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## NORTHERN GATEWAY PIPELINE PROJECT: 6 THINGS TO KNOW

Federal review of proposed crude oil pipeline to be released on Thursday afternoon.

An independent three-member panel from the National Energy Board is set to hand down its final report today on the Enbridge Northern Gateway Project, a decision that will include recommendations to the federal government on whether the project should be approved.

If approved, the report will include a number of terms and conditions Enbridge must follow, but the federal government will have 180 days to make the final decision on the project.

The \$6.5-billion project proposes to build two pipelines stretching 1,177 kilometres from Bruderheim, Alta., to Kitimat, B.C.

One of the lines would carry around 525,000 barrels per day of petroleum west to Kitimat, allowing Canadian oil producers to reach the emerging markets of Asia.

The other line to Bruderheim would carry around 193,000 barrels per day of condensate — a toxic mix of



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liquid hydrocarbons that forms during the extraction of natural gas and is used as a thinning agent to dilute and help transport heavy oils such as bitumen. The majority of the pipeline would be buried underground,

1. Public hearings, environmental impact all part of the panel decision

The NEB panel held hearings for more than a year throughout Alberta

and B.C., listening to issues raised and information submitted by a number of people, including business leaders, environmental and aboriginal groups and members of the public.

Danny Nunes holds a sign in support of the Enbridge Northern Gateway Project outside hearings in Kitimaat Village, B.C., in January 2012. (Darryl Dyck/Canadian Press)

The panel's decision is supposed to be based on the information learned from those hearings, its examination of the potential environmental effects of the project and their significance. It also looked into issues relating to routing and land matters, safety and economic feasibility and whether the project is in the Canadian public interest.

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As well, the panel was to determine what technically and economically feasible measures could be implemented to mitigate any adverse environmental effects.

2. Environmental and First Nations groups oppose the project

Environmental groups and aboriginal communities oppose the pipeline for a number of reasons, including the risk of oil spills and leaks, the effects on the environment and the risks from increased tanker traffic through B.C.'s Douglas Channel.

The B.C. government told the panel it did not support the pipeline

as initially proposed, and more than 130 aboriginal bands signed a declaration against the project.

Opponents are also against the increased production from the oilsands, which they say will just further increase greenhouse gases and pollution.

3. Why Enbridge says it's safe and economical

Enbridge claims the pipeline will create over 3,000 construction jobs and 560 long-term jobs in B.C., which it says would translate to \$32 million per year in earned income flowing into local economies.

As for safety issues, Enbridge says a team of over 200 experts and scientists conducted a comprehensive environmental assessment of the project route, and that 70 per cent of the route will go through previously disturbed land.

The pipeline itself will be made from steel that is 20 per cent thicker than required, Enbridge says, and will be monitored around the clock from its control centre.

4. The panel has already laid out 199 conditions for the project

In April, the NEB panel laid out nearly 200 conditions (199 to be exact) that

the project had to meet in order to proceed. These conditions included rigorous pipeline inspections every two years to check for cracks and almost \$1 billion in liability coverage in the event of a catastrophic oil spill.

The company must also have a plan for monitoring the pipeline's effect on the environment and submit plans for monitoring species at risk, including proposals for caribou habitat restoration

5. The project sparked a fight between Alberta and B.C.

The premiers of B.C. and Alberta clashed over dividing the revenues

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from the project. B.C. Premier Christy Clark had insisted that since her province was taking on the majority of the environmental risk, it should be compensated. But Alberta Premier Alison Redford rejected sharing the revenue, suggesting the province would have to look to the federal government for a transfer payment if it wanted a larger share of the pipeline revenue.

In November, a deal on moving energy resources to new markets was reached between the two leaders, which included B.C. agreeing to leave revenue sharing from the Northern Gateway project off the table.

6. The pipeline could be ready by 2018

In an interview with The Canadian Press in October, Enbridge senior vice-president Vern Yu said the company expects a decision

from the federal government by mid-2014, meaning the pipeline could be moving oil by 2018.

