

# Technical Report **TR-20**

Vancouver Fraser Port Authority Development Permit Application

Consultation Summary – Westridge Marine Terminal

## Appendix D



**Letter to neighbours and public officials**

December 14, 2015

Dear Mayor Corrigan,

**Re: Trans Mountain Expansion Project – December 2015 Update**

We would like to provide you with an update on key events, recent changes in the schedule and next steps for the proposed Trans Mountain Expansion Project (TMEP).

**NEB UPDATED REGULATORY SCHEDULE**

On December 16, 2013 Trans Mountain applied to the National Energy Board (NEB) to expand the existing Trans Mountain Pipeline system. The Application, if approved, would increase the pipeline's capacity from 300,000 barrels a day to 890,000 barrels per day. As part of the regulatory review, Trans Mountain and participants in the review process have provided information to the NEB and exchanged information through several rounds of Information Requests (some 18,000 questions), Motions, Evidence and Responses, Technical Reports and Consultation updates. On December 17, 2015 we will present our Final Argument marking two years almost to the day from our initial Application submission.

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Following the receipt of the NEB recommendation, the Federal Cabinet has up to three months to consider the NEB's report and decide whether or not to direct the NEB to issue a Certificate of Public Convenience and Necessity (CPCN). A CPCN is the principal approval required by Trans Mountain to proceed with the proposed Project, though other ancillary approvals (including detailed routing and confirmation of condition compliance) are also required before construction could begin.

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### **YOUR INPUT REFLECTED IN TMEP**

Open, extensive and thorough engagement along the proposed pipeline and marine corridors has been, and will continue to be, an important part of the proposed TMEP. Since our team began our discussions with Aboriginal groups, Landowners, communities and those interested in the proposed Project, we have held over 159 open houses and workshops along the proposed pipeline and marine corridor; and more than 24,000 points of engagement. Based on information gathered through our engagement activities, we have improved and optimized its planning and mitigation measures for the proposed project to address concerns, where ever feasible.

The input and feedback we have gathered has created a stronger, safer and more responsive Project. The following are some of the examples of how we have optimized the proposed Project as a result of stakeholder feedback and in response to concerns:

- A proposed increase in isolation valves on the pipeline, from 94 to 126; resulting in a significant reduction of potential spill volumes
- An increase in pipeline wall thickness in high consequence areas, such as urban locations and at river crossings
- Routing of the pipeline to avoid 22 river crossings at significant fish bearing rivers such as the Fraser River, upper North Thompson, Albreda, Coldwater and Coquihalla River
- Confirmed Trans Mountain's plans to use the Transportation Utility Corridor instead of routing through established neighbourhoods in Edmonton
- Routing around the community of Hinton rather than through the town
- Change in Project scope included upsizing of pipe from 36" to 42" between Hargreaves and Darfield eliminating two pipeline crossings of the Fraser River as well as significantly reducing the Project power requirements in the North Thompson region
- Routing to avoid environmentally sensitive areas such as Cheam Wetlands
- Burnaby Mountain tunnel route option to avoid adjacent neighbourhoods and minimize community impact
- As a result of the Trans Mountain Expansion Project there will be \$100 million invested in WCMRC to enhance spill response capabilities along the tanker route, double the response capacity, Federal response time planning standards cut in half for the southern shipping route, five new response bases and up to 100 new jobs created.

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**NEXT STEPS**

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We know that as neighbours, you continue to have questions and are seeking specific information about how the proposed Project will affect you. We want to ensure you continue to have the opportunity to obtain information directly from us. We will continue to engage with communities and stakeholders. We anticipate that in Q2 2016 we will have additional information to share and will provide it through a variety of methods; i.e.: online, in person, digital etc. There will be more information to follow in the coming weeks.

Engagement topics could include:

- Updated facilities and pipeline detailed design, construction plans and schedule
- Updated detailed routing plans
- Updated plans to manage air quality, noise, light and dust during construction and operations

In addition, conversations will be ongoing with local experts on other topics including emergency management and marine navigation safety.

We greatly value the relationships we have developed in communities over the past 60 years of Trans Mountain Pipeline operations and have endeavoured in our work on the proposed Project to further strengthen those relationships. If you have questions regarding this letter or the Project, we welcome you to contact Lexa Hobenshield at [lexa\\_hobenshield@kindermorgan.com](mailto:lexa_hobenshield@kindermorgan.com) or 604.809.9869. Additional information is also available on our website at [www.transmountain.com](http://www.transmountain.com).

Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

.cc Robert Moncur, City Manager

December 14, 2015

Dear Mayor Stewart,

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Project Lead, Stakeholder Engagement and Communications

.cc Peter Steblin, City Manager

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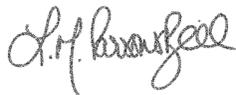
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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

.cc      George Harvie, CAO

December 14, 2015

BY EMAIL

Dear MLA Reimer,

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Following the receipt of the NEB recommendation, the Federal Cabinet has up to three months to consider the NEB's report and decide whether or not to direct the NEB to issue a Certificate of Public Convenience and Necessity (CPCN). A CPCN is the principal approval required by Trans Mountain to proceed with the proposed Project, though other ancillary approvals (including detailed routing and confirmation of condition compliance) are also required before construction could begin.

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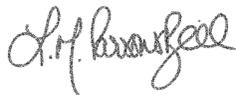
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- A proposed increase in isolation valves on the pipeline, from 94 to 126; resulting in a significant reduction of potential spill volumes
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**Trans Mountain Expansion Project**

**Email:** [info@transmountain.com](mailto:info@transmountain.com) | **Phone:** 1.866.514.6700 | **Website:** [www.transmountain.com](http://www.transmountain.com)

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**NEXT STEPS**

Discussions with neighbours are part of our planning process and they assist in gaining an understanding of and addressing specific questions and concerns regarding pipeline and associated facilities construction and operations; should the Project be approved. The information gathered through these discussions also continues to inform the detailed design of the proposed Project and the specific instructions to the Contractor who will ultimately be involved in planning and implementing the construction.

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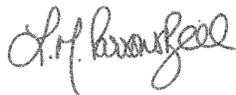
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In addition, conversations will be ongoing with local experts on other topics including emergency management and marine navigation safety.

We greatly value the relationships we have developed in communities over the past 60 years of Trans Mountain Pipeline operations and have endeavoured in our work on the proposed Project to further strengthen those relationships. If you have questions regarding this letter or the Project, we welcome you to contact Lexa Hobenshield at [lexa\\_hobenshield@kindermorgan.com](mailto:lexa_hobenshield@kindermorgan.com) or 604.809.9869. Additional information is also available on our website at [www.transmountain.com](http://www.transmountain.com).

Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 14, 2015

BY EMAIL

Dear MP Donnelly,

**Re: Trans Mountain Expansion Project – December 2015 Update**

We would like to provide you with an update on key events, recent changes in the schedule and next steps for the proposed Trans Mountain Expansion Project (TMEP).

#### **NEB UPDATED REGULATORY SCHEDULE**

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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 16, 2015

Dear MP Hardie,

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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

.cc Lorna Dysart, CAO

December 16, 2015

Darrell Mussatto  
141 West 14 Street  
North Vancouver, British Columbia  
V7M 1H8

**Via email: [dmussatto@cnv.org](mailto:dmussatto@cnv.org)**

Dear Mayor Mussatto,

**Re: Trans Mountain Expansion Project – December 2015 Update**

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- Following our public consultations and open houses in late 2012 the environmental socio-economic assessment for marine shipping was extended beyond Burrard Inlet to the 12 nautical mile limit off the west coast.
- As result of engagement with the marine industry, additional measures were proposed by Trans Mountain that will further improve marine safety through accident prevention and reduction of consequences in the unlikely event one should occur. These recommendations include:
  - Laden tanker tug escort will be expanded to cover the entire tanker shipping route, and
  - Marine pilot disembarkation will take place near Race Rocks and not at Victoria (pilots have already initiated training to disembark by helicopter).

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- A *Review of Marine Vessel Traffic Activities in Burrard Inlet*, has resulted in new engagement with the recreational boating community on navigational safety. This will include support for the *Safe Boating in Deep Sea Shipping Navigation Areas* which is an awareness program led by Pacific Pilotage Authority to provide safety tips to smaller vessels operating near large deep sea shipping vessels.
- As a result of the Trans Mountain Expansion Project there will be \$100 million invested in WCMRC for spill response enhancement along the tanker route. This investment will result in double the mandated response capacity, half the response time of Federal planning standards for the southern shipping route, the addition of five new response bases and up to 100 new jobs to be created.

## **NEXT STEPS**

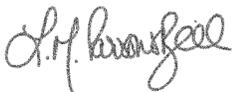
We know as elected officials, you continue to have questions and are seeking specific information about how the proposed Project will affect your communities. We will continue to engage with you as well as your community stakeholders so they can obtain information directly from us. As we have additional information to share we will provide it through a variety of methods such as online, in person, and digital channels.

Engagement topics in the coming year could include:

- Updates on expansion of facilities (e.g. Westridge Marine Terminal) and pipeline detailed design, construction plans and schedule
- Tanker traffic increase and navigational safety
- Emergency Management Program enhancement for pipeline system (including Westridge Marine Terminal) and Western Canada Marine Response Corporation plans to enhance spill response program for BC's south coast.

We greatly value the relationships we have developed in communities over the past 60 years of Trans Mountain Pipeline operations and we endeavour to further strengthen those relationships going forward. If you have questions regarding this letter or if you would like a more in depth update about the Project, please contact Stephanie Snider at 604.781.8389 or [Stephanie\\_snider@transmountain.com](mailto:Stephanie_snider@transmountain.com).

Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

CC. Ken Tollstam, [ktollstam@cnv.org](mailto:ktollstam@cnv.org)

December 16, 2015

Gregor Robertson  
452 W 12th Ave  
Vancouver, British Columbia  
V5Y 1V4

**Via email: [gregor.robertson@vancouver.ca](mailto:gregor.robertson@vancouver.ca)**

Dear Mayor Robertson,

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**Trans Mountain Expansion Project**

**Email:** [info@transmountain.com](mailto:info@transmountain.com) | **Phone:** 1.866.514.6700 | **Website:** [www.transmountain.com](http://www.transmountain.com)

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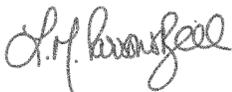
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Engagement topics in the coming year could include:

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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

CC. Sadhu Johnston, [sadhu.johnston@vancouver.ca](mailto:sadhu.johnston@vancouver.ca)

December 16, 2015

Richard Walton  
355 Queens Road  
North Vancouver, British Columbia  
V7N 4N5

**Via email: [waltonr@dnv.org](mailto:waltonr@dnv.org)**

Dear Mayor Walton,

**Re: Trans Mountain Expansion Project – December 2015 Update**

We would like to provide you with an update on key events, recent changes in the schedule and next steps for the proposed Trans Mountain Expansion Project (TMEP).

**NEB UPDATED REGULATORY SCHEDULE**

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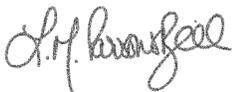
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Sincerely,



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Project Lead, Stakeholder Engagement and Communications

CC. David Stuart, [stuard@dnv.org](mailto:stuard@dnv.org)

December 16, 2015

Diane Watts  
Member of Parliament for Surrey - White Rock  
**Sent via email: [Dianne.Watts@parl.gc.ca](mailto:Dianne.Watts@parl.gc.ca)**

Dear Ms. Watts,

**Re: Trans Mountain Expansion Project – December 2015 Update**

Congratulations on your election as Member of Parliament for the riding of Surrey White Rock.

We would like to provide you with an update on key events, recent changes in the schedule and next steps for the proposed Trans Mountain Expansion Project (TMEP).

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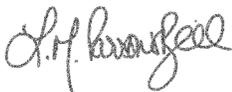
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December 16, 2015

Michael Smith  
751-17 Street  
West Vancouver, British Columbia  
V7V 3T5

**Via email: [msmith@westvancouver.ca](mailto:msmith@westvancouver.ca)**

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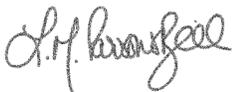
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cc. Nina Leemhuis, [nleemhuis@westvancouver.ca](mailto:nleemhuis@westvancouver.ca)

December 16, 2015

Hedi Fry  
Member of Parliament for Vancouver Centre  
**Sent via email: [hedy.fry@parl.gc.ca](mailto:hedy.fry@parl.gc.ca)**

Dear Dr. Fry,

**Re: Trans Mountain Expansion Project – December 2015 Update**

Congratulations on your re-election as Member of Parliament for Vancouver Centre.

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**Trans Mountain Expansion Project**

**Email:** [info@transmountain.com](mailto:info@transmountain.com) | **Phone:** 1.866.514.6700 | **Website:** [www.transmountain.com](http://www.transmountain.com)

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- *A Review of Marine Vessel Traffic Activities in Burrard Inlet*, has resulted in new engagement with the recreational boating community on navigational safety. This will include support for the *Safe Boating in Deep Sea Shipping Navigation Areas* which is an awareness program led by Pacific Pilotage Authority to provide safety tips to smaller vessels operating near large deep sea shipping vessels.
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## **NEXT STEPS**

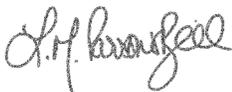
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We greatly value the relationships we have developed in communities over the past 60 years of Trans Mountain Pipeline operations and we endeavour to further strengthen those relationships going forward. If you have questions regarding this letter or if you would like a more in-depth update about the Project, please contact Stephanie Snider at 604.781.8389 or [Stephanie\\_snider@transmountain.com](mailto:Stephanie_snider@transmountain.com).

Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 16, 2015

Jenny Kwan  
Member of Parliament for Vancouver East  
**Sent via email: [Jenny.Kwan@parl.gc.ca](mailto:Jenny.Kwan@parl.gc.ca)**

Dear Ms. Kwan,

**Re: Trans Mountain Expansion Project – December 2015 Update**

Congratulations on your election as Member of Parliament for Vancouver East .

We would like to provide you with an update on key events, recent changes in the schedule and next steps for the proposed Trans Mountain Expansion Project (TMEP).

#### **NEB UPDATED REGULATORY SCHEDULE**

On December 16, 2013 Trans Mountain applied to the National Energy Board (NEB) to expand the existing Trans Mountain Pipeline system. The Application, if approved, would increase the pipeline's capacity from 300,000 barrels a day to 890,000 barrels per day. As part of the regulatory review, Trans Mountain and participants in the review process have provided information to the NEB and exchanged information through several rounds of information requests (some 18,000 questions), motions, evidence and responses, technical reports and consultation updates. On December 17, 2015 we will present our Final Argument marking two years almost to the day from our initial Application submission.

On September 24, 2015, the NEB issued a revised procedural schedule for reviewing the TMEP Application. Previously, the NEB had scheduled dates to hear oral summary arguments from intervenors in September 2015. Those hearing dates have now been delayed until January and February, 2016. In addition, the NEB has revised the date for issuing its recommendation to the Governor in Council (i.e., the Federal Cabinet) on the proposed Project, moving it from January 25, 2016 to May 20, 2016.

Following the receipt of the NEB recommendation, the Federal Cabinet has up to three months to consider the NEB's report and decide whether or not to direct the NEB to issue a Certificate of Public Convenience and Necessity (CPCN). A CPCN is the principal approval required by Trans Mountain to proceed with the proposed Project, though other ancillary approvals are also required before construction could begin (including detailed routing and confirmation of condition compliance).

Key dates in the current regulatory schedule as set out by NEB include:

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Should TMEP be approved, Trans Mountain proposes to commence construction in Q2/Q3 2017, with an in-service date between late 2018 and October 2019. As part of TMEP, Trans Mountain has also sought approval under NEB Section 58 for early works (e.g. site preparation). If approved by the NEB, these early works (pre-construction) activities could commence as early as fall 2016.

### **INPUT REFLECTED IN TMEP**

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The input and feedback we have gathered has created a stronger, safer and more responsive Project. The following are some of the examples of how we have optimized the proposed Project as a result of stakeholder feedback:

- A proposed increase in isolation valves on the pipeline, from 94 to 126; resulting in a significant reduction of potential spill volumes
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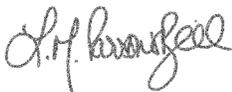
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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 16, 2015

Joyce Murray  
Member of Parliament for Vancouver Quadra  
**Sent via email: [joyce.murray@parl.gc.ca](mailto:joyce.murray@parl.gc.ca)**

Dear Ms. Murray,

**Re: Trans Mountain Expansion Project – December 2015 Update**

Congratulations on your re-election as Member of Parliament for Vancouver Quadra.

We would like to provide you with an update on key events, recent changes in the schedule and next steps for the proposed Trans Mountain Expansion Project (TMEP).

#### **NEB UPDATED REGULATORY SCHEDULE**

On December 16, 2013 Trans Mountain applied to the National Energy Board (NEB) to expand the existing Trans Mountain Pipeline system. The Application, if approved, would increase the pipeline's capacity from 300,000 barrels a day to 890,000 barrels per day. As part of the regulatory review, Trans Mountain and participants in the review process have provided information to the NEB and exchanged information through several rounds of information requests (some 18,000 questions), motions, evidence and responses, technical reports and consultation updates. On December 17, 2015 we will present our Final Argument marking two years almost to the day from our initial Application submission.

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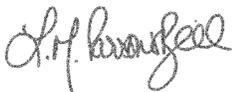
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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 16, 2015

Joe Peschisolido  
Member of Parliament for Steveston - Richmond East  
**Sent via email: [Joe.Peschisolido@parl.gc.ca](mailto:Joe.Peschisolido@parl.gc.ca)**

Dear Mr. Peschisolido,

**Re: Trans Mountain Expansion Project – December 2015 Update**

Congratulations on your election as Member of Parliament for Steveston – Richmond East.

We would like to provide you with an update on key events, recent changes in the schedule and next steps for the proposed Trans Mountain Expansion Project (TMEP).

#### **NEB UPDATED REGULATORY SCHEDULE**

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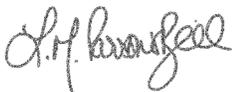
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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 16, 2015

Jonathan Wilkinson  
Member of Parliament for North Vancouver  
**Sent via email: [Jonathan.Wilkinson@parl.gc.ca](mailto:Jonathan.Wilkinson@parl.gc.ca)**

Dear Mr. Wilkinson,

**Re: Trans Mountain Expansion Project – December 2015 Update**

Congratulations on your election as Member of Parliament for North Vancouver.

We would like to provide you with an update on key events, recent changes in the schedule and next steps for the proposed Trans Mountain Expansion Project (TMEP).

### **NEB UPDATED REGULATORY SCHEDULE**

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**Trans Mountain Expansion Project**

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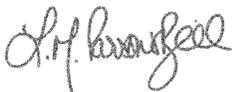
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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 16, 2015

Pam Goldsmith-Jones

Member of Parliament for West Vancouver - Sunshine Coast - Sea to Sky Country

**Sent via email: [Pam.Goldsmith-Jones@parl.gc.ca](mailto:Pam.Goldsmith-Jones@parl.gc.ca)**

Dear Ms. Goldsmith-Jones,

**Re: Trans Mountain Expansion Project – December 2015 Update**

Congratulations on your election as Member of Parliament for West Vancouver - Sunshine Coast and Sea to Sky country.

We would like to provide you with an update on key events, recent changes in the schedule and next steps for the proposed Trans Mountain Expansion Project (TMEP).

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## **NEXT STEPS**

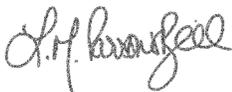
We know as elected officials, you continue to have questions and are seeking specific information about how the proposed Project will affect your communities. We will continue to engage with you as well as your constituency stakeholders so they can obtain information directly from us. As we have additional information to share we will provide it through a variety of methods such as online, in-person, and through digital channels.

