirk opened the meeting and round table introductions of the Woodfibre Project Team and participants were undertaken.

Discussion

C: *Byng Giraud:* The front of the Discussion Guide, this is the current configuration and what we intend to build, further adjustments are possible before we file our Environmental Assessment application. There are two vessels on the right of the page, above that is a tower. We will discuss later, I just wanted to point that out.

Why we are doing this? The government requires us to do a certain level of consultation, but we found it makes more sense to do more than what is required. We went out in February and there was not a lot of government mandated process. Here we are again, and we are trying to go a little above and beyond to get greater input. I want to point out that there are a number of changes in this document that are results of comments from the February consultation. This is valuable to us; it’s not just an exercise. That has impacted the project and it is valuable. The second half of that page is the schedule and there is another open house tonight. At the meeting tonight, the BCEAO will be present as part of their government consultation.

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On page three it quickly summarizes input from February. This is not our only type of consultation, we continue to meet with community groups throughout the corridor. This is not our exhaustive efforts but a summary. We also try to explain the government’s process a bit more. There is a regulated and mandated consultation process right now. It’s important that I point out the two websites for the BC Environmental Assessment Office (BC EAO) and the Canadian Environmental Assessment Agency (CEA Agency). Those are the two organizations overseeing this process, although it’s led by BC EAO. We encourage you to visit those sites. Finally, to give you a sense of the site – the aerial photo is what the site looks like today. The building on the right is a small power plant.

Page four looks at, what is the project? Basically this is a modest, small LNG facility. We call it small compared to the ones up north. Below that are some points as to why we chose the site. There’s a gas pipeline that serves Squamish and Whistler and goes to Vancouver Island that was put in in 1990. That pipeline passes right through the site. It used to power the mill. A 138KV line passes right through to power the site. The 500KV line at the towers also pass right by the site. It’s an existing deep water port. It’s within the City of Squamish and is zoned industrial in the Official Community Plan. Below that, are six bullets that speak to the image at the bottom of the page. One and two are the liquefaction facility there are two parts. One takes gas from Fortis, and the removal of some components. One is the smell that is artificially added by Fortis and some other things we can get into detail about shortly. Then the actual liquefaction plant. Alex can explain this better, but we take the gas, remove the elements, make it cold (-162 degrees) to turn it into liquid. That shrinks the gas to 600 times smaller as a liquid and then you can put it on a ship and transport it. Three, four and five are not moving ships but storage vessels. This is where we will store the LNG while we wait for the moving vessel. There are three parts to that, the jetty, the storage and the one side of the infrastructure to connect to the ship. Finally, to the southwest, are the non-hydrocarbon parts of the facility where we have the administration building, sewage treatment plant, and some infrastructure related to taking power from BC Hydro.

- Q: *Teresa Rowley:* Byng, I’m wondering if you can discuss the scale of one and two, three, four and five in terms of its actual size. Just wondering why the flare is not labelled with a number, is it meant to be?
- A: *Byng Giraud:* Purely an oversight which is why I bring it up at the beginning. Alex is best to give you specifics on size.
- A: *Alex Brigden:* The liquefaction plant, one and two labelled in the discussion guide, is 250 meters long by 60 metres wide, the two columns are about 80 meters tall. The flare towers are about 115 meters tall. The storage is about 295 meters long. The combination of the two ships, the width is about 95 meters.
- Q: *Teresa Rowley:* Are those the same size as the tankers that are carrying the LNG? Are each one of these storage containers twice as long and twice as wide as a BC Ferry?
- A: *Alex Brigden:* I’m not up to speed on the size of a BC Ferry.
- A: *Byng Giraud:* The ships that come into Ron’s facility (Squamish Terminals) are about one-third longer than that.
- C: *Kati Palethorpe:* It’s about three football sized fields.
- A: *Ron Anderson:* The vessels that come into our site are between 200 – 210 meters.

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Q: *Jane Perepalkin*: Why is the storage off shore?

A: *Alex Brigden*: The reason we have selected a floating LNG unit is because we are in a seismic area and to build an onshore LNG storage tank for 250,000 cubic meters is challenging to meet codes and to withstand a possible earthquake. Second, when this is decommissioned we have to remove all units and it's easy to take it away and leave the site as it was.

Q: *Delena Angrignon*: What is the distance between the one and two, to three, four and five?

A: *Alex Brigden*: That is about 300 meters.

Q: *Delena Angrignon*: Then from ships to land?

A: *Alex Brigden*: It's about 20 meters.

C: *Byng Giraud*: Speaking to what we learned in February, the most significant changes to the project that have taken place, these are the big ones: the first one is moving the liquefaction plant from a floating facility on the water to on land. We heard from the community that there was concern about marine acoustics from that factory and its impact on the environment, that the community would miss out on jobs, and finally that being on water you would avoid taxation. The third one wasn't really an issue, we had been informed that whether on land or water in terms of tax it would be the same. So our engineers went back and looked at the facility and all things being equal, the cost wasn't that much more, so we moved it on to land. The other significant thing we did, based on community input and doing this right, we looked at how to power the facility and liquefaction facility. We heard a lot of concern about how the Project would affect the air shed. We are fortunate enough to be on a vigorous part of the BC Hydro grid. We spoke with BC Hydro and they can provide us with the power we need to operate this facility. We made that choice which significantly diminished GHGs, and the NO_x produced by the site. Those decisions impacted how to cool the facility. We need to remove heat from the equipment as it's described here. This creates an intake pipe which will be below the surface. It pulls in water in a closed loop system. This water doesn't interact with any of the liquefaction process. Then that water is discharged. There is an additive and we want to be clear about that. Some chlorine is added, that came from the sea water, to keep the facility clean of natural material. Those are three significant changes.