"We expect that there would be some appeals to that decision and that would take us into early 2015, and at that point we would be able to start construction, which would allow for somewhere around a 2018 in-service date," Yu said.

## OFFICIALS WARN BAKKEN OIL MAY BE MORE FLAMMABLE THAN OTHERS

Following a string of explosive accidents, federal officials say crude oil being shipped by rail from the Northern Plains across the U.S. and Canada may be more flammable than traditional forms of oil.

A safety alert issued by the U.S.

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Department of Transportation warns the public, emergency responders and shippers about the potential high volatility of crude from the Bakken oil patch. The sprawling oil shale reserve is fuelling the surging industry in eastern Montana and western North Dakota, which is now the nation's second-largest oil producer behind Texas.

Thursday's announcement from officials declares that the Bakken's light, sweet crude oil may be different from traditional heavy crudes because it is prone to ignite

at a lower temperature. Experts say lighter crudes, which contain more natural gas, have a much lower "flash point" -- the temperature at which vapours given off by the oil can ignite.

The government's warning comes after a huge explosion on Monday caused by a crude train derailment near Casselton, N.D. No one was hurt, but worries about toxic fumes prompted the evacuation of hundreds of residents from the small eastern North Dakota town.

The oil boom in the Bakken has reduced the nation's reliance on

imported oil and brought thousands of jobs to the region. But as companies increasingly rely on trains instead of pipelines to get that oil to lucrative coastal markets, public safety in communities bisected by rail lines has become a major concern.

In July, 47 people were killed in Lac-Mégantic, Quebec, when a train carrying Bakken crude derailed. Another oil train from North Dakota derailed and exploded in Alabama in November, causing no deaths but releasing an estimated 749,000 gallons of oil from 26 tanker cars.

By comparison, there was no fire when 10,000 gallons of oil that originated outside the Bakken region leaked after a Canadian Pacific Railway derailment in Minnesota last March. Cleanup crews were able to scoop up much of the spilled crude, which the railway said came from western Canada.

Whether the government's response to the latest derailment will help stave off another accident is uncertain. While safety advocates welcomed the move, others said the warning didn't offer new information.

"It doesn't take a rocket scientist to figure out that Bakken oil is a high-quality crude with a lower flash point -- that's what makes it a desired commodity for all these coastal refineries," said Ron Ness, president of the North Dakota Petroleum Council, a Bismarck-based group that represents hundreds of oil industry companies.

Ness added that companies shipping oil from the Bakken already were adhering to federal regulations.

Casseltown Mayor Ed McConnell agreed that there was no surprise

in the federal government's assessment that Bakken crude may be more volatile.

"The important thing and the intent here is to keep pressure on the federal and state government to make things safer," he added.

The amount of oil moving by rail in the U.S. has spiked since 2009, from just more than 10,000 tanker cars to a projected 400,000 cars in 2013.

Thursday's safety alert resulted in part from results of preliminary tests on Bakken oil to determine just how dangerous it is,



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said Jeannie Shiffer with the Department of Transportation's Pipeline and Hazardous Material Safety Administration. Shiffer said knowing the volatility of the oil is crucial so that it can be properly handled during shipping.

"The material must be properly classified at the beginning of the process. That determines everything," she said.

The issue of volatility is particularly important for firefighters and other emergency responders who have

to deal with accidents like the one in Casselton, said Fred Millar, a rail safety consultant in Virginia.

He said the dangers of crude have long been underappreciated, and need to be communicated to the hundreds of counties and cities across the U.S. that have seen a surge in crude oil trains. He added that railroads should consider routing the Bakken oil trains around highly populated areas.

After the Lac-Megantic crash, federal officials issued an advisory for companies to properly classify

their crude oil according to a scale that ranks hazardous materials as a great danger, medium danger or minor danger.

Officials have now gone a step further, declaring that the Bakken's light oil -- extracted from shale formations through the drilling process known as hydraulic fracturing, or "fracking" -- may be different.

Kenneth Medlock, senior director at the Center for Energy Studies at Rice University in Houston, noted that the volatility of crude varies from one oil field to the next and is

driven largely by how heavy it is.