Engagement topics in the coming year could include:

- Updates on expansion of facilities (e.g. Westridge Marine Terminal) and pipeline detailed design, construction plans and schedule
- Tanker traffic increase and navigational safety
- Emergency Management Program enhancement for pipeline system (including Westridge Marine Terminal) and Western Canada Marine Response Corporation plans to enhance spill response program for BC's south coast.

We greatly value the relationships we have developed in communities over the past 60 years of Trans Mountain Pipeline operations and we endeavour to further strengthen those relationships going forward. If you have questions regarding this letter or if you would like a more in-depth update about the Project, please contact Stephanie Snider at 604.781.8389 or [Stephanie\\_snider@transmountain.com](mailto:Stephanie_snider@transmountain.com).

Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 17, 2015

Adrian Dix  
MLA Vancouver Kingsway  
Sent via email: [adrian.dix.mla@leg.bc.ca](mailto:adrian.dix.mla@leg.bc.ca)

Dear Mr. Dix,

**Re: Trans Mountain Expansion Project – December 2015 Update**

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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 17, 2015

Hon. Andrew Wilkinson  
MLA Vancouver Quilchena  
**Sent via email: [andrew.wilkinson.mla@leg.bc.ca](mailto:andrew.wilkinson.mla@leg.bc.ca)**

Dear Minister Wilkinson,

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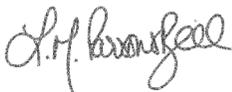
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December 17, 2015

David Eby  
MLA Vancouver - Point Grey  
**Sent via email: [david.eby.mla@leg.bc.ca](mailto:david.eby.mla@leg.bc.ca)**

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December 17, 2015

Gordon Hogg  
MLA Surrey – White Rock  
**Sent via email: [Gordon.hogg.mla@bc.leg.ca](mailto:Gordon.hogg.mla@bc.leg.ca)**

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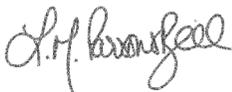
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December 17, 2015

George Heyman  
MLA Vancouver Fairview  
Sent via email: [george.heyman.mla@leg.bc.ca](mailto:george.heyman.mla@leg.bc.ca)

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**Trans Mountain Expansion Project**

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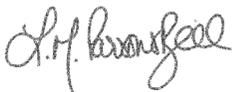
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## **NEXT STEPS**

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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 17, 2015

Jordan Sturdy  
MLA West Vancouver - Sea to Sky  
**Sent via email: [jordan.sturdy.mla@leg.bc.ca](mailto:jordan.sturdy.mla@leg.bc.ca)**

Dear Mr. Sturdy,

**Re: Trans Mountain Expansion Project – December 2015 Update**

We would like to provide you with an update on key events, recent changes in the schedule and next steps for the proposed Trans Mountain Expansion Project (TMEP).

**NEB UPDATED REGULATORY SCHEDULE**

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### INPUT REFLECTED IN TMEP

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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 17, 2015

Jane Thornthwaite  
MLA North Vancouver - Seymour  
**Sent via email: [jane.thornthwaite.mla@leg.bc.ca](mailto:jane.thornthwaite.mla@leg.bc.ca)**

Dear Mrs. Thornthwaite,

**Re: Trans Mountain Expansion Project – December 2015 Update**

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## **NEXT STEPS**

We know as elected officials, you continue to have questions and are seeking specific information about how the proposed Project will affect your communities. We will continue to engage with you as well as your constituency stakeholders so they can obtain information directly from us. As we have additional information to share we will provide it through a variety of methods such as online, in-person, and through digital channels.

Engagement topics in the coming year could include:

- Updates on expansion of facilities (e.g. Westridge Marine Terminal) and pipeline detailed design, construction plans and schedule
- Tanker traffic increase and navigational safety
- Emergency Management Program enhancement for pipeline system (including Westridge Marine Terminal) and Western Canada Marine Response Corporation plans to enhance spill response program for BC's south coast.

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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 17, 2015

Mable Elmore  
MLA Vancouver Kensington  
**Sent via email: [mable.elmore.mla@leg.bc.ca](mailto:mable.elmore.mla@leg.bc.ca)**

Dear Ms. Elmore,

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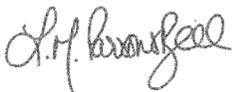
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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 17, 2015

Moira Stilwell  
MLA Vancouver Langara  
**Sent via email: [moira.stilwell.mla@leg.bc.ca](mailto:moira.stilwell.mla@leg.bc.ca)**

Dear Mrs. Stilwell,

**Re: Trans Mountain Expansion Project – December 2015 Update**

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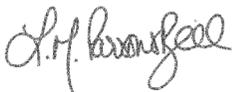
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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 17, 2015

Hon. Naomi Yamamoto  
MLA North Vancouver - Lonsdale  
**Sent via email: [naomi.yamamoto.mla@leg.bc.ca](mailto:naomi.yamamoto.mla@leg.bc.ca)**

Dear Minister Yamamoto,

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**Trans Mountain Expansion Project**

**Email:** [info@transmountain.com](mailto:info@transmountain.com) | **Phone:** 1.866.514.6700 | **Website:** [www.transmountain.com](http://www.transmountain.com)

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Pacific Pilotage Authority to provide safety tips to smaller vessels operating near large deep sea shipping vessels.

- As a result of the Trans Mountain Expansion Project there will be \$100 million invested in WCMRC for spill response enhancement along the tanker route. This investment will result in double the mandated response capacity, half the response time of Federal planning standards for the southern BC shipping route, the addition of five new response bases and up to 100 new jobs to be created.

## **NEXT STEPS**

We know as elected officials, you continue to have questions and are seeking specific information about how the proposed Project will affect your communities. We will continue to engage with you as well as your constituency stakeholders so they can obtain information directly from us. As we have additional information to share we will provide it through a variety of methods such as online, in-person, and through digital channels.

Engagement topics in the coming year could include:

- Updates on expansion of facilities (e.g. Westridge Marine Terminal) and pipeline detailed design, construction plans and schedule
- Tanker traffic increase and navigational safety
- Emergency Management Program enhancement for pipeline system (including Westridge Marine Terminal) and Western Canada Marine Response Corporation plans to enhance spill response program for BC's south coast.

We greatly value the relationships we have developed in communities over the past 60 years of Trans Mountain Pipeline operations and we endeavour to further strengthen those relationships going forward. If you have questions regarding this letter or if you would like a more in-depth update about the Project, please contact Stephanie Snider at 604.781.8389 or [Stephanie\\_snider@transmountain.com](mailto:Stephanie_snider@transmountain.com).

Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 17, 2015

Ralph Sultan  
MLA West Vancouver Capilano  
**Sent via email: [ralph.sultan.mla@leg.bc.ca](mailto:ralph.sultan.mla@leg.bc.ca)**

Dear Mr. Sultan,

**Re: Trans Mountain Expansion Project – December 2015 Update**

We would like to provide you with an update on key events, recent changes in the schedule and next steps for the proposed Trans Mountain Expansion Project (TMEP).

**NEB UPDATED REGULATORY SCHEDULE**

On December 16, 2013 Trans Mountain applied to the National Energy Board (NEB) to expand the existing Trans Mountain Pipeline system. The Application, if approved, would increase the pipeline's capacity from 300,000 barrels a day to 890,000 barrels per day. As part of the regulatory review, Trans Mountain and participants in the review process have provided information to the NEB and exchanged information through several rounds of information requests (some 18,000 questions), motions, evidence and responses, technical reports and consultation updates. On December 17, 2015 we will present our Final Argument marking two years almost to the day from our initial Application submission.

On September 24, 2015, the NEB issued a revised procedural schedule for reviewing the TMEP Application. Previously, the NEB had scheduled dates to hear oral summary arguments from intervenors in September 2015. Those hearing dates have now been delayed until January and February, 2016. In addition, the NEB has revised the date for issuing its recommendation to the Governor in Council (i.e., the Federal Cabinet) on the proposed Project, moving it from January 25, 2016 to May 20, 2016.

Following the receipt of the NEB recommendation, the Federal Cabinet has up to three months to consider the NEB's report and decide whether or not to direct the NEB to issue a Certificate of Public Convenience and Necessity (CPCN). A CPCN is the principal approval required by Trans Mountain to proceed with the proposed Project, though other ancillary approvals are also required before construction could begin (including detailed routing and confirmation of condition compliance).

Key dates in the current regulatory schedule as set out by NEB include:

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Should TMEP be approved, Trans Mountain proposes to commence construction in Q2/Q3 2017, with an in-service date between late 2018 and October 2019. As part of TMEP, Trans Mountain has also sought approval under NEB Section 58 for early works (e.g. site preparation). If approved by the NEB, these early works (pre-construction) activities could commence as early as fall 2016.

### INPUT REFLECTED IN TMEP

Open, extensive and thorough engagement along the proposed pipeline and marine corridors has been, and will continue to be, an important part of the proposed expansion project. Since our team began our discussions with Aboriginal groups, Landowners, communities and those interested in the proposed Project, we have held over 159 open houses and workshops along the proposed pipeline and marine corridors; and this has involved more than 24,000 points of engagement. Based on information gathered through our engagement activities, we have improved and optimized planning and mitigation measures for the proposed Project to address concerns, wherever feasible.

The input and feedback we have gathered has created a stronger, safer and more responsive Project. The following are some of the examples of how we have optimized the proposed Project as a result of stakeholder feedback:

- A proposed increase in isolation valves on the pipeline, from 94 to 126; resulting in a significant reduction of potential spill volumes
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We greatly value the relationships we have developed in communities over the past 60 years of Trans Mountain Pipeline operations and we endeavour to further strengthen those relationships going forward. If you have questions regarding this letter or if you would like a more in-depth update about the Project, please contact Stephanie Snider at 604.781.8389 or [Stephanie\\_snider@transmountain.com](mailto:Stephanie_snider@transmountain.com).

Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications

December 17, 2015

Spencer Chandra Herbert  
MLA Vancouver West End  
**Sent via email: [s.chandraherbert.mla@leg.bc.ca](mailto:s.chandraherbert.mla@leg.bc.ca)**

Dear Mr. Chandra Herbert,

**Re: Trans Mountain Expansion Project – December 2015 Update**

We would like to provide you with an update on key events, recent changes in the schedule and next steps for the proposed Trans Mountain Expansion Project (TMEP).

**NEB UPDATED REGULATORY SCHEDULE**

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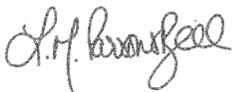
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Lizette Parsons Bell  
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December 17, 2015

Sam Sullivan  
MLA Vancouver False Creek  
**Sent via email: [sam.sullivan.mla@leg.bc.ca](mailto:sam.sullivan.mla@leg.bc.ca)**

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Sincerely,



Lizette Parsons Bell  
Project Lead, Stakeholder Engagement and Communications



# Technical Report **TR-20**

Vancouver Fraser Port Authority Development Permit Application

Consultation Summary – Westridge Marine Terminal

## Appendix E



**APPENDIX E – Advertisorials submitted by Trans Mountain to the North Shore News and Burnaby Now Newspapers**

<b>TOPIC</b>	<b>SUBJECT EXPERT (Author)</b>	<b>PUBLICATION &amp; DATES</b>
NEB Recommendation	Ian Anderson – President, Kinder Morgan Canada (KMC)	North Shore News: June 1, 2016 Burnaby Now: July 29, 2016
Marine Safety	Michael Davies – Senior Director of Marine Development, KMC	North Shore News: June 17, 2016
Westridge Marine Terminal - Justification for terminal location	Michael Davies - Senior Director of Marine Development, KMC	North Shore News: July 1, 2016 Burnaby Now: August 12, 2016
Community Round up - Economic Benefits of the Project	Ian Anderson – President, KMC	North Shore News: July 15, 2016 Burnaby Now: August 5, 2016
Marine Environment	Michael Davies - Senior Director of Marine Development, KMC	North Shore News: July 29, 2016
Marine Safety Enhancements	Bikram Kanjilal – Lead, Marine Development, TMEP	North Shore News: August 12, 2016
Project Engagement	Ian Anderson – President, KMC	North Shore News: August 26, 2016 Burnaby Now: August 26, 2016
Marine Spill Response - WCMRC Enhancements	Michael Davies - Senior Director of Marine Development, KMC	North Shore News: September 9, 2016 Burnaby Now: September 9, 2016
Carbon Management	Michael Davies - Senior Director of Marine Development, KMC	North Shore News: September 23, 2016 Burnaby Now: September 23, 2016
Emergency Response	James Kereliuk – Director, Emergency Management, KMC	North Shore News: October 7, 2016
Seismic Safety	Hugh Harden – Vice President, Operations, KMC	North Shore News: October 21, 2016 Burnaby Now: October 21, 2016
Aboriginal Engagement - Highlight success in reach	Ian Anderson – President, KMC	North Shore News: November 4, 2016 Burnaby Now: November 4, 2016
Marine Environment - KMC participation in Green Marine	Michael Davies - Senior Director of Marine Development, KMC	North Shore News: November 18, 2016 Burnaby Now: November 18, 2016
Federal Decision	Ian Anderson, President, KMC	North Shore News: December 2, 2016 Burnaby Now: December 2, 2016

# Technical Report **TR-20**

Vancouver Fraser Port Authority Development Permit Application

Consultation Summary – Westridge Marine Terminal

## Appendix F



## APPENDIX F – Update Environmental Plans for Stakeholder and Public Consultation

Condition	Topic
13	Socio-Economic Effect Monitoring Plan (SEEMP)
37	Caribou Habitat Restoration Plan (CHRP)
38	Sowaqua Spotted Owl Mitigation Plan
40	Rare Ecological Communities and Rare Plant Population Management Plan
41	Wetland Survey and Mitigation Plan
42	Grasslands Survey and Mitigation Plan
43	Watercourse Crossing Inventory
44	Wildlife Species at Risk Mitigation and Habitat Restoration Plan (11 plans)
45	Weed and Vegetation Management Plan
47	Access Management Plan
48	Navigation and Navigation Safety Plan
53	Fugitive Emissions Management Plan for WMT
54	Fugitive Emissions Management Plan for ET, ST and BT
56	Grizzly Bear Mitigation Plan
71	Riparian Habitat Management Plan
72	Pipeline Environmental Protection Plan (and EAS)
76	Old Growth Management Areas Mitigation and Replacement Plan
	Reclamation Plans
	Groundwater Management Plan
35	Marine Sediment Management Plan
46	Contamination Identification and Assessment Plan
52	Air Emissions Management Plan for the Westridge Marine Terminal
78	Facilities EPP
79	Air Emissions Management Plan for ET, ST and BT
81	WMT EPP

# Technical Report **TR-20**

Vancouver Fraser Port Authority Development Permit Application

Consultation Summary – Westridge Marine Terminal

## Appendix G



**TR 22**

**APPENDIX G**

**Technical Working Group Terms of Reference and Invitation Letter**



# TRANS MOUNTAIN

## **TMEP Technical Working Group Proposed Revised TERMS OF REFERENCE Draft presented to Metro Vancouver Regional District on October 28, 2016**

### **PURPOSE**

On May 19, 2016, after a comprehensive review, the National Energy Board (NEB) concluded the Trans Mountain Expansion Project (TMEP or Project) is in the Canadian public interest and recommended the Federal Governor in Council approve the proposed expansion. The Government of Canada will make its decision on the Project in December 2016, and if approved, the in-service date for the expanded pipeline and associated facilities and infrastructure will be December 2019.

In order to commence construction in September 2017 should the Project be approved, the TMEP continues to refine project details and plan for construction activities. Throughout all phases of TMEP construction and operations, Trans Mountain aims to work cooperatively with local governments and stakeholders along the proposed pipeline corridor.

If approved, the NEB's recommendation will allow the Project to proceed, subject to meeting 157 conditions. Two of these Conditions address continuation of the Technical Working Groups (TWGs); Conditions 14 and 49 – see Appendix A.

### **SCOPE AND MANDATE**

The TMEP Team invites key stakeholders to re-engage and participate in TWG meetings related to the TMEP. These TWGs will replace previous forms of TWGs, and are consistent with the Project's approach to open and transparent engagement and communications. The intent of the meetings is to act as a forum for discussing topics of mutual interest as they relate to TMEP, including the tracking and resolution of outstanding concerns. It is intended that the Terms of Reference and TWGs will improve communication including creating an opportunity to share information, discuss topics of mutual interest and resolve concerns, including those outstanding, within a set timeframe.

The focus of the TWGs may evolve over time (through the different phases of the project, into construction and operations) and will include various topics of mutual interests related to the proposed TMEP. TMEP aims to collaborate to address outstanding concerns.

### **TWG Goals**

Trans Mountain proposes the following goals to guide the TWGs:

- The TWGs are a forum to exchange information related to the proposed TMEP; are intended to be constructive discussions, and-solutions oriented in nature.



# TRANS MOUNTAIN

- It is assumed information discussed at TWG meetings can be shared in a public forum unless stated otherwise by parties. Discussions will be documented and summarized to the NEB (as per Condition 49).
- Trans Mountain recognizes stakeholder participation in any TWG meeting does not imply endorsement for the proposed TMEP, nor does it imply the stakeholder indirectly approving any permit applications or other submissions from TMEP.
- The TMEP Team endeavors to incorporate input received during TWG meetings into its plans for the proposed TMEP where practical, and to provide rationale if input is not incorporated.

## Topics

The topics discussed in the TWG meetings include, but are not limited to, pipeline alignment within the Study Corridor, construction methodology, timing and communication, socio-economic effects monitoring, municipal and community water sources, stakeholder land use, existing and future infrastructure, by-law compliance, operations, traffic management, construction safety, regional parks considerations, watercourse crossings, emergency response and other interests identified by either party.

## Meeting Structure, Frequency and Details

Meetings will be scheduled regularly, at a frequency agreed up on between the TMEP Team and the stakeholder. TMEP proposes a minimum monthly meetings. Dates and times of specific meetings are to be selected based on mutual convenience. These timeslots will be used and modified as required. Subgroups may be formed to address specific technical matters with subject matter experts as required. Meetings will occur on a schedule to be determined by the participants.

The location of the TWG meetings will be determined in advance of the meeting, based on mutual convenience. The TMEP Team offers to visit stakeholder offices or host the meeting at a mutually agreed location. Meetings are intended to be in person to ensure ease of discussion; conference calls can be used where convenient and as needed.

Meetings will continue through construction planning or until mutually agreed. Meetings during construction may continue in this or a different format, to be determined in discussions with TWG members.

## Accountability and Meeting Attendance

TMEP's sponsor for the TWGs will be its David Safari, Vice President, Trans Mountain Expansion Project. As a member of the Kinder Morgan Canada Executive Team, Mr. Safari is accountable for construction of the proposed TMEP, subject to approvals. Mr. Safari will attend the initial TWG meeting for each stakeholder to reconvene the conversation and subsequent ones where applicable.



# TRANSMOUNTAIN

Attendees for subsequent meetings will be determined by both parties in advance. The TMEP Team proposes a single point of contact within each party be responsible for coordinating the meetings, including required attendees. Attendance at TWG meetings by either party will be determined on an issue by issue basis; however, attendance by parties able to make decisions for either party is required. The goal is to keep the meetings focused and results orientated. Attendees could include:

- decision making representatives from stakeholders' key departments involved in proposed TMEP;
- representatives from TMEP Contractors, Engineering, Lands, Permitting, Traffic Management, Environment, Stakeholder Engagement and Communication as needed; and
- other external stakeholders who have an interest in the intended topic of discussion, as agreed to by both parties.

