



TRANSMOUNTAIN



**Public Consultation Summary Report
Vancouver Fraser Port Authority
Construction Phase**

**WESTRIDGE MARINE TERMINAL
UPGRADE AND EXPANSION PROJECT
BURNABY, BC**

Reporting Period: Q2 2018 – Q2 2019

August 15, 2019



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TABLE OF ACRONYMS

Table 1: Definitions and Acronyms List

Acronym or Term	Definition
AB	Alberta
BBOT	Burnaby Board of Trade
BC	British Columbia
BCCP	BC Coast Pilots
COSBC	Chamber of Shipping of BC
CSB	Construction Safety Boom
CPCN	Certificate of Public Necessity and Convenience
DFO	Fisheries and Oceans Canada
GIC	Governor in Council
GVBOT	Greater Vancouver Board of Trade
ISAC	International Shipowner Alliance of Canada
KLTP	Kiewit Ledcor TMEP Partnership
Km	Kilometre
LGMA	Lower Mainland Government Association
LMLGA	Lower Mainland Local Government Association
Meeting	Engagement event hosted by Trans Mountain
Multi-Stakeholder	Events hosted by 3 rd parties in which TMEP was in attendance
NANS	Navigation Aids / Navigation Safety Committee
NEB	National Energy Board
PACMAR	Pacific Coast Marine Advisory Review Panel
PPA	Pacific Pilotage Authority
PSF	Pacific Salmon Foundation
PER	VFPA Project Environmental Review Process
SEEMP	Socio Economic Effects Management Plan
TMEP	Trans Mountain Expansion Project
Trans Mountain	Trans Mountain Corporation
TWG	Technical Working Group
VFPA	Vancouver Fraser Port Authority
UBCM	Union of BC Municipalities
WCMRC	Western Canada Marine Response Corporation
WMT	Westridge Marine Terminal

1.0 Introduction

This report is a summary of Trans Mountain's stakeholder engagement and communications conducted during the construction of the *Westridge Marine Terminal Upgrade and Expansion Project*; as required by the Vancouver Fraser Port Authority (VFPA) permit 15-322 issued on August 28, 2017.

This report covers the following reporting period:

- Q2 2018 (April 1 – June 30)
- Q3 2018 (July 1 – September 30)
- Q4 2018 (October 1 – December 31)
- Q1 2019 (January 1 – March 31)
- Q2 2019 (April 1 – June 30)

1.1 Project Overview

Trans Mountain is expanding the existing 1,150-kilometre pipeline system and facilities between Strathcona County (near Edmonton), Alberta (AB) and Burnaby, British Columbia (BC). The Trans Mountain Expansion Project (TMEP) would create a twinned pipeline increasing the nominal capacity of the system from 300,000 barrels per day to up to 890,000 barrels per day.

Expansion of Westridge Marine Terminal (WMT) in Burnaby, BC is part of TMEP and involves the following elements:

- Construction of a new dock complex consisting of three berths to load tankers and barges with crude oil and a utility berth for emergency response and service vessels;
- Expansion of the existing foreshore further into the water to accommodate new equipment required to operate the terminal facility, for safety, environmental protection and emergency response;
- Installation of two, new, 30-inch pipelines located in a tunnel through Burnaby Mountain to deliver crude oil from Burnaby Terminal to load vessels at WMT. A separate NEB regulatory process for relocation of the existing line is also being pursued for a potential total of three 30-in delivery lines for the Burnaby Mountain Tunnel; and,
- Marine habitat enhancements according to Fisheries and Oceans Canada (DFO) requirements (e.g., Marine fish habitat enhancements).

In May of 2016, after a comprehensive review, the National Energy Board (NEB) recommended the Federal Governor in Council approve the Trans Mountain Expansion Project (TMEP) with 157 conditions. The Government of Canada concluded TMEP was in the public interest of Canada on November 29, 2016 and the NEB issued the Certificate of Public Convenience and Necessity (CPCN) on December 1, 2016. On January 11, 2017, the Province of British

Columbia issued an environmental assessment certificate to Trans Mountain Pipeline ULC for the BC portion of the Trans Mountain Expansion Project, subject to 37 conditions that supplement the NEB conditions.

Trans Mountain received project permit approval from the VFPA in August 2017, subject to 57 conditions, to commence construction of the *Westridge Marine Terminal (WMT) Upgrade and Expansion Project*, a component of TMEP under VFPA jurisdiction.

Construction of Westridge Marine Terminal was initiated at the end of September 2017, beginning with construction mobilization and installation of the marine construction safety boom. Construction activities progressed to include deep water marine piling, foreshore sheet pile cell installation and other onshore works including firewater line relocation and relocation of the vapour combustion unit.

