



**KINDER MORGAN  
CANADA LIMITED**

**TRANS MOUNTAIN EXPANSION PROJECT  
Public Consultation Summary Report  
Vancouver Fraser Port Authority  
Project Application Review Phase**

**Westridge Marine Terminal Upgrade and  
Expansion Project**

**August 15, 2017**



## TABLE OF CONCORDANCE

As part of the Westridge Marine Terminal (WMT) Upgrade and Expansion Project Permit review process Trans Mountain is required to submit a Public Consultation Summary Report to the Vancouver Fraser Port Authority (VFPA) as per the VFPA Project and Environmental Review External Guidelines for public consultation for a Category D Review. The report summarizes comments received from the public between June 13 and July 10, 2017. Table I describes how this report addresses the VFPA permit guidelines applicable to consultation activities for the WMT Upgrade and Expansion Project.

**Table I-1: Table of Concordance with VFPA External Guidelines for Public Consultation**

VFPA PER External Guidelines Public Consultation 4.4.8 Public Consultation Summary Report	Project Permit Approval
<i>Following the close of each consultation period, the applicant will prepare a summary report that includes the following information:</i>	
<ul style="list-style-type: none"> <li>• Overview of the proposed project;</li> </ul>	Section 1.1
<ul style="list-style-type: none"> <li>• Details of notification methods</li> </ul>	Section 2.1
<ul style="list-style-type: none"> <li>• Details of the consultation materials produced</li> </ul>	Section 2.3
<ul style="list-style-type: none"> <li>• Details of activities undertaken</li> </ul>	Section 2.0
<ul style="list-style-type: none"> <li>• Level of public participation</li> </ul>	Section 3.0
<ul style="list-style-type: none"> <li>• Summary of feedback received</li> </ul>	Section 4.0
<ul style="list-style-type: none"> <li>• Appendix with copies of all consultation materials</li> </ul>	Appendices A - E

## EXECUTIVE SUMMARY

Trans Mountain continues to seek all necessary permits from various levels of government and regulatory authorities in the development of the Trans Mountain Expansion Project (TMEP). In June 2017, the Trans Mountain Pipeline ULC (Trans Mountain), operated by Kinder Morgan Canada Ltd. (KML) filed for a project permit with the Vancouver Fraser Port Authority (VFPA) for the Westridge Marine Terminal Upgrade and Expansion Project. Westridge Marine Terminal (WMT) is partially located on federal lands and waters managed by VFPA at the foot of Bayview Drive in Burnaby, BC and therefore a project permit from the port authority is required.

The VFPA accepted the Project Permit Application as complete on June 12, 2017. As per the *VFPA PER External Guidelines for Public Consultation*, Trans Mountain initiated notification of a 20-business day public comment period beginning June 13, 2017 with a comment deadline of July 10, 2017. A summary of all comments received is provided in Section 4.2; while all individual comments are documented in Appendix A of this report.

Consultation methods were in keeping with Trans Mountain’s extensive engagement with public and stakeholder audiences for TMEP since May of 2012. Consultation during the Project Review comment period was initiated through: a community newsletter, online postings to the Project website and blog, and Project social media promotion. Feedback was received in person, over the phone and in writing (via email).

Information was also shared with government officials at the local, provincial and federal levels so they could be aware of the VFPA PER process and direct constituents to Trans Mountain or VFPA as applicable.

Trans Mountain received seven comments in total during the 20-business day comment period. Three were written comments (no handwritten comments, all were email submissions), one comment was made in person and three comments were made by phone. Three retweets of @TransMtn posts about WMT and/or the Project Permit were also identified.

Key themes of public feedback are summarized in Section 4.2 and were related to socio-economic impacts, environmental impacts in Burrard Inlet, and emergency response.

A separate Consideration Report will be submitted in addition to this report. The Consideration Report provides a summary of comments received to demonstrate to participants and the VFPA how public feedback was considered, including any new commitments made by Trans Mountain in response to public feedback.

The consideration report has been circulated to the VFPA and any participants in the comment period process, as well as posted to the “Reporting Back” webpage on the Trans Mountain Expansion Project website.

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## DEFINITIONS AND ACRONYMS

**Table IV-1: Definitions and Acronyms List**

BC	British Columbia
BCEAO	British Columbia Environmental Assessment Office
bpd	Barrels per day
CPCN	Certificate of Public Necessity and Convenience
KML	Kinder Morgan Canada Ltd.
LFVAQCC	Lower Fraser Valley Air Quality Coordinating Committee
NEB	National Energy Board
PER	VFPA Project Environmental Review Process
TMEP or the Project	Trans Mountain Expansion Project
Trans Mountain	Trans Mountain Pipeline ULC
VFPA	Vancouver Fraser Port Authority
WMT	Westridge Marine Terminal

## 1.0 INTRODUCTION

In June 2017, the Trans Mountain Pipeline ULC (Trans Mountain), operated by Kinder Morgan Canada Ltd. (KML) filed for a project permit with the Vancouver Fraser Port Authority (VFPA) for the Westridge Marine Terminal Upgrade and Expansion Project. VFPA has established guidelines for stakeholder and public consultation processes during the Application Review Phase to inform their Project and Environmental Review (PER) process. As such, this report describes public feedback received during a comment period between June 13 and July 10, 2017. In the same time period, VFPA lead stakeholder consultation, and directly responded to any key stakeholder recommendations, with input from Trans Mountain where required.

### 1.1 Project Overview

Trans Mountain proposes to upgrade and expand Westridge Marine Terminal as part of the Trans Mountain Pipeline Expansion Project (TMEP). Tanker traffic calling at Westridge is expected to increase from approximately five tankers per month to up to 34 Aframax-size tankers per month (no increase in tanker size). In order to meet the volumes of the Project, Westridge will be expanded from one berth to three berths, as well as one utility dock for tugs, boom boats and emergency response vessels.

The original Trans Mountain Pipeline began operating in 1953 and continues to operate safely today. The expansion of the existing 1,150-kilometre pipeline between Strathcona County (near Edmonton), Alberta and Burnaby, BC, will create a twinned pipeline system increasing the capacity up to 890,000 barrels per day (bpd) of which 630,000 bpd may be directed to Westridge Marine Terminal for export.

Since the Trans Mountain Expansion Project was first announced in May 2012, extensive engagement, communications, engineering, environmental and regulatory work has been undertaken.

On November 29, 2016, the Government of Canada approved the Project, subject to 157 Conditions from the National Energy Board (NEB). The NEB issued the Certificate of Public Convenience and Necessity (CPCN) to Trans Mountain on December 1, 2016. On January 11, 2017, the British Columbia Environmental Assessment Office (BCEAO) issued an environmental certificate subject to 37 Conditions. These approvals allow Trans Mountain to construct and operate the expanded pipeline system subject to meeting the conditions.

On May 30, 2017 Kinder Morgan Canada Ltd. (KML) announced the final investment decision to proceed with the Trans Mountain Expansion Project. Construction is set to begin in September 2017 and the Project is expected to be placed in-service by the end of 2019.

Trans Mountain continues to seek all necessary permits from various levels of government and regulatory authorities. In June 2017, KML submitted a project permit application to the Vancouver Fraser Port Authority (VFPA) to upgrade and expand a portion of its existing Westridge Marine Terminal. The terminal is partially located on federal lands and waters managed by VFPA at the foot of Bayview Drive in Burnaby, BC and therefore a project permit from the port authority is required. A map of the VFPA jurisdiction is in Figure 1.

**Figure I: VFPA jurisdiction of Westridge Marine Terminal Project Permit Review**



## 1.2 About This Document

This document is a summary of comments received, and a public response to such comments for the VFPA’s consideration in the review process for the proposed Project.

A separate Consideration Report will also be prepared to demonstrate to participants and the VFPA how public feedback was considered in Project planning including any new commitments made by Trans Mountain in response to public feedback. The Consideration Report will be circulated to the VFPA and any participants in the comment period process, as well as posted to the “Reporting Back” webpage on the Trans Mountain Expansion Project website at: [www.transmountain.com/community-engagement](http://www.transmountain.com/community-engagement).

This document does not include any of the consultation that has taken place for TMEP since May of 2012. A detailed account of the consultation undertaken has been filed with VFPA as per the Project Permit Application requirements and can be found at <https://www.portvancouver.com/development-and-permits/status-of-applications/kinder-morgan-westridge-marine-terminal-upgrade-and-expansion-project/>.

