



06/08/2022

**Community Liaison Committee**

**Project:** Kameron Coal Management Limited – Donkin Coal Mine  
**Venue:** Donkin Mine Site **Date/Time:** 4:15pm – 06/08/2022  
**Attendees:** Cameron McLennan (KCML), Karen MacPherson (KCML), Charlene Reid (CLC), Syl Phelan (CLC), James Wells (CLC), Eric Budden, James Edwards (CLC)  
**Non-Attendees**  
**Excused** Brian Comer (CLC), Anthony Webb (KCML) Claude Peach (CLC)  
**Recorded by:** Karen MacPherson

**Introduction and General Discussion Items**

1.0	<b>Start Meeting: 4:17 pm</b>
1.1	<p><b><u>Update on second modifications to the Fan Silencer</u></b></p> <p>Cameron McLennan told the committee that all the pieces for the second modification were on site and the installation would start next Wednesday June 15<sup>th</sup>. It will take more than a day but hoping it will be completed by Friday June 17<sup>th</sup>. If the second modification works and we see that it has provided some relief to the community, we will look at doing the same modifications on the number 1 fan.</p>
1.2	<p><b><u>Update on the Mine re-opening</u></b></p> <p>Charlene Reid mentioned that there were rumors about the mine re-opening. Cameron indicated that the company was in the process of drafting up the documents required to submit to government to re-open the mine. It not 100% guarantee that it will happen because there are some hurdles we still need to get over. If the mine re-opens and we find that the second modification has not worked, we can look at exploring other solutions that were too expensive when the mine was not producing coal. It will be easier to get money when we are making money.</p> <p>When asked by Syl Phalen what conventional silencers are, Cameron explained that the conventional silencers are large metal boxes with that are open on either side allowing air to pass through. There are vertical baffles inside the box that run parallel with the flow of air. The skin of the baffles is perforated with many holes and a sound absorbing material is packed inside. The company has used them in the United States, and they have enough experience with them to know they reduce some of the noise, but they will not eliminate all the noise. They are expensive to install and that is why it was not a realistic option when we are idle.</p> <p>James Wells asked about a timeframe for restarting production.</p> <p>Cameron told the committee it depends on a few things, an important one is how satisfied the government regulators are with our plans. Depends on being able to iron out some other wrinkles.</p> <p>James Edwards asked what some of those wrinkles were.</p> <p>Cameron explained that agreements need to be established with vendor and suppliers to make sure the supply deliveries and coal transportation doesn't cause</p>

major delays in production. We have to re-establish terms with these vendors and negotiations are still going on.

James asked about a timeline to re-open.

Cameron indicated he still had plans to submit, once the final one goes in it will start the 90-day waiting period. There is a caveat in the regulations that state if both parties come to an agreement on all items that the timeline can be shortened from 90 days, but that is a high bar to reach. We are certainly looking at fall before we can start production. Before the start of production there will be construction stage that will have to take place to get the mine ready.

James stated that safety should be the number one focus.

Cameron agreed and explained that lengthy discussions have already taken place with the Department of Labor on work that will be required before production starts. Similar conversations have also been had with the workforce currently at the mine.

James asked what staffing numbers were we looking at?

In the startup phase, about 50-60, once we are in production over one hundred.

Syl Phalen asked if we would open up the road that constructed in Glace Bay.

Cameron indicated that once we start up that road would be used as part of the trucking route. The construction of the road was paid for by Kameron and company owes the property the road is located on. The Department of Transportation will get involved when it comes the intersection at the end of the Road.

Charlene stated that the speed limit on the highway is 80 k, and it would be dangerous for trucks turning onto the highway, they may need to put in traffic lights at that intersection.

Cameron mentioned that the Department of Highway were aware that was a bad stretch, and there was interest in using the opening of the mine haul road to make some infrastructure changes at that location.

James Wells asked if our opening now based on the price of coal.

Cameron said that was not the major factor, because it is likely prices will remain high for a while.

Sly Phalen asked if we know how many trucks would be on the road.

Cameron speculated that within a year of the start of production we would probably need the same number that was on the road before we shutdown.

Cameron also explained that at some point, as the volume produced increases trucking will no longer make economic sense and we will have to look at other options such as rail or shipping by Barge, but we have had no discussions on that yet.

James Edwards asked if we were optimistic about getting government approval.

Cameron indicated that everyone is optimistic, everyone wants to see the economic benefits of us re-opening. That does not affect the requirement to draft suitable plans and adhere to them. We have a good working relationship over the last couple of years with the department of labor and environment and we will work with them closely to address any concerns.

James Edwards mentioned that once we confirm that we are opening people in the community will want answers related to Safety, Trucking, Methane, and of course the Noise.

### **1.3 Meeting in Port Morien on May 31<sup>st</sup> regarding Mine Noise**

Charlene Reid brought up the Meeting held in Port Morien on May 31st and asked James Edwards who attended to share what went on at that meeting.

James had taken notes at the meeting, and he shared all his notes and community questions which he recorded with the committee. Key points and discussions are summarized here.

Firstly, he mentioned that there was a good turnout, around fifty people. Catherine Ferguson chaired the meeting. Catherine and Betty said about one hundred people contacted the Cow Bay Coalition with complaints about the mine noise.

They stated that it is clear that the noise is affecting people's health. The coalition was formed in 2020. The Coalition were the group that send the tape to the UK company. The Coalition were instrumental in helping to get the mine to seek their services.

In the meeting they talked about the noise causing sleep deprivation, anxiety,

tension headaches, affecting quality of life and even when you cannot hear it you are waiting for it to start up. It is a real noise not a phantom noise.

