



## Meeting Minutes – Kirkland Lake (6pm meeting)

Specificities	
Date/Time	January 24th, 2019
Location/Address	Microtel Inn & Suites by Wyndham in Kirkland Lake
Organizations	<ul style="list-style-type: none"><li>- Township of Gauthier (Dobie)</li><li>- Township of McGarry (Virginiatown)</li></ul>
Gazoduq Team	<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></ul>

### Meeting Report:

The meeting began with a brief project and team member introduction. It was followed by a roundtable discussion by all participants. As most of the participants were part of the Phase 1 meetings, the focus of discussion was on the corridor.

*Question: can the topics addressed in this meeting be shared with the public ?*

Answer: absolutely, please share with your community what you think is important. Gazoduq is planning to have future meetings in the region, in late February, and is looking to gather as much information concerning project related opportunities and concerns as is possible. This is consistent with the process in Quebec.

*Question: are you aiming to complete the environmental assessment by the end of the year?*

Answer: yes, we are looking to complete it by the end of the year. This will be submitted to the NEB and the Quebec Ministry of the Environment, and will include not only environmental but also engineering, engagement and commercial aspects. There will be, roughly, a two-year regulatory process. Communities have the possibility to share feedback on the project through the regulatory process

*Question: where is route 66 on your map?*

Answer: Gazoduq team shows the zoomed-in corridor for Ontario.

*Question: will you be adding four compressor stations and will you be utilizing Transcanada's compressor station in Ramore?*

Answer: we are planning to construct two or three compressor stations along our gas line. A compressor station will be built in Ontario.

We anticipate connecting to Transcanada's line near or at its Ramore compressor station.



Gazoduq comment: As previously mentioned, Gazoduq has contacted Enbridge, to start discussions about the potential for distributing natural gas in the region. As such, Enbridge will participate, as observers, in Gazoduq's public consultation meetings, in late February.

*Question: how do you drill under rivers?*

Answer: different techniques are utilized. Under a major river, a boring machine is utilized to directionally drill under the river. For a smaller river, we can use dams and pumps to keep the flow going. A trench is dug, the pipe is laid and then the flow is allowed to continue. This will lessen the effects on local aquatic wildlife. If this is impossible, a trench will be dug and mitigation plans implemented to minimize the impacts

*Question: will ATVs and skidoos be able to use the right-of-way (ROW)?*

Answer: once construction is complete, light vehicles could drive across the right-of-way, which will be about 30 meters wide. People will need to ask permission from the owners, as Gazoduq will not own the land, it will only get a right-of-way.

*Question: is the pipe completely underground?*

Answer: yes, other than at compressor stations and meter station locations

*Comment: hunters will be very interested in the right-of-way, because of the clearing.*

*Question: can you follow the highway or railway to Quebec?*

Answer: Gazoduq will evaluate following existing infrastructure. It is not always possible due to space restrictions and geography – for example inclines may be too steep for the gas line.

Question: isn't it easier to follow a hydro line?

Answer: We would still need a new right-of-way, because the gas line needs its own space. But we can potentially use the ROW of hydro lines for temporary laydown space. Gas lines can't span large ravines like hydro lines do.

*Comment: it's a liability issue too, in case of a construction incident.*

*Question: how much of the corridor is Crown land in Ontario?*

Answer: not certain of the exact amount, but it is near 80 % for the entire length.

*Comment: a participant discussed mining claims within the corridor, including an explanation of map colour codes.*

*Garrison and Ghost Rivers both are fish spawning grounds.*

*There are tailings ponds near Larder Lake, south of Dobie and near Hinterland. These are areas that should be avoided. The Ministry (MNRF) should have the necessary relevant information. The MNRF also has a regional office in Kirkland Lake, with good information. The main regional office for mining (MNDM) is in Sudbury.*

*Question: will you be paying a rental fee for your right-of-way?*



Answer: yes, the gazoduc is a taxable asset for municipalities.

*Question: when do we get to meet Gazoduq's president?*

Answer: Given his responsibilities and the number of meetings we are holding, he is limited in his ability to participate. He is very aware of the consultation meetings and the feedback we are receiving. We will make your desire to meet him known and look into his potential participation in future meetings

*Question: on the Quebec side, what are the orange areas shown on the corridor map?*

Answer: it is planned protected areas.

*Question: are the rivers being mapped in the corridor?*

Answer: yes, they are being mapped. For every kilometer within the corridor, there is generally one waterway. In Quebec, the number is actually higher. Every watercourse, no matter the amount, is protected by regulations.

*Question: Is the green line on the map an existing gas line?*

Answer: yes, it is the TransCanada line.

*Comment: Consider following this line from Black River – Matheson until you reach the three Townships along route 66, to Quebec.*

Gazoduq comment: For hydraulics, would like to be close to TransCanada compressor station

*Question: how did you choose this corridor?*

Answer: Gazoduq originally looked at three corridors, a southern, central and northern corridor. The southern had many challenges, mainly because of the large population centers. The central corridor has a large amount of restricted area. The northern corridor was eventually selected because it was feasible and local First Nations invited us to consider it. As for the specifics of the northern corridor, it was chosen in part because of the areas that needed to be avoided (Abitibi Lake, caribou grounds, protected areas, etc.). The route will be chosen taking into consideration feedback from the consultation meetings, as we strive to minimize impacts.

Gazoduq comment: some construction will be done at different times of the year, for example the winter, to have access. Also, there are certain periods where construction cannot occur, for example for fishing spawning periods.

### **Issues and concerns:**

- Access to the land for hunting and fishing
- Fish spawning grounds within the corridor (Garrison and Ghost River)



**Actions and follow up:**

- Contact the MNRF office in Kirkland Lake for relevant information
- Contact the MNDM (mining) office in Sudbury
- Look into holding a meeting in the Township of McGarry (Virginiatown)

<b>Meeting End</b>	7:30pm
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