Consultation activity that occurred prior to June 13, 2017 and which is documented in the consultation summary filed with the Project Permit Application includes:

- November 24, 2016 Trans Mountain hosted a 4-hour stakeholder workshop to share information related to Westridge Marine Terminal about current detailed engineering design and construction plans.
- February 23, 2017 a meeting with the Lower Fraser Valley Air Quality Coordinating Committee (LFVAQCC) to review topics of mutual interest including the Air Emissions and Fugitive Emissions Management Plans for both Westridge Marine and Burnaby Terminals
- A Public Information Session was held on January 4, 2017 for Burnaby and North Vancouver stakeholders. The information session was a drop-in format between 6 and 8 pm featuring 25 storyboards, handouts and two mapping/routing stations with Google Earth pipeline maps projected on large screens. Each attendee was offered a Discussion Guide of information

handouts; a similar guide was provided for the November 24, 2016 workshop. The session was promoted with local newspaper advertisements in the Burnaby Now and North Shore News (December 21, 28 and 30, 2016), a promotional card was delivered to Westridge and Burnaby Terminal neighbours (December 19-21, 2016) and emails were issued to over 200 key stakeholders between December 19 and 21, 2016, with reminder emails sent on January 2, 2017. Over 100 people attended the event.

Trans Mountain's engagement and communications are ongoing. Despite the defined comment period for the VFPA PER process, engagement with stakeholders and the public will continue throughout WMT Expansion and Upgrade Project development and execution. Methods for ongoing public engagement (in person and online) and communication include regular newsletters, community liaison representatives, public information sessions, and a variety of communication channels:

- Trans Mountain Expansion Project website and blog ([www.transmountain.com](http://www.transmountain.com))
- Trans Mountain social media channels (Twitter, YouTube, SoundCloud)
- Toll free info@ phone line and email (1.866.514.6700 and [info@transmountain.com](mailto:info@transmountain.com))
- Media inquiry phone line and email (1.855.908.9734 and [media@transmountain.com](mailto:media@transmountain.com))

## 2.0 PUBLIC CONSULTATION ACTIVITIES

The VFPA accepted the WMT Upgrade and Expansion Project Permit Application as complete on June 12, 2017. As per the VFPA PER External Guidelines for Public Consultation<sup>1</sup>, on June 13, 2017, Trans Mountain initiated notification of a public comment period related to the WMT PER. Trans Mountain posted information online and sent printed notification material to residents and businesses in the District of North Vancouver and the City of Burnaby within approximately two kilometres from Westridge Marine Terminal. The letter gave notice of a 20-business-day comment period beginning June 13, 2017 with a comment deadline of July 10, 2017. All comments received until July 10, 2017 are included in Appendix A.

### 2.1 Public Consultation Methods

Consultation during the comment period was initiated through a community newsletter, online postings to the Project website and blog, and Project social promotion. An in person meeting was also held at the request of a Deep Cove resident who had reached out to Trans Mountain for information related to the Project's proposed plans.

Information was also shared with government officials by email at the local, provincial and federal levels so they could be aware of the VFPA PER process, of the newsletter that was distributed and be able to direct constituents to Trans Mountain or VFPA as applicable to their interests.

### 2.2 Target Audiences

VFPA provided Trans Mountain with notification area maps where public notification would be required in North Vancouver, Burnaby and Belcarra (see Appendix B). In addition to public notification, Trans Mountain notified the following audiences of the VFPA Project Permit Application for WMT; and the opportunity for public comment during the 20-business day comment period. This was to ensure public inquiries could be directed to Trans Mountain or VFPA as the opportunity arose:

- Municipal governments:
  - District of North Vancouver
  - City of Burnaby
  - Village of Belcarra

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<sup>1</sup> VFPA PER External Guidelines Public Consultation: <http://www.portvancouver.com/wp-content/uploads/2017/04/VFPA-PER-Public-Consultation-Guidelines-FINAL-2015-07-08.pdf> (accessed June 20, 2017)

- Provincial MLAs in the ridings of:
  - North Vancouver – Seymour
  - Burnaby – Lougheed
  - Burnaby North
  
- Federal Member of Parliament for the riding of Burnaby North-Seymour

In addition, the WMT Expansion and Upgrade Project Permit Application was profiled in regular Project communications including to subscribers of the weekly Trans Mountain Today (TMT) newsletter with a distribution list of approximately 7,000 subscribers, the majority of which are from BC’s Lower Mainland.

## 2.3 Notification Materials

All samples of notification materials and web postings initiated by Trans Mountain are available in Appendix C.

Between June 14 – 19, 2017, Trans Mountain distributed approximately 2,840 printed notices to neighbourhoods in Burnaby and North Vancouver (see Appendix B for distribution maps).

The notice was in the form of a four-page newsletter that featured details about the WMT permit application; including greater detail about the WMT construction program and some of the management plans in place to mitigate construction impacts to the surrounding communities.

In addition to printed notices, on June 13 Trans Mountain made the details of the newsletter available online on a new webpage: [www.transmountain.com/wmt-port-permit](http://www.transmountain.com/wmt-port-permit). The webpage was also featured on “TalkTrans Mountain” which is the Project’s online engagement platform for consultation.

On June 13, 2017, Trans Mountain tweeted a link to the webpage from @TransMtn (4,438 followers as of June 30, 2017); encouraging readers to learn about the Project Permit filed and comment during the comment period. Sample tweets are available in Appendix C.

As of July 10, 2017, there were:

- 80 page views for [www.transmountain.com/wmt-port-permit](http://www.transmountain.com/wmt-port-permit); 65 of the views were unique
- 7 click-throughs from tweets related to the WMT permit
- 141 views of the TMT newsletter featuring the story on WMT construction (described in Section 2.3 below; available in Appendix C)

## 2.4 Other Activities Undertaken

In advance of the public comment deadline, the WMT Upgrade and Expansion Project Permit was part of regular project communications in Trans Mountain Today (TMT), a weekly Project e-newsletter. TMT profiled a story on the Project blog ([blog.transmountain.com](http://blog.transmountain.com)) titled *“Pile Driving Nosie Dampened: ‘Shrouds’ planned for Westridge”* in the July 6, 2017 online publication. A link to this story was also tweeted to followers on July 7, 2017. As of July 6, 2017 the TMT newsletter has a distribution of 7,263 subscribers; the story link was opened by 2,097 viewers; and the blog story had 141 page views.

In addition to stakeholder outreach conducted by VFPA, local officials in the municipalities of the Village of Belcarra, District of North Vancouver and the City of Burnaby were provided copies of the newsletter by Trans Mountain via email. Provincial and Federally-elected officials with constituents in the notification areas also received copies of the newsletter by email with an explanation of the public comment process underway (see Appendix D)

In response to Trans Mountain outreach, the Mayor of Belcarra advised he distributed the permit notice to Village council and posted the information to the Village website at [http://www.belcarra.ca/WMT Project Update June 2017.pdf](http://www.belcarra.ca/WMT%20Project%20Update%20June%202017.pdf) (see Appendix E).

No response was received from the District of North Vancouver or the City of Burnaby. No information related to the PER public comment period was found to be posted on their websites or twitter channels.

### 3.0 PUBLIC PARTICIPATION

Trans Mountain received seven comments in total during the 20-business day comment period. Three were written comments (no handwritten comments, all were email submissions), one comment was made in person and three comments were made by phone.

Three retweets of @TransMtn posts about WMT and/or the Project Permit review were also identified.

Trans Mountain did not receive any media requests, nor were any letters to the editor identified in print and online news media local to Burnaby, North Vancouver and Belcarra.

During the comment period, a resident of Deep Cove contacted Trans Mountain and identified herself as a resident currently living north of Cates Park with a view south of WMT; she will also be a future resident of the Cates Landing residential development which is currently under construction, due for residential occupation in December of 2017. Trans Mountain representatives met with the resident on July 5, 2017 to discuss her concerns and receive questions she had collected in response to some outreach to 1,200 friends and neighbours through her social media. Feedback from this meeting is included in Section 4.2 as well as Appendix A.