On the next page, these aren't as significant, but worth discussing. This is a remedial site; it has 100 years of industrial history on it, some of it good, but it left a lot of pollutants and standards were different back then. We have paid to have assistance in cleaning from Western Forest Products and once they have remediated the site, they will apply to receive a Certificate of Compliance from the Ministry of Environment. This paragraph is an update of the work they have done. They have submitted a plan that is in front of the BC Ministry of Environment right now for review.

In February we had very preliminary numbers about jobs and the kinds of jobs the Project would need. While some of those things are still being worked out, we are able to talk about those numbers more confidently now. By moving the facility on land that will increase the number of people to 500 people per year, for two years of construction. When it's operating, about 100 jobs will be at the operating facility but that doesn't include administration and HR. Some of the jobs are specialized like environmental engineers and some less specialized. There is a range of jobs. We believe a large majority of these jobs can be filled by the local labour force. We have received the export license from the National Energy Board, which was approved by them in March.

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- C: *Josh Handysides*: This project is reviewed under the BC *Environmental Assessment Act* and the *Canadian Environmental Assessment Act*. As part of that review the federal government has granted substitution whereby the provincial process satisfies both the provincial and federal requirements. At the end of our process we will present our report to the provincial Minister of Environment and the Minister of Natural Gas & Development as well as to the Federal Minister of the Environment. Both levels of government will make their own decisions and both levels have to feel there was sufficient First Nations consultation. There could be a case where the federal government says that the province hasn't done enough. There are two phases to this provincial process, the first is the pre-application, which is where we are now – setting up requirements what needs to be studied on the project. All the work that they have been doing with community members, First Nations and Local Government over this year helps to identify which valued components need to be studied. You start with a giant list, take a look at how the project interacts, then you look at what things are there is no mitigation for. You try and get the right list, and that's the process we are in right now. We are seeking input on what the list of things that should be studied will be. There will be more information at our open house tonight and on Woodfibre's website.
- Q: *Judy Kirk*: And right now you are in a public comment period about the scope of the study?
- A: *Josh Handysides*: Yes. And in this public comment period, we have tried to focus the public on helping to select those valued components. We have tried to use a more simple plain language document to engage all the public and not just those with the technical knowledge. We have had some people point out that there are two key areas missing from the document. One is the list of cumulative effects and the second is the list of accidents and malfunctions that they will be required to provide information on. So this week there will be documents posted to cover off those two areas and we will be extending the public comment period an additional 30 days so the public has adequate opportunity to provide input on those. Those are two of the key aspects of the Environmental Assessment. It's only three or four additional pages.
- Q: *Teresa Rowley*: Byng, going back to electric drive, you mentioned prior to liquefaction that you would take the impurities out of the natural gas. What are those impurities? When you take them out where do they go?
- A: *Alex Brigden*: Firstly, they are not impurities; they are non-liquefiable components in the gas, because the gas is the same gas delivered to your homes from FortisBC. When you burn it in your stove it's exactly the same gas we receive. We don't consider them impurities, but when we liquefy anything these things can't be liquefied. They include water because it would freeze, it includes CO₂ and mercury. We remove them from the feed gas before the liquefaction process.
- Q: *Teresa Rowley*: CO₂ is burned off?
- A: *Alex Brigden*: The CO₂ we remove is already in the feed gas and is not a combustion element. However, in order to make sure the off-gas, which has some other elements such as sulfur, we combust them in a hot oil boiler and that's also where the CO₂ is released.
- Q: *Teresa Rowley*: I was wondering how they dispose of mercury?
- A: *Alex Brigden*: There is process technology using activated carbon which removes the mercury and keeps it embedded in the activated carbon. About every five years cartridges of activated carbon are removed and sealed in approved containers and moved to the manufacturer for disposal.

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- C: *Kati Palethorpe:* We have broken down the Environmental Assessment process for everyone in bite sized pieces to walk them through how it works. It can be complicated online. I'm coming back to the water cooling system. I know I bugged you about it the last three meetings but I have more questions. I looked at the amount you are taking out to do the water cooling. You have to take out 17,000 cubic meters. It was cubic meters right?
- Q: *Judy Kirk:* For the record and the group I want to clarify that you are asking, how much water is being taken out of Howe Sound in this cooling process?
- A: *Alex Brigden:* We have a continuous sea water process. It is 17,000 cubic meters per hour.
- Q: *Kati Palethorpe:* There's 1,000 liters in a cubic meter. My question is, you manufacture chlorine out of the sea water, in that process, do you have to take the salt out? To make chlorine out of salt water, it is a chemical process. Do you take the salt out, what happens to the salt and what is the acidity level when the water goes back in ocean?
- A: *Alex Brigden:* That's a little bit too technical on the chemical side. I don't have the answer to that, but we should know that.
- Q: *Kati Palethorpe:* When you put the water back in to the system it can be up to 10 degrees warmer than ambient water. What do other facilities do? Do they do the same thing? Is there a process where you could cool down the water before you put it back in?
- A: *Alex Brigden:* There's an LNG plant in Norway that you could reference. It's a Statoil plant that's run by a Norwegian state owned oil company Statoil. They use water cooling, and it's much the same system we have proposed and they take it from 25 metres below and use it for the cooling process. The difference is that theirs is direct cooling where they use the seawater in the heat exchanger where the other side is the mixed refrigerant hydro carbons. Our cooling water process is indirect, which means the seawater cooling goes through the heat exchanger and on the other side is fresh water and it's that fresh water that goes through another heat exchanger. Now we believe that it is a safer process because there is no direct contact between sea water and hydrocarbons in a single heat exchanger.
- Q: *Judy Kirk:* Is there a way to cool the water more before it goes back in to the ocean?
- C: *Kati Palethorpe:* Bring it back to the way it was.
- A: *Alex Brigden:* We are looking at ways to reduce the difference as much as possible. One of the mechanisms, when we receive gas from FortisBC the pressure of the gas is higher than the pressure of the gas we take into our plant. When you let down the pressure of the gas it cools and elements can freeze in the pipeline. When the pressure is let down, we have to warm the gas up. One of the mechanisms we are looking at is to use the sea water as a heating element for the gas when it is let in or pressure let down. That exchange of heat would be able to cool the water to some degree.
- C: *Kati Palethorpe:* But the chlorine aspect and taking out the salt aspect is not addressed in that. It's just a temperature difference.
- C: *Randall Lewis:* The duty of consultation is from the Crown, with respect to the First Nation. We will be engaging in those consultation processes. The question I have is regarding the province's mandate about the 209 conditions and how does that relate to the provincial jurisdictions? Secondly, how do Christy Clark's five conditions work in relation to the National Energy Board, Department of Fisheries and Oceans, Environment of Canada and the Province? You mentioned

