

Attendees:

1.	John Warren
2.	Dan Garrison
3.	Mike Schenk
4.	Max Kaiser
5.	Jack Green
6.	Rob Elliott
7.	Bill Lowry
8.	Kurt Hennige
9.	Harold Massi
10.	Harold Ellis
11.	Sara Beasley
12.	Peter Webster
13.	David Small
14.	Chris Douglass
15.	Brian Young

- **Introductions**
- **Agenda**
- **ES Fox Update – Brian Young**
 - 2015 activities overview. ES Fox completed phase 1 of the Outside Boundaries Limit (OBL) contract including:
 - Installation of the duct bank and raw water service pipe between then Lennox GS pumphouse and the NGS site. This completed underground work and all top soil is now in place and seeded.
 - The cooling water pipe was installed to the Lennox GS discharge channel.
 - The sanitary piping has been completed to the sewage lagoons
 - Landscape berms were installed successfully and the restoration of roads was also completed.
 - Looking forward to 2016, phase 2 of the OBL contract will commence. This work will be Lennox pumphouse area, including the installation of 3 pumps required to pump water from the OPG pumphouse to the NGS site. This includes installing raw and service water systems (mechanical and electrical) inside the Lennox GS pumphouse.
 - Stop logs will also be installed to access the pump bay.
 - This work was supposed to start in March, but since we've been fortunate with good weather, ES Fox has been able to push on ahead of schedule.
 - The travelling water screen is now on route to Napanee. The screen will remove debris from the water before it can enter the pumps.
 - In terms of employment numbers, there will be maximum 10 workers engaged from now on.
- **Matrix NAC – Harold Ellis**
 - 2015 Activities recap

- In February and March, site grubbing commenced, Matrix installed creek crossing culverts.
- Additionally, Matrix began work on the storm water management systems. Temporary construction road was installed and Matrix prepped for office trailer complex, parking, and laydown areas.
- In April and May, Matrix began blasting for foundations and installed landscape berms.
- In June and July, Matrix moved into site offices.
- Over the summer the main focus was on the installation of buried services, and equipment and building foundations, for example the HRSG pours.
- In August and September, Matrix installed temporary construction and permanent site entrances including traffic lights at the temporary entrance.
- Matrix also took possession of Bombardier warehouse on Taylor Kidd Road.
- Excavating and installation of equipment and building foundations continued. The site began receiving major equipment.
- In October and November, Matrix continued excavating and installing equipment and building foundations and continued receiving major equipment.
- In December, Matrix completed the first structural steel erection and the first Heat Recovery Steam Generator (HRSG) component was installed.
- Q1 2016 Look Ahead:
 - Continue HRSG installation
 - Install combustion turbine generators
 - Continue foundation and underground piping and electrical installations
 - The manpower will increase in the spring with the start of above ground piping and electrical installations. Peak will be hit next summer, so increased traffic in and around the site is likely.
 - Both of the gas turbines are on site now. The only thing left to arrive is the steam generator, which will be arriving next summer.
- **TransCanada Project Review – Peter Webster**
 - Blasting programs
 - Pre-blast house inspections were completed with neighbours to the east of the site. Agreements were in place so that we could undertake pre- surveys. A third party company came in to video record and survey basements. The program was offered to 8 owners, and 5 ended up participating in it.
 - Seismic monitoring units were set up- one was installed at the end of the Lennox power house; another installed by road near MTO bridge; and lastly one at the east end of site near the site entrance.
 - Results showed that the biggest vibration measured was a heavy truck going over the channel.

- There is a large heronry in the Lennox wetland area. A biologist monitored the activity while the blasting was ongoing. There was no impact on the herons. The osprey nest closest to the blasting operations also did not seem to be impacted. The biologist thinks that some of the young from this year may come back to a new platform that was installed west of the Lennox powerhouse.
- Overall, the blasting program went really well and no environmental impacts occurred.
- Archaeological monitoring
 - Archaeological studies were conducted on site as part of the Environmental Review Process.
 - However the Ministry of Culture input included a request to do further monitoring in the OPG easement area and east end of laydown area in the area of the east siltation basin.
 - An archaeologist and monitor from MBQ were on site for this work plus:
 - Monitoring of Bell Canada copper and fiber installation
 - Possible Hydro One 44kv route at west end of Upper Gap Park.
 - Entrance road installations
 - A couple of animal bones were the only items found during this work.
- Road entrance-Traffic Light Installation
 - Completed both permanent and temporary construction entrances
 - Traffic lights have been installed and are providing intended traffic control – the only issue was a temporary 1 minute cycle versus resting on green for Highway 33. The issue was corrected accordingly.
 - The Construction Coordination Committee met this morning and we heard that folks are running the red light. The OPP confirmed there is a \$325 fine and demerit points. TransCanada will be addressing this issue in the next newsletter to remind community.
 - From September to November was a very busy period for deliveries to site.
 - Large concrete pours occurred seeing up to 1,000 cu m involving up to 200 trucks per day to site.
 - In total, 24 HRSG components and 6 steam drums (heaviest module 232,036 kg) were delivered.
 - Six condenser components were also delivered to site. The components came by barge through Great Lakes system from Indiana Burns Harbor. They were offloaded at Lafarge and sent to site. The width of goldhofers – double wide which is reason why the Highway had to be shut down. .
 - Two combustion turbines and two combustion turbine generators (293,000 kg) were also delivered to site.
 - OPP provided excellent escort service for all the deliveries.