### 4.0 SUMMARY OF FEEDBACK RECEIVED

Key themes that emerged from public feedback are identified in Table 4-1 of Section 4.2 below. Most comments related to the potential impacts of construction and future terminal operations on surrounding communities. Key themes of public feedback include:

- Socio-Economic Impacts
  - Visual impact of expanded terminal
  - Noise and vibration from construction activity
  - Project schedule and hours of work
  - Future operations at WMT
- Environmental Impacts – Burrard Inlet
  - Impacts to Burrard Inlet from construction
  - Impacts to marine life from tanker traffic
- Emergency Response
  - Fire risk
  - Oil spills
  - Evacuation

#### 4.1 How Input Will be Considered and Communicated

Detailed comments and questions pertaining to the WMT project permit review that were received between June 13, 2017 and July 10, 2017 are provided in Appendix A.

As described in Section 1.2, a separate Consideration Report has been submitted in addition to this report. The Consideration Report provides a summary of comments received (as per comment summary in Section 4.2 of this report) to demonstrate to participants and the VFPA how public feedback was considered in Project planning, including any new commitments made by Trans Mountain in response to public feedback.

The Consideration Report will be circulated to the VFPA and any participants in the comment period process, as well as posted to the “Reporting Back” webpage on the Trans Mountain Expansion Project website.

## 4.2 Public Consultation Feedback Summary

**Table 4-1: Public Consultation Feedback Summary**

<b>COMMENT THEME</b>
<b>Socio-Economic Impacts</b>
Visual Impact of Expanded Terminal <ul style="list-style-type: none"> <li>• Concern about degree of encroachment on view from Cates Park</li> <li>• Request for a layout showing the Park foreshore</li> </ul>
Noise and Vibration from Construction Activity <ul style="list-style-type: none"> <li>• Concerns about noise from generators of ships at anchor</li> <li>• Question about the type of pile driving to be used (“will it be the loudest kind?”)</li> <li>• Interest in how far the vibration will travel from the pile driving</li> <li>• Concerns about sound travel over the water (affecting north shore)</li> </ul>
Project Schedule and Hours of Work <ul style="list-style-type: none"> <li>• Construction schedule details and clarity sought on how much of the 2.5 years of construction would involve pile driving</li> <li>• Potential effect of construction noise on property values</li> </ul>
Future operations at WMT <ul style="list-style-type: none"> <li>• Berth size and layout, activities of tankers at berth</li> <li>• Degree of all three berths in operation at once</li> <li>• The impact of tanker traffic increase to recreational boating traffic in the area “too many ships in a relatively small space”</li> <li>• Potential for more expansion after the current project</li> <li>• Suggestion that operations be limited to weekdays as a means of mitigating increased vessel traffic impacts to the local community, particularly during boating season</li> </ul>
<b>Environmental Impacts – Burrard Inlet</b>
Impact to Burrard Inlet from Construction <ul style="list-style-type: none"> <li>• A lot of effort has gone into cleaning up Burrard Inlet (salmon are returning to spawn in Indian Arm)</li> <li>• Feeling this expansion and seabed disturbance will cause the end of the spawning and fishing in the area</li> </ul>
Impact to marine life from Tanker Traffic <ul style="list-style-type: none"> <li>• Concern for environment and marine life in Indian Arm (Whales, seals, sea lions, fish, eagles, etc.) that are not capable of handling an increase in oil tanker traffic and will be negatively affected</li> </ul>
<b>Emergency Response</b>
Fire Risk <ul style="list-style-type: none"> <li>• Concern for fire and explosions from vessels calling at Westridge</li> </ul>
Spill Response <ul style="list-style-type: none"> <li>• Interest in the degree to which diluted bitumen can be cleaned up if spilled into Burrard Inlet</li> <li>• Concern North Vancouver’s shoreline would be “ruined forever” with a spill in Burrard Inlet from the terminal or a ship</li> </ul>
Evacuation <ul style="list-style-type: none"> <li>• The need for an evacuation plan in preparation for potential for winds to drive fumes and smoke into areas of the north shore (Deep Cove, Dollarton, and Indian Arm) in the event of a catastrophic fire or explosion at the Trans Mountain Terminal or a ship at anchor</li> </ul>