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that the province is taking on the lead subject to the respective governments. I need to understand how those are interwoven with those respective governments. Harper recently changed the legislative mandates for the Department of Fisheries and Oceans and Environment Canada. Those mandates were changed with Bill C38. Their mandate has been forfeited over to the National Energy Board. I need to understand how those 209 conditions and five conditions relate to that. Also, Bill C45, the *Canadian Environmental Assessment Act* been dramatically changed to accommodate industry. Bill C45 is another ominous bill that was pushed by the federal government and affects the delegated mandates of the federal government subject to the CEAA process. That's concerning to me because how are their legislative mandates of reduced obligations engaged in this process with the 209 conditions. With that in mind the National Energy Board has assumed some delegated obligations which have greatly marginalized the DFO. In this process look at as a respective sign of good faith and trust to re-engage with the DFO so we know that the habitat and everything else will protect the fisheries and are not marginalized through these bills. I've heard it mentioned that Christy Clark is going to cut the red tape, what does that mean? Does it mean that they are going to marginalize legislation such as Bill C45 & Bill C38 have done so the proponent has easier hurdles to get over? Will they require essential due diligence required to protect the habitat? The province in the past changed legislation to accommodate themselves, an example is Myer Creek which was a park and residential area, two parks. They changed and elevated it to 15 parks. The province changed it because they couldn't clean up the estuary. Has there been any recent changes in the elevated nature substances as per past policy been elevated recently? I need to understand before more changes happen. Have the emission levels been increased to accommodate those levels? I need to know that also. Lastly, when they built the first pipeline, there was slope destabilization and we had some debris flows into the Squamish River from the watershed. That resulted in fishery habitat destruction, debris flows and. I need to understand what the mandate is for the National Energy Board with fishery habitat since the DFO has been marginalized. To me and the Squamish First Nation this will impact the fishery habitat, it impacts Aboriginal rights and title. I need to understand the corridor of this new pipeline coming through the Squamish watershed what geotechnical work has been done? With that in mind, the Squamish Wildlife plan is going to be impacted by a right of way that's going to go under estuary. Going through the Squamish Wildlife Management Area, that will impact the right of way and Aboriginal rights and title. I have asked for discussions with other provincial representatives saying that you have to stay out of the Squamish wildlife management area. Between the 1990s and 2000s this community assembled and fought very hard to build and protect the estuary. The existing and preferred route going under the Squamish River has now changed. That is very concerning. The Squamish Environmental Society, the Squamish Watershed Society and other entities in the community are looking to protect the areas. We have stated and will state again, you need to move the existing pipeline that's going under the existing Squamish River right now. You have to get out of the Wildlife Management Area. In the past we have fought hard for that and we will fight diligently again. The emission levels you are talking about, I need to understand because it's been known that mercury has been raised from 2 parts per million to 15 parts per million. The federal government emission levels are 6 parts per million. I need to understand if the federal government has raised their emission levels such as what the province has done? The province has made major legislative changes in the past to accommodate industry. I need to understand what the province's

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mandates are at this point in time. How do these 209 and five conditions relate to CEAA and the BCEAO.

- C: *Judy Kirk*: Thank you for that. We have that on record. There are two representatives from the province. There are no representatives from FortisBC, so we will make sure Fortis gets a copy of what you have said, and for Josh, your colleagues. I don't imagine there are answers to your questions today, but Josh if there are please go ahead.
- A: *Josh Handysides*: There are a lot of issues for us to discuss with Squamish First Nation, we are working on a process with them and Woodfibre, FortisBC, BC Hydro, Ministry of Aboriginal Relations and others on ensuring that we do adequately satisfy Squamish's concerns or rights to title to ensure that there's a process to give you the right information. That's something that both myself and Byng have been working closely with. I think we are on a good road to having a much more robust process. I should make it clear for people in the room, the National Energy Board is responsible for projects that go between provinces. If it's in BC only, they do not have jurisdiction on it. For all the existing LNG pipelines up north, including the 49 kilometre pipeline as the current design stands, falls in the BC process of those.
- C: *Judy Kirk*: Right now, while the pipeline delivers gas, it is not integral to what Woodfibre LNG is responsible for.
- C: *Josh Handysides*: I just want to make one other clarification, the 209 conditions and the five points have to do with heavy oil pipelines, they have nothing to do with natural gas pipelines. I would be happy to talk with people after about that, but it does not relate to this part of the industry.
- Q: *Star Morris*: My comment refers to page 10 of the document, and who is paying for the project and if there is any government or public money involved. I know it has been clarified before that if Woodfibre goes with electric they will be responsible for cost. Can you explain how the costs are covered for the increase in infrastructures that will be needed for the compressor stations because Fortis has also said that they are going to go with electric power?
- A: *Byng Giroud*: We have to pay for any additional infrastructure so we are in negotiations with Fortis what those prices will be. It's in the hundreds of millions of dollars.
- A: *AG Gelotti*: So any of the capital dollars that BC Hydro or Fortis has to spend to accommodate this facility will be at the cost of the project, we will pay these costs.
- Q: *Delena Angrignon*: This question is for AG. On your export license, it shows the ownership of the gas you are exporting, the contracts you will make or whatever else is held by a Singapore company. All the corporate taxes from the volume that will shift overseas will be paid in Singapore not Canada. Is that correct?
- A: *AG Gelotti*: No, that's not correct.
- Q: *Delena Angrignon*: Can you explain where the money is? It says that Pacific Oil & Gas owns Woodfibre LNG export.
- Q: *Judy Kirk*: Delena, do you want to know whether the Canadian incorporated company pays the appropriate tax?
- Q: *Delena Angrignon*: No, I want to know on the contracts because it shows on the contract who owns them. If they own them they will pay taxes on that.
- A: *AG Gelotti*: To clarify, Woodfibre LNG will own and operate the project on the site and will be paying PST on all the equipment that is being brought into the province. We will be paying property

