



Property Value

The optics of sulphur visible from HWY 15 deterring home purchase in Bruderheim & Lamont.

Sherritt Gordon has been apart of Fort Saskatchewan since 1954, handing thousands of tons of sulphur over the years with no negative impact on the City. Visual earth berms and wind screens are part of our business plan, but during peak times sulphur may be seen from HWY 15. In other areas the visual aspect of sulphur is related to the proximity of a sour gas processing facility, which is no the case here.

Loss of value of my property within 5 kms of the proposed facility

Property values have increased in the area since we have been involved. In The County of Beaver they are involved heavily in the landfill business and they have seen dramatic increases in property values in recent years. Sherritt Gordon and Dow Chemicals are within Fort Saskatchewan City limits and property values are at all time highs.

Falling property value resulting from loss in demand

Demand for property, housing and resources of all types is just starting to move. The future is very bright for all areas NE of Edmonton. Residential house listings are scarce and new homes will be built. New industry creates demand.

In the short time we have been involved in the area, we have seen an increase in real-estate prices in all areas. Farmland and industrial land sales provide evidence to a very positive market. Land values have increased in the areas adjacent to industrial lands. Alberta's Industrial Heartland has addressed issues of land values and residences affected by industry and these could be discussed for Lamont County.

With the shortage of residential property available, existing house prices are rising and new houses will have to be built. We are involved on projects throughout Western Canada and industrial activity brings with it more industrial activity and with that prosperity. We are landowners in Lamont County and have the best interests of the County in mind. We would like to assist the County by building a strong residential and industrial base.

Significant property value loss as an adjacent land owner, or inability to sell at all

Property values have increased and should be higher than normal farm or residential property because of the speculation in the market place that more industrial land will be required in the future. Alberta's Industrial Heartland has completed an affected residence policy with stakeholders input. This has not been adopted in Lamont, but methodology exists.

Noise Pollution

Noise impacts at my home from the high level of train traffic on the site.

HAZCO is currently completing a Noise Impact Assessment (NIA) at the property. The assessment results are expected in March 2006. The NIA will focus on determining the impact on residential locations in the immediate vicinity of the proposed facility. The assessment will evaluate the following; the current sound environment - including the contribution from the existing sound sources such as Highway 15 and Highway 45, existing train traffic and neighboring industrial facilities, the contribution of the proposed Bruderheim facility and associated truck and rail traffic alone, and the cumulative effect



of the addition of the proposed Bruderheim facility and associated rail and truck traffic to the existing sound levels.

The applicable regulatory requirements with respect to environmental noise emissions for energy facilities are defined in the Alberta Energy and Utilities Board (EUB) Noise Control Directive ID 99-8. Alberta Environment has no published noise emission standards. The EUB Directive specifies maximum allowable outdoor sound levels for noise from operation of energy industry facilities. Permissible Sound Levels for noise for the Bruderheim facility will be determined for residences in close proximity in accordance with the EUB Directive's requirements.

In the event that noise impacts are identified, the appropriate measures (i.e. sound barriers, etc.) will be taken to ensure that noise levels are below the applicable EUB permissible sound levels.

HAZCO expects two unit trains per week at the site. Trains on or near our site will be moving at much reduced speeds and this will result in lower noise levels and safer operations. Currently, there are a minimum of two trains passing the site per day, using both the CN and CP lines. During the summer months, when grain is being shipped by rail, rail traffic can double. Therefore, HAZCO will have a small effect on rail traffic in the area.

Our goal is to manage and minimize noise as effectively as possible, but with increased activity, there will be an increase in noise.

Noise impacts from increased rail traffic past my home.

HAZCO is currently completing a Noise Impact Assessment (NIA) at the property. The assessment results are expected in March 2006. The NIA will focus on determining the impact on residential locations in the immediate vicinity of the proposed facility. The assessment will evaluate the following; the current sound environment - including the contribution from the existing sound sources such as Highway 15 and Highway 45, existing train traffic and neighboring industrial facilities, the contribution of the proposed Bruderheim facility and associated truck and rail traffic alone, and the cumulative effect of the addition of the proposed Bruderheim facility and associated rail and truck traffic to the existing sound levels.