**APPENDIX A: PUBLIC COMMENTS RECEIVED BY TRANS MOUNTAIN FROM  
JUNE 13 TO JULY 10, 2017**

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APPENDIX A

Table A-1: Comments received during the comment period: June 13 to July 10, 2017

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
1.	Mon 6/19/2017 5:23 AM	Email	North Vancouver, BC	[contact information redacted]	<p>Dear Sir or Madam, I enclose my comments to the Westridge Marine Terminal Upgrade and Expansion Project Update:-</p> <p><b>1. Encroachment to Cates Park</b></p> <ul style="list-style-type: none"> <li>Your rendering does not show how close the new terminal will be to the beaches at Cates Park. A layout showing the Park would clarify the encroachment.</li> </ul> <p><b>2.Environment and Wildlife</b></p> <ul style="list-style-type: none"> <li>I have lived in the area for forty years and it has taken over fifty years to clean up the Burrard Inlet, so salmon are now returning to spawn in the Indian River at the head of Indian Arm. This major expansion and seabed disturbance will cause the end of the spawning and fishing in the area.</li> </ul> <p><b>3.Explosion and Fire</b></p> <ul style="list-style-type: none"> <li>With reference to the near catastrophic fire and explosions of the vessel ARGUS Monday June 15th. 1952 at the IOCO Wharf Port Moody. The vessel was carrying 200,000 gallons of liquid fuel. It was described as a "floating Bomb". Reference: "Whistle Up The Inlet" - The Union Steamship Story, page 173.</li> </ul> <p><b>4.Evacuation</b></p> <ul style="list-style-type: none"> <li>How do you intend to warn and evacuate the people who live in Deep Cove, Dollarton, and Indian Arm in the event of a catastrophic fire or explosion at the Trans Mountain Terminal or a ship at anchor? The prevailing winds in the area are predominantly S.W. and would drive any fumes and smoke into these areas.</li> </ul> <p><b>5.Noise</b></p> <ul style="list-style-type: none"> <li>How do you expect to control the constant drumming of ships generators running night and day? The noise will be unbearable.</li> </ul>
2.	Fri 6/16/2017 10:44 AM	Email	North Vancouver, BC	[contact information redacted]	<p>Sirs, You asked for feedback so here is my 2 cents worth.</p> <p>No, I cannot support this project for a number of reasons; the main one being that I plan to become a resident of Cates Landing and your project is just too close for comfort. Too many ships in a relatively small space. It will only take one mistake to produce a disaster that will have lasting effects on everyone living around the port area.</p> <p>Further, it's really the wrong project because we end up shipping most of the oil to the US who doesn't really need it. Now that they are net exporters of oil, natural gas (LNG) and coal they are the competition. How dumb is that?</p> <p>Northern Gateway was the project that should have been built giving us access to Asian markets who actually need the product and are willing to pay market price or better from a safe, stable, supplier.</p> <p>Instead we end up shooting ourselves in the foot (again). I'd be surprised if you actually read this.</p>
3.	Fri 6/16/2017 12:06 PM	Email	North Vancouver, BC	[contact information redacted]	<p>To Whom It May Concern,</p> <p>I am writing this email after receiving your brochure in the mail regarding the Westridge Marine Terminal Upgrade and Expansion Project. I am still trying to pick my jaw off the floor! As a university educated, mother of two, born and raised on the North Shore of Vancouver, BC, I was shocked and absolutely sickened by the artist rendition of this obtrusive and dangerous expansion to the Westridge Marine Terminal. To date I have had very little concern and involvement in any anti-pipeline/anti-terminal expansion, however after seeing this brochure, I will let you know that I will become a very active participant in stopping this horrendous assault on our BC coastline. The first question I asked myself was "what possible interest could a billion dollar corporation headquartered out of Texas (Kinder Morgan) have in our pristine waterways" other than \$850million/yr profit? The idea that Trans Mountain (Kinder Morgan) could keep our waterways safe in the event of increased tanker traffic is laughable at best, but much more infuriating.</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>Do you know Indian Arm is where our kids go to see and experience life outside the concrete jungle? Do you know Indian Arm is full of sea life (Whales, seals, sea lions, fish, eagles...) that are not capable of handling an increase in oil tanker traffic and will be negatively affected? Do you know Cates Park (directly across from your proposed expansion) happens to be a safe and quiet area where the Vancouver Aquarium releases rehabilitated sea animals? Do you know Indian Arm is where the Indigenous people still work the waters to feed their families? Do you know the entire world, except your American owned company, is reducing their reliance on oil due to its monumental, negative environmental imprint?</p> <p>What is wrong with your corporate values? What is wrong with your Marketing department? Your brochure has done exactly the opposite of what you probably set out to do. It has lit a fire in me and my family (and hopefully anyone else I show this brochure to), to resist your big corporate greed at the expense of our beautiful coast line's future. Your marketing group is so "corporate" and off the mark that they actually felt this brochure might be a positive for your group. Maybe they should get out of their offices and get in a kayak and paddle down the Indian Arm and see what they are willing to trade in for their big American firm, Kinder Morgan. I for one am disgusted that you think we are so ignorant as to believe anything you have put in this brochure. It is insulting and distasteful and in my eyes does not help your cause. Let's promote Canada's many safe, clean and renewable energy resources rather than being a part of the "dirty" oil based world!</p> <p>See you on the front lines,</p>
4.	6/15/2017 1:34 PM	By Phone	unknown	[contact information redacted]	<p>Caller received the Westridge newsletter distributed as part of the Port application. He was very angry and kept insisting "we" don't want this. He also said several times we are murdering the environment.</p>
5.	6/21/2017	By Phone	North Vancouver, BC	[contact information redacted]	<ol style="list-style-type: none"> <li>1. How long they would be listening to pile driving in the 2.5 years of construction of WMT?</li> <li>2. What type of pile driving will be used ("will it be the loudest kind?")?</li> <li>3. How far the vibration will travel from the pile driving</li> <li>4. Complaint regarding receipt of the notice a week after the start of the comment period (Friday, June 16 vs. start of comment period June 13)</li> <li>5. Would like to know the extent of what she could comment on, how it would be considered.</li> </ol>
6.	6/27/2017	By Phone	North Vancouver, BC	[contact information redacted]	<p>June 27 – phone call notes:</p> <ul style="list-style-type: none"> <li>• In receipt of the Westridge newsletter and not happy.</li> <li>• Did you know we're in bed with the Port?</li> <li>• And did you know that sounds travels across the water?</li> <li>• Trying to decide whether to sell property before WMT construction begins</li> </ul> <p>Other questions posed on the topics of:</p> <ul style="list-style-type: none"> <li>• Berth size and layout</li> <li>• Pile driving activity</li> <li>• Tanker traffic</li> <li>• Spill response</li> <li>• Possibility of more expansion after the current project</li> </ul>
7.	7/5/2017 9:30am – 11:30am Café Orso (Deep Cove), District of North Vancouver, BC	In-Person Meeting	North Vancouver, BC	[contact information redacted]	<p>July 5 meeting was a 2-hour conversation, on the following:</p> <ol style="list-style-type: none"> <li>1. <b>Operations at WMT</b> (typical now, what to expect post expansion including berth occupation) <ol style="list-style-type: none"> <li>i. Can schedule adjustments be made so no operations on weekends? That would be an olive branch to the community</li> </ol> </li> <li>2. <b>Tanker traffic numbers</b> – in context with VFPA port traffic; where else do tankers go in the inlet? Is WMT the only one moving heavy oil?</li> <li>3. <b>Facts about tankers</b>, needs more information. Unaware tankers are typically within 10 years old</li> <li>4. <b>Tug escort procedures</b> – the Strait of Juan de Fuca is concerning.</li> <li>5. <b>Spill response enhancements</b> – she is also a Hornby Island Resident, wants info about what is being done for the gulf islands. People need more information – perhaps WCMRC can provide update to her community through a similar newsletter.</li> <li>6. <b>Diluted bitumen</b> – facts on clean up technology, studies underway (and by whom).</li> <li>7. <b>Whales</b> – the impacts to killer whales from this project</li> <li>8. <b>Credible worst case spill in Burrard Inlet</b> – explain what has been done, show people what planning can occur, would you model the spill of an</li> </ol>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>entire tanker volume?</p> <p>9. <b>Westridge terminal construction</b> (schedule for pile driving, pile driving methods)</p> <p>The Resident also handed some questions fielded by her in response to her social media post alerting neighbours and friends to her meeting with Trans Mountain. Comments provided were not in related to the detail of WMT construction or the project permit application, but instead related to the following themes:</p> <ul style="list-style-type: none"> <li>• Increase in tanker traffic will increase pollution to waterways and negatively impact marine ecosystems</li> <li>• Increase in tanker traffic will lead to increase in oil spills</li> <li>• Property values will be negatively affected by increase in tanker traffic and by expanded terminal</li> <li>• First Nations oppose the project and the project impacts their rights</li> <li>• Global Warming</li> <li>• Community bears risks while Kinder Morgan reaps the benefits</li> </ul> <p><b>Full Third Party Comment:</b> The expansion project proposal to accommodate an increase in tanker traffic from 5 tankers to 34 tankers in my community is unacceptable, and I would like to ask how we can support our local economy and natural resources when, like a superhighway, this much tanker traffic carrying toxic products would increase pollution to waterways, disrupt fragile marine ecosystems, and increase the well-known potential for disastrous oil spills?</p> <p>How can Kinder Morgan guarantee than an oil spill will not happen; destroying biodiverse animal habitats within waterways, and devastating waterfront property values?</p> <p>How can Kinder Morgan honor First Nations rights, which oppose this expansion+ support global warming issues, when pipeline expansion is in complete conflict?</p> <p>Do profits from increased traffic to this area benefit all of the citizens of Vancouver and BC to the same degree as the big-business profits going to Kinder Morgan?</p> <p>How can our community be asked to be custodians of tanker traffic that could possibly cause catastrophic mishaps that may occur in years to come?</p> <p>Finally, even if no oil spills were to occur at any point in the future, how can Kinder Morgan prevent the destruction of our waterways, landscapes and marine habitats that will be despoiled by the enlargement of an industrial complex- making values of surrounding land undesirable for property owners and other taxpayers who live and work in the area?</p> <p>I believe there is a possibility that Vancouver is being asked to bear the risks and burdens, while Kinder Morgan reaps tremendous profits and benefits at our expense for years to come; therefore, please let me know how Kinder Morgan can solve these problems.</p>
8.	7/10/2017	Email	North Vancouver, BC	[contact information redacted]	<p>Transmountain has asked for feedback from local residents regarding the above project. It is not without a touch of cynicism that I am sending this email as I have little faith that Transmountain really is interested in my opinion.</p> <p>If you have visited this area you would have been struck by the sheer natural beauty of Burrard Inlet, Indian Arm and the surrounding mountains. People flock in their droves to visit this beautiful area, kayak, boat and swim in the waters. Who could think of a more unfitting place in our so called developed world to have an oil terminal. Indeed the Westridge Marine Terminal Terminal is directly opposite the Tseilil Waututh reserve, something of a slap in the face for people who were here first and who inherently value their environment.</p> <p>One of our very popular local parks, Cates Park faces the Marine Terminal. From my measurements on the proposed documents, the 3 berth expansion will project significantly into Burrard Inlet, by about 1 kilometre, covering approximately half of the inlet. Since we have lived here we have attended the Remembrance Day ceremony in Cates Park, held by the Burrard Yacht Club on the water, with locals paying respects to Servicemen on the shore. I can't imagine what this will be like with 3 huge tankers looming behind.</p> <p>Burrard Inlet is a tidal inlet, hardly an appropriate place to have an international oil terminal. Any spills, leaks of diluted bitumen will be devastating, threatening all that we value in our environment. Furthermore adjacent to the site are multiple conservation areas: for Rockfish, Great Blue Heron, Barnet Conservation area and Maplewood Flats, unique ecological areas which it is something of a farce when 150 steel piles are to be driven into the bed of our</p>

COMMENT NO.	DATE - RECEIVED	METHOD OF RECEIPT	RESIDENT OF	NAME AND CONTACT	COMMENTS
					<p>inlet. The noise and disruption from the proposed construction will be devastating for the wildlife and a major disruption for local people.</p> <p>This project is blatantly ignoring the global context, the Elephant in the Room, whereby fossil fuels need to stay in the ground for us to meet our climate change targets. Daily we see evidence of climate change; today rampant wildfires in early July in BC driving 14,000 people out of their homes. The price of oil is low; people are divesting their pensions and shares in the oil and gas industry, instead looking to invest in renewables. The oil sands is not economically viable today.</p> <p>This project is doomed in today's economic and global situation and should be abandoned before what we hold dear is ruined by a company that is more interested in its shareholders than real people and their home.</p> <p>Please put this project on hold and do not wreck our environment.</p>