Trans Mountain commits to have a decision maker in attendance at meetings.

## **Protocols and Mechanisms for Implementing Recommendations/Decisions**

Trans Mountain will use a Rolling Action Plan (RAP) of Mutual Interests to capture key topics of interest and concern, decisions made and action items with dates assigned to the parties. The RAP will provide a summary of outcomes from the meetings, including issues/topics resolved.

Areas for which both parties are unable to find resolution will be documented as such, and Trans Mountain will include a rationale for the lack of resolution.

## **Reporting and Communicating**

Relevant meeting documentation (RAP) will be distributed to meeting attendees for comment following the meeting. These will be revised and re-issued as required once reviewed by the relevant stakeholders.

All outcomes from the TWGs will be posted on the TMEP website [www.transmountain.com](http://www.transmountain.com) and summarized in filings to the NEB as per the schedule provided in Condition 49.

## **TMEP TWG Contacts\***

<b>Function</b>	<b>Name</b>	<b>Email</b>	<b>Phone</b>
TMEP VP; KMC Executive Sponsor	David Safari		



# TRANSMOUNTAIN

\* Subject to change upon notification

## Municipal TWG Contacts

Function	Name	Email	Phone

October 28, 2016

Roger Quan  
Director, Air Quality Policy and Climate Change  
Metro Vancouver  
4330 Kingsway  
Burnaby, BC, V5H 4G8

VIA EMAIL

Dear Mr. Quan,

**RE: Trans Mountain Expansion Project Invitation to Re-Engage in Technical Working Groups**

For over 60 years Trans Mountain has taken pride in developing constructive working relationships with communities along our pipeline between Strathcona County, AB and Burnaby, BC. We have been engaged in conversations with Aboriginal groups, governments, landowners, and stakeholders about an expansion of our pipeline since the spring of 2012, when Trans Mountain announced its proposed Trans Mountain Expansion Project (TMEP).

On May 19, 2016 the National Energy Board (NEB) issued a positive recommendation on the proposed Project. This recommendation followed the most comprehensive regulatory review process in the history of the NEB. In December 2016, the Federal Government will render its final decision on the proposed Project, based on the NEB recommendation and information gathered directly through additional work it is completing this year.

The NEB recommended the federal government approve the Project subject to 157 conditions specifically designed to protect the environment, enhance safety and mitigate risk. Many of these conditions are in response to feedback from Intervenor and the communities we engaged. In addition to the NEB conditions, TMEP has made many more commitments to stakeholders that are on record with the NEB.

Input provided to our Project team has already, and continues to, influence refinement of the design and construction plans for the expansion. As TMEP planning progresses, decisions are being made on a daily basis about detailed design and construction. Your feedback at this time is more important than ever to continue to create a stronger, safer and more responsive Project.



Where local governments and others have outstanding concerns, we remain committed to working together to address interests and concerns related to the existing Trans Mountain pipeline as well as the proposed Project. Consistent with the TMEP team's approach to open and transparent engagement and communications, we invite you to participate in a re-formed Technical Working Group (TWG) for the TMEP as outlined in NEB Conditions 14 and 49. The new TWG format will replace previous TWG meeting procedures.

As the Trans Mountain Expansion Project Vice President, I am accountable for constructing the TMEP in a way that minimizes impact to communities to the greatest extent practical should the project be approved. My team has a clear mandate to follow this direction.

Please find attached a draft TWG Terms of Reference for your review as well as a copy of Conditions 14 and 49. Your feedback and input into the Terms of Reference is welcome. All outcomes from the TWGs will be posted on the TMEP website [www.transmountain.com](http://www.transmountain.com) and summarized in filings to the NEB as per the schedule provided in Condition 49.

A member of our Stakeholder Engagement and Communications Team will follow up in the near future to discuss next steps.

Sincerely,

David Safari  
TMEP Vice President

Attachment:

Draft TWG TOR  
NEB Conditions 14 and 49

CC: Lizette Parsons Bell, Lead, Stakeholder Engagement and Communications, TMEP  
Lexa Hobenshield, Regional Lead, Stakeholder Engagement and Communications, TMEP

## Appendix A: National Energy Board Conditions 14 and 49

No.	Overarching conditions	CPCN	OC2	OC49	Temp	Pump 1	Pump 2	Tanks	Deact
14	<p><b>Technical working group (TWG) - Terms of Reference</b></p> <p>Trans Mountain must file with the NEB, <b>at least 6 months prior to commencing construction</b>, Terms of Reference for TWGs established in order to address specific technical and construction issues with affected municipalities. The terms of reference must be developed in consultation with participating municipalities, and facility owners and operators that will be affected by the Project. The Terms of Reference must, at a minimum:</p> <ul style="list-style-type: none"> <li>a) identify how TWG membership will be determined;</li> <li>b) identify the TWG structure;</li> <li>c) identify an officer of the company who will be accountable for implementing the Terms of Reference; and</li> <li>d) describe the scope and mandate to be addressed or implemented by the TWG, including: <ul style="list-style-type: none"> <li>i) the TWG's goals;</li> <li>ii) the issues and activities that will be within the TWG's mandate;</li> <li>iii) the protocols and mechanisms for implementing TWG recommendations or decisions; and</li> <li>iv) the protocols for reporting and communicating with TWG members, and other potentially-affected or interested parties; and</li> </ul> </li> <li>e) provide a summary of any outstanding concerns raised by participating municipalities, and facility owners and operators regarding the Terms of Reference.</li> </ul>	X							
49	<p><b>Technical working group (TWG) reports</b></p> <p>Trans Mountain must file with the NEB, <b>at least 4 months prior to commencing construction and every 6 months thereafter until after commencing operations</b>, a report describing the activities undertaken by the TWGs during the reporting period and the outcomes of these activities. The reports must include, at a minimum:</p> <ul style="list-style-type: none"> <li>a) a list of all members of each TWG;</li> <li>b) the methods, dates and location of all TWG activities or meetings;</li> <li>c) a summary of all issues or concerns raised or addressed during the TWG activities;</li> <li>d) a description of outcomes or measures that were or will be implemented to address the issues identified or concerns raised; or, if any measures will not be implemented, a rationale for why not; and</li> <li>e) a description of any unresolved issues or concerns, and a description of how these will be addressed, or a rationale for why no further measures will be required.</li> </ul>	X							

More information:

National Energy Board Report: Trans Mountain Expansion Project, May 19, 2016. Appendix 3 (page 413): [https://docs.neb-one.gc.ca/ll-eng/llisapi.dll/fetch/2000/90464/90552/548311/956726/2392873/2969696/2969867/National\\_Energy\\_Board\\_Report\\_-\\_OH-001-2014\\_-\\_A5A9H1.pdf?nodeid=2969681&vernum=-2](https://docs.neb-one.gc.ca/ll-eng/llisapi.dll/fetch/2000/90464/90552/548311/956726/2392873/2969696/2969867/National_Energy_Board_Report_-_OH-001-2014_-_A5A9H1.pdf?nodeid=2969681&vernum=-2)



# Technical Report **TR-20**

Vancouver Fraser Port Authority Development Permit Application

Consultation Summary – Westridge Marine Terminal

## Appendix H



## **APPENDIX H**

**TMEP Discussion Guide Binder Materials**

**Westridge Marine Terminal Workshop**

**November 24, 2016**

**Burnaby, BC**

**AGENDA**  
**Trans Mountain Expansion Project: Westridge Marine Terminal Workshop**  
**8:00am – 12:30pm**  
**Burnaby, BC**

8:00am	Welcome & introductions
8:05am	Trans Mountain Expansion Project overview/status
8:15am	Updated detailed design and construction plans, construction schedule <ul style="list-style-type: none"> <li>• Westridge Marine Terminal</li> <li>• Tunnel</li> </ul> Complaints management process
8:45am	Environmental Protection Plans (EPP) <ul style="list-style-type: none"> <li>• Westridge Marine Terminal EPP</li> <li>• Tunnel EPP</li> </ul>
9:15am	Marine Environment Plans <ul style="list-style-type: none"> <li>• Marine Sediment Management</li> <li>• Marine Fisheries Habitat Offsetting update &amp; next steps</li> <li>• Navigation &amp; navigation safety</li> </ul>
<b>10:00am</b>	<b>BREAK</b>
10:15am  <i>Two break out groups</i>	Westridge Marine Terminal Environment Plans  <u>Break Out Group 1:</u> <ul style="list-style-type: none"> <li>• Weed and vegetation management</li> <li>• Construction: Noise management</li> <li>• Traffic management</li> <li>• Westridge Marine Terminal light emissions</li> </ul>



	<p><u>Break Out Group 2:</u></p> <ul style="list-style-type: none"><li>• <i>Construction air:</i><ul style="list-style-type: none"><li>○ Westridge Marine Terminal air emissions management</li><li>○ Westridge Marine Terminal fugitive emissions management</li></ul></li><li>• <i>Operations air:</i><ul style="list-style-type: none"><li>• Westridge Marine Terminal air emissions management</li><li>• Westridge Marine Terminal fugitive emissions management</li></ul></li></ul>
12:15pm	Next steps & closing
12:30pm	Workshop Concludes



# Trans Mountain Expansion Project Westridge Marine Terminal Workshop

November 24, 2016

## Workshop Etiquette

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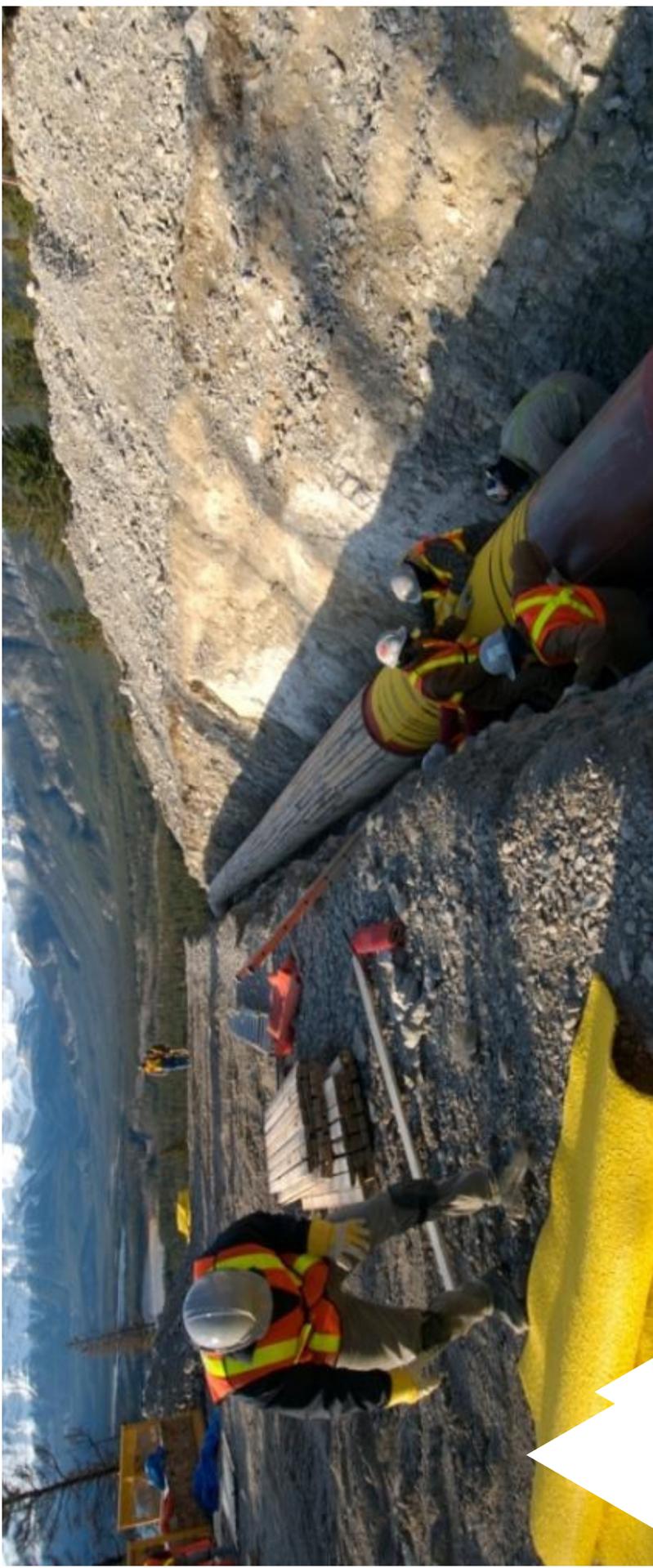
- Participation in workshop will not be recorded nor will it be understood as endorsement of the Project
- Where practical, feedback will be used to help inform Project plans
- A workshop summary will be prepared by Trans Mountain and shared with participants
- Some photos and drawings are included as illustrative examples of equipment or techniques; and are subject to confirmation as construction planning proceeds

## Agenda: Westridge Marine Terminal Workshop

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- Welcome & introductions
- Trans Mountain Expansion Project overview
- Updated detailed design and construction plans, construction schedule
- Complaints management process
- Environmental Protection Plans (EPP)
  - Westridge Marine Terminal
  - Tunnel
- Marine Environment Plans
- *Break*
- Environment Plans
  - Break Out Group 1
  - Break Out Group 2
- Next steps & closing



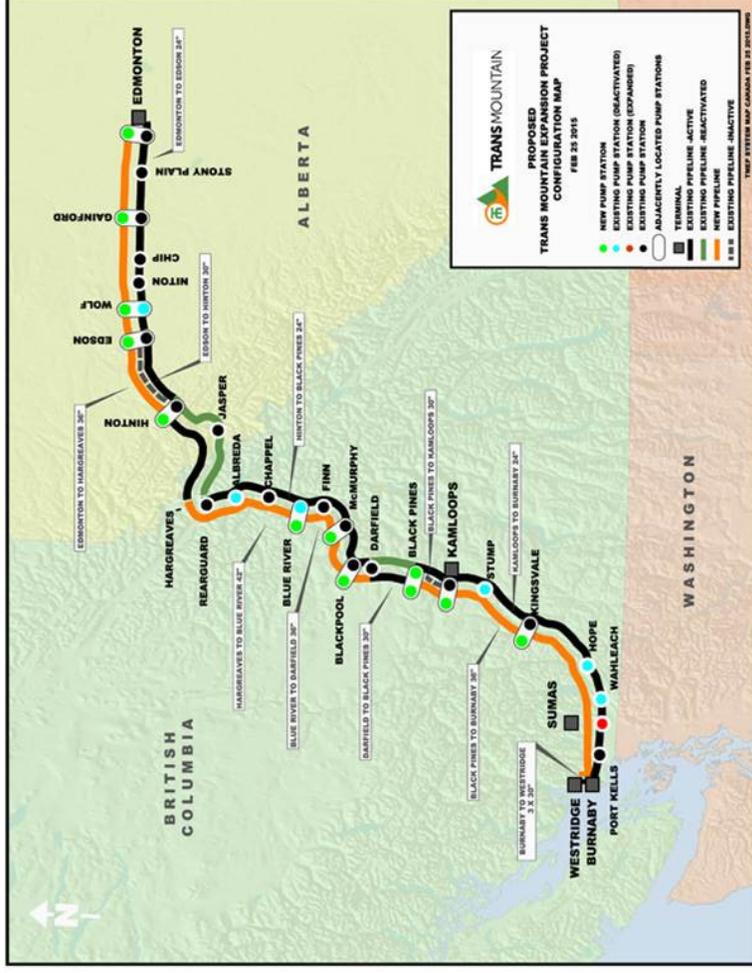
# Trans Mountain Expansion Project Overview

## Lexa Hobenshield

# Proposed Expansion Project

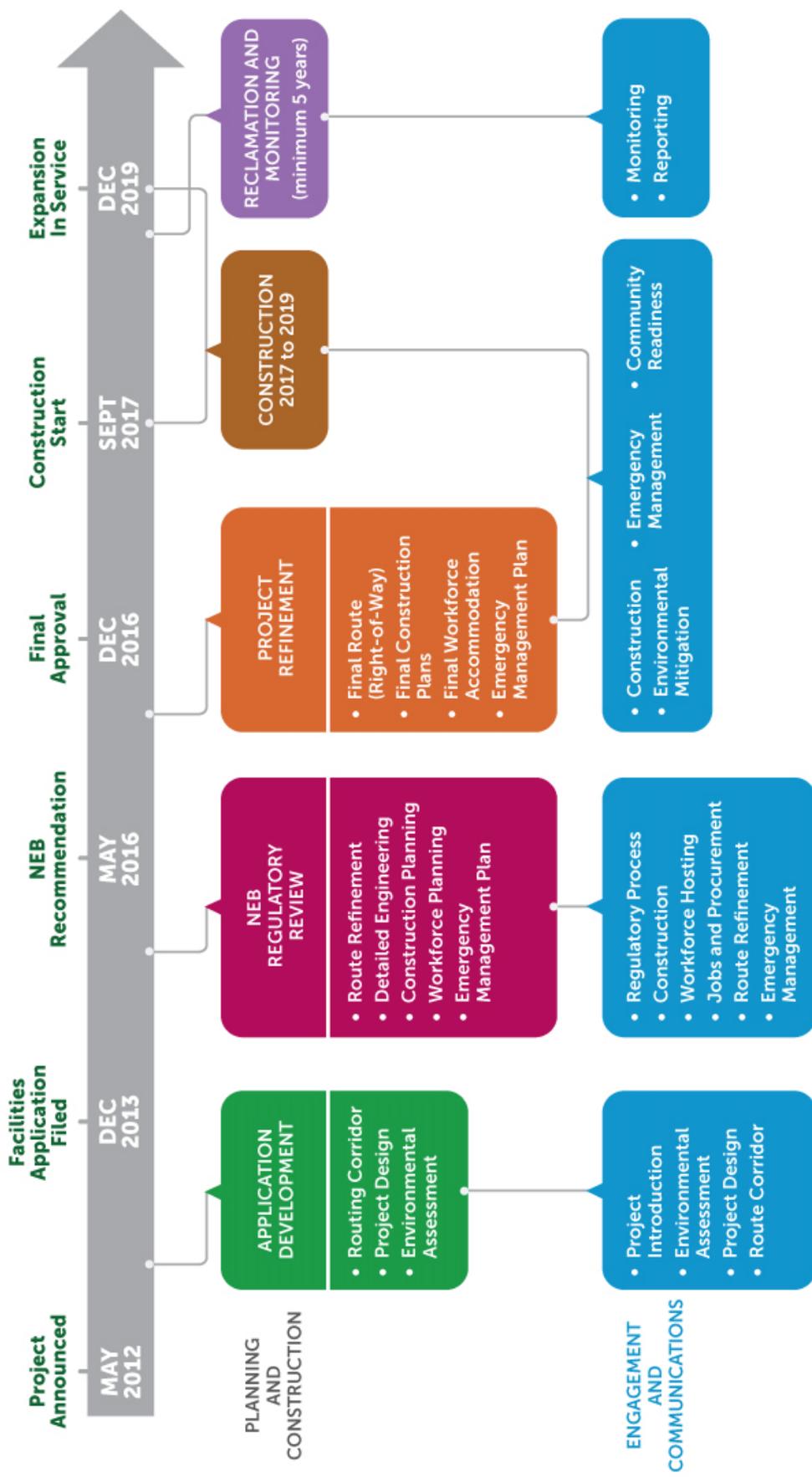


- \$6.8-billion capital cost
- Expand capacity to 890,000 bpd
- Project scope
  - 980 kms new pipe
  - 12 new pump stations
  - 19 new tanks
  - 3 new tanker berths
- Increase in tanker traffic – not tanker size
- Westridge and Burnaby Terminals construction
- Must meet 157 NEB conditions