The applicable regulatory requirements with respect to environmental noise emissions for energy facilities are defined in the Alberta Energy and Utilities Board (EUB) Noise Control Directive ID 99-8. Alberta Environment has no published noise emission standards. The EUB Directive specifies maximum allowable outdoor sound levels for noise from operation of energy industry facilities. Permissible Sound Levels for noise for the Bruderheim facility will be determined for residences in close proximity in accordance with the EUB Directive's requirements.

In the event that noise impacts are identified, the appropriate measures (i.e. sound barriers, etc.) will be taken to ensure that noise levels are below the applicable EUB permissible sound levels.

HAZCO expects two unit trains per week at the site. Trains on or near our site will be moving at much reduced speeds and this will result in lower noise levels and safer operations. Currently, there are a minimum of two trains passing the site per day, using both the CN and CP lines. During the summer months when grain is being shipped by rail, rail traffic can double. Therefore, HAZCO will have a small effect on rail traffic in the area.

Our goal is to manage and minimize noise as effectively as possible, but with increased activity there will be an expected increase in noise.

Noise impacts from increased road traffic past my home from sulphur truck traffic.

HAZCO is currently completing a Noise Impact Assessment (NIA) at the property. The assessment results are expected in March 2006. The NIA will focus on determining the impact on residential locations in the immediate vicinity of the proposed facility. The assessment will evaluate the following;



the current sound environment - including the contribution from the existing sound sources such as Highway 15 and Highway 45, existing train traffic and neighboring industrial facilities, the contribution of the proposed Bruderheim facility and associated truck and rail traffic alone and the cumulative effect of the addition of the proposed Bruderheim facility and associated rail and truck traffic to the existing sound levels.

The applicable regulatory requirements with respect to environmental noise emissions for energy facilities are defined in the Alberta Energy and Utilities Board (EUB) Noise Control Directive ID 99-8. Alberta Environment has no published noise emission standards. The EUB Directive specifies maximum allowable outdoor sound levels for noise from operation of energy industry facilities. Permissible Sound Levels for noise for the Bruderheim facility will be determined for identified residences in close proximity in accordance with the EUB Directive's requirements.

In the event that noise impacts are identified, the appropriate measures (i.e. sound barriers, etc.) will be taken to ensure that noise levels are below the applicable EUB permissible sound levels.

Noise generated from the trucks accessing the site will be managed using driver education and orientation programs and best practices. HAZCO will have significant leverage on any truck entering our facility and will use this leverage to manage expectations.

There will be an increase in truck traffic on roads like Highway 15 but as a percentage of existing traffic volumes, the increase on Highway 15 will be <1%. Future plans for a sulphur pipeline will balance potential growth if volumes expand.

Noise impacts from the rail park development HAZCO proposes in their disclosure statement.

Should other facilities be located on the property, the appropriate regulatory and municipal approvals would be required prior to development. In other words, if potential noise impacts are a result of the new development and municipal and regulatory requirements are not met, development would not proceed. Two current projects being proposed are rail car storage and a rail car maintenance building, both of which should be low noise producing activities.

Air Emissions

Dust emissions from the facility aggravating my / my family's allergies or lung diseases.

Based on the air quality study that HAZCO has completed, dust emissions from the facility meet the established Ambient Air Quality Guidelines in Alberta. Based on this information, HAZCO believes there will be little or no impact to air quality in the area. In addition, during operation of the proposed facility, an annual air quality monitoring program will be conducted as required by Alberta Environment.

Under our permit, we will not be allowed to affect anyone's air quality.

The rotten egg odour of H₂S or the pungent odour that may reach my home or work.