On August 30, 2018, the Federal Court of Appeal issued a decision cancelling the Order-in-Council, which had approved the CPCN for the Expansion Project. Safe shutdown of all construction activities was initiated August 30, 2019; including construction of Westridge Marine Terminal.

On September 26, 2018, the NEB initiated a public hearing to carry out a reconsideration related to the Project. The NEB completed the reconsideration process on February 22, 2019 and issued its recommendation report (NEB filing ID [A6S2D8](#)).

On June 18, 2019, via OIC No. P.C. 2019-0820, the Governor in Council (GIC) directed the NEB to issue CPCN for the Project.¹ TMEP received CPCN (OC-065) from the NEB on June 21, 2018 (NEB filing ID [C00061](#)). The Project is subject to 156 NEB conditions, as amended by the GIC (NEB Filing ID [A6V4G1](#)).

The National Energy Board has subsequently reinstated the record of regulatory filings made to date with the exception of any condition filings affected by updates to Project conditions (NEB filing ID [C00593](#)). Trans Mountain is working through permitting and updates required to fulfill Project conditions; while Phase IV federal engagement with Indigenous communities is also underway.

On August 1, 2019, the NEB confirmed Trans Mountain has met all pre-construction conditions required to get construction underway at Burnaby Terminal, Westridge Marine Terminal and the Westridge Tunnel Portal site (NEB filing ID [A6W5S6](#)).

¹ Governor in Council Decision to issue CPCN, June 18, 2019: <https://orders-in-council.canada.ca/attachment.php?attach=38147&lang=en> (Accessed August 4, 2019)

On August 2, 2019, the Vancouver Fraser Port Authority issued a letter to Trans Mountain confirming the development permit (Permit ID 15-322) is no longer valid. Therefore, construction at Westridge Marine Terminal remains shutdown for works within VFPA jurisdiction. Trans Mountain is required to obtain a new project development permit from the VFPA.

1.2 VFPA Project Permit Review

The scope of the *WMT Upgrade and Expansion Project* in VFPA jurisdiction includes:

- Three new pile-supported loading berths within an expanded water lot;
- Construction of new circular sheet pile retaining wall and infilling along the existing shoreline to accommodate new onshore infrastructure;
- A new utility dock to moor tugs, boom boats and emergency response vessels;
- Construction of associated office, control buildings, utilities, fire suppression systems and mechanical systems;
- Construction of new in-water fish habitat and riparian planting areas;
- Sections of new transfer and delivery pipelines and related equipment; and,
- Decommissioning and demolition of certain facilities at Westridge Marine Terminal.

Construction of Berths 1 and 2 was initiated in September 2017 and will come into service before the completion of Berth 3. Most construction has and will continue to occur from the water using floating equipment such as marine derricks, barges, tugs and work boats. Some construction may use land-based equipment working out into the water from shore. Workers will be transported to the work site by water taxi and bus.

More information about the scope of the project permit (PER 15-322) is available on the VFPA website: <https://www.portvancouver.com/development-and-permits/status-of-applications/kinder-morgan-westridge-marine-terminal-upgrade-and-expansion-project/>.

1.3 Phasing and construction

The *WMT Upgrade and Expansion Project* construction was continuous between the end of September 2017 and August 30, 2018 when the Federal Court of Appeal (FCA) decision revoked CPCN.

1.3.1 Safe shutdown activities at Westridge

As per a letter issued to the NEB on September 10, 2019 [Filing ID [A6H4I4](#)], August 30, 2018 initiated a safe shut down of activities which included:

- The installation of pile caps on upright piles with open tops in order to mitigate the potential for entrapment of wildlife;
- Maintenance/installation of erosion control mitigation on the foreshore to protect exposed areas of the foreshore; and,

- Drive piles to elevation for three sheet piles cells and backfill of each cell in order to maintain the safety and integrity of the sheet pile structure.

Trans Mountain confirmed on December 17, 2018 [A6Q1K8], that all shut down work was completed until the outcome of the reconsideration process will determine next steps

Trans Mountain has an extensive website; Transmountain.com. Construction updates and new information will continue to be posted at transmountain.com/Burnaby. Trans Mountain files monthly construction schedule updates with the NEB, the most recent schedule is available as of August 1, 2019 (NEB filing ID [A6W5T7](#)).²

1.3.2 Construction (April 1, 2018 to completion of shutdown on December 17, 2018)

As per the Construction Communication Plan submitted to the VFPA, engagement during construction involves print, online, phone and in-person public engagement and communications activities. Feedback received from engagement activities was considered as Project construction progressed. The approach to construction engagement for the reporting periods (Q2 – Q4 2018) is aligned with construction phases presented in Section 3.0 of the WMT Construction Communications Plan filed with the VFPA.