## **APPENDIX B: NOTIFICATION AREA MAPS PROVIDED BY VFPA**

Figure II: Notification Area for City of Burnaby



Figure III: Notification Area for District of North Vancouver



**Figure IV: Canada Post delivery for North Vancouver**



FSA	Delivery Mode (Route)	Depot	All Points Of Call	Cumulative Points of Call
V7H	LC0022	NORTH VANCOUVER LCD 1	566	566
V7G	LC0025	NORTH VANCOUVER LCD 1	496	1062
V7G	LC0023	NORTH VANCOUVER LCD 1	314	1376
V7H	LC0031	NORTH VANCOUVER LCD 1	286	1662
V7G	LC0031	NORTH VANCOUVER LCD 1	280	1942

## APPENDIX C: NOTIFICATION MATERIALS

Westridge Marine Terminal  
**Construction Management Plans**

One of the activities currently underway is planning traffic access to Westridge Marine Terminal. With temporary construction activities planned over 2.5 years, Trans Mountain is developing management plans to minimize disruption to neighbours. These plans include Traffic Management Plans, Construction Environmental Management Plans and plans to manage noise, lighting and emissions. More information about how Trans Mountain will manage construction impacts is available at [transmountain.com/construction](http://transmountain.com/construction).

For example, Traffic Management measures planned to reduce impact of truck traffic to Westridge Marine Terminal during construction include:

- Construction workers will be bused to site from a central yard off-site
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- An alternate access for a small number of specialized vehicles will be planned for the north end of Cliff Avenue
- Only vehicles required to work will be permitted on-site
- Truck traffic staged on Bayview Drive north of Inlet Drive controlled by flag people, trucks parked with engines off
- Maintain access to Drummonds Walk for pedestrians and bicycles
- Notification will be developed in consultation with local residents and the municipality and may include traffic control, changeable message boards and signage

This document contains important information. Please have someone translate it for you or request a translation from us.  
 此文件含有重要信息。请让人为您翻译或向我们要求翻译本。

Trans Mountain's draft Traffic Management Plan is available for review at <https://www.transmountain.com/traffic-plan>

**CONSTRUCTION COMMUNICATIONS**

With any major project, keeping the lines of communication open is important. We want to know how you would prefer to receive construction and Project-related information from us and how often. Please visit our website at [transmountain.com/connect](http://transmountain.com/connect) and fill out the survey on your communication preferences.

**CONTACT US:**

Trans Mountain Expansion Project

- ✉ [info@transmountain.com](mailto:info@transmountain.com)
- ☎ 1.866.514.6700
- 🌐 [transmountain.com](http://transmountain.com)



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 Burnaby, BC, V5A 4T9 CANADA



**KINDER MORGAN  
 CANADA LIMITED**

Printed on recycled paper June 2017 4



WESTRIDGE MARINE TERMINAL  
 UPGRADE AND EXPANSION  
**Project Update**



**Next Steps in Your Community**

**MARINE BERTHS**

Tanker traffic calling at Westridge is expected to increase from approximately five tankers per month to up to 34 Aframax-size tanker per month. In order to meet the volumes of the expansion, Westridge will be expanded from one berth to three berths, as well as one utility dock for tugs, boom boats and emergency response vessels.

Since the Trans Mountain Expansion Project was first announced in May 2012, extensive engagement, engineering, environmental and regulatory work has been undertaken. As we continue our planning for construction, some key milestones of interest and next steps in your community are highlighted in this notice.

The original Trans Mountain Pipeline began operating in 1953 and continues to operate safely today. The expansion of the existing 1,150-kilometre pipeline between Strathcona County (near Edmonton), Alberta and Burnaby, BC, will create a twinned pipeline system increasing the capacity up to 890,000 barrels per day (bpd) of which 630,000 bpd may be directed to Westridge Marine Terminal for export.

On November 29, 2016, the Government of Canada approved the Project, with 157 Conditions from the National Energy Board (NEB). On January 11, 2017, the BC Government issued an environmental certificate subject to 37 Conditions. These approvals allow Trans Mountain to construct and operate the expanded pipeline system subject to meeting the conditions.

**TRANS MOUNTAIN HAS FILED FOR A PROJECT PERMIT WITH THE VFPA**

Trans Mountain continues to seek all necessary permits from various levels of government and regulatory authorities. In June 2017, Trans Mountain filed for a project permit with the Vancouver Fraser Port Authority (VFPA) for the Westridge Marine Terminal Upgrade and Expansion Project.

More information about the portions of the Westridge Marine Terminal Upgrade and Expansion Project within VFPA jurisdiction will be available here: [www.portvancouver.com/development-and-permits/status-of-applications](http://www.portvancouver.com/development-and-permits/status-of-applications)

**WE WELCOME YOUR FEEDBACK ON OUR PROJECT**

For the purposes of the VFPA Project Permit review for Westridge, we welcome your feedback by email to [info@transmountain.com](mailto:info@transmountain.com) or phone 1.866.514.6700 between June 13 and July 10, 2017 (20-business-day comment period). For questions or comments regarding the VFPA permitting process, please contact the port authority's permit comments line at 604.665.9570 or email: [permit.comments@portvancouver.com](mailto:permit.comments@portvancouver.com).

Subject to Project Permit approval by the VFPA, in-water construction at Westridge is planned to begin in late summer 2017. All other construction activities outside VFPA jurisdiction at the terminal will be scheduled to begin in September 2017. Operations maintenance activities to service existing infrastructure are ongoing. The new berths will begin loading tankers in late 2019, with all berths expected to be in-service in 2020.



Subject to Project Permit approval by the VFPA, construction of Berths 1 and 2 will take place first and are anticipated to be in-service in late 2019. Construction of Berth 3 will be completed after Berth 1 and 2 and is anticipated to be in-service by Q2 2020.

To support the dock structure, approximately 150 steel piles of different diameters could be required; the pile numbers are subject to change with final design. In addition to 500 m of roadway and pipe rack trestle; fender and mooring equipment, gangway towers and loading equipment for each berth will also be required.

## Proposed Construction Schedule

Detailed design refinements and construction planning continues. New information will be provided as our work progresses, should the project permit be approved by VFPA. Timelines are subject to change.

Construction activities at Westridge would include:

- Site preparation activities to support ongoing operations including modifications and relocation of existing infrastructure; possible vegetation management inside terminal fence line
- In-water construction including pile driving to accommodate new berths and trestles, as well as foreshore extension
- Construction on the foreshore including rip-rap removal, installation of circular sheet pile cells, addition of structural fill, soil improvements,
- installation of foundations and construction of buildings, and installation of safety wall to separate terminal from existing train tracks; installation of equipment to support loading operations and emergency response enhancements
- Construction on land including replacement of the existing substation, replacement of power line within the terminal, installation of new electrical cables, control systems and pipe
- Tunnel portal construction and tunnel boring, installation of pipelines within the tunnel
- Decommissioning and demolition of existing dock
- Demobilization and site restoration

## NAVIGATION AND NAVIGATION SAFETY OF THE TERMINAL CONSTRUCTION AREA

The construction work area for Westridge will be defined by a floating construction safety boom; which will be marked with appropriate navigation lighting and controls. The work area will consist of the entire expanded dock area as well as a temporary working area needed for the terminal's construction.

Tugs, observation vessels and storage barges will be visible. Barges will host cranes, pile driving equipment as well as material storage, offices and other worker amenities.