The source of H₂S at the site will be from the non-degassed sulphur. All of the molten sulphur accepted at the site must be degassed to less than 10ppm H₂S. The 8hr occupation exposure limit for sulphur is 10ppm. At 10ppm, H₂S will create a rotten egg odour; however, this odour will not be detected past the site boundaries. The odour at the site will be similar to odours generated at a gas station. When filling a vehicle with gasoline, the vapours can be smelt, however, when walking by a gas station there are no odours detected. HAZCO does not believe odours from the degassed sulphur will cause any issues. In



addition to the restrictions on levels of H₂S acceptable, we have added an H₂S scrubber system to our design should any sulphur exceed acceptable levels.

Health effects caused by H₂S, fine particulates, SO₂ or other air contaminants.

Based on the air quality study that HAZCO has completed, all emissions from the facility meet the established Ambient Air Quality Guidelines in Alberta. Based on this information, HAZCO believes there will be little or no impact to air quality in the area. In addition, during operation of the proposed facility, an annual air quality monitoring program will be conducted as required by Alberta Environment.

HAZCO is not taking steps to control dust generation (open pastille storage, loaders)

HAZCO acknowledges that dust is generated during the production and handling of the sulphur pastille product. We have invested in a premium state of the art technology that was designed specifically to produce a product with less dust and emissions. This type of equipment currently operates inside the city limits of Calgary and Edmonton. As control measures, HAZCO will be implementing the following dust mitigation measures; Installation of wind screens upwind of the process area (the wind screens will minimize the spreading of dust by wind), Liquid dust suppressants will be sprayed on the sulphur pastille storage pile and upon the pastilles after pastille loading (the dust suppressant liquids are biodegradable and environmentally safe and an effective method to minimize dust generation), Utilization of the best available technology that minimizes dust generation, Conveyor belts will be covered, Based on operations in a similar facility, we don't expect an impact of sulphur dust leaving the property.

Lamont County air quality is bad enough already that I oppose all further development in the region.

Soil Contamination

Soil acidification caused by the breakdown of sulphur dust in soil affecting my property.

In order to monitor the area for soil acidification, HAZCO will be required by Alberta Environment to complete a yearly soil monitoring plan. The plan would require soil testing around the property to determine if any acidification is occurring. In the event that soil acidification is occurring, a soil liming program would be completed to buffer the soil. Soil liming is a common agricultural practice used to buffer the soils to enhance crop growth in areas of acidic soils.

In addition to the soil monitoring plan, HAZCO will be required by Alberta Environment to complete semi-annual groundwater and surface water monitoring. This will also act as an indicator of soil acidification. For background purposes, the Grey Woodland soil found in Lamont County has a relative high pH and some acidity would be a positive.

Based on the air quality modeling study that was completed for the proposed facility and information from other similar operating facilities, sulphur dust and the associated soil acidification is limited to a 200m radius surrounding the facility. This radius indicates that no potential soil acidification impacts will occur outside of the HAZCO property boundaries.

Concerned about the release of sulphur from railcars during transport through Bruderheim.

During any one day, two trains pass through the Bruderheim area. The unit trains carry a variety of commodities (i.e. grain), non-hazardous (i.e. sulphur) and hazardous goods (i.e. chlorine gas). Dry sulphur, finished product, is transported in open top gondola coal cars. Sulphur has a higher specific



gravity than coal, therefore the rail cars are not filled to the top. The trains upon leaving the site, will be traveling at slow speeds and product blowing off the train is not expected. If this was the case, dust suppressants and sealants could be used, but this is not an issue elsewhere in the industry. Once the product has been loaded onto the rail car, it becomes the responsibility of the rail carrier (i.e. CN or CP rail). The appropriate documentation is held with the train during transportation and in the event of an accident, the appropriate emergency response and clean-up activities are conducted. HAZCO would also assist in the clean-up activities if necessary. Please contact CN Rail or CP Rail to discuss the emergency response measures in place to ensure community safety.

Sulphur is transported in molten form and if it is spilled from a rail car, it solidifies on contact with the ground due to temperature difference. This would be similar to candle wax; when it is heated, it is in liquid form and when it cools it is a solid. The fact that the sulphur solidifies ensures that the area of impact from a potential spill is minimal and the associated clean-up is safe and quick. Upon clean-up of the sulphur, the soil would be tested to ensure that no impact resulted from the spill.