Table 2: Construction Communication Phase Engagement - Phase 2

PHASE 2: CONSTRUCTION		
Anticipated Construction Activities	Communication and Engagement Topics Based on Construction Considerations and Potential Challenges	Methods
<ul style="list-style-type: none"> • Construction of a new dock complex consisting of three berths to load tankers and barges with crude oil • Construction of a utility berth for emergency response and service vessels • Tree clearing and installation of security perimeter fencing, construction safety boom • Expansion of the existing foreshore further into the water to accommodate new equipment required to operate the terminal facility, for safety, environmental protection and emergency response • Installation of two, new, 30-inch pipelines located in a tunnel through 	<ul style="list-style-type: none"> • Construction notifications – includes potential marine and onshore impacts • Construction updates – anticipated activities • Complaints and inquiry process and contact information • Environmental management plans • Procurement and job opportunities • Emergency management • Boating Safety information for recreational, tourism, commercial fishing and Aboriginal marine waterway users <p><i>Additional topics outlined the draft Engagement Plan for the WMT filed with the VFPA Project Permit application</i></p>	<ul style="list-style-type: none"> • Website: www.transmountain.com online browsers will be geotagged to log-in location (i.e. east of second narrows, proximate to WMT). Topics will automatically be identified on landing page such as: <ul style="list-style-type: none"> ○ WMT construction information (schedule, activities, hours of work, traffic management) ○ Navigation and navigation safety information (www.transmountain.com/marine) • Feature stories for blog/TMT and landing page based on topics identified • Social media (Twitter, Facebook) • Presentation / meetings

² Schedule updates will continue to be filed with the National Energy Board as per Trans Mountain Expansion Project Compliance filing to Condition 62 - Construction Schedule.

<p>Burnaby Mountain to deliver crude oil from Burnaby Terminal to load vessels at WMT*</p> <ul style="list-style-type: none"> • Marine habitat enhancements subject to DFO Fisheries Act Permit and VFPA Project Permit requirements (e.g., Marine fisheries offsets) <p><i>*Not in scope for VFPA permit review; included for consistency of information presented to stakeholders and public potentially affected by activities.</i></p>		<ul style="list-style-type: none"> • Posters and fact sheets • Community newsletters • Paid media (PSAs, advertorials) • Earned media (op eds) • Technical media briefing • Notice to industry (PPA/CCG) • Signage (in-water / on-shore)
Anticipated Outcomes		
<ul style="list-style-type: none"> • Increased stakeholder awareness and preparedness for onshore construction impacts • Increased communication and alignment between construction activities and marine users • Increased understanding of Trans Mountain's commitment to limit environmental impacts and provide mitigations • Increased stakeholder understanding and involvement in onshore and marine emergency preparedness – during operations phase 		

2.0 Public and Stakeholder Engagement

2.1 Public Notice Methods

Notification for Westridge Marine Terminal construction continued during the reporting period through mail outs, website content, stakeholder emails, general advertising directing the public to website content, telephone calls, meetings and on-site signage (on land and marine waterways).

2.2 Target Audience

Construction notifications were targeted towards:

- Residents of Burnaby and North Vancouver within approximately 1 km radius (see Appendix A for notification areas);
- Municipal and regional government stakeholders; and,
- Key marine waterway users including the Harbour Master, pilots (BC Coast Pilots / Pacific Pilotage Authority), tug companies, shipping agents and other local marine operators.

2.3 Notification Materials

A sample of notification materials and web postings initiated by Trans Mountain are available in Appendix B.

Construction updates were distributed by mail in print form and posted online to transmountain.com/Burnaby. Content from the notices was also repurposed in a variety of online channels throughout the course of the reporting period. Materials include:

- 1) During the reporting period a newsletter was issued in Burnaby and North Vancouver:
 - Between July 25-27, 2018 Trans Mountain distributed approximately 4,011 printed information notices to neighbourhoods in Burnaby and North Vancouver (see Appendix A):
 - North Shore – 1,343 copies delivered via Canada Post
 - Westridge neighbourhood – 849 delivered via Canada Post
 - Burnaby Terminal and Burnaby pipeline route neighbourhoods – 1,819 delivered by hand (applicable to Burnaby Terminal, outside the scope of this report)
 - Website copy was updated to reflect details in the newsletter
 - www.transmountain.com/westridge-marine-terminal
 - www.transmountain.com/Burnaby
 - Construction Notice signs remain in place around the perimeter of Westridge Marine Terminal and water lot in the following locations:
 - Main Gate (Bayview Drive) – one sign affixed to fence (pictured in Appendix C)
 - North perimeter – two signs affixed to construction safety boom (east and west locations)
 - Dock 59 – one sign affixed to dock area
 - Dock 61 – one sign affixed to dock area
 - Injunction signs were installed around the perimeter of Westridge Marine Terminal and water lot in the following locations:
 - Main Gate (Bayview Drive) – one sign affixed to fence
 - North perimeter – 2 signs affixed to construction safety boom (east and west locations)
 - Dock 59 – 1 sign
 - Dock 61 – 1 sign
- 2) In December 2018, Trans Mountain sent a holiday greeting to engage with neighbours in Burnaby during the construction shutdown. A holiday card with informative greeting included Project website and contact information (see Appendix B); and,
- 3) As per a commitment made in the Marine Construction Staging plan filed with VFPA as part of the permit review, three marine construction updates were issued between May 2018 and June 2019; key topics involved boating safety week, initiation of foreshore piling, and a notice of when construction was shut down due to the FCA decision. Copies of the marine stakeholder notifications are available in Appendix D.

2.4 Website and Online Communications

General information on the Project is posted on both the TMEP website transmountain.com/westridge-marine-terminal (URL accessed August 4, 2019) and on the VFPA website at <https://www.portvancouver.com/development-and-permits/status-of-applications/kinder-morgan-westridge-marine-terminal-upgrade-and-expansion-project/> (URL accessed August 4, 2019).

The Trans Mountain website continues to host an interactive map to provide timely updates on ongoing and future construction. Westridge information is located on the map at www.transmountain.com/Burnaby (URL accessed August 4, 2019). An example of the map updates can be found in Appendix B. Similar to the marine stakeholder notifications, this information is updated as needed when there are significant changes in the phases of construction such as the transition away from foreshore work with the close of the DFO fisheries window for Burrard Inlet. Currently, the interactive map hosts information about the construction shut down and the potential for construction resuming subject to meeting all regulatory and permitting requirements.

2.4.1 Website Updates

Updates were made periodically to the online interactive map found at www.transmountain.com/Burnaby. For example, the following update was posted to the interactive map once project shutdown activities were completed in December 2018:

December 2018 - May 2019

Trans Mountain Expansion Project construction was suspended effective August 30, 2018, following the [Federal Court of Appeal decision](#). The safe shutdown of construction at Westridge Marine Terminal was completed on December 20, 2018.

Existing terminal operations will continue as normal, with some anticipated maintenance and facility upgrades in the coming months. This includes security camera installation, fence replacement around the perimeter of the site, some associated tree removal and vegetation management, and slope stabilization on the foreshore as part of erosion and sediment control measures.

Trans Mountain also updated the *Navigation and Navigation Safety* section of the WMT webpage as per the Marine Construction Safety Plan and NEB Condition 48 (Navigation and Navigation Safety): <https://www.transmountain.com/navigation-safety> (URL accessed August 4, 2019).

2.4.2 Editorial content

Information related to Westridge was featured on a regular basis in many digital communication channels. This includes the following web stories on topics such as construction preparation, navigation safety of the construction area, the process for managing noise from construction, environmental protection and project construction updates. Web stories listed below can be found in Appendix E.

- [Turbidity Curtain Contains Sediment and Protects Fish at Westridge Marine Terminal](#) (April 5, 2018)
- [Kinder Morgan Canada Limited Suspends Non-Essential Spending on Trans Mountain Expansion Project](#) (April 8, 2019)
- [A Family with Strong Roots in the Westridge Area of Burnaby](#) (May 3, 2018)
- [Safe Boating Week an Opportunity for Small Vessel Operators to Focus on Safe Navigation Skills](#) (May 22, 2018)
- [Managing Stormwater Runoff at Westridge Marine Terminal is a Priority](#) (May 22, 2018)
- [Signage at Terminals and Worksites](#) (June 8, 2018)
- [Relocation of Vapour Combustion Unit at Westridge Marine Terminal a Complex but Seamless Operation](#) (June 21, 2018)
- [Construction Update: Progress on Westridge Marine Terminal Expansion – Trans Mountain](#) (June 28, 2018)
- [Backgrounder: Trans Mountain Files Six Month Summary Construction Schedule](#) (July 3, 2018)
- [Ian Anderson: “Boots-on-the-Ground” Means Canadians Can Begin Sharing in the Success of Trans Mountain](#) (August 9, 2018)
- [Update: Contractors for the Trans Mountain Expansion Project](#) (August 22, 2018)
- [Managing Impacts: Pile Driving at Westridge Marine Terminal Delayed While Stray Sea Lion Escorted Home to Marine Research Station](#) (August 28, 2018)
- [Update on Trans Mountain Construction Activities](#) (September 13, 2018)
- [Trans Mountain Conducts Full-Scale Emergency Exercise in Burrard Inlet](#) (September 19, 2018)
- [Trans Mountain Measures up to Green Marine Environmental Goals](#) (September 27, 2018)
- [Video: Emergency Response Exercise at Westridge Marine Terminal](#) (October 4, 2018)
- [Practicing On-Water Emergency Response](#) (October 25, 2018)
- [Update: Temporary Sites and Safe Shutdown Activities](#) (December 20, 2018)
- [18 in 2018: Emergency Response Exercises by the Numbers](#) (December 27, 2018)
- [Update: Operations and Maintenance Activities Continue in Burnaby](#) (January 24, 2019)
- [Trans Mountain is Taking Care of Business](#) (February 13, 2019)