# Trans Mountain Expansion Schedule



*This schedule is subject to change based on detailed construction planning and regulatory timelines*

# Westridge Marine Terminal Concept

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Proposed dock design balances need for:

- Three berths to load up to Aframax size vessels
- Highest level of navigational safety
- Minimize disturbances to nearby residents



- New dock complex with three loading berths
- One new berth for utility vessels
- Each berth will have its own spill containment boom

# Shoreline Development



- Required to accommodate new facilities
- Reduced footprint with detailed design
- Includes equipment required to operate facility, for safety, environmental protection and emergency response
- Marine habitat enhancements
  - E.g., Fish habitat enhancements

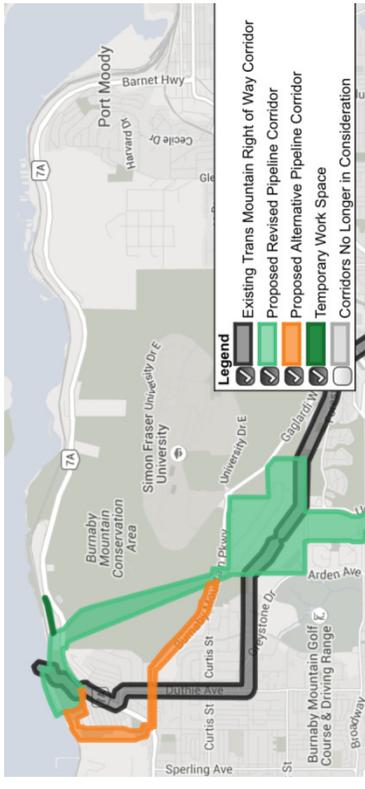


# Proposed Burnaby Mountain Tunnel



## Westridge Delivery Pipeline

- Expansion requires two new 30” pipelines between Westridge and Burnaby terminals to load vessels
- Avoids construction through residential neighbourhoods
- A result of input and feedback received
- Tunnel portals on existing Trans Mountain facilities will reduce construction impact to neighbours
- Existing pipeline may be moved to tunnel, subject to separate regulatory application
- Alternate corridor through city streets remains until approval received and detailed design and engineering completed





# Detailed Design, Construction Plans and Schedule: Westridge Marine Terminal

Paul Wearmouth

# Marine Construction Overview

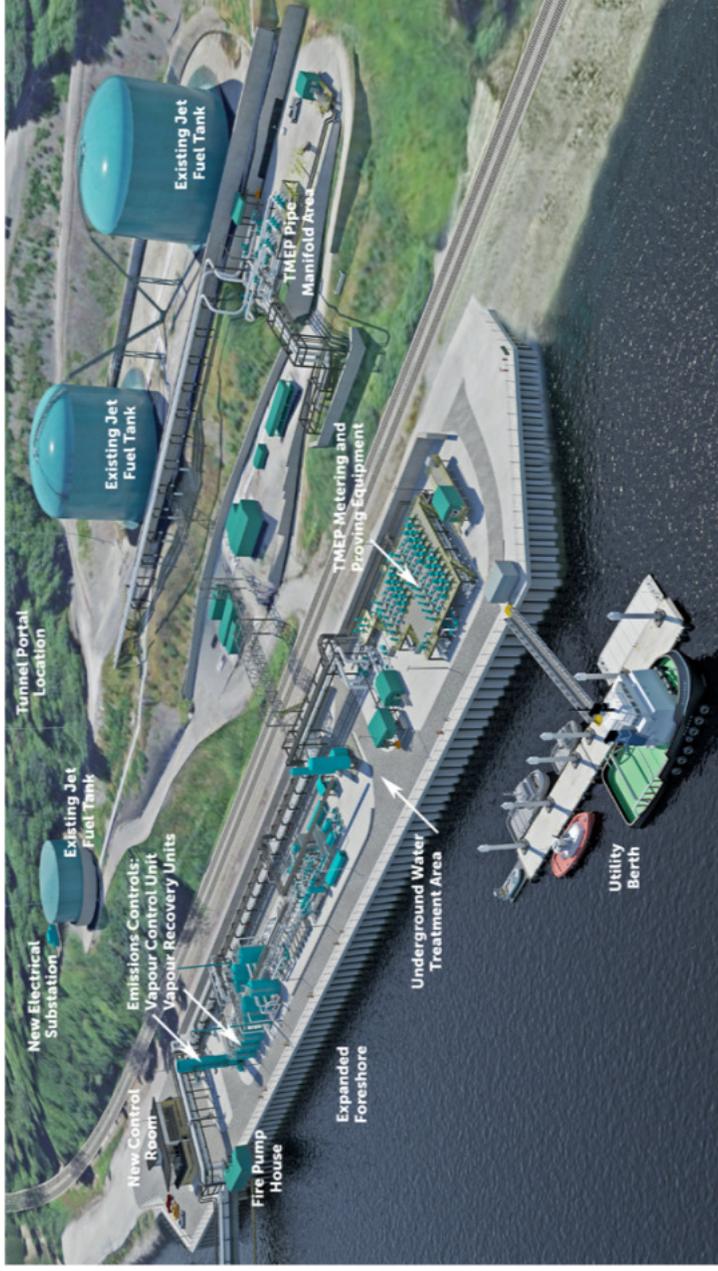


- Piles: Breasting Dolphin\*
  - 48 piles
- Piles: Mooring Dolphin\*
  - 48 piles
- Piles: Loading Platform & Trestle\*
  - 80 piles
- 500 m of roadway & pipe rack trestle
- Gangway towers and loading equipment on each berths
- Fender and mooring equipment



*\*Pile numbers approximate and subject to change with final design*

# Foreshore Expansion Construction Overview



- Combi-pile wall
  - Steel pipe and sheet pile
- Rip rap removal
- Structural fill
- Sheet pile anchor wall and tie-rods
- Foreshore densification
- Safety wall to separate terminal from trains

# Construction Steps: Onshore

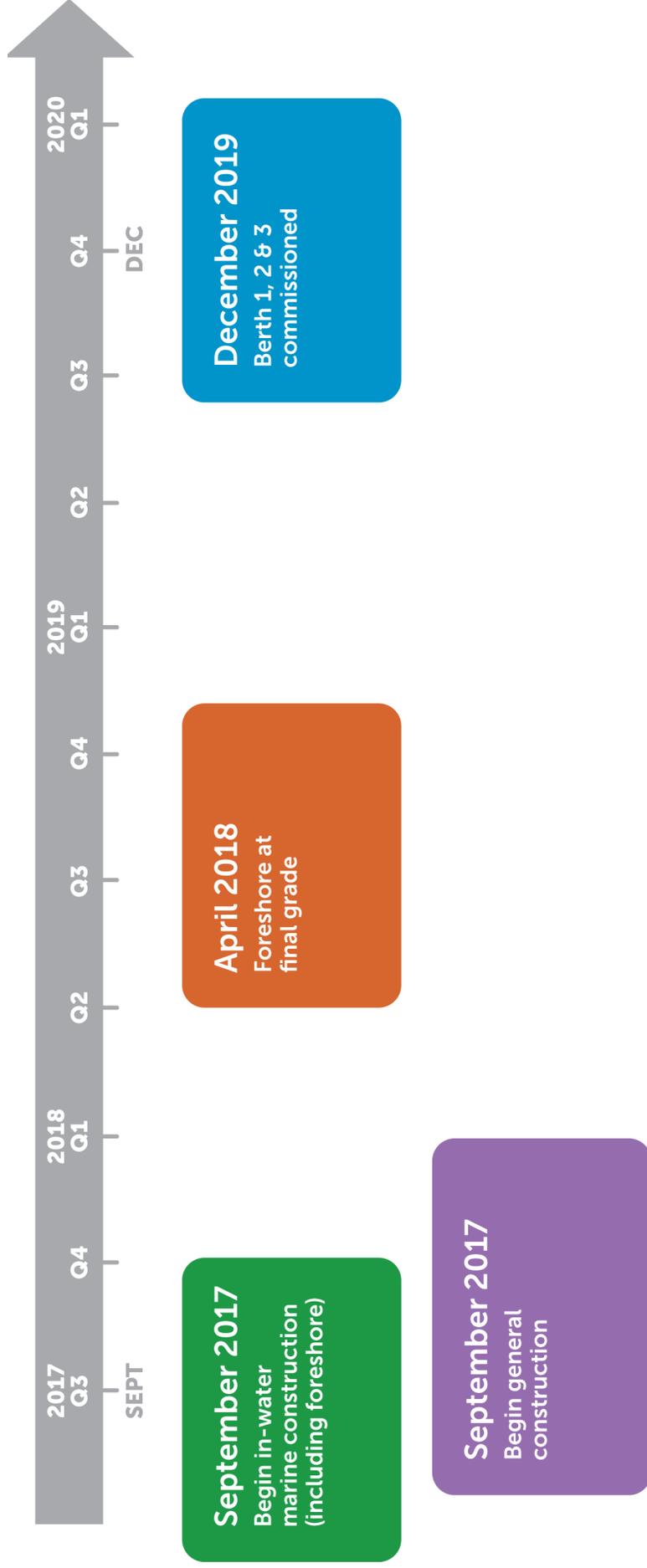
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- Prepare land
- Install
  - Pipe rack
  - Valve manifold station
  - Inline inspection receiving trap
  - Transmission line
  - Electrical substation
  - Interface with tunnel entrance
  - Trenchless underground electrical and pipe to foreshore



# Westridge Construction Schedule\*

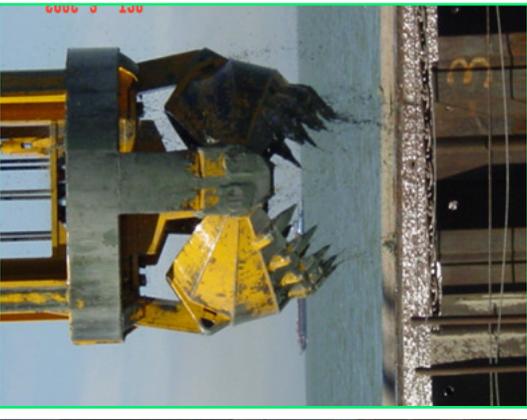


\*Subject to receipt of all approvals

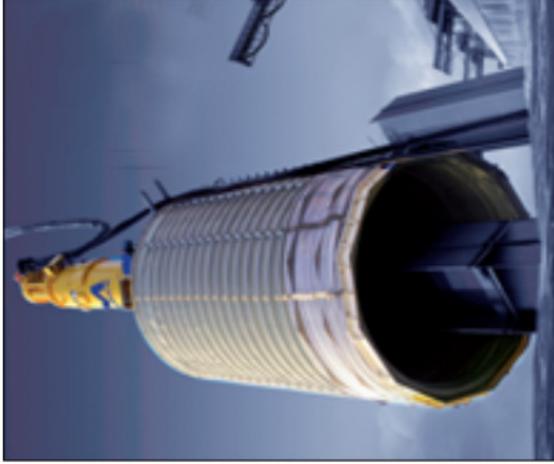
# Examples of Construction Methods: Pile Driving



Example of pile driving from a barge



Example of pile driving and pile cleanup



Example of pile driving shroud (noise mitigation)



Example of pile driving bubble curtain (sound pressure mitigation)

## Logistics

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- Storage barges
  - Office trailers, lunch rooms and washrooms on barges
  - Tool trailers, warehouse and pile storage on barges
- Berth material will be supplied by tugs and supply barges
- Staff, craft and subcontract personnel will park off-site in designated areas
  - Transportation of construction workers to site by shuttle bus
- Only vehicles required to work will be permitted on site
- Anticipated work hours
  - Monday to Friday, 7 am – 6 pm
  - Saturday work possible, 9 am – 6 pm
  - Night work limited to reduced noise operations
  - No pile driving at night



# Detailed Design, Construction Plans and Schedule: Burnaby Mountain Tunnel Paul Wearmouth

## Scope

- Excavate and support 2.6 km of 4-m diameter tunnel
- Excavation will be via Tunnel Boring Machine (TBM)
- Boring direction: Westridge to Burnaby Terminal
- Ground support will be precast concrete
- Portal excavation and support for launch and reception
- Install pipelines
- Backfill tunnel with grout



*Images for illustrative purposes only*

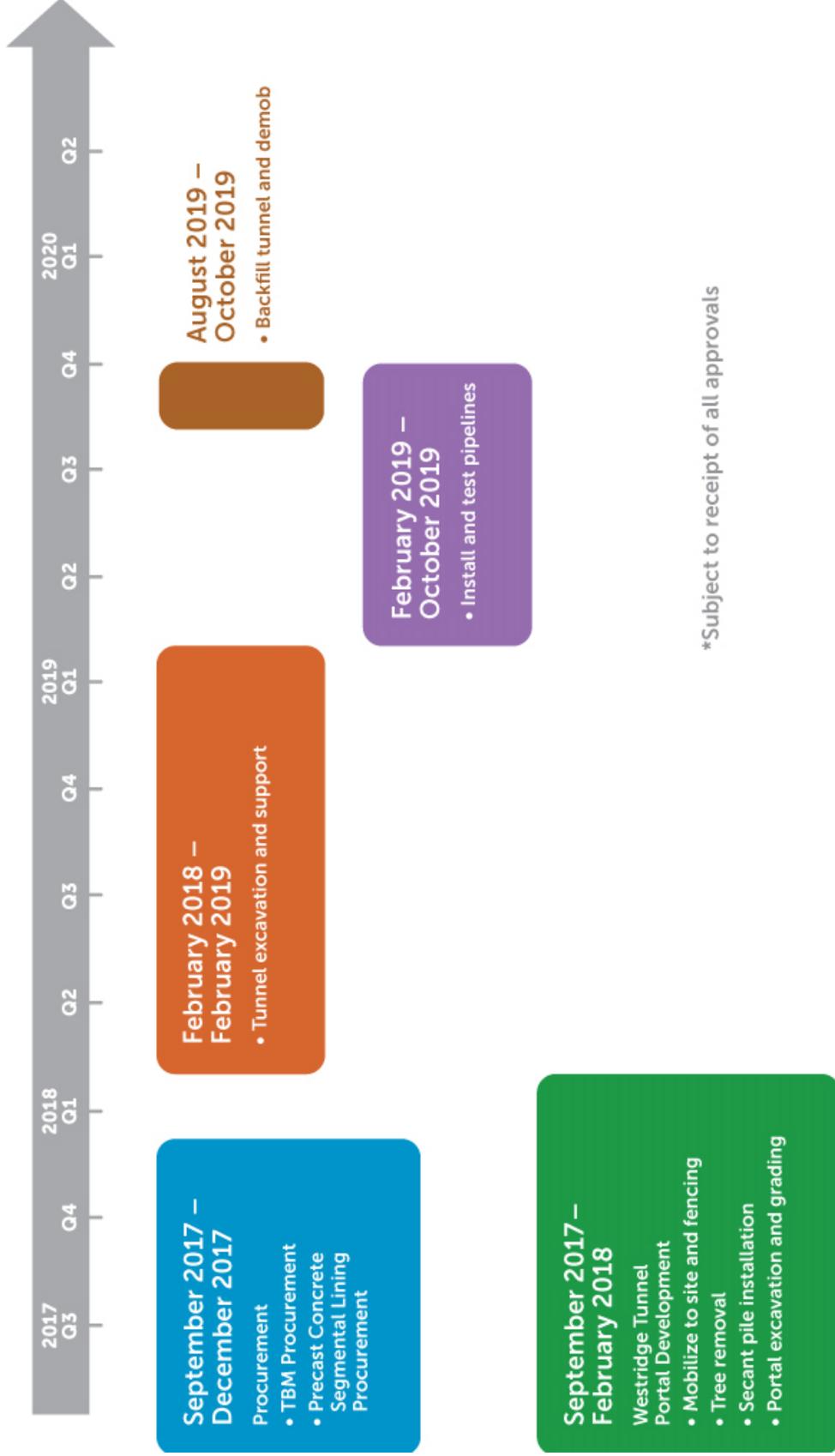
# Tunnel Construction: Hours of Work

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- Five days per week
- Three shifts per day
  - Two production shifts
  - One Maintenance shifts
- Weekend work
  - Maintenance and/or extra production

# Tunnel Construction Schedule\*



\*Subject to receipt of all approvals

# Westridge: Tunnel Portal Location



# Complaints Management Process: Principles

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- The goals of the process are to:
  - Address stakeholder concerns in a timely manner
  - Meet regulatory obligations
- Objectives and principles:
  - Provide multiple communication channels to address stakeholder communication needs
  - Promote process and communication channels through signage, print, online and social media as well as paid and unpaid media
  - Email, phone and voicemail access
  - Maintain a clear and discrete process for all emergency concerns and complaints
  - Provide contractors with process information
  - Ensure all inquiries and complaints receive timely responses
  - Track and report on all inquiries and complaints
  - Emergency contact availability at all times



# Westridge Marine Terminal Environmental Protection Plan Stefan Dick

# Westridge Marine Terminal Environmental Protection Plan: Overview

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- **What**
  - The Environmental Protection Plan (EPP) communicates environmental procedures and mitigation measures to field/construction personnel
  - Provides instructions for carrying out construction activities in a manner that will avoid or reduce adverse environmental effects
  - Serves as reference information for environmental inspection staff to support decision-making
  - Identifies mitigation measures to be implemented during construction activities
  - Provides direction to more detailed information (*i.e.*, resource-specific mitigation, management and contingency plans)
- **When**
  - Project planning, construction, cleanup and reclamation

# Westridge Marine Terminal Environmental Protection Plan: Mitigation Overview



- **Pre-Construction:** Protect environmental resource features
  - Identify and mark environmental resources
  - Ensure all required permits and approvals are in place
  - Mark all approved access
- **Construction:** Avoid or reduce adverse effects on environmental and socio-economic resources
- **Stormwater Management**
  - Site-specific Erosion and Sediment Control Plan to prevent runoff from entering the marine environment
  - Monitor erosion and sediment control measures
  - Implement water quality monitoring program for turbidity for all water discharges from the site
- **Wildlife, Rare Plants and Weeds**
  - Clear outside the migratory bird nesting period
  - Suspend activity if previously unidentified resources (rare plants or wildlife) are encountered
  - Adhere to the Project Weed and Vegetation Management Plan

# Construction Mitigation (cont'd)



## **Marine Water Quality**

- Install turbidity curtain around work area during in-water excavation of rip rap
- Monitor turbidity outside of the turbidity curtain to ensure compliance with water quality guidelines
- Isolate all concrete work from the marine environment; collect all concrete contact water and monitor pH prior to discharge

## **Marine Fish and Fish Habitat**

- Complete nearshore works during DFO least risk work window (Aug. 16 to Feb. 28):
- In-water excavation of rip rap
- Installation of bulkhead wall associated with the foreshore extension
- Install bubble curtains around piles during impact pile driving to reduce underwater noise/pressure levels

## **Marine Mammals**

- Implement a marine mammal exclusion zone during impact pile driving
- Exclusion zone defined as area where underwater noise exceeds 160 dB re: 1  $\mu$ Pa
- Suspend pile driving if a cetacean or marine mammal species at risk is observed within exclusion zone
- Monitor underwater noise during impact pile driving to allow for changes to size of exclusion zone

## **Cleanup and Reclamation**

- Re-establish the construction site to a stable condition acceptable for operational requirements

# Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Westridge Marine Terminal Environmental Protection Plan?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Westridge Marine Terminal Environmental Protection Plan?