Given that oil is typically shipped in the same type of tank car no matter its volatility, Larry Bierlein, an attorney for the Association of Hazmat Shippers, questioned the importance of Thursday's announcement. Flaws that render the most commonly used tank cars prone to rupture have been known for more than two decades.

Bierlein said the public would be better served by the government adopting a long-delayed proposal to improve those cars, known as DOT-111s.



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"They have lost track of where safety is," he said of the Department of Transportation.

North Dakota regulators had said last month that they were considering crafting a report to disprove that hauling the state's crude by rail is dangerously explosive. On Thursday, state officials said those plans had been dropped in the aftermath of the Casselton derailment.

The state's oil production is now pegged at about 1 million barrels daily, and the state's sweet crude is increasingly moving by rail to feed refineries on the

East, West and Gulf coasts. State officials said the pace of production likely won't be stunted by Monday's accident.

### **TOM MULCAIR'S NDP FIRMLY AGAINST NORTHERN GATEWAY PIPELINE**

NDP Leader Tom Mulcair maintains the Northern Gateway pipeline will never get built, a day ahead of the National Energy Board's report on the Enbridge project.

A panel reviewing the environmental

effects of the pipeline is expected to make public its recommendations for the project on Thursday in Calgary.

"We will maintain our firm opposition to the Northern Gateway pipeline," Mulcair told reporters during a year-end news conference in Ottawa on Wednesday.

'You can't just ... say, "This is going through." This is the Conservative way and, by the way, that's why Northern Gateway is never going to get built.' - NDP Leader Tom Mulcair

If approved, the pipeline would transport oil from Alberta to Kitimat,

where it would be moved through tankers in the Douglas Channel.

"Allowing super tankers into the Douglas Channel is madness, and it should not take place," Mulcair said.

Aside from the risk of spills, Mulcair said the federal government has failed to consult First Nations that would be impacted by the project.

"The pipeline itself suffers from one major flaw, which is the fact that we're not dealing with First Nations a nation-to-nation basis," Mulcair said.

"We should never have wasted public money on this



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study," the NDP leader added.

"You can no longer impose these things from the top down. This is another era. You need social adhesion, you need to work with people. You can't just bark at them and say, 'This is going through.'

"This is the Conservative way and, by the way, that's why Northern Gateway is never going to get built."

The Joint Review Panel wrapped up almost 18 months of public hearings throughout B.C. and Alberta in June.

The fate of the pipeline rests with

the federal government which has up to 180 days to decide whether it ought to be built once the joint panel issues its report.

### ALBERTA GAS STATION RESTROOM NAMED BEST IN CANADA

The Valleyview Shell Super Station washroom has been named the winner of the 2013 Canada's Best Restroom Contest by Cintas.

"The cleanliness and energy-saving design demonstrates how the staff

at Valleyview Shell Super Station goes above and beyond to appeal to their customers," said Cintas' Senior Marketing Manager Leslie Molin. "We are excited for the opportunity to present the award to such a deserving establishment and dedicated team."

Canadians cast thousands of votes online through Nov. 30, and the Valleyview washroom Valleyview is in northern Alberta, about 350 kilometres northwest of Edmonton, on Highway 43 - with its eco-friendly design and "spotless reputation" - took top prize.

Valleyview is in northern Alberta, about 350 kilometres northwest of Edmonton.

The Valleyview convenience store serves between 2,000 and 2,500 customers each day and employees check the washroom every 20-30 minutes depending on the number of people that come in.

"Customers appreciate that they can count on us for a clean place to stop and use the washroom," said Store Manager Blake Sparks.

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all the time about our elegant décor in the washroom and the importance we place on the maintenance of our facility.”

“We are proud to see that the Valleyview team goes the extra mile to keep its facility well maintained,” said Molin.

The 2013 finalists were selected based on cleanliness, visual appeal, innovation, functionality and unique design elements.