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taxes, will be paying all the taxes associated with owning and operating this project here in British Columbia. The federal government is talking about having an export tax on LNG. We will also pay the tax on the exported value of LNG from the facility. The offshore entity is put in place to be the entity who is marketing the LNG into Asian markets. That entity will charter the ships that we need to come to the terminal to off take the LNG.

- Q: *Delena Angrignon*: The LNG tax you're talking about is the 1.5%. You're not talking about the holder of the contract. China buys this natural gas.
- A: *AG Gelotti*: Here's how that works: the entity that we have in Singapore will have a contract with an affiliate here in Canada and the two of them have a sales contract. The affiliate in Canada will be selling the LNG at the loading terminal onto the ship. There will be taxes they will pay around that transfer price. The entity that is exporting will have separate contract outside of Canada in Japan, South Korea, Taiwan, China, any of the markets and that transaction will occur in that jurisdiction.
- Q: *Delena Angrignon*: What will the tax be in Canada on that affiliate? The affiliate is paying a tax fee that Pacific Oil & Gas would charge them. How does that work?
- A: *AG Gelotti*: The tax on that affiliate, being the affiliate that is buying goods to export out of Canada, is the same tax structure that any other company that is exporting mining equipment, crude oil or anything else, it is the same way. There are tax treaties between countries for international commerce and this will fall under the same tax treaties, rules and regulations.
- A: *Byng Giraud*: The tax structure needs to be approved.
- Q: *Delena Angrignon*: So you have to set up an affiliate yourselves?
- A: *Byng Giraud*: This is the choice we have made. But let's talk about logs. A company here cut logs, and prepares them, then they go to the ship and someone buys them at that point. What they do with that material in that country is only taxed in that country. Once we put it on the vessel and they pay all the tax for all the processing, the LNG tax, PST tax, corporate tax, carbon tax, municipal tax, all taxes. Once the product is out of the country and someone does something else with it, that's an action that takes place in another country.
- Q: *Delena Angrignon*: So what you're saying is that the buyer is a Canadian corporation paying Canadian tax on that volume of contract purchase in Canada, the affiliate.
- A: *AG Gelotti*: No, what he is saying is the entity is selling the LNG as a registered Canadian company and it is transacting with a company that is registered in Singapore as the buyer of the LNG. Those two will transact when the ship is loaded here. That transaction at the point will pay whatever taxes the government puts on the sale of goods placed on LNG in Canada. The same as when there are sales in logs. Taxes would be paid on the transaction in your jurisdiction and once that ship sails into international waters, Canada doesn't follow it around the world to see where it goes. That happens between the buyer that just bought it and paid the taxes in Canada already. Then they deal with the new taxes in the new jurisdiction when they go and do their transaction there.
- Q: *Delena Angrignon*: So this is a proposal to the government?
- A: *Byng Giraud*: These are typical tax structures.
- Q: *Paul Russell*: Hypothetically, they sell the gas cheaper to a company that is distributing gas to avoid paying Canadian taxes. Is that a possibility?
- A: *AG Gelotti*: When you are looking at the commercial structure you look at what risks and what segregation of duties is best placed in each entity that is providing a certain service. Since everything done for producing LNG is done in Canada it is best for a Canadian entity to manage that because the entity that is buying the export doesn't have the expertise, knowledge and

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contacts in Canada to be able to do that. From a business perspective you have that expertise located here. When you are looking at total amount of dollars you're investing to be able to build the facilities and provide the service. It's a business perspective. When you are looking at Fortis building the pipeline, or BC Hydro building a facility they are trying to get a certain return on their equity investment that the government feels is fair and equitable. That's how they make their decisions.

Q: *Judy Kirk:* What Paul is asking is would you sell low to avoid tax?

A: *AG Gelotti:* No.

C: *Judy Kirk:* Thank you very much. We are going to move on to page 11, air quality. In previous meetings people said they wanted to get through some environmental issues, so we will go through page 11, 12 and 13 then pause.

C: *Byng Giraud:* We talked a little about the switch from gas to electricity and what that means. Each blue box, in simple terms, outlines what the impact will still be. Here we say impacts to air quality, climate, GHGs and emissions and what are those effects on public health. We talk about some of the things we are proposing to help mitigate those things. We are interested in your thoughts. Are there more things we could be doing? What are your concerns about what the remaining impact will still be? Some of the things we have done is switch from gas to electricity. When the vessels come in, those that are capable can plug in, although as I understand not a lot of the vessels have that capability yet. Dual fuel, they will have to use the lesser emissions fuel. You can do things on site with vehicles, idle time restrictions to reduce GHG emissions and emergency shutdown mechanisms. Those are some of the things we would like to hear your thoughts about.

C: *Judy Kirk:* Mitchel, I see your hand, but I'm going to ask that we go through two more pages and then come back.

C: *Byng Giraud:* Noise and light. This facility will create noise and we worry about two kinds of noise: the noise in the air that you and I may hear and noise in the water that marine creatures will hear. The impacts are listed in the first paragraph. There are different construction techniques and things you can do to adjust the construction schedule and things that could be done to make less noise. Using generators that are quieter and equipment that emits less noise.