# Burnaby Mountain Tunnel Environmental Protection Plan

Lynne Atwood

# Burnaby Mountain Tunnel EPP: Overview

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- **What**
  - The EPP communicates environmental procedures and mitigation measures to field/construction personnel
    - Provides instructions for carrying out construction activities in a manner that will avoid or reduce adverse environmental effects
    - Serves as reference information for environmental inspection staff to support decision-making
    - Identifies mitigation measures to be implemented during construction activities
    - Provides direction to more detailed information (*i.e.*, resource-specific mitigation, management and contingency plans)
- **When**
  - All phases of the Project, from planning, through construction and reclamation and operations

# Burnaby Mountain EPP: Mitigation Overview

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## **Pre-Construction:** Protect environmental resource features

- Identifying and marking environmental resources
- Delineate the construction site to prevent trespass
- Mark all approved access

## **Construction:** Avoid or reduce adverse effects on residents and socio-economic and environmental resources

### **Wildlife, Rare Plants and Weeds**

- Clear outside the migratory bird nesting period
- Suspend activity if previously unidentified resources (rare plants or wildlife) are encountered at the entry and exit points of the tunnel
- Adhere to the Project Weed and Vegetation Management Plan

### **Stormwater Management**

- Site-specific erosion and sediment control plan to prevent runoff from entering natural drainage systems, watercourses or wetlands

### **Groundwater Management**

- Prevent spills
- Dewater excavation sites

# Construction Mitigation (cont'd)

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## **Noise** [NEB Condition 86: BMT Construction Noise Management Plan]

- Adhere to all applicable federal, provincial and municipal guidelines and legislation regarding noise management, where practical  
Where compliance is not possible, abide by applicable permit/approval conditions.

## **Air Emissions** [NEB Condition 52 Air Emissions Management Plan]

- Control dust via Particulate Matter Management Plan
- Public complaint response process

## **Traffic Management**

- Develop a traffic management plan for hauling of tunnel waste materials

## **Cleanup and Reclamation**

- Re-establish the construction site to meet safety and operational requirements

## Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Burnaby Mountain Tunnel Environmental Protection Plan?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Burnaby Mountain Tunnel Environmental Protection Plan?



# Marine Environment Plans



# Marine Sediment Management Plan

## Stefan Dick

## Marine Sediment Management Plan: Overview

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### What

- The Marine Sediment Management Plan (MSMP) describes management of marine sediment disturbed during construction of the Westridge Marine Terminal, including:
  - Defining area and volume of marine sediment to be removed
  - Options for re-use and/or disposal of sediment
  - Mitigation measures to contain sediment suspended during in-water excavation
  - Monitoring during in-water excavation

### When

- The MSMP will guide the management of marine sediment during construction of the Westridge Marine Terminal

# Marine Sediment Management Plan

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## Proposed Activities

- In-water excavation of rip rap to allow for sheet pile wall installation
- Re-use of rock for habitat offsetting or disposal on land

## Potential Activities

- Disposal of sediment on land
- Dredging not planned at this time
- If required, additional work will be conducted:
  - Additional sediment sampling to characterize potential contaminants
  - Plume modelling to assess potential dispersion of suspended sediment

# Marine Sediment Management Plan

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## Mitigation Measures

- Use turbidity curtain to contain suspended sediments in work area during in-water excavation
- Conduct work during fisheries least-risk window

## Monitoring Measures

- Turbidity monitoring outside turbidity curtain during in-water excavation
- Monitoring sites 30 m seaward of curtain
  - Monitoring sites 100 m seaward of curtain
  - For first week of activity, sampling every day, three times per day
  - For second week onwards, sampling every two days, three times per day
- Turbidity measurements will be compared to BC Ministry of Environment turbidity guidelines

# Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Marine Sediment Management Plan?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Marine Sediment Management Plan?



# Marine Fish Habitat Offsetting

## Stefan Dick

# Offsetting Plan: Overview

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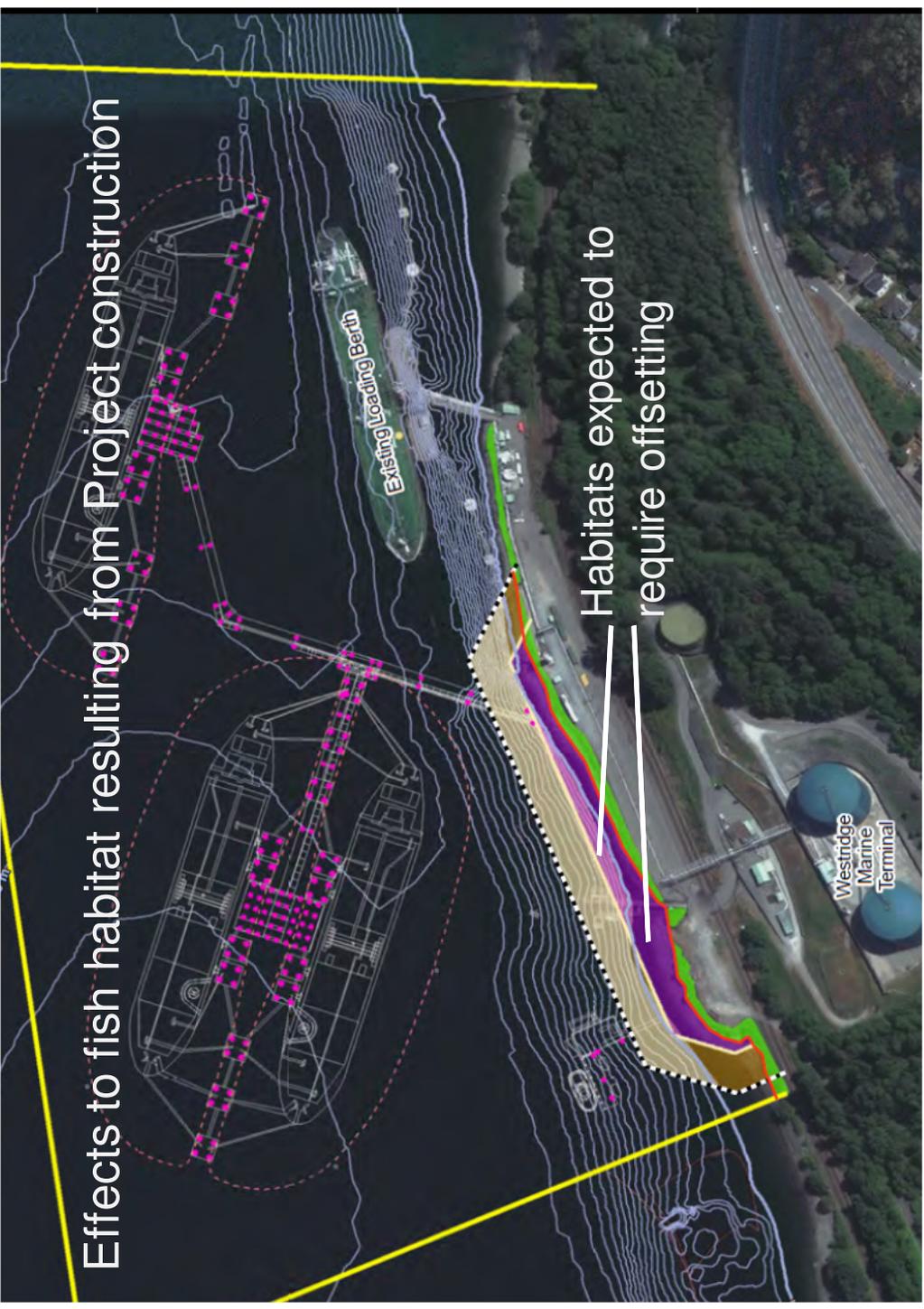
## What

- *Fisheries Act* requirement to offset effects to fish habitat that cannot be avoided or mitigated
- Offsetting must counter-balance *serious harm to fish* (i.e., death of fish, permanent alteration or destruction of fish habitat)
- Offsetting Plan developed following Fisheries and Oceans Canada (DFO) policy and guidance documents

## When

- Offsetting Plan to be submitted to Department of Fisheries and Oceans (DFO) as part of application for *Fisheries Act* authorization in early 2017
- Offsetting habitat to be built during construction of the Westridge Marine Terminal

# Effects to Fish Habitat



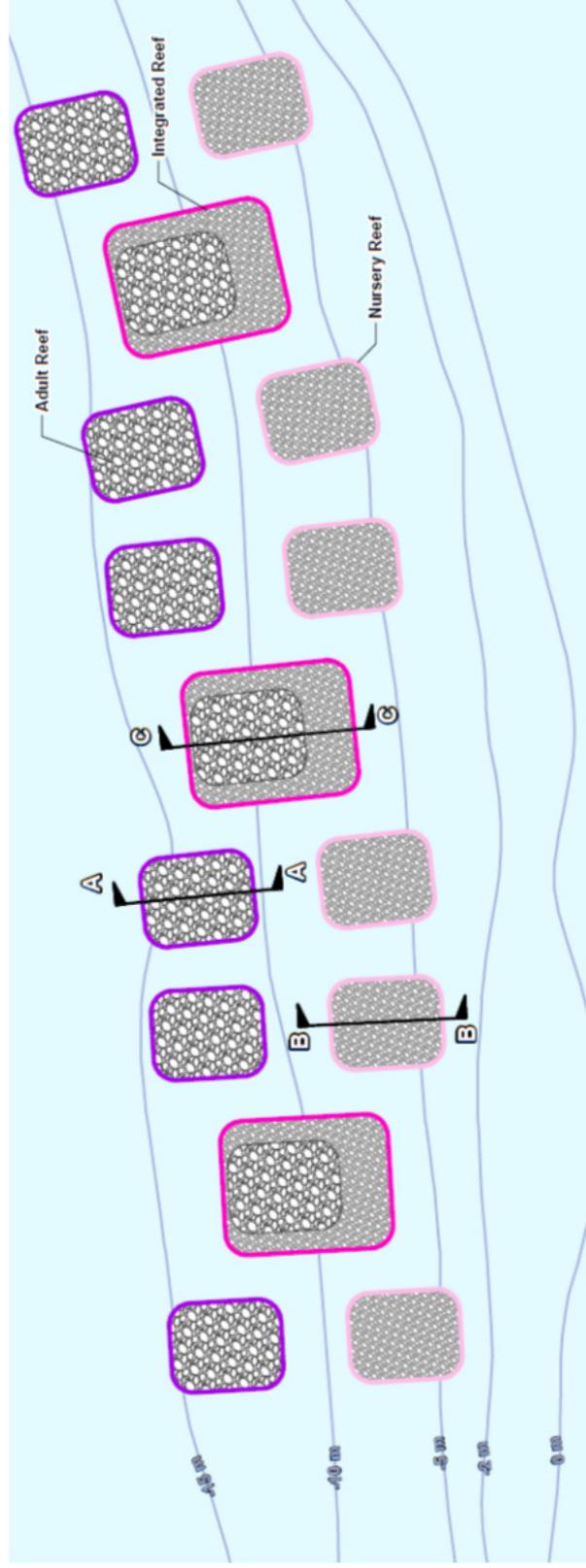
Effects to fish habitat resulting from Project construction

Habitats expected to require offsetting

# Potential Offsetting



## Potential Subtidal Rock Reef Design



# Potential Offsetting

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## Benefits

- Subtidal rock reef complex will increase habitat complexity (rocky substrate) in Burrard Inlet, promoting colonization by algae and invertebrates
- Reef will provide habitat for species of commercial, recreational and Aboriginal (CRA) importance, including rockfish, lingcod and crabs

## Monitoring

- Compliance monitoring during construction, to confirm offsets are constructed according to the plan
- Effectiveness monitoring for five years after construction (dive surveys), to confirm that offsets are functioning as intended

## Next Steps

- Obtain feedback on potential offsetting plan
- Finalize plan and submit to DFO as part of application for *Fisheries Act* authorization and the Vancouver Fraser Port Authority application in early 2017

## Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Offsetting Plan?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Offsetting Plan?



# Navigation and Navigation Safety

## Bikram Kanjilal

# Navigation and Navigation Safety Plan

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- What:
  - The Navigation and Navigation Safety Plan (NNSP) provides a list of navigable waterways affected by the Project and mitigation measures to address navigation and navigation safety
  - The navigable waterway that interacts with the Westridge Marine Terminal is Burrard Inlet
  - The NNSP does not apply to navigation effects of moving tankers; only presence of expanded marine terminal
- When:
  - Project construction and operations
- Additional Information:
  - NEB Condition 48
  - <https://www.transmountain.com/navigation-safety-plan>

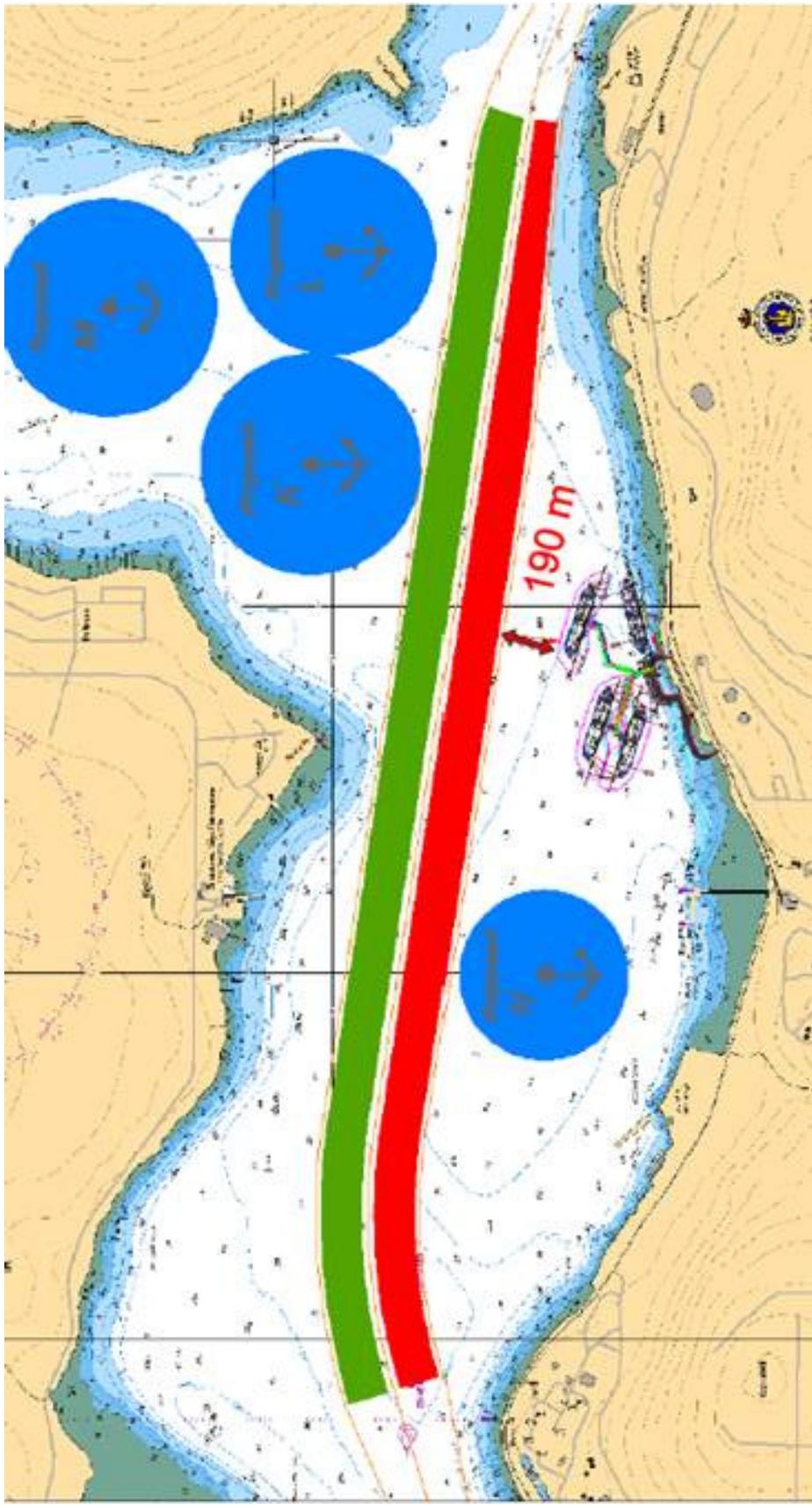
# Navigation/Navigation Safety Mitigation

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- Planned Mitigation, Marine Terminal:
  - Dock design and siting will not impede boating traffic
  - Continue to work with Vancouver Fraser Port Authority on permitting, design requirements
  - Seek input on strategies to communicate construction schedule and work areas to residents and others
  - Notify marine commercial and recreational operators of hazards associated with construction; place warning signs offshore and onshore near construction activities
  - Ensure barges for heavy equipment access are placed in appropriate areas; Project vessels operated at low speeds
  - Provide detailed design information to Canadian Coast Guard to evaluate need for additional navigational aids

# Navigation in Burrard Inlet



Ref: Passing Ship analysis

# Navigation safety during construction

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- A Navigation and Navigation Safety plan for the Westridge area will be shared with marine waterway users and implemented after engaging with appropriate authorities and stakeholders
- During construction of Westridge Marine Terminal:
  - VFPA will be requested to implement the proposed passing ship channel described in the TMEP submission to the NEB
  - the working zone will be demarcated by navigation buoys and other means in consultation with the Canadian Coast Guard and Vancouver Fraser Port Authority
  - on-water safety vessels will provide guidance and assistance as required

# Communications

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- Trans Mountain will regularly communicate and update all marine waterway users, including boaters, commercial fishers and Aboriginal groups on construction activities in the construction area through a variety of methods, including:
  - meetings or workshops with key user groups;
  - neighbourhood resident mail-outs;
  - local advertising and public service announcements;
  - on-water and onshore signage;
  - website postings, email notifications, and social media
  - access to email and phone-line contacts

## Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Navigation and Navigation Safety Plan?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Navigation and Navigation Safety Plan?

# Break

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## Breakout Groups

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- Two breakout groups
- Will cover specific topics in more detail
- One hour, then switch groups

## Next Steps: Ongoing Input

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- Environmental plans online
  - <https://www.transmountain.com/environmental-plans>
- Public Information Session: January 4, 2017
- Ongoing opportunities to learn more and provide feedback



## CONTACT US: Trans Mountain Expansion Project

 [info@transmountain.com](mailto:info@transmountain.com)  
 1.866.514.6700  
 [transmountain.com](http://transmountain.com)

 @TransMtn  
 [youtube.com/transmtn](http://youtube.com/transmtn)  
 [soundcloud.com/transmountain](http://soundcloud.com/transmountain)

 **Provide Your Feedback:**  
[transmountain.com/talk](http://transmountain.com/talk)

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



# BREAK OUT GROUP 1: Westridge Marine Terminal Workshop



# Weed and Vegetation Management

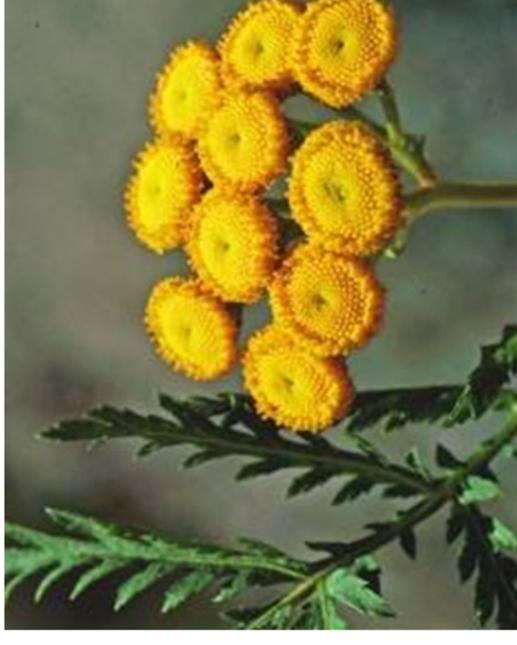
Lynne Atwood



## Weed Surveys Completed

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- Worked with Invasive Species Council of Metro Vancouver to identify invasive plants of concern in the area
- Weed Surveys were completed in 2015



Common Tansy found at  
Burnaby Terminal

# Invasive Plant Mitigation

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- **Pre-Construction**
  - Conduct necessary treatments, as required
- **Construction**
  - Ensure all equipment is free of invasive species, seed and debris
  - Restrict vehicle travel through areas infested with invasive species
  - Restrict the movement of soil known to contain highly invasive species
  - Monitor topsoil/root zone storage piles and treat invasive species as necessary



Himalayan Blackberry found at Westridge Marine Terminal and Burnaby Terminal

# Invasive Plant Mitigation



- **Post-Construction**
  - Revegetate with species that will resist invasion
  - Monitor invasive species during the Post-Construction Environmental Monitoring Program (PCEM) and treat as necessary
- **Operations**
  - Tolerance threshold for weeds at facilities is 0%
  - Reduce invasive species infestations to a level at or below the level observed in immediately adjacent lands with equivalent or similar land use and land management



## Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Weed and Vegetation Management Plan?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Weed and Vegetation Management Plan?