Considering the amount of rail traffic in Alberta, the probability for a spill is very low. Despite recent rail incidents, sulphur (molten or dry) spilt on the ground is easily cleaned up. If an accident were to happen, the appropriate measures are in place to protect the health and safety of the public and environment.

Concerned about the release of molten sulphur from trucks in the case of an accident.

During any one day in Alberta, thousands of trucks travel on the highways, through cities and towns. These trucks carry a variety of products and hazardous and non-hazardous goods. Once the product has been loaded onto the molten tanker truck, it becomes the responsibility of the carrier. The appropriate documentation is held with the truck during transportation and in the event of an accident, the appropriate emergency response and clean-up activities are conducted as per transportation regulations. HAZCO would also assist in the clean-up activities if necessary.

Sulphur is transported in molten form and if it is spilled from a molten tanker truck, it solidifies on contact with the ground due to temperature difference. This would be similar to candle wax; when it is heated, it is in liquid form and when it cools it is a solid. The fact that the sulphur solidifies ensures that the area of impact from a potential spill is minimal and the associated clean-up is safe and quick. Upon clean-up of the sulphur, the soil would be tested to ensure that no impact resulted from the spill.

HAZCO will insure loaded sulphur trucks do not travel through Bruderheim or Lamont. The carriers will be motivated to comply with route management.

Considering the amount of truck traffic in Alberta, the probability for a spill is very low. That being said, if an accident were to happen, the appropriate measures are in place to protect the health and safety of the public and environment.

Transportation Issues

I will be affected by unit trains blocking access to my work/home.

It is expected that there will be an extra train coming to the Lamont Industrial Heartland area once every five days coming from the west and leaving to the west primarily on CP Rail, in addition to the unit train traffic which is currently a minimum of 2 per day. The major advantage of this site is road crossing access should not be blocked on both rail lines at the same time, so an alternate route is usually available.



Rail crossings throughout the county must be upgraded to prevent accidents at night.

Rail crossings rules and regulations are determined by the National Transportation Agency who work together with Alberta Transportation. HAZCO does not have any say as to how rail crossings are configured but the considerably slower speeds of the trains arriving and departing from our site will make for much safer conditions. We are aware that CP Rail is in the process of upgrading its track in the Industrial Heartland area right now. We will make these concerns known to both CNR and CPR.

Forty Molten trucks per day will increase accidents on Highway 15 and other roadways.

HAZCO has completed a Traffic Impact Study to determine if any improvements to Highways 15 or 45 are required. A new turning lane will be added on Highway 15 which will help to alleviate potential problems and accidents. These changes will increase the safety for not only our traffic but for all traffic. Any contract trucking company hired by our customers will have to be approved by HAZCO and part of that approval will include a review of driver training, safety programs, accident history and other issues. We will not allow companies with bad safety records to deliver product to our proposed facility.

I do not want a Sulphur pipeline to cross my land located between Scotford and RR 202.

Any proposed pipeline will have to go through regulatory approval and all stakeholders will have an opportunity to discuss issues with the owner of a proposed pipeline. Pipeline routes are not set and alternate routes should satisfy concerns on this matter.

Interference with safe and or on time school bus routing due to truck and train traffic.

The improvements required on Highway 15 will actually improve traffic flow and safety on that road. We can control the speed of the sulphur trucks as they approach the site. Further discussion around procedures, scheduling of rail and truck deliveries can help take into account this issue, as well as peak traffic times.

Incompatibilities

Sulphur is not compatible with neighboring sodium chlorate facilities.

HAZCO has been in discussion with the local manufacturers of sodium Chlorate, specifically Canexus, regarding the compatibility of elemental sulphur and sodium chlorate. A technical literature review did not yield any specific parameters for mixing volumes of elemental sulphur and sodium chlorate. Discussions are on going to determine what, if any consequences are probable, from having the two manufacturing facilities in proximity to each other.

