

## FICHE DE COMMUNICATION

Specificities	
<b>Date/Time</b>	January 24 <sup>th</sup> , 2019 – 11am to 2pm
<b>Location/Address</b>	Microtel Inn & Suites by Wyndham Kirkland Lake 350 Government Rd W, Kirkland Lake, ON P2N 3L1
<b>Organizations</b>	<ul style="list-style-type: none"> <li>- Town of Kirkland Lake</li> <li>- Township of Black River – Matheson</li> <li>- Township of Larder Lake</li> <li>- Kirkland Lake Gold</li> <li>- Kirkland Lake Cross Country Ski Runners</li> <li>- Golden Corridor Snow Drifters</li> <li>- Kirkland District Community Development Corporation</li> </ul>
<b>Gazoduq Team</b>	<ul style="list-style-type: none"> <li>- Frédéric Lepage, Chief Community Advisor, Gazoduq</li> <li>- Ron Brintnell, Senior Advisor to the President, Gazoduq</li> <li>- Bruno Saint-Laurent, Senior Advisor, Infrastructure, Gazoduq</li> <li>- Simon Bourgeois, biologist, UDA</li> <li>- Isaac Gauthier, project manager, TES</li> <li>- Cédric Bourgeois, senior councillor, TES</li> </ul>

### Meeting Report:

The facilitator began the meeting by introducing the team and explaining the meeting objectives and process.

Meeting objectives:

- Discuss the Gazoduq project
- Identify potential exclusion zones in the corridor
- Discuss the topics of interest to be included in the environmental impact assessment

Introduction of the Gazoduq team and its consultants.

External participants expressed their information expectations :

- Local natural gas distribution
- Local economic development
- Impacts to local ski trails
- Economic development in Larder Lake
- Economic development and global environmental impacts

A Gazoduq representative gave a brief presentation of the project, followed by a question and answer period.

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*Q: How deep is the gas line?*

Approximately a meter deep.

*Q: Are you looking to supply natural gas to all municipalities? Do you have enough gas?*

Gazoduq is a transportation company, not a distribution company. Only Enbridge can distribute gas locally.

*Q: 80% of the corridor is on crown land, so you Gazoduq won't need to acquire many right-of-ways?*

Exactly.

*Q: Is the government ok with that?*

We will have these discussions.

*Q: The community would like to have natural gas. How will you facilitate that access?*

Our transmission line will be Open Access and we will have capacity to provide natural gas to communities. However, Gazoduq will not own the gas and cannot distribute it, only Enbridge can distribute it.

*Comment: the community would like that option...*

Your community would have to send such a request to Enbridge.

The facilitator explained that Open Access means that as a gas transportation company, Gazoduq must provide local distributors with the ability to take gas off of its line.

*Q: This means that a municipality cannot directly tap into your gas line?*

Exactly, that would be the distributor's role.

*Comment: Unfortunately, we are unsure that would happen, because our municipality is relatively small.*

True, but there are others benefit to the project, namely tax revenue.

*Q: It would then be wise to start negotiating with distributor as soon as soon as Gazoduq has a route?*

Yes. The distributors should be made aware of your needs.

*Comment: Locating the route in the local vicinity will lower the costs of a distribution network.*

*Q: Are there only two distributors in Ontario?*

In Ontario, the rights are detained by Enbridge.

*Comment: While that is true, Bill 32, the Access to Natural Gas Act, is currently under consideration to expand natural gas distribution to small towns.*

*Q: How far can your transportation line pump between compression stations?*

In total, there will be two or three compression stations along the route, with one near Ramore. We are evaluating the potential to use electricity.



Q (facilitator): While there are things that can't coexist near the gas line's right-of-way, are there things that can?

Yes, the right-of-way is 30 meters wide, which allows, for example, a trail running parallel to it.

*Comment: In the region, trails often follow the Transcanada line from here to Matheson.*

An understanding between Gazoduq and local trail users would be possible, but there would need to be an understanding. This is why these discussions need to be undertaken before construction begins.

Q: *Where will construction begin first? In Ontario or in Quebec?*

It will depend, as there will be different crews working along the route at the same time.

It will also depend on the terrain, as it is a process. First, we must prepare the right-of-way, then put in the pipe, then weld it, etc.

Q (facilitator): What other benefits can communities expect beside taxes?

We already mentioned two benefits, namely taxes and possible distribution. Besides that, there are the benefits linked to construction.

Q: *Are the compression stations physically manned or remotely controlled?*

Both, as there is on the ground surveillance.

Q: *So, no full-time employees?*

That remains to be decided, but that is not where the bulk of jobs will be created.

Q: *We currently have a shortage of workers in the region. We also have a welding program at the Northern College. Is it possible to offer training? There is also an organization called Materials Joining Innovation Centre (MaJIC) that offers a similar service.*

Thank you, we will consider these possibilities.

*Comment: It would be important for us to know what kind of jobs would be needed.*

Q (facilitator): Is there a specific consultation process for First Nations?

Yes, there is a specific team and a parallel process for Indigenous nations.

Q: *Would you consider a vibrancy fund for local communities? Wind farm projects often use this tool to stimulate economic development in local communities. If this is something that you would consider, I can send you contract examples.*

We haven't heard this proposal yet. But we are listening.

Q: *Is there something special about your project that would justify an interpretation center to attract tourists?*

We haven't thought about this but there might be an opportunity.