# Noise Management

## Teresa Drew

# Noise Management Plans: Overview

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- **What:**
  - The Noise Management Plans (NMPs) include measures to control sound levels at homes during construction, considering sound sources and activities such as tunnel construction, heavy equipment usage, pile driving and back-up alarms.
- **When:**
  - All phases of the Project, from planning, through construction and reclamation and operations
- **Additional Information:**
  - NEB Condition 80 (Facilities Construction Noise Management)
  - NEB Condition 86 (Burnaby Tunnel Noise Management)

# Noise Management Plan: Mitigation

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- Burnaby Tunnel at Westridge Marine Terminal:
  - Administrative Controls: scheduling, compliance with guidelines, notifications and contractor behaviour/education
  - Best Practices: site speed limits, drive through material/delivery management, placement of stationary equipment, placement of materials as barriers, good maintenance practices
  - Engineered Controls: alternative backup alarms, temporary barriers or shrouds, noise suppression equipment, alternative pile driving methods or shrouds for impact driving

## Noise Management Plan: Mitigation

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- Engineered noise control planning is iterative with construction planning
- Noise models are used to test potential controls for effectiveness
- Completed initial estimates of noise and have to review practical types of controls with construction team
- Included full Westridge Marine Terminal and Burnaby Terminal site activity (cumulative approach)

## Noise Management Plan: Mitigation

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- Key tunnel related activities for control
  - Drilling for tunnel entrance: barriers/noise suppression equipment
  - Compressors: enclosures/barriers
  - Dump trucks and heavy equipment: noise suppression equipment, avoid engine retarder brakes, minimize ‘bangs/clangs’
  - Material movement out of the tunnel: barriers
  - Backup alarms: alternates for night work
- Monitoring will be conducted to verify effectiveness of control

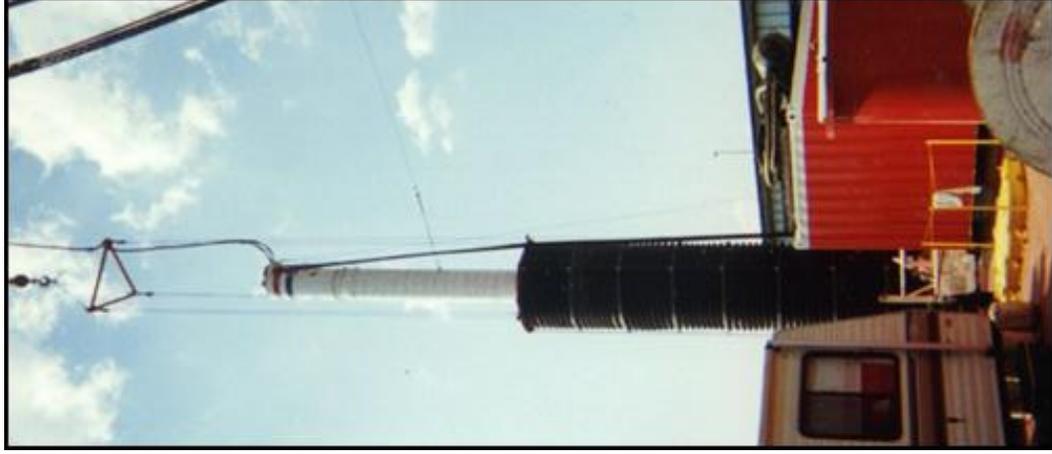
## Noise Management Plan: Mitigation

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- Key Westridge related activities for control:
  - Pile driving (marine and land): maximize use of vibratory methods, shrouds to be used for marine impact pile driving, use temporary barriers where needed for land based operations
  - Earth moving: noise suppression equipment, avoid engine retarder brakes, minimize ‘bangs/clangs’
  - Backup alarms: alternates for night work
- Monitoring will be conducted to verify effectiveness of control

# Sample Engineered Noise Controls



*Images for illustrative purposes only*

## Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Noise Management Plan?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Noise Management Plan?



# Traffic Management Paul Wearmouth

# Westridge Marine Terminal Traffic Management

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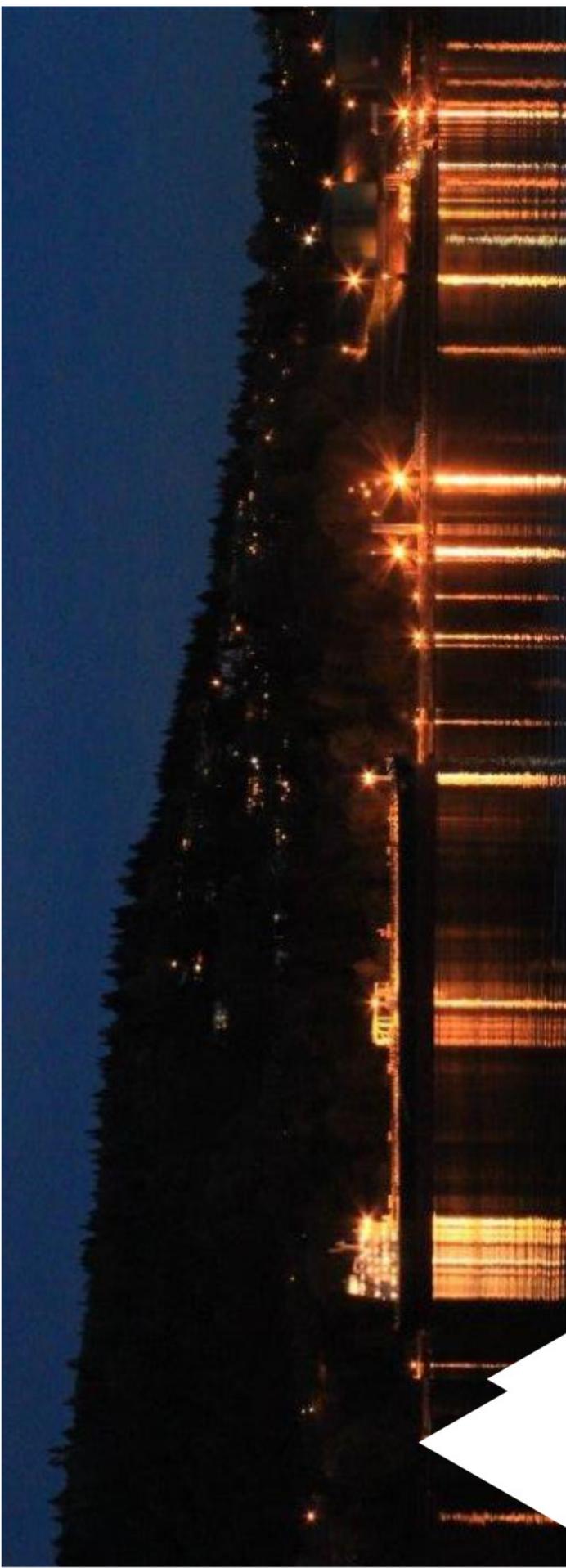
- Traffic management plans will be developed to reduce impacts of construction
- Vehicle access through existing gate on Bayview Drive
- Truck traffic staged away from site
  - Trucks parked with engines off
  - Ensure access for pedestrians and cyclists
  - Trucks controlled by flag people outside of the terminal
- Construction workers will arrive by bus from central parking area off-site

## Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Traffic Management Plan?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Traffic Management Plan?



# Westridge Light Emissions Management Plan

Stefan Dick

## Light Emissions Management Plan: Overview

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- **What**

- The Light Emissions Management Plan (LEMP) for the Westridge Marine Terminal presents the lighting design for the Terminal, and describes how this design was developed to minimize impacts to land-based residents and marine users
- The LEMP includes:
  - A summary of the results of an area lighting study
  - A discussion of how potential impacts on surrounding communities and safety and operational requirements were considered
  - A description of mitigation and best practice measures considered, and how the proposed design and operation will minimize disturbance
  - A plan for how the terminal lighting design and mitigation measures will be communicated to land-based residents and marine users

- **When**

- The LEMP will guide the operational lighting design for the Westridge Marine Terminal

# Light Emissions Management Plan

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- **Lighting Design Basis**
  - Port of Vancouver Project and Environmental Review Lighting Guidelines
  - Illumination Engineering Society of North America (IESNA)
  - Canadian Occupational Health and Safety Regulations
- **Lighting Design Considerations**
  - Use of LED lights for outdoor area lighting to reduce glare and energy consumption
  - Use of directional lighting, where possible, to reduce glare and skyglow
  - Achieve compliance with IESNA recommendation for rural and low density residential areas (Dark Sky Zone LZ1)
  - Ensure lighting is appropriate for safe operation of the facility

# Examples of Measures to Manage Light Emissions: Site Uni-Directional Lighting



Uni-directional lighting used at tunnel portal

- Light focused on work area
- Lights set up within portal area
- Reduced light leakage and glare from the portal area with light shields



*Images for illustrative purposes only*

## Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Light Emissions Management Plan?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Light Emissions Management Plan?



## BREAK OUT GROUP 2: Westridge Marine Terminal Workshop



# Air Emissions Management Plan for Construction

## Westridge Marine Terminal

David Chadder

# Air Emissions Management Plan, Westridge Marine Terminal: Particulate Matter Management Plan

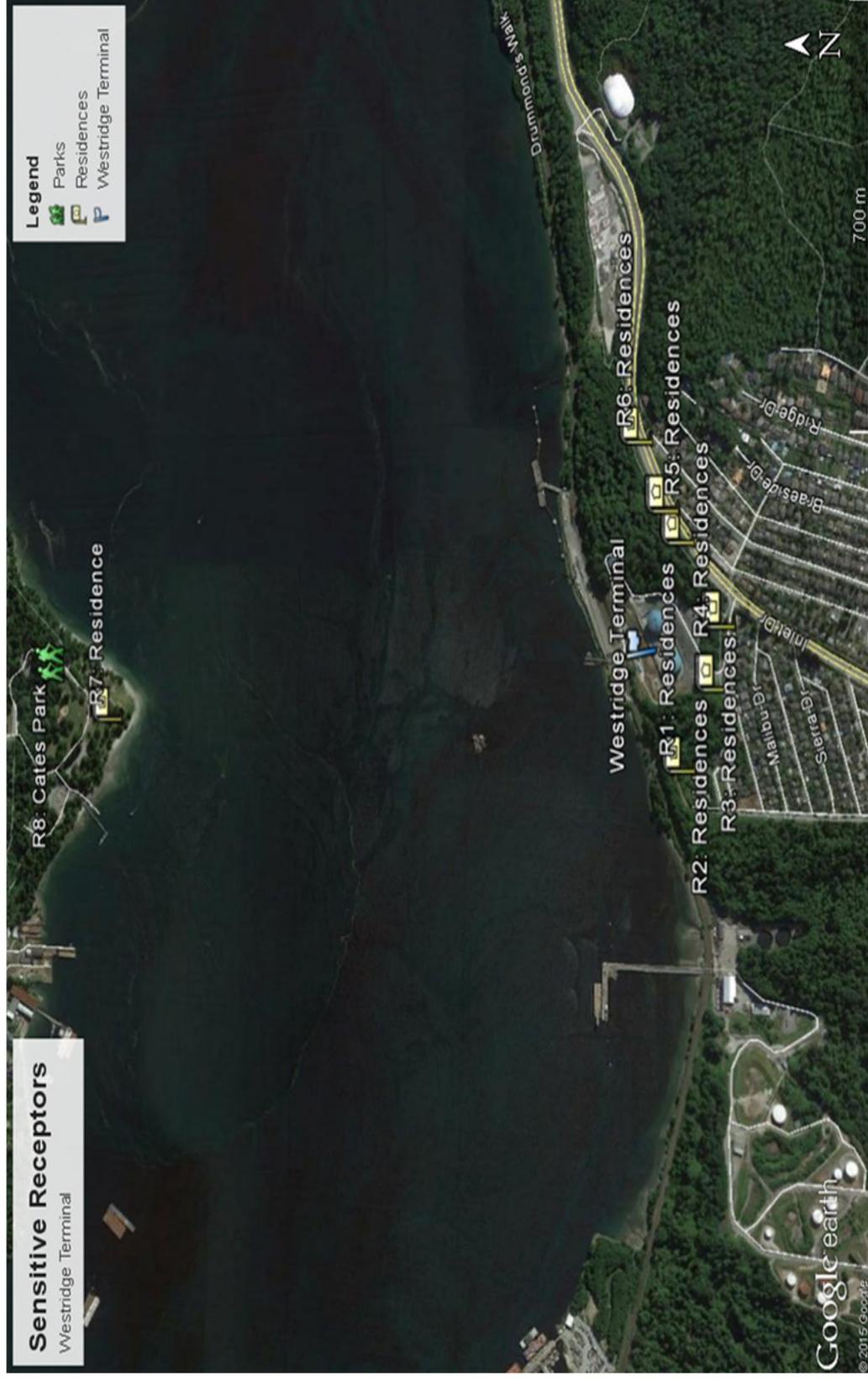
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## Objectives

- To minimize emissions of particulate matter (PM) from construction activities to the air, ensure construction emissions meet applicable standards and control construction activities producing dust and PM from combustion and site disturbance
- The Particulate Matter Management Plan (PMMP) provides guidance to understand relevant weather conditions affecting emissions, best management practices, planning measures, monitoring, record keeping, complaint tracking and remedial actions

# Existing Sensitive Receptors in the Westridge Marine Terminal Area



# Examples of Proposed Controls for Fugitive Dust Emission Sources during Construction



Activity	Emission Control
<b>Site Preparation</b>	<ul style="list-style-type: none"> <li>• Grade the construction site in phases.</li> <li>• Stabilize surfaces of completed earthworks with vegetation.</li> <li>• Compact distributed soil.</li> </ul>
<b>Storage Piles and Material Handling</b>	<ul style="list-style-type: none"> <li>• Schedule deliveries to minimize the length of time soil piles are present.</li> <li>• Use tarps or other acceptable means of retaining soils on stock piles especially during the winter months.</li> <li>• Maintain a suitable moisture content/dust suppression on roads and on surface material for handling.</li> <li>• Avoid creating steep faces on soil piles.</li> <li>• When practical, conduct loading/unloading activities on the downwind side of the pile.</li> <li>• Minimize drop heights and transfer points whenever practical.</li> </ul>
<b>Conveyor Transfers</b>	<ul style="list-style-type: none"> <li>• Where conveyors are used to transfer gravel from a barge into the foreshore, the pile will be wetted prior to unloading.</li> <li>• Where feasible, for fully enclosed transfer points and conveyor belts, ventilation through PM control equipment (i.e., cyclone, baghouse or similar control device) must be provided at all times when the conveyors are in operation.</li> <li>• Where feasible, the distance between material transfer points shall be minimized.</li> </ul>

# Proposed Controls: Combustion Emissions During Construction

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- Reduction practices recommended to address combustion emissions from construction equipment:
  - Use ultra-low sulphur diesel (<15 ppm sulphur content)
  - Ensure combustion equipment and exhaust systems are properly maintained
  - Reduce or eliminate engine idling
- Will comply with Metro Vancouver's (MV's) Non-Road Diesel Engine Emission Regulation Bylaw while operating in MV and Fraser Valley Regional District
  - Bylaw applies to all non-road diesel engines having a maximum power of 25 hp (19 kW) or greater. Creates financial incentive to use more modern engine (Tier 2). Adherence to this bylaw will mitigate the combustion-related emissions of NO<sub>x</sub> and PM.

# Plans and Actions to Reduce Dust Emissions During Construction

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In addition to the prescribed mitigation measures, the following actions will also be implemented:

- Site layout
- Administration
- Monitoring
- Record keeping
- Complaint handling
- Complaint tracking
- Complaint response

# Tunnel Operations Dust Control: Example Measures



- TBM designed to control dust in tunnel.  
Tunnel air quality adequate for workers to use without respiratory equipment.
  - Foam Suppression of dust at cutter head
  - Dust collection unit – makes dust paste for disposal.
- Tunnel excavation stockpile wetted as required to control wind blown dust.
- Trucks removing tunnel excavated material will have box covers
- Truck tire wash used if required at Westridge Terminal
- Streets swept on a regular basis



TBM foam suppression system



TBM dust collection system

*Images for illustrative purposes only*

# Proposed Controls for Particulate Matter Emission Sources During Operations

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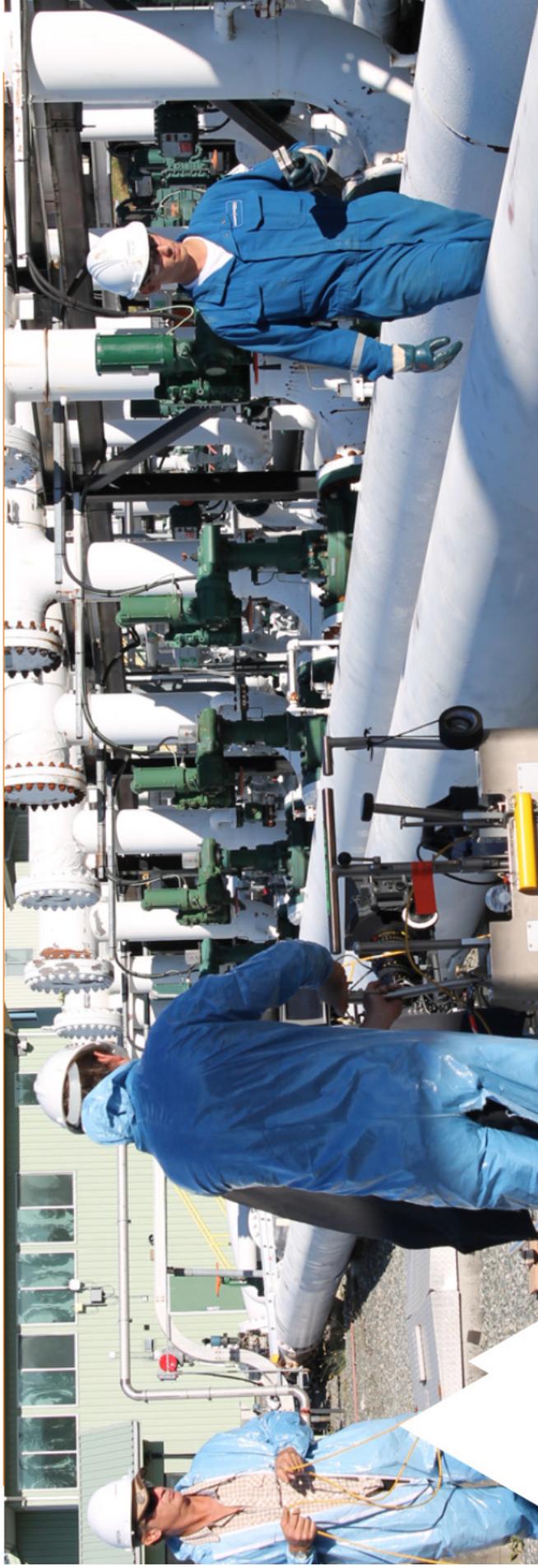
- Use the two VRUs as the primary VOC vapour removal equipment
  - No combustion emissions most of the time
- Keep propane-fired VCU in standby mode to avoid release of combustion products including PM that are created during VOC incineration
  - Anticipated use: less than 5% of the time
- Turn off main engines while at berth and anchorage
  - Current standard practice
  - Typically, one or two auxiliary engines used at berth to power ships systems and provide comfort heating for on board accommodations
- Continue to use low sulphur marine distillate fuel in the Port of Vancouver Emission Control Area to reduce combustion emission products such as SO<sub>2</sub> and PM
  - Required after January 1, 2015

## Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Fugitive Emissions Management Plan for Westridge Marine Terminal?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Fugitive Emissions Management Plan for Westridge Marine Terminal?