These sorts of facilities produce light. Light pollution is an issue in the Lower Mainland. It's something we have to look at to minimize. You will see less light than there was at the pulp mill, but there's still going to be light. Examples like planting to minimize visual impacts, and other general operating practices.

C: *Judy Kirk:* Air quality, noise and light, are there any questions?

Q: *Mitchel Perepalkin:* I'm not a mariner so I don't know a lot about boats and sailing. When the Olympics came to town I remember they had hard wired electricity to power the boat, but when it was onshore it was powered by generators. Is it a possibility that if you are already tied into the electrical grid you could run the boats on electricity when onshore. I also don't understand when a boat is sitting there does it need to be idling? If that's the case, can the electricity from the grid power be used instead?

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- A: *Alex Brigden:* it is a good question. The floating storage units will be supplied power from the shore. There are no generators from these ships apart from an emergency generator. We also will install the equipment necessary to do what you described where the energy carrier that comes our facility can use power supplied by us and will not need to run the generators. However, in the current LNG fleet, this equipment installation is very low. There aren't many ships with this equipment. The discussion we are having is to influence the ships we will be chartering to install this equipment so we can provide the service.
- C: *Judy Kirk:* So Mitchel asked if it will be idling while it's loading.
- A: *Alex Brigden:* Idling, I presume you are asking if they would run their engines. To describe an LNG carrier there are two types of propulsion systems. One is steam turbine, where they can also use the boiled gas (methane) from the LNG. They put it in a boiler to create steam that drives the steam turbine. They can also use that steam to drive turbines to generate electricity. So if the ship does not have the facility to plug into the shore power they will continue to run the boiler on the Methane and generate electricity and that's idling. But the main engine isn't idling.
- Q: *Sharon Gosnell:* Premier Christy Clark promised the cleanest LNG in the world. Will Woodfibre LNG stand up to that and how will we know?
- A: *Byng Giraud:* By choosing electricity, this facility has been described as a gold standard and could be the cleanest facility in the world. I don't want to promise.
- Q: *Kati Palethorpe:* In the Valued Components is the noise pollution on marine life still on it or has it been removed since the project has moved on land?
- A: *Josh Handysides:* There is still review of the acoustic impacts from the shipping. The shipping is the main noise generator even with the facility on land. It is one part of the marine mammal assessment to the study of impacts of noise.
- Q: *Kati Palethorpe:* Does that include the loading of the boat when in storage? If not, can we ask to make it?
- C: *Judy Kirk:* I think you asked this earlier. Will there be a lot of noise associated with the operation of the system?
- Q: *Kati Palethorpe:* Well I want to know if it's in the Valued Components.
- A: *Jonathan Turner:* Yes it is. We evaluate the impact marine mammals.
- Q: *Kati Palethorpe:* My next question is about migratory birds. Since there is a 20% increase in GHGs, what are the effects of that on migratory birds, since we have protective species here that are internationally protected such as the bald eagle. Have studies been done about the impact of those additional emissions?
- Q: *Alex Brigden:* I don't understand. You said there's a 20% increase in GHGs. An increase compared to what?
- Q: *Kati Palethorpe:* If we take our air shed right now, and we take the air shed once you are liquefying the natural gas.
- Q: *Judy Kirk:* Is that correct? Is there a difference in increase?
- A: *Jonathan Turner:* I'm not familiar with that, I think there's an 80% reduction from gas to electric.
- Q: *Judy Kirk:* But what's the net difference from no plant to a plant. Do you know that yet?
- A: *Unidentified:* We know the GHG levels of the entire...

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- Q: *Kati Paletorpe*: Once you have your numbers on the GHG emissions, will there be extensive coverage? Because it will need to be a year because of the summer and winter birds.
- Q: *Judy Kirk*: So will the birds be studied and over what period?
- C: *Kati Paletorpe*: With respect to GHG emissions.
- A: *Jonathan Turner*: Yes, birds are considered as a Valued Component. We would be looking at air quality, on the different types of conditions. Part of the air quality assessment includes the climatology which would include seasonal differences. We will also be looking at timing of when birds move through. We know the estuary is an important area as well.
- Q: *Star Morris*: With regards to LNG carriers, we heard a talk from a marine biologist last Friday that the speed of the carriers is a factor in the noise component to affect marine life. We heard above 8 knots for the carriers will have an impact in addition to the impacts of tugs. Could you explain to us the speed that carriers will be travelling at as well as how many tugs will be involved in bringing them in and out?
- Q: *Judy Kirk*: First of all, the noise study would be done, is that correct?
- A: *Jonathan Turner*: Yes.
- A: *Alex Brigden*: The ships will operate, and this is in discussion with BC pilots, the tugs will bring the ships in between 8-10 knots. There will be three escort tugs from English Bay.
- Q: *Teresa Rowley*: I want to go back to the emissions and the statement that your facility will be the greenest facility, perhaps in the world. We have to acknowledge as a community that there will still be emissions. As a citizen of Squamish and a mother, I want to know what specifically those emissions are and what we can expect in terms of the amount of those emissions.
- A: *Alex Brigden*: For GHG it's about 80,000 tonnes annually. For NO_x it's about 20 tonnes, and for SO_x it's about 17 tonnes.
- C: *Josh Handysides*: SO_x is nitrogen-based and nitrogen is generally the primary concern for human health.
- Q: *Randall Lewis*: What were the emission levels permitted 10 or even 20 years ago and have there been any increase in emission levels? Are there any increases for land, air and water? I understand that you gave amounts that will be emitted, have those been adjusted recently? In regards to marine life, and marine mammals you understand that there are some studies in Howe Sound for the domestic herring that are there. We have the seasonal herring that return in and out of Howe Sound. Woodfibre is in an area where the herring are spawning there again. The ship that is going to be there, what kind of shade and impacts may exist as a result of this storage tank and the vessels that are coming in and out. Regarding the acoustic and noise levels, what will that be with the ships moving in and out of Howe Sound. What is the radius for safety for the ships coming in to be kept away for safety? There are populated areas where the ships will be going by and what is that protection zone of the ship? What measures will be in place for those people who have homes that are permanently on land? What assessment or studies will be done with marine species and residential life that are permanent? Or species that are in and out like salmon. I would like to know about the air quality and any and all emissions of past, present or increased.
- C: *Judy Kirk*: Randall thank you very much, we have a record of your comments.
- Q: *Leslie Henta*: Would Fortis be doing this new pipeline if it were not for Woodfibre LNG?