Large commercial vessels navigating the area will continue to follow the well established vessel movement practices under pilotage. Recreational, tourism, Aboriginal and other waterways users are encouraged to take extra caution when nearing the area and to familiarize themselves with safety protocols while on the water, as per the VFPA Port Information Guide and the Canada Marine Act "Collision Regulations." More information is available at [transmountain.com/marine-safety](http://transmountain.com/marine-safety)

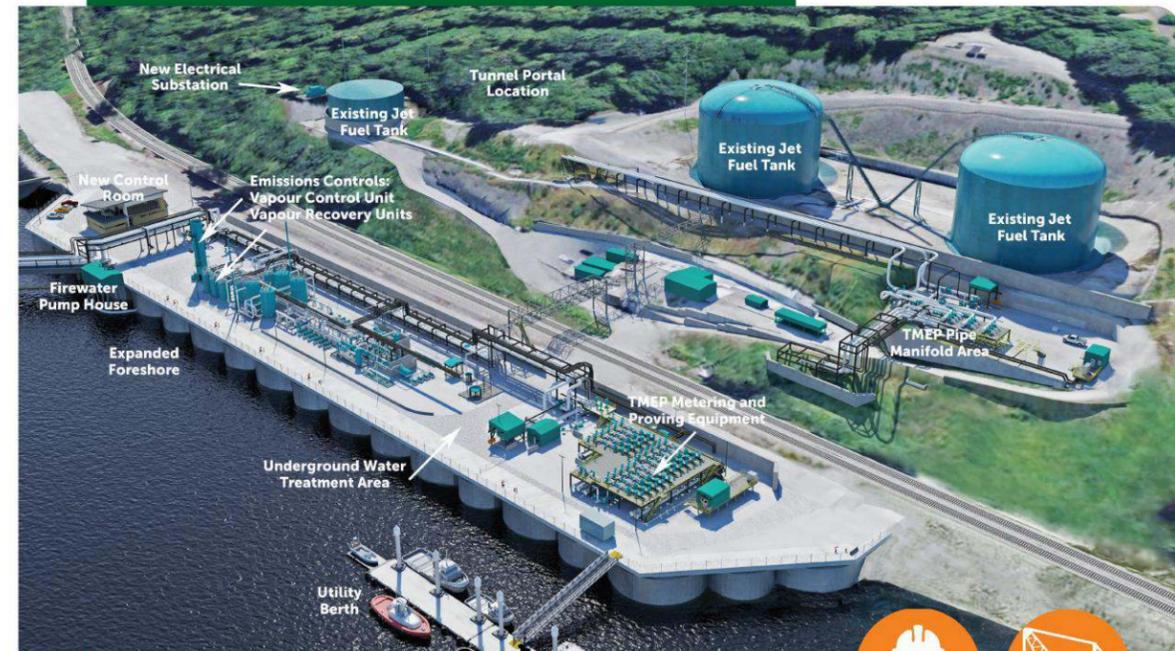


## UPGRADING WESTRIDGE MARINE TERMINAL



### NEW POWER CONNECTION

Trans Mountain has requested that BC Hydro provide a new transmission service connection to Westridge Marine Terminal. This will connect the terminal to existing 69 kv transmission lines in the area by installing 1-3 new poles and pole mounted equipment near the existing distribution service connection.



VIEW OF WESTRIDGE MARINE TERMINAL AFTER EXPANSION



VIEW FROM CATES PARK IN NORTH VANCOUVER

## Notification Material 2: WMT Upgrade and Expansion project webpage on transmountain.com



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Key project information is available in 6 languages.

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- Engaging Communities
  - Opportunities to Participate
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  - Engagement Principles
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- Abbotsford

### Westridge Marine Terminal Upgrade and Expansion

## WESTRIDGE MARINE TERMINAL UPGRADE AND EXPANSION



### MOUNTAIN HAS FILED FOR A PROJECT PERMIT WITH THE VFPA

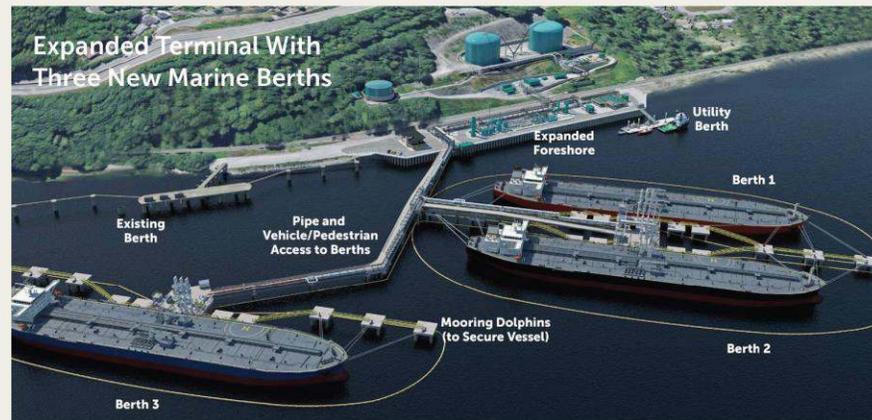
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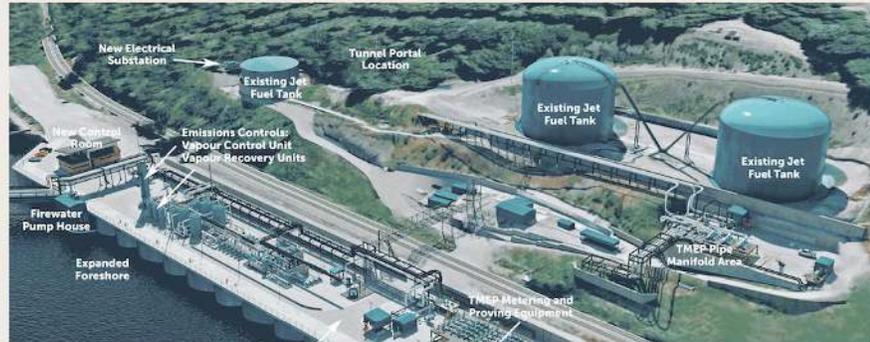
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- Maintain access to Drummonds Walk for pedestrians and bicycles
- Notification will be developed in consultation with local residents and the municipality and may include traffic control, changeable message boards and signage

### PROPOSED HOURS OF WORK

For activities permitted by the Vancouver Fraser Port Authority (VFPA), construction work will occur within VFPA standard construction hours between 7 am to 8 pm, Monday to Friday, and between 9 am and 8 pm on Saturday. No work is planned on Sundays and statutory holidays. There is no pile driving planned outside of VFPA standard construction hours; however, if required, night shift work may include maintenance activities and hand labour work that will not include continuous use of heavy equipment. All work will be measured and evaluated so as not to exceed Health Canada target noise generation guidelines as per the Trans Mountain Noise Management Plan for Construction at Pump Stations and Terminals. For any changes to activities permitted by the port authority, Trans Mountain will be required to obtain additional authorization from the port authority.

Tunnel construction and other reduced noise land based activities outside of the port authority's jurisdiction may occur 24/7 or on Sundays.



VIEW FROM CATES PARK IN NORTH VANCOUVER

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We want to hear from you:

 1.866.514.6700

 [info@transmountain.com](mailto:info@transmountain.com)

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PO Box 84028 Bainbridge  
Burnaby, BC V5A 4T9

Stay Informed

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I want to stay in touch by receiving the Trans Mountain weekly eNewsletter.

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# Notification Material 3: WMT Upgrade and Expansion Project comment period promotion on Talk Transmountain



Key project information is available in 6 language

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## TRANS MOUNTAIN ENCOURAGES YOUR INVOLVEMENT: ASK US YOUR QUESTIONS.

### ASK A QUESTION

First Name \*

Last Name \*

Email \*

Question \*

I would like to receive emails from Trans Mountain about the expansion project. (optional) You can withdraw your consent at any time by clicking 'unsubscribe' at the bottom of our emails.

I agree with the [Privacy Policy](#).

[Clear](#)

[Submit](#)

### WESTRIDGE MARINE TERMINAL UPGRADE AND EXPANSION



Learn more and provide your feedback on our project permit with the Vancouver Fraser Port Authority.

[Provide feedback](#)



[See all Q&A](#)

### MEET LEXA HOBENSHIELD



It's Lexa Hobenshield's job to make sure the people who live and work in communities along the proposed Trans Mountain Expansion Project route are informed about the proposed Project and have a chance to ask questions and provide input. We asked Lexa to tell us more about her role and why it's so important to engage with stakeholders along the proposed



July 6, 2017

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## Trans Mountain Today

Welcome to Trans Mountain Today, your direct source for news and information about the proposed Trans Mountain Expansion Project.