# Fugitive Emissions Management Plan for Construction Westridge Marine Terminal David Chadder

# Fugitive Emissions Management Plan, Construction at Westridge Marine Terminal

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- Objectives of the Fugitive Emission Management Plan (FEMP)
  - Minimize emissions of particulate matter (PM) from construction activities to the air
  - Ensure construction emissions meet applicable standards
  - Control construction activities producing dust and PM from combustion and site disturbance
- Fully addressed in the Particulate Matter Management Plan of the Air Emissions Management Plan (NEB Condition 52), will not be discussed here
- Examples of fugitive vapour controls from construction will be addressed in this plan

## Examples of Proposed Controls for Fugitive Vapours When Dispensing Fuel

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- All dispensing or transferring of fuel will be attended for the duration of the operation
- The attendant must be aware of proper fuel handling procedures to minimize the risk of a spill and shall continuously scan the area adjacent to the fuelling operation for possible leaks or spills
- Delivery may be into on-site mobile refueling tanks or directly into the equipment
- On-site fueling will be done with on-site single axle or tandem axle fuel trucks (not on highway). In some cases, on-site fueling may be completed by a pick-up truck with a tidy tank in the back
- The transferring and dispensing of fuel will be done with pumping equipment, an approved hose and top-fill nozzle

## Examples of Proposed Controls for Fugitive Vapours When Dispensing Fuel

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- Ensure that a site-appropriate spill containment kit is readily available
- When unreeling the fuel transfer hose and nozzle, the nozzle must be in the upright position. The nozzle shall be kept clear of the ground when returned to the reel or storage position.
- The transfer of fuel must be stopped prior to overflowing, leaving room for expansion
- Maintain regular inspections of fuel systems and their components

# Examples of Proposed Emission Controls for Fugitive Vapours During Operations



Activity	Emission Control
<b>Fugitive VOC vapours from tanker loading</b>	Common header system for the VRUs and VCU to create a homogeneous fugitive vapour composition feeding to the VRUs and VCU if more than one tanker is being loaded
<b>Fugitive odorous sulphur compounds in vapours from tanker loading</b>	Closed-system connection between tanker cargo tanks and VRU or VCU H <sub>2</sub> S adsorption vessels to capture sulphur before directing the vapour stream to the VRUs or VCU
<b>Working losses from jet fuel storage tanks</b>	Adsorption vessels downstream of VRUs to remove mercaptans. Mercaptans directed to the VCU to be destroyed by combustion Detected leaks will be promptly assessed and components found to be leaking materially significant quantities of vapour will be repaired as soon as reasonably practical
<b>Potential equipment leaks (non-storage tank equipment)</b>	Daily, weekly, monthly and annual duties required by the Field Technician, as outlined in the Westridge Terminal Operating Manual. This preventative maintenance is intended to identify and prevent potential leaks before they happen Infrared camera technology will scan all components to detect leaks annually Detected leaks will be promptly assessed and components found to be leaking materially significant quantities of vapour will be repaired as soon as reasonably practical

## Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Air Emissions Management Plan?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Air Emissions Management Plan?



# Air Emissions Management Plan for Operations Westridge Marine Terminal David Chadder

# Air Emissions Management Plan

## Westridge Marine Terminal: Overview

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- Objectives of the Air Emissions Management Plan (AEMP)
  - Provide an ambient air quality monitoring plan
  - Mitigation measures for managing particulate matter (PM) emissions during construction and operations
  - Baseline monitoring would begin in Q4 2018 which is 12 months prior to commencing in service operations in Q4 2019.
  - Monitoring of Project-related emissions from operations and regional pollutants would be continuous thereafter.
- Related Information:
  - NEB Condition 53 – Fugitive Emissions Management Plan

# Ambient Air Quality Monitoring Commitment and Emissions Tracking, Westridge Marine Terminal

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- Commitment made to comply with applicable ambient air quality objectives during operations taken from several regulatory authorities:
  - Metro Vancouver
  - BC Ministry of the Environment
  - Alberta Environment and Parks
  - National
- Annual emissions from point sources will be tracked, monitored and reported to the National Pollutant Release Inventory, if thresholds are triggered.
- Annual greenhouse gas emissions will also be tracked, monitored and reported if they exceed the reporting thresholds for either the National Greenhouse Gas Reporting Program and/or the BC Reporting Regulation

# Monitored Contaminants of Interest and Ambient Air Quality Objectives (in $\mu\text{g}/\text{m}^3$ )



Contaminant	Averaging Period	BC MOE	Metro Vancouver	National
PM <sub>2.5</sub> with speciation	24-hour	25 <sup>[1]</sup>	25	27 to 28 <sup>[4]</sup>
	Annual	8	8	8.8 to 10 <sup>[5]</sup>
Diesel PM	24-hour	n/a	n/a	n/a
	Annual	n/a	n/a	n/a
NO <sub>2</sub>	1-hour	n/a	200	400
	1-hour 98 <sup>th</sup>	188 <sup>[2]</sup>	n/a	n/a
	24-hour	n/a	n/a	200
	Annual	n/a	40	60
	1-hour	n/a	196	170 to 183 <sup>[6]</sup>
SO <sub>2</sub>	1-hour 99 <sup>th</sup>	200 <sup>[3]</sup>	n/a	n/a
	24-hour	n/a	125	n/a
Benzene	Annual	25	30	10.5 to 13.1 <sup>[7]</sup>
	1-hour	30 <sup>[8]</sup>	n/a	n/a
	Annual	3 <sup>[8]</sup>	n/a	n/a
Ethyl benzene	1-hour	2,000 <sup>[8]</sup>	n/a	n/a
Toluene	1-hour	1,880 <sup>[8]</sup>	n/a	n/a
	24-hour	400 <sup>[8]</sup>	n/a	n/a
Xylenes	1-hour	2,300 <sup>[8]</sup>	n/a	n/a
	24-hour	700 <sup>[8]</sup>	n/a	n/a
Total Reduced Sulphurs (H <sub>2</sub> S and mercaptans)	1-hour	7	14 acceptable 7 desirable	n/a
	24-hour	3	n/a	n/a

Also ozone and reduced visibility which are regional air shed initiatives

# Proposed Air Monitoring Station



Exterior View of Proposed Station



Inside View of Proposed Station

*Photos for illustrative purposes only*

# Example of Web-Based Reporting Platform





**Envision**  
The Environmental Data Platform

Projects

MDT (UTC-6)

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**Current Conditions** Alerts History Reports Views Project Configuration

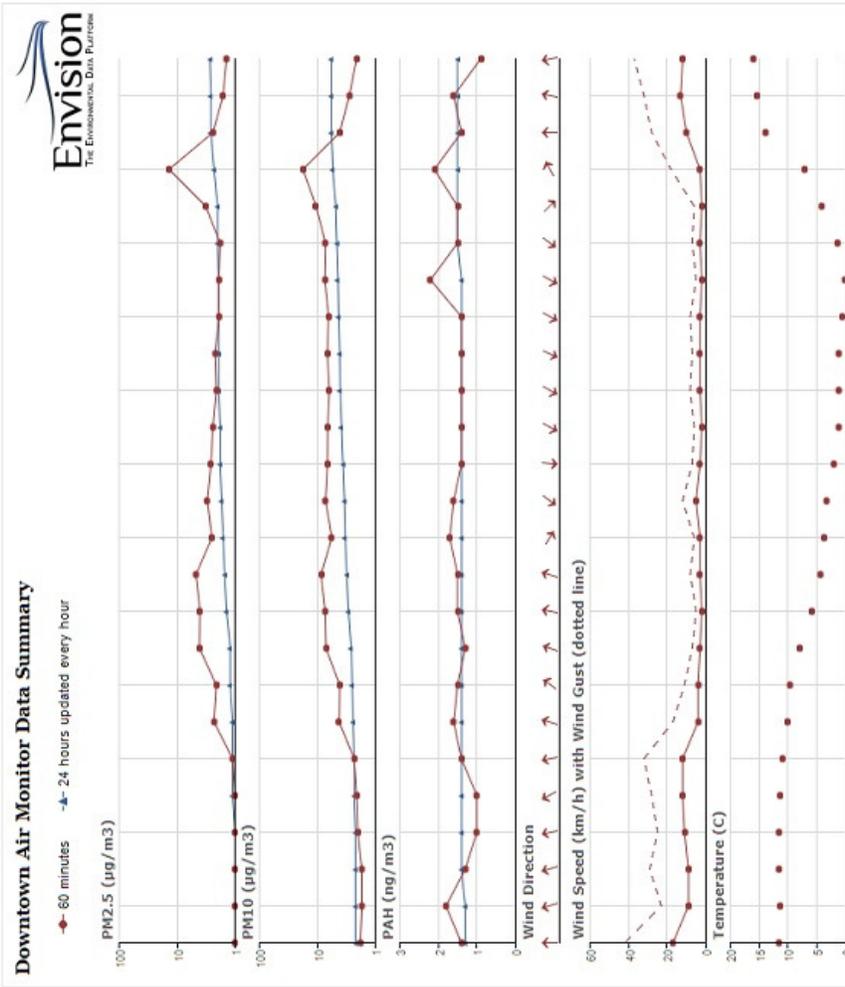
Station	Most Recent Record	Status
Michel Residence	Oct 13/15 16:00 MDT	✓
Downtown Air Monitor	Oct 13/15 15:00 MDT	⚠
Whispering Trailer Park	Oct 13/15 16:00 MDT	✓
Gas Station	Oct 13/15 15:00 MDT	⚠
By-Products Plant	Oct 13/15 16:00 MDT	✓

**Downtown Air Monitor**

Back Print Save Display as Table

**Downtown Air Monitor Data Summary**

60 minutes -4- 24 hours updated every hour



PM2.5 (µg/m3)

PM10 (µg/m3)

PAH (ng/m3)

Wind Direction

Wind Speed (km/h) with Wind Gust (dotted line)

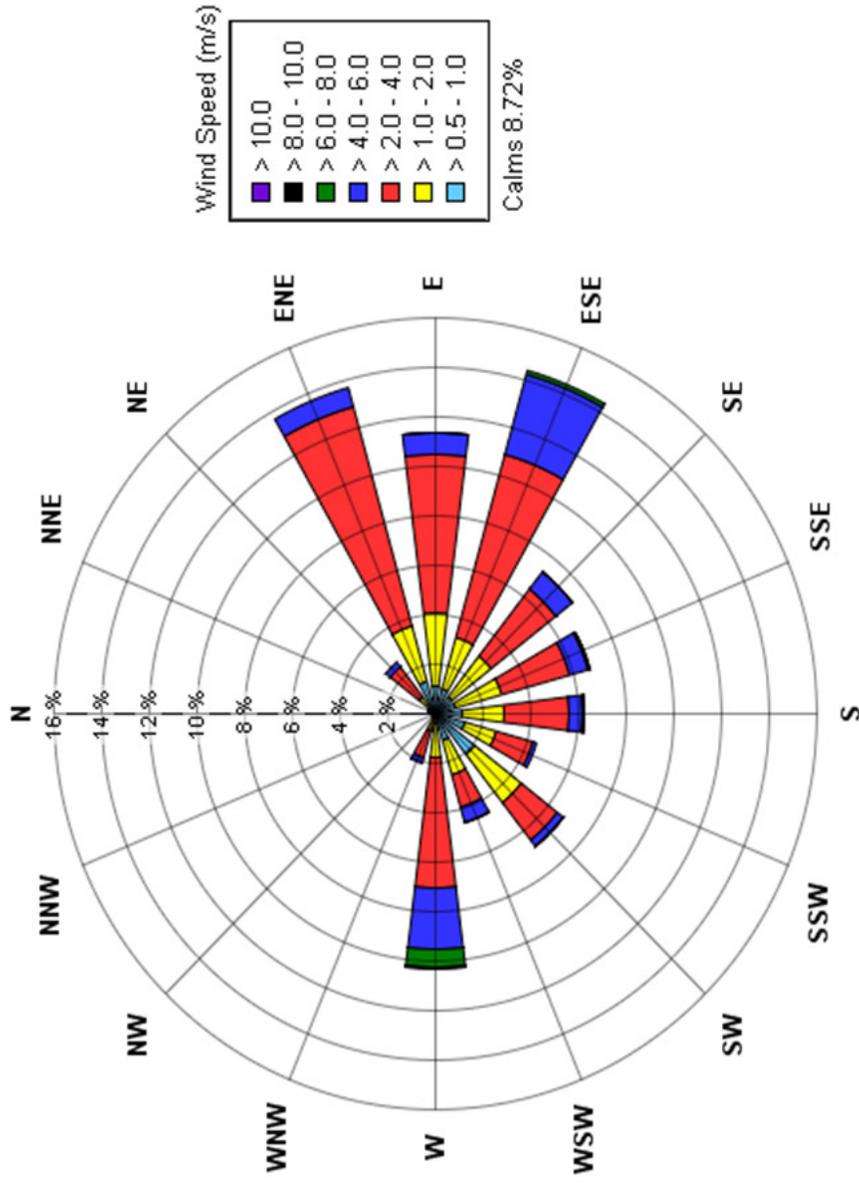
Temperature (C)



Oct 13/15 10:12 MDT



# Wind Rose for Westridge Marine Terminal





## Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Air Emissions Management Plan?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Air Emissions Management Plan?



# Fugitive Emissions Management Plan Westridge Marine Terminal, Operations

David Chadder

*Image for illustrative purposes only*

# Fugitive Emissions Management Plan Westridge Marine Terminal: Overview

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- **What:**
  - Purpose of Fugitive Emissions Management Plan (FEMP): Manage and reduce fugitive emissions from the construction and operations at Westridge Marine Terminal
- **When:**
  - Managing fugitive emissions from construction would take place, September 2017 through Q4 2019
  - Monitoring fugitive emissions from in service operations would be after Project commissioning, Q4 2019
- **Related Information:**
  - NEB Condition 52 – Air Emissions Management Plan

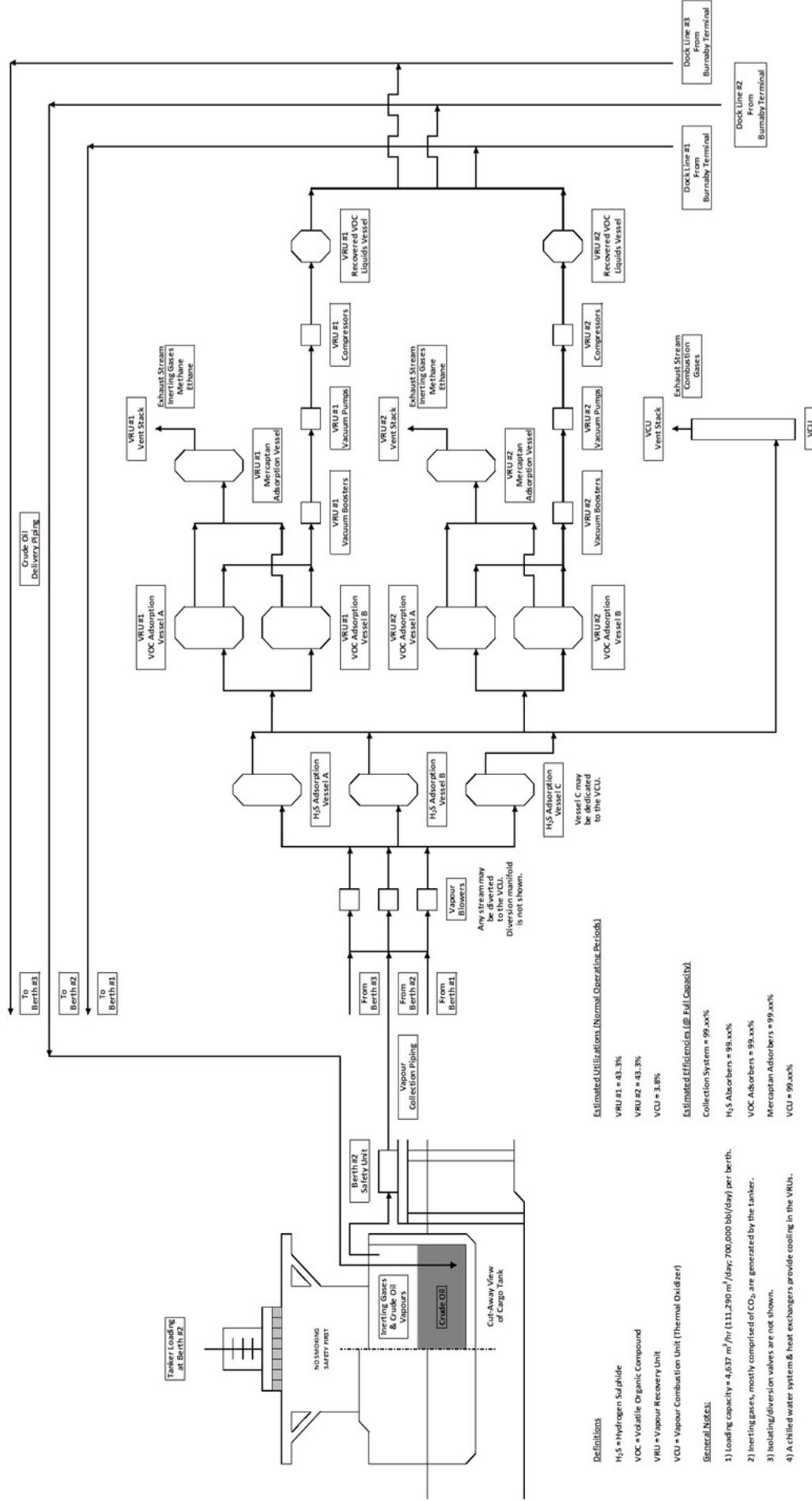
# Potential Fugitive Emissions Westridge Marine Terminal Operations

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- Fugitive emission sources may include:
  - Minute vapour losses of volatile organic compounds (VOCs) during product loading from the tankers, piping, the Vapour Recovery Units (VRUs) and the Vapour Combustion Unit (VCU), standing and working losses from the jet fuel storage tanks and other potential equipment leaks
- During tanker loading operations, two VRUs will capture, liquefy, and re-inject fugitive VOC vapours (one VRU will operate per tanker)
- Although used infrequently, the VCU will collect and destroy fugitive vapours when three tankers are being loaded simultaneously or when one VRU is out of service for maintenance and two tankers are being loaded simultaneously
- Adsorption vessels
  - Will be used to remove reduced sulphurs, like H<sub>2</sub>S, upstream of the VRUs and the VCU
  - Will be used downstream of the VRUs to remove mercaptans

# Westridge Marine Terminal, Proposed Vapour Control System



# Verifying and Quantifying Fugitive Emissions, Westridge Marine Terminals, Tankers



Sampling surveys will be conducted onboard randomly selected tankers during which time cargo tank covers and associated seals will be checked for leaks of total hydrocarbon or total VOCs – four times (one per season) in one year.