They mentioned that the new fans were installed in 2019 but the silencers were not installed. They also talked about how barometric pressure has an impact on the noise.

One of the comments that was made was that noise drowns out noise of the fishing boats in the harbor.

The group mentioned that the CLC meeting minutes were taking up to three weeks to be sent out and they felt they were censored.

In response, Karen MacPherson explained that in the CLC guidelines, the only reference to a timeline on releasing the minutes is that the members are to receive a copy one week before the next scheduled meeting. As for censorship, the minutes must be approved by all members who were present for the meeting before they are distributed publicly, if a member does not believe a discussion was properly summarized then a revision will be made accordingly.

The question was asked as to whether people from KCML had spoken to Devco regarding the noise.

Cameron said they had not received any suggestions on the noise issue based on previous experience with Devco operations.

Eric Budden mentioned that he worked in the maintenance and engineering department of Devco, and the type of fans used were different than the ones used at Donkin. Donkin fans are blowing fans which push air into the mine and the fans at Devco were exhausting fans which pull air out of the mine.

The Cow Bay Coalition expressed that they had put up a good fight and now they want action. A resident suggested a protest, getting media involved, another suggested a lawsuit, and other asked why do we need to find a solution, it should be up to government and the mine. It was suggested that Kameron's industrial approval should be put on hold until the noise issue is resolved. The Coalition is looking at all levels of government to help. Email addresses were given out so people could express their concerns.

Sea-cans or shipping containers were discussed. James asked if they were still installed.

Cameron confirmed they were. They had not moved since they were installed in 2020 as the first possible solution to mitigate the noise. The option was chosen based on walls constructed along freeways in the United States to mitigate road noise for homes constructed next to the freeway. The walls next to the highways were made of concrete. The shipping containers installed in front of the fans are made of metal.

James Edwards asked if there was a possibility that the shipping containers were making the noise worse.

Cameron replied that it was possible, but he thought it was unlikely. Cameron wasn't aware of a noticeable increase in the number of noise complaints in the time shortly after the shipping containers were positioned in front of the fans. The first attempt to modify the fans according to INVC's designs did create a noticeable increase in noise complaints.

James asked what the fans themselves are housed inside.

Cameron explained that the fan blades rotate inside a custom metal casing our tube which is fabricated by the fan manufacturer. There is no insulation or sound dampening material included.

James asked if an increase in activity at the mine site due to re-opening would increase the noise levels experienced by the community.

Cameron said no, there should not be an increase in noise due to activity.

#### **1.4 Environment and Climate Change Clean Air Day Announcement**

Charlene Reid mentioned that she had a call from Malcolm MacNeil regarding an announcement being made at 10am from the Department of Environment. Malcolm explained that the province was starting the process of updating the Nova Scotia Air Quality Regulations and Nova Scotia's Guidelines for Noise Measurement and Assessment.

Cameron also received a call from Malcolm prior to the announcement at 10am.

The review process will include consultations with various community stakeholders and industrial partners.

Consultations on Air Quality Regulations began the day the announcement was made (June 8<sup>th</sup>).

Stakeholder engagement for the Noise Measurement and Assessment Guidelines will begin later this year.

The announcement can be found at the following link,  
<https://novascotia.ca/news/release/?id=20220608001>

Cameron explained that as he understands it, the updates are focused on pollutants like dust and particulate emissions from sources like smokestacks from larger industrial partners within the province like Nova Scotia Power. Methane emissions from the mine are not likely to be relevant to the updates and shouldn't significantly impact operations at the mine.

James Edwards asked if that was because the methane emissions were negligible.

Cameron explained that the mine's methane emissions are more of a concern for the Climate Change division of Nova Scotia Environment, which requires annual reports estimating the quantity of greenhouse gas emissions expressed in tonnes of Carbon Dioxide Equivalent (CO<sub>2</sub>e). The quantity of Methane liberated each quarter is included in these reports, expressed as CO<sub>2</sub>e for the sake of easier accounting and comparisons between different industries and facilities.

Cameron also explained that the methane emissions had decreased significantly since production stopped. The decrease in methane liberation follows a natural decline curve commonly observed at coal mines in the United States where production has stopped but ventilation is maintained.

When asked how the mine's emissions compared with other industries in the province Cameron referred to greenhouse gas emission data which the province has made available on Climate Change Nova Scotia website for the Cap-and-Trade program.

<https://climatechange.novascotia.ca/cap-trade-regulations>

In the most recently published data is for the year 2020, the year production stopped at the mine. The highest verified emitter listed was the Lingan generating station with 2,464,803 metric tonnes of CO<sub>2</sub>e. The total estimated emissions from the Donkin Mine in the same year were 370,743 tonnes of CO<sub>2</sub>e. That is 15% of the total estimated emission from Lingan.

The 2019 data, which captured a full year of coal production at Donkin, is very similar. The total estimated emissions from Lingan in 2019 were 2,472,196 tonnes of CO<sub>2</sub>e while the total estimated emissions from Donkin were 422,934 tonnes of CO<sub>2</sub>e. That's 17% of the total estimated emission from Lingan.

James Edwards asked if KCML had a statement prepared for the media given their interest in updates on the mine.

Cameron replied that no statement would be provided to the media but plans were required to be submitted to the government for approval at least 90 days before mining activity is anticipated to begin. The submission of those plans and a notice of the anticipated date start date provided to the Director of the Dept. of Labour Skills and Immigration would be the only statement provided by the company.

1.5	<b>Conclusion – Update at next meeting on results of the second modification and update on the status of the mine re-opening.</b>  Next Meeting – July 5 <sup>th</sup> , 2022, 4:00pm
1.6	<b>5:20 pm Meeting Closing</b>