Canexus and Erco Worldwide have safely operated in the Industrial Heartland area for many years. One of the products they manufacture; sodium chlorate; is not compatible with the following materials; Organic Matter such as Wood, Cloth, Paper, Leather, Foodstuffs, Grain or dry plant dust, Oils, Greases, Waxes, Solvents, Paint. The second type of materials it is not compatible with are Oxidizers; Ammonium Compounds (including fertilizers), Sulphur Compounds (including fertilizers, SO₂), Powdered Metals, Phosphorus Compounds (including fertilizers) and Metal Salts (especially copper).

Given the wide variety of incompatible products, Canexus and Erco's record of safe operations and the small amount of sulphur dust expected to be generated from our operations and the low percentage of time the wind direction goes from our facility to the other manufacturers (3%), we do not feel there



would be any negative impact. Our dust modeling indicates that all visible dust will fall within 200m of generation. The existing manufacturers are in excess of 800m (.5 km.) from our proposed facility boundaries. We are however conducting laboratory testing procedures, in conjunction with Canexus to fill in the lack of technical data regarding sulphur and sodium chlorate.

Sulphur may deter other industrial development because of further incompatibilities.

This is a rather broad statement and we are unaware of any other incompatible industrial applications. It is certainly not incompatible to oil and gas industries, food processing, agricultural processing or metal fabrication industries. It is compatible with an upgrader.

Probability of Acid Rain caused by SO₂ emitted.

SO₂ is generated as a result of the burning of elemental sulphur. Although we do not anticipate the generation of SO₂ on site; should an incident occur, it will be handled by engineering controls and procedures developed and implemented at the facility. SO₂ generated at the site from whatever source will be continuously monitored and corrected immediately.

A sulphur facility does not belong within 5 kms of 70% + of the county population.

Manufacturing facilities are routinely located near or within populated areas in Canada. Government agencies and industry work together to establish methods and designs and operating procedures to reduce the likelihood of negative side effects to neighbors. HAZCO will meet and exceed any regulations regarding the safe environmentally sound operation of our proposed facility. Sherritt Gordon has been inside the city limits of Fort Saskatchewan since 1954 and Dow Chemicals was later expropriated into The City of Fort Saskatchewan.

Sulphur Fires and ERP

SO₂ will be generated during frequent Sulphur fires that will increase risk to health.

Sulphur will generate SO₂ when burned, however Sulphur burns very slowly when ignited. It first has to melt, and then it goes to a gas phase. Sulphur fires burn low, slow, are easily detected and extinguished. HAZCO has a great deal of experience in handling Sulphur and will have engineering and procedure controls in place to minimize the impact of Sulphur fires. The engineering controls will include strategically placed SO₂ gas detectors to notify our 24 hour operations of any fire issues immediately.

That a major Sulphur fire could result in massive vegetation & property damage and risk to my/my family's health.

A massive Sulphur fire could result in vegetative and property damage and risk to health. With this in mind, HAZCO will have engineering and procedural controls in place to minimize any chance of this happening. Sulphur burns at a very slow rate and HAZCO will have staff on site 24 hours a day, seven days a week to deal with any instances. We will also have detection equipment placed throughout the facility to notify staff of any problems and fire fighting equipment on site. Local fire fighters will be educated and instructed on sulphur fire response. HAZCO currently works with the City of Calgary firefighters, providing a training site in our yard.



HAZCO systems are not adequate to prevent or control Sulphur fires.

HAZCO has a great deal of experience in handling Sulphur and has retained a world class engineering firm to design our proposed facility. The systems, procedures, equipment and training will meet and exceed all national and provincial standards. We take safety very seriously and have been recognized as one of the best work safe companies in Alberta.

County volunteer fire fighters and NRCAER are unprepared to deal with a major Sulphur fire.