### STAY CONNECTED



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#### EVRAZ A WORLD LEADER:

Pipe maker ready for Project

At least 75 per cent of the pipe needed for the Expansion Project is coming from EVRAZ's manufacturing facility in Regina, Saskatchewan. We connected with Christian Messmacher, Vice President, Investor Relations and Strategy for EVRAZ North America to learn more about the 800 kilometres of high-grade steel pipe that Evraz will manufacture for the Project.



[Learn more](#)

#### EMERGENCY RESPONSE:

Exercise held at Burnaby Terminal

We recently conducted an emergency response exercise along with local first responders within our Burnaby Terminal. The purpose of the exercise was to practice our Fire Pre-Plan and deploy fire response equipment for the terminal to ensure an effective response in the unlikely event of an emergency.



[Learn more](#)

#### PILE DRIVING NOISE DAMPENED:

'Shrouds' planned for Westridge

Innovative shrouds will help reduce the amount of noise associated with pile driving for construction of Westridge Marine Terminal as part of the Trans Mountain Expansion Project.



[Learn more](#)

## Notification Material 5: Blog post about Noise Shrouds for WMT and promotion of comment period (July 6, 2017)



**KINDER MORGAN**  
CANADA

### Innovative shrouds will reduce pile driving noise

📅 JULY 6, 2017 / 🏷️ **UNCATEGORIZED** / 💬 **1 COMMENT**

Trans Mountain is taking an innovative approach to help reduce noise from pile driving activities for construction at Westridge Marine Terminal as part of the Trans Mountain Expansion Project.

Contractors for the expansion of Westridge will be using 'noise shrouds' to cover the hammers that drive piles into the ocean floor for the new marine terminal in the Burrard Inlet. The shrouds, which are about two stories tall and wide enough to hold a medium-sized SUV, dampen the sound of hammer impact by 65 to 95 per cent.

The noise shrouds are being sourced from a company based in Germany specifically for the Trans Mountain project and are designed to fit the hammers that drive the piles. This technique has been used in other ports around the world, but to our knowledge it's the first time this equipment has been deployed for a piling project in the Vancouver Port, notes Randy Brake, TMEP Project Director for the Lower Mainland.

The shrouds are just one of the measures that will be employed to help minimize construction noise related to pile driving activities at Westridge. Activities will also be sequenced to minimize the use of the hammer, which will only be used once the piles reach till.

Use of the shrouds will help Trans Mountain meet National Energy Board Condition 80, which addresses pile driver noise mitigation. It's estimated that with the use of these shrouds, sound levels from pile driving at Westridge will meet desired noise target levels set out by the BC Oil and Gas Commission's Noise Control Best Practices Guidelines and Health Canada's Noise Guidance.

Kinder Morgan Canada Ltd. (KML) has issued letters to Burnaby and North Vancouver residents and businesses within two kilometres of Westridge, inviting comment on KML's application to the Vancouver Fraser Port Authority for the planned marine terminal expansion. The comment period closes Monday, July 10, 2017.

Construction is expected to take approximately two and a half years, beginning in the fall of 2017 until spring 2020. The proposed foreshore work, near shore work and berth 1 and 2 would be completed first (end of 2019), followed by berth 3 (spring 2020).

More information on KML's application, including the Noise Management Plan, can be found [here](#).



Trans Mountain Expansion Project Backgrounder



What is the Trans Mountain Expansion Project? Trans Mountain is proposing an expansion of its current 1,150-kilometre pipeline between Strathcona ...

[Read More](#)

Graphic: History of the Trans Mountain Pipeline



Below is a visualization of the history of the Trans Mountain Pipeline. Built in 1953, it continues to connect the ...

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Graphic: Trans Mountain Pipeline Spill History



We are committed to transparency involving any and all spills that have occurred along our line, or on partner vessels carrying ...

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Community Guidelines

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Preyio@text

Notification Material 6: Tweets about WMT construction mitigation

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@TransMtn Following

Learn more about our project permit with the Vancouver Fraser Port Authority for the Westridge Marine Terminal.  
[ow.ly/8wk530cyYOn](https://ow.ly/8wk530cyYOn)

12:05 PM - 13 Jun 2017

2 Retweet 3 Likes 

  2  3 

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Innovative shrouds will help reduce noise from pile driving activities for construction at Westridge Marine Terminal  
[ow.ly/pUit30dqA3I](https://ow.ly/pUit30dqA3I)



12:01 PM - 7 Jul 2017

1 Retweet 1 Like 

  1  1 

## APPENDIX D: NOTIFICATION TO LOCAL OFFICIALS

Saturday, July 8, 2017 at 8:58:03 PM Pacific Daylight Time

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**Subject:** Westridge Marine Terminal Project Permit filed with VFPA  
**Date:** Tuesday, June 13, 2017 at 5:24:58 PM Pacific Daylight Time  
**From:** Hobenshield, Lexa  
**To:** 'Dattani, Dipak'  
**CC:** Lou Pelletier (lou.pelletier@burnaby.ca), Dave Critchley (dave.critchley@burnaby.ca)  
**Attachments:** 1706 WMT Newsletter ISSUED.pdf, KM Westridge Marine Terminal Notification Area\_Burnaby.pdf

Hello Dipak,

Trans Mountain has filed for a project permit for Westridge Marine Terminal with the Vancouver Fraser Port Authority.

Today kicks off a 20- business day public comment period from today (June 13) to July 10, 2017.

I understand a letter will be issued from the VFPA to the City as part of the process. We are also required to undertake a public notification to an area designated by the VFPA. I have attached the map the VFPA has instructed us to abide by.

- A newsletter (attached) will be hand delivered to notification areas in Burnaby this week.
- We have posted information about the port permit to:
  - The Trans Mountain website: <https://www.transmountain.com/wmt-port-permit>
  - Talk Trans Mountain: <https://www.transmountain.com/talk-transmountain>

We will also be using twitter (@TransMtn), our e-newsletter (Trans Mountain Today) and our blog to profile the comment period as well.

If you have any questions let me know. I would be happy to add an update based on the information provided in the permit application to our July (pre-)TWG meeting.

Cheers!

**Lexa Hobenshield**

*Manager, External Relations Kinder Morgan Canada*

*Stakeholder Engagement & Communications Trans Mountain Expansion Project*

P: 604.809.9869 | E: [lexa\\_hobenshield@kindermorgan.com](mailto:lexa_hobenshield@kindermorgan.com)

Twitter: @TransMtn | @LexaHobenshield

Trans Mountain Expansion Project Office

**Kinder Morgan Canada Inc.**

2844 Bainbridge Avenue, PO Box 84028 Bainbridge, Burnaby, BC V5A 4T9

Toll Free: 1-866-514-6700 | E: [info@transmountain.com](mailto:info@transmountain.com) | W: [transmountain.com](http://transmountain.com)

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Saturday, July 8, 2017 at 10:05:48 PM Pacific Daylight Time

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**Subject:** Westridge Marine Terminal Project Permit filed with VFPA  
**Date:** Tuesday, June 13, 2017 at 4:40:49 PM Pacific Daylight Time  
**From:** Snider, Stephanie  
**To:** stuartd@dnv.org  
**CC:** Mairi Welman, Charlene Grant, Dan Milburn  
**Attachments:** KM Westridge Marine Terminal Notification Area\_North Shore.pdf, Westridge Marine Terminal Newsletter\_maildrop.pdf

Hi David,

Trans Mountain has filed for a project permit for Westridge Marine Terminal with the Vancouver Fraser Port Authority.

Today kicks off a 20- business day public comment period from today (June 13) to July 10, 2017.

I understand a letter will be issued from the VFPA to the District as part of the process. We are also required to undertake a public notification to an area designated by the VFPA. I have attached the map the VFPA has instructed us to abide by.

- A newsletter (attached) will be delivered to notification areas in North Vancouver this week by Canada Post.
- We have posted information about the port permit to:
  - The Trans Mountain website: <https://www.transmountain.com/wmt-port-permit>
  - Talk Trans Mountain: <https://www.transmountain.com/talk-transmountain>

We will also be using twitter (@TransMtn), our e-newsletter (Trans Mountain Today) and our blog to profile the comment period as well.

If you or District staff have any questions let me know. I am happy to arrange an update based on the information provided in the permit application. It is in keeping with the information we reviewed with you in the summer of 2016, albeit in more detail as design continues to be refined.

