



Brunswick Pipeline Saint John Community Liaison Committee

Minutes Thursday, June 19, 2008 Fort Howe Hotel & Convention Centre

Robin McAdam, President Brunswick Pipeline
Claude MacKinnon, Co-Chair
Susan Harris
Peter Hanlon
Al McDougall
Christine Saumure
Midge Thompson
Horst Sauerteig

Guests: Tom Matthews – NDE Inspector, Acuren
Bill Nooyen – Project Manager, Spectra Energy

1. Review of Agenda

The agenda was accepted as presented.

2. Review of Minutes from May 15, 2008 meeting.

Addition of Midge Thompson as having attended the May 15th meeting.

3. Action Items

There are no tours being offered at the Canaport site while construction is going on. The Committee will be updated if there is a change in that status.

A copy of the Benefits Blueprint was handed out to the Committee members to provide some information about the benefits of the energy projects currently under way and also those proposed.

4. Presentations

- i) Tom Matthews – NDE Inspector, Acuren
Tom introduced himself, providing background information for the committee. He has worked in the industry for 30 years, and has been with Acuren for 15-20 years. Tom was behind the bidding for the Brunswick Pipeline contract and, since the awarding of the contract, he has personally followed through on Acuren's obligations.

CSA Code Z66207 is the standard by which all oil and gas pipeline construction projects are guided. In addition to the guidelines, Brunswick Pipeline maintains a stricter limit than other projects related to ultrasound testing, requiring reports on every welding

pass to be done. Tom audits these as well as all X-ray films. All reports are audited by Tom, and then again by an outside, local company.

Ultrasound testing provides a three-dimensional image of each weld, and can show to the millimetre how long or high a defect is, and how close to the surface it is. Ultrasound is the “non destructive testing” (NDT) method being use for welds done by the automatic welding machines, and the ultrasound can be completed in 90 seconds. An ultrasound scanner is guided around the diameter of the pipe at the weld, and a complete image is obtained.

X-ray NDT, which provides a two-dimensional image, is performed on all welds completed manually, called a “poor boy” weld., with each taking approximately 54 seconds to complete. The X-ray process consists of a crawler moving along inside the pipe, operated by an internal battery. It is controlled from the outside using magnetics. The crawler catches the magnet in a magnatope sensor, which is offset from the weld on the outside, performs the X-ray and then moves on to the next weld.

For quality control, each weld is signed by its welder so it can be traced back if there is an issue. Multiple weld defects identified to a welder are cause for a review of the welder’s work, and the matter is dealt with by the contractor.

CSA Code Z66207 allows specific parameters for defects, including a maximum height:length ratio. Any defects which exceed code parameters must be repaired.

Currently, the project has a 17-person welding crew, but is anticipated to have approximately 30 people on staff by early to mid-July.

[From Page 3, Minutes of BPS]CLC Meeting of April 17, 2008: The average “stick” weld – done by hand by a welder on each side of the pipe – takes 3.5 hours and includes seven passes. During summer construction, automatic welders will be used where long, unbroken stretches of right of way are available, mostly in the rural spread, but also in the eastern most end near Canaport. ... The quality of [a manual] weld is exactly the same as that of the automatic weld; however, the automatic welders are more productive as they can complete approximately 80 welds a day in total.]

- ii) Bill Nooyen- Project Manager, Spectra Energy
Bill provided an update on the Wet Crossing (open cut) contingency plan. Bill spoke about the current status update, design and construction challenges and methodology. However, it is to be noted that Brunswick Pipeline is continuing to monitor the HDD Progress and are expecting a successful HDD completion.

The river bottom sampling work was completed after the spring flood waters had receded. The work plan for the next few months is, generally, as follows:

June

- Begin Dialog with Environment Canada to discuss trench spoil movement
- Prepare tighter cost estimate

July

- Finalize wet crossing/open cut design
- Begin dialog with potential contractors
- Prepare applications for Transport Canada & DFO

August

- HDD Completion - Targeted for mid-August
- Oral Hearing expected to be August 19 [NOTE: Date now set for September 2008]
- Seek expeditious approvals from NEB and other Regulatory groups due to extreme circumstances

September

- Receive Environmental Screening Report from NEB and all other necessary regulatory approvals
- Begin construction

Wim Veldman of Matrix Solutions Inc., Calgary, is the lead designer and a recognized specialist in watercourse crossings. The key factors for consideration as construction planning goes forward are:

- Need to maintain river navigation
- Fish migrations
- Possibility of contaminated sub-surface material
- Need to complete the project in the fall during reduced flow rates to better maintain trench
- Complete project before severe winter conditions
- Maintaining flexibility so Contractor can select appropriate equipment
- Create bottom ditch profile to maintain 400D (400 X diameter) pipe bend radius

There are also some construction challenges to be addressed, including:

- Installation challenges
- Deep water
- Varying tidal directional flow
- Rock bottom will require some blasting
- Need to use multiple barges
- Deep water blasting
- Modified equipment/specialized clam-shell equipment will be needed
- Transport of large volumes of material to shore

Construction is expected to take 4 months, and it is hoped to be completed before December; otherwise crews will face colder, shorter days and winter weather conditions.

The construction methodology is still consistent with original plans, and is expected to be completed in phases. An attempt to retain some flexibility of construction and timing is desired to meet both regulatory and contractor requirements.

- Phase 1 – Excavate ditch from barge on Milford side to 1/3 width
- Phase 2 – Excavate ditch from barge on Spar Cove side (~100 m)
- Phase 3 – Set-up Sauerman towers on shore at Spar Cove and at 1/3 point on a barge on the Milford side and complete excavation of the ditch
- The final phase involves pulling the concrete coated pipe string across along ditch bottom and backfilling trench

5. Project Update

The SNBCLC did not meet last month due to a schedule conflict with the presenters. Rather, they are expected to meet in July.

In Rockwood Park, all trails are open and positive feedback on the work there has been received. Construction of the Lily Lake trail and boardwalk is expected to be complete in mid-July. An opening is being planned, possibly to be held on New Brunswick Day.

The HDD has fallen schedule because of spring flooding and equipment issues. Twenty-four hour drilling has begun to regain the schedule. Nine households have been affected by the 24 hour drilling, however, the issues raised have been resolved. In the Milford area, residents have expressed concerned with available emergency access. Brunswick Pipeline is working with a nearby landowner to explore alternate solutions.

There are 17 road bores to be completed under the city streets according to the current construction plan. There are also 4 which will be crossed using open cut trenches. These are identified as Proud Road, Bellevue Avenue, Spare Cove Road, and in a new, subdivision being developed by Andy Simpson. The open cuts can be completed more quickly than a bore, although they involve traffic disruptions.

The NEB hearing for Brunswick Pipeline's applied for reroute around the Galbraith gravel pit will begin at 9 a.m. on July 9 at the Delta Brunswick. Some residents in that area have expressed concerns about potential drainage issues, property value impacts, and increased ATV access.

6. Other Items

A discussion pursued related to the width of an emergency planning zone. Questions by members were raised as to why Brunswick Pipeline's zone is proposed to be narrower than other pipelines in other cities with other pipelines. Robin advised that a meeting and discussion would be arranged with Dr. Bercha who provided the data for the zone dimensions in the Draft Emergency Response Plan. An update will be given to the Committee at the next meeting.

7. Next Meeting

Thursday, July 17, 2008, Fort Howe Hotel.