Manifold vapour connections

Intrinsically safe flame or  
photo-ionisation detector



Tanker cargo access plate

*Photos for illustrative purposes only: Photo credits URS, Kinder Morgan, Disorbo (ILTA, 2014)*

# Verifying and Quantifying Fugitive Emissions: Westridge Marine Terminal

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- Tankers
  - Sampling surveys will be conducted onboard randomly selected tankers during which time cargo tank covers and associated seals will be checked for leaks of total hydrocarbon or total VOCs – four times per year (one per season)
- Piping
  - Any piping fugitive emissions will be determined as part of leak detection procedures
- VRUs
  - Emissions testing of inlet vapours upstream of H<sub>2</sub>S adsorption vessels and downstream of VRUs to verify reduction efficiencies for H<sub>2</sub>S, mercaptans and VOCs
  - Continuous H<sub>2</sub>S vent monitor downstream of each H<sub>2</sub>S adsorption vessel (upstream of the VRUs) to detect breakthrough and inform need for replacement of absorptive medium
  - Continuous monitoring of any VOCs in the VRU vent stacks
- VCU
  - Annual combustion efficiency testing to ensure system is optimized

# Verifying and Quantifying Fugitive Emissions, Westridge Marine Terminal

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The final verification procedures for the VRUs are expected to be complex and may be subject to change:

- Flow rate (based on US EPA Method 2)
- Dilution probe for continuous measurements on the inlet flow port to the H<sub>2</sub>S adsorption vessels
- Continuous measurement of total hydrocarbons or VOCs (based on US EPA Method 25B) or equivalent
- Semi-continuous measurement (15-minute cycle) of H<sub>2</sub>S concentrations (based on US EPA Method 15)
- Continuous measurement of mercaptans, in terms of Total Reduced Sulphur (TRS) (based on modified US EPA Method 16C)
- Canisters of gas samples will be taken for analysis of the individual mercaptan species by an outside laboratory

Similar complex source testing proposed for the VCU.

## Additional Mitigation Measures: Westridge Marine Terminal

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Additional mitigation measures that could be implemented:

- Allocating highly odorous vapour streams to VCU
- Adjusting sequence of tanker loadings to reduce peak VOC generation rates
- Temporarily limiting or suspending the loading of highly odorous crude oils
- Loading crude oil at lower flow rates
- Installing a VCU downstream of the VRUs

## Your Feedback

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- Do you have any additional expert or local knowledge you would like to be considered in the development of the Fugitive Emissions Management Plan?
- Do you have any comments or recommendations you would like Trans Mountain to consider in the development of the Fugitive Emissions Management Plan?



# Westridge Marine Terminal Environmental Protection Plan

## REGION

Westridge Marine Terminal, Burnaby, British Columbia

## PROJECT INTERACTION

The Westridge Marine Terminal Environmental Protection Plan (EPP) addresses land and marine construction at Westridge Marine Terminal. Construction activities on land include vertical retaining wall and a land extension to accommodate new equipment. Marine construction includes one new dock complex with a total of three Aframax-capable berths and a utility dock (for tugs, boom deployment vessels and emergency response vessels and equipment), followed by decommissioning of the existing berth.

## PLANNED MITIGATION AND OFFSETS

Construction activities will adhere to municipal bylaws unless otherwise approved by municipal authorities.

Terrestrial construction mitigation includes erosion and sediment control and monitoring, water quality monitoring as well as initiating clearing and construction activities outside of the migratory bird nesting period.

Mitigation measures in the marine environment include:

- Water quality monitoring
- Mitigation for onshore and marine species at risk
- Operating all Project-related vessels at slow speeds to reduce acoustic emissions
- Signs, markers and/or buoys to discourage unauthorized marine vessel access
- Scheduling work for daylight hours where feasible
- In-water excavation and pile installation during the DFO least-risk work window

## NEB CONDITION

The Westridge Marine Terminal Environmental Protection Plan addresses the requirements outlined in NEB Condition 81.

Read the full Westridge Marine Terminal Environmental Protection Plan ([link to plan](#)).

## FEEDBACK

Ask a question about/or provide feedback on the Westridge Marine Terminal Environmental Protection Plan ([link to feedback form](#)).

### CONTACT US: Trans Mountain Expansion Project

 [info@transmountain.com](mailto:info@transmountain.com)  
 1.866.514.6700  
 [transmountain.com](http://transmountain.com)

 @TransMtn

 [youtube.com/transmtn](https://youtube.com/transmtn)

 [soundcloud.com/transmountain](https://soundcloud.com/transmountain)

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

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# Westridge Marine Terminal Air Emissions Management Plan

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## REGION

The Westridge Marine Terminal (WMT) is located in Burnaby, British Columbia (BC). Trans Mountain has committed to meeting the applicable ambient air quality objectives (AAQOs) as they relate to operational emissions. These objectives were drawn from several government regulators.

## PLANNED MONITORING AND MANAGEMENT

Ambient air quality will be continually monitored at a new station at WMT. Emissions will be tracked and monitored per the National Pollutant Release Inventory methodology.

Greenhouse gas emissions will be monitored and reported if the calculated annual emissions exceed the reporting thresholds for either the National Greenhouse Gas Reporting Program and/or the BC Reporting Regulation.

During operations, Trans Mountain plans real-time publishing of ambient air quality monitoring program readings on a web-based reporting platform and will regularly issue reports detailing the results.

Other management measures include a Particulate Matter Management Program and an Odour Complaint Investigation and Response Program.

If exceedances of air quality objectives are noted and WMT is determined as the source, appropriate mitigation measures will be put in place.

## NEB CONDITION

The Westridge Marine Terminal Air Emissions Management Plan addresses the requirements outlined in NEB Condition 52.

Read the full Westridge Marine Terminal Air Emissions Management Plan ([link to plan](#)).

## FEEDBACK

Ask a question about or provide feedback on the Westridge Marine Terminal Air Emissions Management Plan ([link to feedback form](#)).

---

### CONTACT US: Trans Mountain Expansion Project

 [info@transmountain.com](mailto:info@transmountain.com)  
 1.866.514.6700  
 [transmountain.com](http://transmountain.com)

 @TransMtn

 [youtube.com/transmtn](https://www.youtube.com/transmtn)

 [soundcloud.com/transmountain](https://www.soundcloud.com/transmountain)

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

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## PROJECT INTERACTION

The Trans Mountain Expansion Project (the Project) includes expansion of the existing Westridge Marine Terminal and construction of a new dock complex. The construction of the foreshore extension will require in-water excavation of intertidal and subtidal riprap offshore from the existing Westridge Marine Terminal and may require dredging of soft sediment. Excavation of this riprap, and dredging if required, will disturb some marine sediment.

## PLANNED MITIGATION AND OFFSETS

Silt curtains will be used to limit the dispersion of mobilized sediment during in-water work. This measure is effective in shallow depth, low current conditions, such as those found at the Project site. The work will be conducted during the Fisheries and Oceans Canada (DFO) least risk work window for Burrard Inlet to lessen the risk to marine life.

## NEB CONDITION

The Marine Sediment Management Plan addresses the requirements outlined in NEB Condition 35.

Read the full Marine Sediment Management Plan ([link to plan](#)).

## FEEDBACK

Ask a question about or provide feedback on the Marine Sediment Management Plan ([link to feedback form](#)).

---

**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 Mountain Tunnel Environmental Protection Plan

## REGION

The Burnaby Mountain Tunnel Environmental Protection Plan (EPP) addresses tunnel construction between the Burnaby Terminal and the Westridge Marine Terminal in British Columbia (BC).

## PROJECT INTERACTION

A tunnel through Burnaby Mountain is proposed as the preferred route option for two new 30-inch Westridge Delivery Pipelines. The tunnel would be approximately 2.6-km long, at least 4 m in diameter and constructed using a tunnel bore machine. Tunnel portals would be located within Burnaby Terminal and Westridge Marine Terminal. A third pipeline (24-inch) could replace the existing Westridge Delivery Pipeline. This third pipeline would be part of a separate regulatory application which would also address abandonment of the existing pipeline.

## PLANNED MITIGATION AND OFFSETS

Pre-construction measures include identification and marking of environmental resources. Tunnelling mitigation includes site preparation, erosion and sediment control, excavation of the site, soil management and disposal, construction waste management and hazardous materials storage and handling, and management of noise, groundwater, air emission and traffic. The post-construction goal is returning the site to a stable condition compatible with the surrounding facility sites. In addition, Trans Mountain proposes hydrostatic testing using water to pressure-test sections of the pipeline in order to ensure compliance with approval conditions and permits.

## COMMITMENTS

The Burnaby Mountain Tunnel EPP is intended to be a comprehensive compilation of all environmental protection procedures, mitigation measures and monitoring commitments for tunnel construction.

Read the full Burnaby Mountain Tunnel Environmental Protection Plan ([link to plan](#)).

## FEEDBACK

Ask a question about or provide feedback on the Burnaby Mountain Tunnel Environmental Protection Plan ([link to feedback form](#)).

### 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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 [youtube.com/transmtn](https://youtube.com/transmtn)

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

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# Weed and Vegetation Management Plan

## REGION

Procedures will be implemented to identify, prevent, control, contain and monitor the introduction or spread of noxious weeds along the Project footprint and adjacent lands from Edmonton, Alberta (AB) to Burnaby, British Columbia (BC).

## STATUS

The Weed and Vegetation Management Plan (the Plan) focuses on management of noxious weeds and high priority invasive species introduced to AB or BC. Invasive plants are non-native plants that have been introduced without the insect predators and plant pathogens that help keep them in check in their native habitats.

## PROJECT INTERACTION

Invasive plant survey, mitigation and treatment measures specified in this Plan will apply to all Project components, including early works, construction right-of-way, access roads, reactivation, facilities and contingency alternate routes.

## PLANNED MITIGATION AND OFFSETS

Measures for invasive species prevention include equipment and vehicle cleaning procedures and visual weed inspection as well as promoting awareness of the primary invasive species of concern. Pre-construction treatments include hand-pulling, digging and mowing as well as spot applications or stem injections of herbicide. During construction, hand-pulling, cultivation, mowing and seeding will be the primary treatments. Post-construction treatments will use integrated vegetation management strategies to prevent unacceptable levels of weed density.

## NEB CONDITION

The Weed and Vegetation Management Plan was prepared to address the requirements outlined in NEB Condition 45.

Read the full Weed and Vegetation Management Plan ([link to plan](#)).

## FEEDBACK

Ask a question about or provide feedback on the Weed and Vegetation Management Plan ([link to feedback form](#)).

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 1.866.514.6700  
 [transmountain.com](http://transmountain.com)

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# Fugitive Emissions Management Plan for Westridge Marine Terminal

## REGION

The Westridge Marine Terminal (WMT) is located in Burnaby, British Columbia.

## STATUS

The purpose of this Fugitive Emissions Management Plan is to manage and reduce fugitive emissions from the construction and operations of the WMT.

## PROJECT INTERACTION

Fugitive emission sources during construction may include airborne dust from site preparation, storage soil piles and material handling, conveyor transferring, access/haul road construction, vehicle movement and various other civil/earthworks activities as well as fugitive vapours from equipment refueling and evaporative losses. Fugitive emission sources during operations may include minute vapour losses of volatile organic compounds (VOCs) during product loading from the tankers, piping, the Vapour Recovery Units (VRU) and the Vapour Combustion Unit (VCU), standing and working losses from the jet fuel storage tanks and other potential equipment leaks.

## PLANNED MITIGATION AND OFFSETS

Best management practices will be used to control fugitive emissions, including dust and odours, during construction. During loading operations, two VRUs will collect and return fugitive vapours into tankers.

## NEB CONDITION

The Fugitive Emissions Management Plan for Westridge Marine Terminal was prepared to address the requirements outlined in NEB Condition 43.

Read the full Fugitive Emissions Management Plan for Westridge Marine Terminal ([link to plan](#)).

## FEEDBACK

Ask a question about or provide feedback on the Fugitive Emissions Management Plan for Westridge Marine Terminal ([link to feedback form](#)).

### 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

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## REGION

The Navigation and Navigation Safety Plan reviews potentially navigable waterways including watercourses and wetlands located throughout the proposed route for Trans Mountain Expansion Project. From a marine perspective, this includes the construction and site operation of the Westridge Marine Terminal in Burrard Inlet but does not cover the movement of Project-related marine vessels (*i.e.*, oil tankers, tugs) using the shipping lanes in Burrard Inlet, Georgia Strait, Haro Strait and Juan de Fuca Strait. Jurisdiction over shipping safety in marine waterways remains with Transport Canada.

## STATUS

Construction of the Project could potentially affect 51 watercourses considered navigable, 110 watercourses considered potentially navigable and nine navigable wetlands.

## PROJECT INTERACTION

Potential effects of Project construction on navigation and navigation safety include disruptions to users during construction or maintenance activities and safety of users if entering the construction zone. Potential effects associated with Westridge Marine Terminal construction include disruption to Burrard Inlet activity and concern for the safety of marine users due to changing movement patterns.

## PLANNED MITIGATION AND OFFSETS

Mitigation measures include limited time frames for in-stream construction and seasonal construction restrictions, erosion control and watercourse bank protection, restricting vehicle crossings of waterways and returning streambeds and banks as close as possible to their natural state.

Mitigation regarding construction of new dock at Westridge Marine Terminal includes communicating construction schedule and work areas to Aboriginal groups and Burnaby residents and notifying marine commercial operators and recreational boaters of potential hazards.

## NEB CONDITION

The Navigation and Navigation Safety Plan was prepared to address the requirements outlined in NEB Condition 48.

Read the full Navigation and Navigation Safety Plan ([link to plan](#)).

## FEEDBACK

Ask a question about/or provide feedback on the Navigation and Navigation Safety Plan ([link to feedback form](#)).

**CONTACT US:**  
Trans Mountain Expansion Project

 [info@transmountain.com](mailto:info@transmountain.com)  
 1.866.514.6700  
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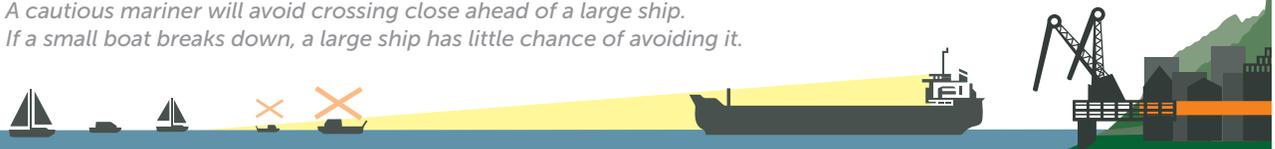
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PO Box 84028, Bainbridge,  
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# Safety on the Water

*A cautious mariner will avoid crossing close ahead of a large ship.  
If a small boat breaks down, a large ship has little chance of avoiding it.*



## SHIPS CAN'T STOP IMMEDIATELY – large ships require more space

*Collision Regulations take priority at all times – be completely familiar with these Rules of the Road and any local regulations*

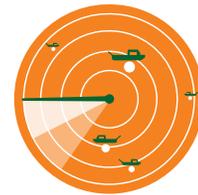
### SAFETY TIPS



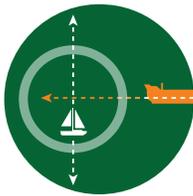
- Maintain a lookout by sight and sound. Sounding five short and rapid blasts is a warning signal



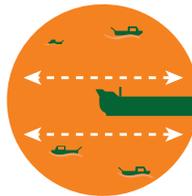
- Make sure the required navigational lights are displayed



- Consider fitting your small craft with AIS (Automatic Identification System) or a radar reflector to be more visible to large vessels



- When in a shipping lane or designated traffic separation scheme, be aware of large ships; cross shipping lanes at a 90-degree angle and keep clear of large ships



- If fishing is allowed in a shipping lane or designated traffic separation scheme, keep as near to the outer edge as possible and leave the centre of the channel open for large ship traffic



- Keep a listening watch on the appropriate VHF channel and set your AIS (if fitted) for information on other ship movements in the area

Trans Mountain has been operating at Westridge Marine Terminal for six decades safely due in part to the stringent precautions we put in place.

Close collaboration between Pilotage Authorities, Transport Canada, the Canadian Coast Guard and the Port of Vancouver ensures vessels navigate our waters safely, guided by highly qualified local pilots.

**For more information on marine safety go to: [transmountain.com/marine](http://transmountain.com/marine)**

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

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**3. Please provide any comments or recommendations you would like Trans Mountain to consider in the development of the Burnaby Mountain Tunnel EPP.**

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**4. Please provide any comments or recommendations you would like Trans Mountain to consider in the development of the Marine Sediment Management Plan.**

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**5. Please provide any comments or recommendations you would like Trans Mountain to consider in the development of the Offsetting Plan.**

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**6. Please provide any comments or recommendations you would like Trans Mountain to consider in the development of the Navigation and Navigation Safety Plan.**

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**7. Please provide any comments or recommendations you would like Trans Mountain to consider in the development of the Weed and Vegetation Management Plan.**

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**8. Please provide any comments or recommendations you would like Trans Mountain to consider in the development of the Noise Management Plan.**

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**9. Please provide any comments or recommendations you would like Trans Mountain to consider in the development of the Traffic Management Plan.**

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**10. Please provide any comments or recommendations you would like Trans Mountain to consider in the development of the Light Emissions Management Plan for Westridge Marine Terminal.**

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**11. Please provide any comments or recommendations you would like Trans Mountain to consider in the development of the Air Emissions Management Plan and Fugitive Emissions Management Plan for Westridge Marine Terminal during construction.**

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**12. Please provide any comments or recommendations you would like Trans Mountain to consider in the development of the Air Emissions Management Plan and Fugitive Emissions Management Plan for Westridge Marine Terminal during operations.**

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**13. Please indicate the extent to which you agree with the following statement:**

The workshop was informative and provided me with an opportunity to discuss and provide input into construction plans and environment plans for an expanded Westridge Marine Terminal and Burnaby Mountain Tunnel.

- |                          |                          |                               |                          |                          |
|--------------------------|--------------------------|-------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>      | <input type="checkbox"/> | <input type="checkbox"/> |
| Strongly Agree           | Somewhat Agree           | Neither Agree<br>Nor Disagree | Somewhat<br>Disagree     | Strongly Disagree        |

**14. Subject to receiving approval for the proposed expansion project, and prior to construction, we will create a communications and notification program to keep residents informed. In your view, what notification methods are most effective? Check all that apply.**

- |  |  |
|--|--|
| <input type="checkbox"/> Community Posters | <input type="checkbox"/> Radio Ads                               |
| <input type="checkbox"/> Email             | <input type="checkbox"/> Road Signs                              |
| <input type="checkbox"/> Mail Drops        | <input type="checkbox"/> Social Media (Twitter __ , Facebook __) |
| <input type="checkbox"/> Newspaper Ads     | <input type="checkbox"/> Website, Blog and e-Newsletter          |
| <input type="checkbox"/> Online Ads        | <input type="checkbox"/> Other _____                             |

**15. Would you like to receive more information about any of the following topics? Check all that apply.**

- |   |   |
|---|---|
| <input type="checkbox"/> Construction Planning and Mitigation | <input type="checkbox"/> Environmental Protection Plans |
| <input type="checkbox"/> Project Benefits                     | <input type="checkbox"/> Emergency Response             |
| <input type="checkbox"/> Pipeline Safety                      | <input type="checkbox"/> Other: _____                   |