Kind regards,  
Stephanie.

**Stephanie Snider, MBA**  
Stakeholder Engagement and Communications  
Trans Mountain Expansion Project  
M: 604.781.8389  
[stephanie\\_snider@transmountain.com](mailto:stephanie_snider@transmountain.com)

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Saturday, July 8, 2017 at 8:55:55 PM Pacific Daylight Time

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**Subject:** Westridge Marine Terminal Project Permit filed with VFPA  
**Date:** Tuesday, June 13, 2017 at 5:33:34 PM Pacific Daylight Time  
**From:** Hobenshield, Lexa  
**To:** Ralph Drew - Village of Belcarra (redrew@shaw.ca)  
**Attachments:** 1706 WMT Newsletter ISSUED.pdf

Hello Ralph,

Trans Mountain has filed for a project permit for Westridge Marine Terminal with the Vancouver Fraser Port Authority.

Today kicks off a 20-business day public comment period from today (June 13) to July 10, 2017.

You will likely receive a letter from the VFPA as part of the process. I wanted to share a newsletter (attached) with you. We have also posted information about the port permit to:

- The Trans Mountain website: <https://www.transmountain.com/wmt-port-permit>
- Talk Trans Mountain: <https://www.transmountain.com/talk-transmountain>

In addition, we will be using twitter (@TransMtn), our e-newsletter (Trans Mountain Today) and our blog to profile the comment period as well.

If you have any questions let me know. I would be happy to review any aspects of our Project with you.

Cheers!

**Lexa Hobenshield**

*Manager, External Relations Kinder Morgan Canada*

*Stakeholder Engagement & Communications Trans Mountain Expansion Project*

P: 604.809.9869 | E: [lexa\\_hobenshield@kindermorgan.com](mailto:lexa_hobenshield@kindermorgan.com)

Twitter: @TransMtn | @LexaHobenshield

Trans Mountain Expansion Project Office

**Kinder Morgan Canada Inc.**

2844 Bainbridge Avenue, PO Box 84028 Bainbridge, Burnaby, BC V5A 4T9

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Saturday, July 8, 2017 at 8:54:26 PM Pacific Daylight Time

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**Subject:** Westridge Marine Terminal Project Permit filed with VFPA  
**Date:** Tuesday, June 13, 2017 at 5:42:01 PM Pacific Daylight Time  
**From:** Hobenshield, Lexa  
**To:** 'Terry.Beech.A2@parl.gc.ca'  
**Attachments:** 1706 WMT Newsletter ISSUED.pdf

Hello Ryan,

Hope all is well in your office. I spoke with Terry a few weeks ago and in that conversation I committed to provide him with an update once our Trans Mountain project permit for the Westridge Marine Terminal was filed with the Vancouver Fraser Port Authority.

Today kicks off a 20- business day public comment period from today (June 13) to July 10, 2017.

We are required to undertake a public notification to an area designated by the VFPA in portions of both Burnaby and North Vancouver.

- A newsletter (attached) will be delivered to notification areas in Burnaby and North Vancouver imminently.
- We have posted information about the port permit to:
  - The Trans Mountain website: <https://www.transmountain.com/wmt-port-permit>
  - Talk Trans Mountain: <https://www.transmountain.com/talk-transmountain>

We will also be using twitter (@TransMtn), our e-newsletter (Trans Mountain Today) and our blog to profile the comment period as well.

If you have any questions let me know. It may be useful to arrange for an update for Terry through the summer as we prepare for construction activities. If this is of interest please do let me know.

Cheers!

**Lexa Hobenshield**  
*Manager, External Relations Kinder Morgan Canada  
Stakeholder Engagement & Communications Trans Mountain Expansion Project*  
P: 604.809.9869 | E: [lexa\\_hobenshield@kindermorgan.com](mailto:lexa_hobenshield@kindermorgan.com)  
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Saturday, July 8, 2017 at 11:12:44 PM Pacific Daylight Time

**Subject:** Westridge Marine Terminal Project Permit filed with VFPA  
**Date:** Tuesday, June 20, 2017 at 12:52:14 PM Pacific Daylight Time  
**From:** Snider, Stephanie  
**To:** jane.thornthwaite.MLA@leg.bc.ca  
**CC:** nick.hosseinzadeh@leg.bc.ca  
**Attachments:** KM Westridge Marine Terminal Notification Area\_North Shore.pdf, Westridge Marine Terminal Newsletter\_maildrop2.pdf

Dear Ms. Thornthwaite,

Trans Mountain has filed for a project permit for Westridge Marine Terminal with the Vancouver Fraser Port Authority (VFPA) on June 12, 2017.

The filing kicked off a 20- business day public comment period from June 13 to July 10, 2017.

As part of the VFPA process, Trans Mountain was required to undertake a public notification to an area designated by the VFPA. I have attached the map the VFPA has instructed us to abide by for North Vancouver which is a portion of your BC electoral riding of North Vancouver Seymour.

- A newsletter (attached) was delivered to notification areas in North Vancouver last week by Canada Post.
- We have posted information about the port permit to:
  - The Trans Mountain website: <https://www.transmountain.com/wmt-port-permit>
  - Talk Trans Mountain: <https://www.transmountain.com/talk-transmountain>

We will also be using twitter (@TransMtn), our e-newsletter (Trans Mountain Today) and our blog to profile the comment period as well.

If you or constituency office staff have any questions let me know. I am also happy to arrange an update for you based on the information provided in the permit application.

Kind regards,  
Stephanie.

**Stephanie Snider, MBA**  
Stakeholder Engagement and Communications  
Trans Mountain Expansion Project  
M: 604.781.8389  
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**APPENDIX E: NOTIFICATION UNDERTAKEN BY THE VILLAGE OF BELCARRA**

**From:** Ralph Drew [<mailto:redrew@shaw.ca>]  
**Sent:** Wednesday, June 14, 2017 4:39 PM  
**To:** Hobenshield, Lexa  
**Subject:** RE: Westridge Marine Terminal Project Permit filed with VFPA

Hi Lexa,

FYI, I have circulated the WMT Project Update to Belcarra Council, and also posted it on the Belcarra website...

Regards,  
Ralph

**Ralph Drew, Mayor**  
*Village of Belcarra*  
4084 Bedwell Bay Road  
Belcarra, BC, V3H 4P8  
**Website:** [www.belcarra.ca](http://www.belcarra.ca)  
**Email:** [redrew@shaw.ca](mailto:redrew@shaw.ca)  
**Home:** (604) 937-0143  
**Office:** (604) 937-4100  
**Cell:** (778) 868-5378

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**From:** Hobenshield, Lexa [[mailto:Lexa\\_Hobenshield@kindermorgan.com](mailto:Lexa_Hobenshield@kindermorgan.com)]  
**Sent:** June 13, 2017 5:34 PM  
**To:** Ralph Drew - Village of Belcarra ([redrew@shaw.ca](mailto:redrew@shaw.ca)) <[redrew@shaw.ca](mailto:redrew@shaw.ca)>  
**Subject:** Westridge Marine Terminal Project Permit filed with VFPA

Hello Ralph,

Trans Mountain has filed for a project permit for Westridge Marine Terminal with the Vancouver Fraser Port Authority.

Today kicks off a 20-business day public comment period from today (June 13) to July 10, 2017.

You will likely receive a letter from the VFPA as part of the process. I wanted to share a newsletter (attached) with you. We have also posted information about the port permit to:

- The Trans Mountain website: <https://www.transmountain.com/wmt-port-permit>
- Talk Trans Mountain: <https://www.transmountain.com/talk-transmountain>

In addition, we will be using twitter (@TransMtn), our e-newsletter (Trans Mountain Today) and our blog to profile the comment period as well.

If you have any questions let me know. I would be happy to review any aspects of our Project with you.

Cheers!

**Lexa Hobenshield**  
*Manager, External Relations Kinder Morgan Canada*  
*Stakeholder Engagement & Communications Trans Mountain Expansion Project*  
P: 604.809.9869 | E: [lexa\\_hobenshield@kindermorgan.com](mailto:lexa_hobenshield@kindermorgan.com)  
Twitter: @TransMtn | @LexaHobenshield

Trans Mountain Expansion Project Office  
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2844 Bainbridge Avenue, PO Box 84028 Bainbridge, Burnaby, BC V5A 4T9  
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