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- C: *Judy Kirk*: I don't know if these gentlemen can answer that, they don't speak for Fortis.
- A: *Byng Giraud*: Some of what they have to do they would be doing anyway for upgrades. But broadly speaking I would say they wouldn't be doing as much.
- C: *Josh Handysides*: Fortis' regulator is the BC Utilities Commission, they can't do a project in a speculative fashion. So they have to have a paying customer to do a project.
- C: *Leslie Henta*: I know, we just had a conversation about what they were going to do and when. But I didn't know if they were only doing it because of the project.
- C: *Josh Handysides*: They need BC Utilities Commission approval before they can build and the BC Utilities Commission will only give the approval if there's already a customer because if they spend money they have to recover the costs. So if there's no new customer you have to get all the existing users for more and you're not allowed to do that.
- Q: *Leslie Henta*: I'm concerned about the carriers; the marine vessels that are going to be brought in. Are they going to be brought in by the Singapore company or by the local company. What would be the licensing requirements for where the vessel will be registered? I seem to hear so often that these marine accidents are human error.
- Q: *Judy Kirk*: Who is going to charter the ships?
- A: *AG Gelotti*: The Singaporean entity will charter the ships.
- Q: *Leslie Henta*: So there's no control on the ships and where they are managed?
- A: *AG Gelotti*: The ships will need to meet all standards in Canada and British Columbia. They will also be meeting international standards for the industry.
- Q: *Yang Shang*: The carriers that come here are empty, but they are actually probably not empty. They need water to balance them. This water comes from Japan or China. This water is very dirty, they take the water from the sea. When they load our gas, where will this water be dumped?
- A: *AG Gelotti*: The ballast water that is onboard the ships can only be exchanged from the ship back to the ocean some 200 km offshore in international waters. No exchange of ballast water from the ships at any time within the jurisdiction of Canada.
- Q: *Yang Shang*: My next question is about the pricing of the natural gas. In the Asian markets, the gas price is three or four times higher than what we pay right now. So I'm concerned about the tax dollars this gentleman was asking. If they sell at a lower price the government doesn't collect enough tax. Then the ship leaves Canada with a big profit. If they sell at a higher price, which is three or four times higher than us our gas price will go up. It's the same as our gas price, we produce oil but we pay a very high gasoline price. Is it true that this is going to happen?
- A: *Byng Giraud*: We do know a couple of things. We have to pay for this additional gas pipeline Fortis is adding. When you add big new customers to the system, our consumption of gas, all of us share the cost of that system. By adding a huge new customer to existing infrastructure, the cost of that infrastructure will actually go down. Fortis is making an application to the BC Utilities Commission and it needs to be approved by the provincial cabinet, to amalgamate the companies, and add us to the system. What you will see is your gas prices should actually come down. When you add a big company to a system, Fortis can't just jack the prices up, because the prices are regulated. Fortis has said in their environmental assessment documents that this should actually mean customers in Vancouver Island and Squamish should actually see prices go down.

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- Q: *Delena Angrignon:* Under the economic pillar there's a Regional Economic Development Plan. How does this relate to real estate development in Britannia? Are you doing an Environmental Assessment in relation to real estate? Why is real estate not talked about as a Valued Component? How will the public feed into this if they don't even know it's a Valued Component. To include in that, if you are doing a real estate environmental assessment what do you consider a possible loss? When you talk about gas, if this project consumes all of the gas that Fortis is putting in here how, will there be enough for Britannia Beach where they have a huge development going in there in the next 20 years.
- A: *Jonathan Turner:* There are a few elements on real estate. We have excluded real estate values as being a Valued Component. Generally if a big industrial facility is adjacent to a bunch of houses that could put downward pressure on that real estate. Because of where the site is and there's no other decent land around it we don't think there's an interaction between a negative pressure on any real estate that's adjacent to that facility. However, under visual quality we are considering any negative pressure on real estate as part of Furry Creek. Places where you can see the facility. Under our social piece we are looking at supply and demand.
- Q: *Delena Angrignon:* So when you say under visual quality and you're looking at it, Britannia Beach is actually only five and a half kilometres. So what would that look like?
- A: *Jonathan Turner:* It depends on what you're talking about. We also look at cumulative effects which considers both historic projects, existing projects and projects that are reasonably foreseeable in the future. Things like the proposal project at Britannia Beach is considered as part of our cumulative effects.
- Q: *Delena Angrignon:* The cumulative effects are part of your environmental assessment. Where would I find that in here?
- A: *Jonathan Turner:* I think as Josh said, the projects will be posted.
- A: *Josh Handysides:* We are presenting a list of projects that are in the area.
- Q: *Judy Kirk:* But the intent to study is not new?
- A: *Josh Handysides:* The intent to study is not new. There has been legislation since 2010.
- Q: *Teresa Rowley:* Going back to Air Quality. The numbers you gave us were annual numbers, I'm wondering over the year, when are your peak production times and how do they compare with the seasonal wind patterns in Squamish?
- C: *Judy Kirk:* I just want everyone to know that the studies aren't yet complete.
- A: *Alex Brigden:* Because we receive gas from the Fortis pipeline, Fortis' primary focus is to deliver gas to residential users. The peak load on gas for the residential users is in the winter and that's our lowest production. Our highest production is during summer.
- Q: *Teresa Rowley:* So summer months?
- A: *Alex Brigden:* It's a curve that is closely followed as the weather gets warmer.
- Q: *Teresa Rowley:* So Jon, what have you found about the wind patterns here in Squamish during the summer months?
- A: *Jonathan Turner:* We have existing data for air quality; our data has been collected by the Ministry of Environment over a period of time. We take that and pair it with climatology aspects. How the weather develops in the sound, how local, regional geography influences that. We create a dispersion model and look at air quality. Those sites include up to Whistler, Squamish and to Metro Vancouver.