*Comment: It's really a community fund.*

*Comment: for example, a wind farm project gave us one penny per kilowatt.*

*Comment: It is the good will that is important, as Gazoduq's name would be attached to the money from the vibrancy fund.*

*Q: How close can your right-of-way be to a railway and its own right-of-way?*

While it is possible, there are preoccupations in case of a derailment. Railways are also typically non-linear, which would make the transmission line more expensive.

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Gazoduq representative explained the corridor workshop, where the participants were to use post-its to share which areas in the corridor are sensitive or present opportunities for an eventual project route. Questions were also raised and answered.

*Q: Has Gazoduq met local forest management organizations?*

Facilitator: They have not been met yet, but please share with the team which other groups should be met.

*Q: Could you provide us with the corridor file so we could give you a more detailed evaluation about where to go and not to go?*

Yes.

*Q: What we can see of your corridor is that communities in Quebec will determine the route, not us. How much decisional weight do we really have?*

Communities in Ontario have as much influence as those in Quebec. As for the route, it has not been decided yet, as we need everyone's contribution. For hydraulic reasons, we need to be at or near Ramore. We flexibility but must carefully consider different zones of interest, to minimize the routes impacts.

*Q: Can you please explain the difference between running a liquefaction plant with hydroelectricity, as planned in Quebec, versus the project in British Columbia?*

Due to its low cost and abundance, Quebec's hydroelectricity gives the Quebec project an important competitive advantage. We are trying to do the same thing with our compression stations, namely to use hydroelectricity instead of using our client's natural gas to power the stations. Use of hydroelectricity also has a significant environmental benefit.

*Q: Where would the compression station be in Ontario?*

: if there is land available and if there is road access, it will probably be near Ramore.

*Q: How much land would you need?*

About 23 acres.

*Q: Why not at the junction of highway 112 and 111? Why Ramore?*



It is for hydraulic reasons.

*Q: Can you speak about Enbridge?*

We have spoken with Enbridge recently and our conversation was very constructive. They are aware of your needs and are interested in further discussions. A representative will be present at our upcoming public consultation meetings in late February.

Topics of Interest workshop:

*Q: What is the maximum weight allowed on a line and the thickness of the pipe?*

It is a special type of steel, which will probably be a half inch thick. In terms of weight, there are constraints, but there can be roads if they are planned. In such cases, the gas line would be set deeper and put protections on it.

*Comment: Local forestry trucks weigh approximately 60 tons...*

*Q: How would you build a crossing for the logging industry?*

The more we plan, the easier it is to build. If the request comes later, we would talk to the appropriate people to find a solution.

*Comment: It can be an issue if the cost to cross is too much. The number of crossings can be limited if the logger needs to pay for it.*

Overall, we want to plan as much as possible. This reduces the impacts and the cost, which is also why we need to hear from you, so we know what is coming up in the next five years.

*Q: What do you do when the route must cross a lake or river?*

For smaller rivers, it is possible to dam both sides of the river, pump the water to ensure natural flow and lay down the pipe. In rare cases, a trench is built at the bottom of the river. For larger rivers, we use directional drilling under the river.

*Q: What about for wetlands?*

A trench would be built – we would not use directional drilling. There are techniques to reduce the impact to wetlands. A project was done in Quebec and after five years, it was impossible to tell that there was a gas line there.

Indeed, it is easier to do this type of work in the winter time, as the impacts are reduced. That being said, we avoid wetlands as much as possible.

The only permanent impact would be the removal of trees along the right-of-way.

*Q: How are mining claims considered? There are many here and in Quebec.*

Typically, Gazoduq has already identified the mining claims within the study corridor. Once a route has been proposed, we will communicate with the claim holders to further discuss the topic.



*Q: What is the gas line's life span?*

A 100 years. If we look at the TransCanada line, it is still good after 60 years of use. Modern materials are also safer today, especially the steel. An epoxy coating is added on the gas line, which is also tested with an ultrasound machine. Finally, a smart pig is used to test the line integrity.

The probe is called a smart pig because it sounds like a squealing pig as it passes through the gas line. It is used to detect metal loss.

Cathodic rods are also planted in the ground for added protection. They prevent corrosion.

*Q: Will there be any impacts to our wells?*

This is something we will look into. To our best ability, we will try to avoid them. There also shouldn't be any impact to the water tables.

*Q: What is the pressure in the pipe?*

Gazoduq will have a pressure of approximately 1800 psi, which is why we need compression stations. The pressure in the TransCanada line is about 1000 psi.

*Q: How low must the pressure drop to shut the gas line?*

That depends, it has not been determined yet.

*Q: What are the other impacts? Noise, vibrations?*

Near the compression stations, there will be some noise. We will follow regulations.

*Q: There are local volunteer firefighters, will they need special training?*

There will be an emergency measures plan. Following that, special training may be provided. Typically, the local emergency responder's role would be to secure the perimeter in case of an incident.

These plans must also be regularly be updated.

*Q: How will you contact unorganized townships?*

That is why we are here, to learn who should be contacted.

*Comment: Generally, if something affects an unorganized community, it goes through local road boards.*

Thank you for the information, we will reach out to them.

Closing statement.

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**Raised concerns:**



- Local natural gas distribution
- Local economic benefits – vibrancy fund
- Location of the compression station

### **Follow-ups and actions to be undertaken**

- Share the meeting minutes
- Consider holding a meeting in Black River – Matheson
- Consider contacting local road boards

<b>End Time</b>	2pm
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