- One to two day long additional heavy hauls deliveries will occur next spring.
- 250-300 truckloads of material were moved from a warehouse in Pickering, including 48 oversized loads delivered direct to site.
- 48 shipments of duct work from Cambridge including 36 oversized loads were delivered. The oversized loads were delivered to site.
- Also delivered, piping shipments from Toronto.
- In December, the auxiliary boiler was delivered by rail.
- In total, TransCanada received two formal complaints regarding this activity.
 - Looking forward to spring/summer 2016, a steam turbine generator will be delivered to site, in addition to 3 large transformers (rail) and that will complete all major equipment deliveries.
- Bill Lowry asked if all deliveries come from the west. Peter Webster replied that traffic is supposed to come down County Road 4, which was recommended by L&A County but that some is coming through Napanee.
 - Public Complaints (25)
 - Traffic (8)
 - 4 - speeding trucks in the Bath area. During the HRSG pour, TransCanada requested for the OPP to monitor traffic. 4km over the speed limit was highest recorded that day. After speeding complaints were received, Matrix addressed and communicated to workers that it was not acceptable behavior. Speed radar signs at each end of Bath and one at Southview Public School will be installed next week. The signs collect speed data which will then be shared with the O.P.P.
 - 2 – aggressive driving
 - 1 - drivers turning off County Road 21 cutting off eastbound Highway 33 traffic.
 - 1 – delivery trucks missing NGS entrance and trying to turn around at Lennox.
 - Heavy Haul (2)
 - 1 – school bus caught in lengthy delay during condenser delivery
 - 1 – complaint of being caught in 15 minute delay, wanted detours
 - Traffic Signal Cycle (2)
 - 2 – lights cycling every 2 seconds instead of resting on green for Highway 33. This usually occurs at 7 AM and around 5pm when shifts are beginning and ending.
 - Portable Lights (2)
 - 2 - portable lights used for night shift causing glare on Highway 33. We are able to re-aim the lights if you do see a problem down there.

- Track Out (3)
 - 3 – complaints about mud being tracked onto Highway 33
- First Nations (2)
 - 1 – contractor encroachment into Upper Gap Park
 - 1 – skid steer leaving access road prior to archaeological monitoring
- Agricultural Leaseholder- OPG east property (4)
 - 1 - crop damage caused by snow plowing activities
 - 2 – access to fields
 - 1 – flooding of crops caused by top soil storage at the back of the laydown area
- Location of Sign (1)
 - 1 – location of road construction sign blocked view from secondary property exit
- Debris from truck (1)
 - 1 – plastic bag following out of the back of a contractor's ½ ton truck
- Max Kaiser commented that he received a call from a resident near Southview School. The residents don't have bussing as an option, so they have to walk to school. They are hoping that a lighted crosswalk would be installed as it is a busy county road with speeding traffic. Noted that it has been escalated to County level.
- Peter Webster reiterated that if residents have complaints or issues, we want to hear from people so that issues can be addressed.
- 2015 Employment levels
 - Currently there are almost 500 people on site in total
 - Expecting peak manpower to occur in summer 2016, with 650 to 750 at peak
 - In fall 2016, manpower will start to drop off
 - Commissioning should begin in 2017.
 - The operations staff at NGS will be approximately 24 people.
- Mike Schenk asked if workers leave during the lunch hour. Peter Webster indicated that once workers arrive on the site in the morning, they are in for the day.
- John Warren commented that he sees a lot of truck traffic on Hwy 7, as he lives on this road. Peter Webster replied that commercial vehicles coming to the NGS site are not supposed to be using that road, so please record and let us know so it can be addressed.
- Bill Lowry mentioned the impending construction on Amherst Island (27 wind turbines). Suggested that TransCanada communicate with Wind Electric, as they may also be using County Road 4 when construction gets underway. Noted that the project is still in the tribunal stage and Road Use Agreement has not been finalized. Peter Webster replied that Wind Electric could be invited to attend a Construction Coordination Committee.
- Bill Lowry mentioned concern regarding the tourist season, as there is only one ferry at Glenora this year. Signs just west of Lennox GS advise people of ferry schedule. Suggested installing an electronic sign, east of the NGS site, to post notices of delay. Peter Webster confirmed this had

been done already as it was a requirement of MTO. The signs were only tuned on when we were making shipments. This will be in place again next year.

- Bill Lowry asked whether MTO communicated about its plans for Highway 33 rehab. Peter Webster confirmed that it's been mentioned to us. As the construction will be east of Millhaven, it shouldn't impact NGS and MTO has nothing planned for that stretch of the highway between Lafarge and the NGS site.
- Peter Webster asked if current frequency of meetings (quarterly) works for everyone. All agreed.
- It was also agreed by members that the second Thursday of the month is the best time to meet.
- Peter Webster requested feedback regarding meeting content.
- John Warren noted that the content is good. John runs a website and would like to add a narrative so that people can understand what's happening on site.
- Jack Green requested that the NGS website be included in the meeting minutes. (www.napaneeegs.com).
- Max Kaiser asked if TransCanada could utilize local social media outlets to communicate traffic delays (OPP, 511 Ontario, radio ads). Peter Webster confirmed it would be looked into.
- Bill Lowry expressed concern with tourism. Asked if TransCanada has been informing Belleville and Kingston about the traffic delays. Peter Webster confirmed they could be added to the project mailing list. There will be delays next summer, but only for 2 or 3 days.
- Mike Schenk replied that as soon as drivers get through Bath, people generally speed so they get in front of the ferry line up.
- Dan Garrison asked if there would be a site visit at some point. Peter Webster confirmed that a site tour would be part of the second quarter CLC meeting in June.
- Mike Schenk asked about local employment. David Small confirmed that we have exhausted the local working union halls and now the work has spread out to the provincial level.
- Rob Elliott thanked TransCanada and Matrix for their recent support towards the Community Foundation and Ducks Unlimited. Peter Webster noted that TransCanada and Matrix were pleased to be a part of these initiatives.
- If any members have agenda topics, please let TransCanada know so items can be added to the meeting agenda.