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- C: *Teresa Rowley*: I might invite you just to come downtown to the playground in the summer to experience the wind.
- C: *Judy Kirk*: Good idea. I am mindful of time.
- A: *Josh Handsides*: With air quality, in the dryer months things spread out faster. In the winter with the wet weather anything in there tends to fall closer. There are some results on this from the projects in Prince Rupert. But winter is a concern air quality wise because the rain and snow cause anything in the air to fall closer.
- Q: *George Preis*: My comment doesn't regard what we were just talking about. My concern is the increased tanker traffic in Howe Sound area. These LNG transporters typically would use gas turbines? Are they?
- A: *Alex Brigden*: Not gas turbines. One is steam turbine and the other is electric drive and the power for that is generated in methane driven precipitating combustion engines.
- Q: *George Preis*: I know that typically marine engines are the largest polluters in the marine environment.
- A: *Alex Brigden*: I'd like to draw the distinction, George. Most ships are driven by slow speed engines. They are very large reciprocating engines running primarily on heavy fuel. LNG carriers, as part of the process of allowing the LNG to boil off in the tanks, make use of the methane gas as the fuel for the engines. Whether it's in a boiler to create steam or whether in an engine to create electricity. It is a different propulsion system than many ships you will see.
- Q: *George Preis*: Would that be true for the ones coming in that are empty?
- A: *Alex Brigden*: So what happens with empty LNG ships, we leave a small amount of LNG in the tanks so that when we fill with our LNG we don't have to cool the tank down. Because there's still LNG in the tanks there's still available methane for the propulsion system.
- C: *Bill Baker*: A point of clarification, Britannia will be considerably smaller than originally proposed. It's about a quarter of the size.
- Q: *Sharon Gosnell*: I don't understand the chlorine in the closed system. How is the water being cooled down? How much chlorine are you using and where are you storing it?
- A: *Alex Brigden*: We take sea water from Howe Sound and we pump it through a heat exchanger. One side of the heat exchanger is sea water and the other side is fresh water. That's why it's called a closed system because the heat exchanger has fresh water not hydrocarbon water on the other side. With respect to the chlorine, we generate the chlorine from the sea water via electrolysis. That will be stored in the piece of equipment. Then the chlorine will be added and that will prevent the growth of mollusks in the heat exchanger. We will monitor the chlorine at the point of discharge and they will be controlled to the point of discharge to less than .02 milligrams per litre.
- Q: *Jane Perepalkin*: Will the ships be blowing horns when they come and leave?
- A: *Alex Brigden*: If there is fog then there will be a requirement to let off a fog horn, the pilots may require a horn to be sounded if they have to warn other marine traffic. This is standard practice.
- Q: *Jane Perepalkin*: In regards to the GHGs, NO_x and SO_x, is there a comparison between what you are proposing and Port Mellon?
- A: *Byng Giroud*: You're not the first person to ask that.

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C: *Jane Perepalkin*: Because it sounds horrifying to me. I don't know what it means.
A: *Josh Handysides*: When that information becomes available this fall it will all be part of the application.

C: *Byng Giraud*: These topics are not exhaustive. For marine mammals we have heard a lot from people in the area about the importance of the return of the marine mammals to Howe Sound. As part of that we are working with our environmental consultants, with all of these impacts. The first thing was to move the main factory on to land. We are going to identify other sources of noise during construction and how we can minimize and mitigate that marine noise. Perhaps with the transient whales in the area, those construction activities can be changed. We have to have a construction plan. Then we have the idea of marine water quality monitoring, we have talked with the Vancouver Aquarium regarding resources on specifically Howe Sound. We have been interacting with local group such as the streamkeepers who have been quite critical in terms of herring habitat.

Visual quality is related to light but there are other elements related to visual quality. You can see what's there right now from Britannia at ground level and also from the Chief. We have had some of those stakeholders out to site and discussed their issues. There are things we can do on sight to mitigate visual quality. We can do significantly more planting to minimize visual impact along foreshore. The buildings in this picture are all white so you can see them, we were asked to paint them green, absolutely. The specific orientation of buildings for less visual impact can be done and we can consolidate those structures. What we see now, we think we can diminish, the ships are there and that's a visual impact so we can see what we can do there, subject to safety.

Marine transport, AG is our expert here. The ships coming in, what regulatory process do we have to go through. Forty ships in a year, so it's about three ships a month. Fortis will supply us with a steady amount of gas. They have a little bit of extra gas in summer because the power consumption goes down in the summer, so we will take that. There will be approximately 40 ships coming into Howe Sound, that's an impact and for some people more than others. What does that mean in terms of the scale of vessels you currently see? Recreational vessels, ferries, traditional use. So what does that mean? There's a voluntary TERMPOL process, the use of tugs, speed controls and all sorts of things.

Q: *Mitchel Perepalkin*: I'm wondering about access to southern range and Henrietta Lake. When this is done, will there be public access to the land or public access to that portion of the town and lake?

A: *Byng Giraud*: That's something we heard a lot in our first round of public consultation. I think for liability reasons they have denied access. It's something that we are looking at very closely but we can't give you an answer because it's subject to how we are regulated by the agencies. If there is an opportunity, we will look in to that. Towards the edge there could be a possibility of providing access to those lakes, but it's subject to safety and security issues.