County firefighters will be consulted and involved in the final design of the facility as well as in the review of our Emergency Response Plan and procedures. Any further training will be addressed prior to our starting operations. Sulphur burns at a very slow rate and HAZCO will have staff on site 24 hours a day, seven days a week to deal with any instances. HAZCO currently works with the City of Calgary firefighters, providing a training site in our yard. In past meetings with the local fire chiefs, these issues have been discussed, and as the project proceeds, their input will be welcomed.

Trains blocking emergency response to industry and or limiting approach avenues for ER.

HAZCO has purchased 590+ acres of land in the Industrial Heartland Area. All trains entering our facility will be contained in the facility and will not be left blocking access to surrounding neighbors or industries. The major advantage of this site and how we have set it up is that with two major railroads it is unlikely that both crossings will be blocked at the same time, leaving alternate access routes for all.

Tip of The Iceberg

Concerned that HAZCO has minimized the initial application and plans to expand again soon.

HAZCO has not minimized its application in respect to the project. We have applied for the customer base that we have now. Yes - we would like to expand our base project if we can retain more customers. The sulphur block was removed from the original plans in answer to concerns from the surrounding area, but this is not related to additional manufacturing opportunities. There are other industrial projects we are considering for our existing site, but none of those are past the conceptual stage. All other ideas will bring with them more capital expenditure, more tax revenue and more jobs to Lamont County. All new projects and expansions will have to go through the normal approval channels.

The pending regional sulphur glut will result in the need for large-scale, long term storage.

Sulphur is a commodity and as such moves up and down with supply and demand. Currently, the demand is for formed product manufacturing for export. HAZCO believes, because of location, we have an advantage in most market situations to continue manufacturing, even with a lower price. Our current customers are committing to use our services, regardless of the market, on a take or pay basis. HAZCO agrees with Dr. Peter Clark that, with the present activity being experienced in the oil and gas sector; including the tar sands, and as all the up-graders come on stream, there will be more and more sulphur produced. Up-graders like CNRL's north of Fort McMurray will be at a considerable sulphur market disadvantage because their sulphur will be produced at site and they are planning on blocking this sulphur. Remote access sulphur production will go to block before areas closer to the market. HAZCO also agrees that as new sulphur comes on stream, a market must be developed or a place for storage be planned. There is no plan now or in the future to store sulphur long term at our site in Lamont County.

Sulphur production in the natural gas producing areas is declining with reservoirs being depleted.



That if a Sulphur processing facility is built, a sulphur block will follow.

HAZCO removed the plan of a sulphur block from its original plans in order to address public concerns. A sulphur block is an “operational nicety or convenience” but not a necessity to our operations. An application through the entire regulatory process would have to be undertaken if the requirement for a temporary block were to be revisited.

Concerned that HAZCO has plans for treatment or storage of hazardous wastes in The County.

HAZCO has no plans for the treatment or storage of hazardous wastes at the current site. HAZCO and our parent company are in the waste management business and are continually looking for solutions for industry.

If sulphur is stored in Lamont, the County will become a dumping ground for wastes & by-products.

HAZCO’s proposal is for a manufacturing facility. We have looked at other counties for storage solutions, but this is not being considered for this site. Geotechnical investigations have concluded that the Lamont site is unsuitable for subsurface sulphur storage. HAZCO does have plans to develop the property into a railroad industrial park or other acceptable industrial use.

Trust Issues

No information provided on the liability for clean up of the contaminated site in the future.

Since 1989, HAZCO has remained committed to providing our customers with high standards of service, performance and innovation. Paramount to this; is our desire to protect the health and safety of our employees, our customers’ employees, our neighbors and the general public. As an organization, we are committed to conducting all aspects of our business with integrity, fairness, and professionalism, offering superior products, services and proven options for our customers.

Hazco, through its acquisition by CCS Income Trust in December of 2004, is now ranked #5 in the top 20 Canadian Public Oil & Gas Service Companies. HAZCO will have a significant financial investment and we are and will be motivated and regulated not to contaminate our site and clean up any issues should they occur. As a public company, we are required to accrue funds for future site remediation.