### MAN PLEADS GUILTY TO CHARGES LAID AFTER N.B. ANTI-SHALE GAS PROTESTS

The RCMP say a New Brunswick man charged following anti-fracking protests has been given a conditional sentence and ordered to stay away from future shale gas demonstrations in the province.

Police say James Pictou pleaded guilty Tuesday in Moncton provincial court to charges of uttering threats, uttering threats against a police dog, obstructing a police officer, assaulting a police officer with a weapon, breaching an undertaking and two counts of mischief.

The 47-year-old man from Saint-Andre-de-Madawaska was arrested Oct. 17 after an anti-shale gas protest along Route 134 near Rexton turned violent.

The RCMP say he was also charged in connection with an incident on July 30 on the Elsipogtog First Nation.

In a second case, the RCMP say additional charges were laid

Wednesday against 21-year-old Germain Breau of Upper Rexton after he was arrested Oct. 17 at the protest near Rexton.

He has been in custody since his arrest and is facing five counts each of assaulting a police officer and pointing a firearm at police, carrying a weapon to a public meeting, possession of a weapon for a dangerous purpose, possessing a firearm without a permit, and three counts of uttering threats against police.

### COLD SPELL: HYDRO-QUÉBEC ASKS FOR THE PUBLIC'S COOPERATION TO REDUCE POWER CONSUMPTION DURING PEAK HOURS

MONTREAL, Jan. 2, 2014 / CNW Telbec/ - Hydro-Québec is anticipating high power consumption due to the extremely cold weather conditions prevailing now and forecast for the next few days. System demand is expected to be close to 38,000 MW. The last historical peak was 38,797 MW and occurred on January 23, 2013.

Hydro-Québec has implemented the various means at its disposal to ensure continuity of service. However, in order to give the utility greater operating margin, Hydro-Québec is asking for cooperation from the public to reduce power consumption during peak periods.

Hydro-Québec is asking for reduced power usage during these peak hours:

Thursday, January 2: from 4 p.m. to 8 p.m.

Friday, January 3: from 6 a.m. to 9 a.m. and from 4 p.m. to 8 p.m.

Here are the most effective ways to reduce consumption:

Lower the thermostat temperature by a degree or two (Celsius) in all rooms, especially those that are unused.

Postpone using major appliances (especially dryers and dishwashers) by a few hours.

Limit if possible the use of hot water.

Hydro-Québec will reduce heating and lighting in all its administrative buildings in Québec, and the lights on the logo and the mural of Mousseau at head office will be turned off.

Hydro-Québec sincerely thanks all customers for their cooperation and will keep them informed of any new developments.

### SEA DRAGON ACQUIRES AN ADDITIONAL DEVELOPMENT BLOCK IN THE CORE GULF OF SUEZ REGION

Sea Dragon Energy Inc. (“Sea Dragon” or the “Company”) (TSX VENTURE: SDX) is pleased to announce the acquisition of an equity interest in the South Ramadan Concession located offshore in the Gulf of Suez, Egypt.

The 26.2 km<sup>2</sup> concession, located in 27m of water, contains two

proven productive horizons in the Eocene age Thebes and Senonian age Matulla carbonates. These horizons, combined, have produced 3.75 MMBO of light oil (31 API) to date from two previously drilled wells tied back to an existing platform.

The concession is also located between the giant Ramadan field (550 MMBO) and the Saqqara field (80 MMBO) both of which produce light oil from the Lower Cretaceous age Nubia sandstones which are the primary development targets within this concession. The work commitment, over the 10 year extension period, is \$23MM which consists of 1 new well and facility upgrades.

Sea Dragon is a 12.75% equity owner in the South Ramadan concession with Pico holding 37.5% and operatorship and GPC holding the remaining 50%.

Commenting, Paul Welch, CEO of Sea Dragon, said:

“Securing an interest in this concession underpins our focus on developing reserves and expanding production within the Gulf of Suez Fairway that we have been developing over the last year. The capital raised from the recent sale of our Upper Egypt assets will be redeployed into an area where we’ve had considerable success and understand the geology well. I am looking forward to reporting on the development of this concession in the coming months.

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