C: *Mitchel Perepalkin*: I'm curious, how will the staff be going back and forth, will there be a ferry? If there is a ferry, will the public be allowed on that ferry like it did in the past with Woodfibre? It's just food for thought.

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- C: *Judy Kirk:* We will take it as a comment. That reminds me that there are two pages in the back of the feedback form for any comment like that. There are no questions around that so please utilize this space. Either in print or online.
- Q: *Jane Perepalkin:* So the carriers that are coming in, are they the size of both storage vessels? Or one?
- A: *Alex:* They are the size of one storage vessel.
- Q: *Jane Perepalkin:* OK, good. I had heard concerns that by the time this is all said and done the market will have significantly changed by then and that it would decrease the lifespan of this project. Is that just a myth?
- Q: *Judy Kirk:* So could the market collapse and if so, what would happen?
- A: *AG Gelotti:* It's difficult to predict exactly what the market will do. Our view and the view of the industry is that the amount of demand growth in developing countries like China and India, Japan, South Korea and Taiwan and other areas that are building import terminals is sufficient. Demand going into the future to support a project that needs a life of at least 25 years to be able to have the economic support and investment that's required to do this.
- Q: *Jane Perepalkin:* How long is the expected lifespan?
- A: *AG Gelotti:* The export license we have is 25 years. Our hope is to have it extended as we approach the end of that license.
- C: *Byng Giraud:* Just a side note about markets. There was a delegation here from Hawaii in BC. There are other markets that some of us don't even think of.
- Q: *Mathea Reardon:* In the unlikely event of a marine disaster, what is the worst case scenario? What can we expect from this liquefied natural gas? I know about oil spills but I don't know about the gas.
- A: *Alex Brigden:* Since 1964 to the end of 2012, there have been 140,000 ship movements of LNG carriers. In that period there has never been an incident which resulted in loss of containment of LNG. The ships are extremely safe. During that period there were eight incidents which resulted in some kind of damage to the ship but didn't result in a loss of containment. The ships have many design features to prevent loss of LNG in any incident. The ships are double hulled, a steel outer hull with a gap of 2.5 metres and then a steel inner hull and that is primarily there to protect if you have a collision or a grounding so the damage is restricted to the outside of the ship. On the inner hull, you have two layers of boundary to the LNG. These two layers still have full containment of the LNG if there is damage to the outer layer. What is the worst case scenario? There is no reference because there has been no incident. There have been studies done, but they don't all agree. However, I will point you to studies by a group in the US called Sandia, they have undertaken three studies in 2004, 2008 and 2011. For us to understand what the risks can be, we have engaged a company called Lloyds Register of Shipping, it's the oldest classification society, that has the most experience with LNG shipping and it has the largest fleet of LNG ships on its register. Also, they have been involved in the development of the industry standards and regulations working with international bodies. We have engaged them to undertake a quantitative risk assessment as a third party. They will assess the risks and potential impacts from an incident with respect to LNG ships. That study is ongoing and I don't have the results. It will be included in the Environmental Assessment.

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- C: *Judy Kirk*: I would also like to add that there is something called an accidents and malfunctions assessment in the Environmental Assessment.
- A: *Josh Handsides*: Yes, and that's part of what will be posted. It will list the types of accidents and malfunctions that could happen.
- Q: *Kati Palethorpe*: In respect to light pollution, is the light pollution looked at as human or as marine life too. We have talked about planting plants around the facility to shelter it for humans. But what can be done to the storage facility regarding the light that's used for the storage facilities that affect marine life. What mitigation could be done?
- A: *Jonathan Turner*: I would say yes for both land based wildlife and marine based life. Same as on land you would look at directional lighting.
- C: *Kati Palethorpe*: And you are looking into that. Ok.
- Q: *Star Morris*: AG, you mentioned the confidence level for demand for LNG. A question directed to Jonathan Turner. We are hearing from studies that the glaciers are melting and that we are dependent on hydroelectric here. So how far in the future generations are you predicting for our own needs here if we rip and ship the gas. If there is an issue with hydroelectric in the future, how do you factor that into the process?
- A: *Jonathan Turner*: Part of that is climate change and with that we see rising sea levels. So how is that considered? I can't tell you what the reasonable timeframe is, that would be associated with climate change.
- C: *Judy Kirk*: I would also think that BC Hydro does 30 year energy planning and I would think that they would look at that as well. I know that they have looked at the LNG industry because Kirk & Co. was helping with some of their consultation.
- C: *Star Morris*: I think my concern is that if that resource is there which can fuel our own energy.
- C: *Byng Giraud*: Thank you for taking two hours out of your Wednesday afternoon to spend some time with us. The input received during this consultation is taken seriously and it does impact how we change and revise the project to make it more acceptable to the region and to the province. We have made changes and will continue to make changes. We are months away from filing the Environmental Application. There will be further opportunities for comment. The BCEAO and CEA Agency are running their processes. We have set a deadline, not a real deadline, but comment period deadline for our purposes and the reason is so that Judy and here team can assemble a summary report and will be put on our website for all to see.
- C: *Judy Kirk*: I can assure you it's a real deadline.
- C: *Byng Giraud*: What I mean by that is that we will still take comments and meet with groups and individuals. Next we will be working with our consultants to be building the Environmental Assessment application and taking input. We will make the application and the regulators will review it, there will be another public consultation period and we be looking to do something similar at that time as well. Then the Environmental Assessment application gets more thoroughly read by the regulators then possibly get a certificate in the summer. That's the process. After that is the Oil and Gas Commission and we have dozens and dozens of permits we have to get. There's a lot of process still to go and a lot of options for input to still provide. Please fill these forms out, get your family and friends to go on the website, give us your input. It's really important.

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Closing Remarks

Judy Kirk closed the meeting and reminded participants of the ways to give feedback.

The meeting record notes that the Small Group Meeting ended at 3:00 p.m.