I feel as though Hazco has not adequately responded to all my questions and concerns.

Hazco apologizes to those who feel this way. We have remained open and available to the public throughout this process.

Two open houses and one information night have been held, we have addressed town councils, county council and had one on one meetings with citizens in order to address their concerns. In addition we have met with the local Fire Chiefs, Health Board, representatives of The Lamont Ag. Society, Lions Club, Legion Members, The Lamont Business Association, Bruderheim Business Members and opened and hired a local resident at the Lamont information office. We have placed ads in local newspapers and made information data sheets available to those who requested information.

Our Lamont office remains open to anyone who has a question, concern or requires more information. We continue to offer tours of a similar facility. Our web site contains all of our current information and



if residents don't have access to the web they are welcome to visit our office and we will access it for them.

We remain very open to any questions and we welcome your input.

Lamont County deserves the very best and we can do better than HAZCO Sulphur.

HAZCO is a progressive company with strong environmental expertise, hands-on experience and an extensive list of specialized assets. Since 1989, we have been providing practical and cost-effective environmental solutions to a wide range of customers. We have been a pioneer in our industry, leading the way with flexible solutions that have helped restore and protect the environment. We continue to set the standard in our industry for successfully completing the most challenging of projects and exceeding our customers' expectations. Our intent is to be a valued and trusted corporate neighbor in Lamont County. We have no plans to worsen the demographics of Lamont County – only to better it.

Our group of companies have a significant capital budget for expansion and growth each year and as ideas and as business ideas are developed for our site, we expect more good things will happen within The County.

The market for industrial development is very hot and working together in a positive manner Lamont County will be a winner. We are open to discussion on topics of mutual interest; positive discussion will insure we succeed with each others aspirations.

HAZCO and our related companies which operate in many areas in Western Canada, bring with them jobs, prosperity, and a vision for the future. We have and continue to offer our record, and references for all of our business groups.

Hazco has not provided enough proof to back up any of its' claims of benefit.

At present the 590 acre project site is supplying Lamont County with \$ 1,100.00 in land taxes. Based on the present County mill rate and price increases to the project, the tax base would rise to over \$ 350,000.00 per year once the project is complete.

Hazco hopes to develop the rest of the 590 acres into other industrial applications. Currently we are dealing with Alberta Rail Car and Caltrax with rail related industries. With additional industries the 590 acres could provide Lamont County with a tax base that could exceed 1 million dollars.

Many local services will be required, everything from meals at the local restaurants, oil changes at the local garages, hair cuts at the local hair salons to the requirement of local truckers and contractors all benefiting Lamont County. For the construction and on going operations of the proposed facility, operations and administrative personnel will be required as well as electrical contractors, mechanical contractors, welding contractors, paving and road maintenance contactors, hardware and sundries and office supplies to name a few of the services required to successfully operate a manufacturing facility. Industrial growth attracts service industries thereby creating value added employment and taxes for the County and local towns.

Activity brings activity, talk to us, talk to our references find out for your self who we are and what we hope to bring to the County.

The application and air modeling did not disclose the full scope or impact of the project.

The air quality assessment and modeling completed by DM Leahey & Associates was completed using all available site and process information provided by HAZCO and air quality information supplied by Canexus and Erco Worldwide. The full scope of the project was relayed to DM Leahey & Associates and was used in the completion and preparation of the assessment.



HAZCO has not disclosed information on the worst case scenario of a sulphur fire.

A catastrophic event can occur any where in the world at any time. A gasoline tanker filling the local service station can explode. In all cases, engineered solutions are put in place to reduce or remove the risk of a catastrophic event. We have plans in our emergency response plan that will address such an event. We have completed a risk assessment for the proposed facility and the results are available at our office and the County for review. Sulphur fires are very easy to identify and burn at a very slow rate. It is inconceivable, but not impossible, that a site manned 24/7 would not be alerted to a fire and respond accordingly. There are many everyday industrial and chemical risks we all face and with engineered procedures, we all deal with them respectfully.