- [Burnaby Facility Upgrades and Maintenance Continue](#) (April 1, 2019)
- [Protecting Wildlife: Eagle Nest Mitigation Plan](#) (May 2, 2019)
- [Ian Anderson Addresses Key Questions About Next Steps for the Trans Mountain Expansion Project](#) (June 27, 2019)
- [Navigation Safety](#) – Trans Mountain Expansion Project (Accessed August 4, 2019)

Marine Stories

- [Spill risks plummeting in well-regulated marine transport sector, new report finds](#) (April 19, 2018)
- [Western Canada Marine Response Corporation Expanding to New Response Base on Lower Fraser River](#) (August 23, 2018)
- [Trans Mountain's Preparations for Increased Oil Tanker Traffic are Extensive and Detailed](#) (September 27, 2018)
- [Marine Issues Key to NEB Reconsideration of Trans Mountain Expansion Project](#) (October 11, 2018)
- [National Energy Board Releases Hearing Order for Reconsideration](#) (October 18, 2018)
- [Marine Shipping: What's on the Record](#) (October 25, 2018)
- [Growing with Canada: 65 Years and Counting](#) (October 25, 2018)
- [Backgrounder: Trans Mountain Files Direct Evidence for NEB Reconsideration Hearing](#) (October 31, 2018)
- [Federal Authorities File Direct Evidence for NEB Recommendation Hearing](#) (November 1, 2018)
- [Have Your Say on Project-Related Marine Shipping](#) (November 7, 2018)
- [Intervenors File Direct Evidence for NEB Reconsideration Hearing](#) (December 6, 2018)
- [Western Canada Marine Response Corporation Files Evidence for NEB Reconsideration Hearing](#) (December 6, 2018)
- [Market Demand and Commercial Support for Expansion Remains Strong](#) (January 9, 2019)
- [Trans Mountain Files Argument-in-Chief](#) (January 24, 2019)
- [Trans Mountain Files Final \[Reply\] Argument](#) (January 31, 2019)
- [Where Does the Product Go?](#) (February 7, 2019)
- [Countdown to the NEB's Recommendation](#) (February 13, 2019)
- [Knowledge Base Continues to Grow Around Fate and Behaviour of Oil in Marine Environment](#) (February 16, 2019)
- [Tankers are a Small Portion of Overall Vessel Traffic in the Salish Sea](#) (March 7, 2019)
- [Focus on Conditions: Reconsideration Report](#) (March 14, 2019)
- [Tanker Safety Improvements Further Mitigate Risk and Protect Marine Environment](#) (March 20, 2019)

- [Fewer Tanker Spills Occur Despite Doubling of Vessel Traffic Since 1970](#) (March 21, 2019)
- [Awareness is the Key to Safe Recreational Boating in the Port of Vancouver](#) (May 17, 2019)
- [How We Got Here](#) (June 18, 2019)
- [Marine Safety](#) – Trans Mountain Expansion Project (Accessed August 4, 2019)

2.4.3 Social Media

Links to stories featured in Q2 2018 to Q2 2019 were re-circulated via social media (@TransMtn on Twitter and Facebook) and the TMEP weekly e-newsletter: [Trans Mountain Today](#).

- Facebook: <https://www.facebook.com/TransMtn/>
- Twitter: <https://twitter.com/TransMtn>
- Trans Mountain Today: <https://www.transmountain.com/newsletters>

2.5 Advertising

The general approach for advertising was to provide awareness to individuals affected by local construction by providing them up-to-date information on the TMEP website. The construction advertising is intended to complement the general notification approach.

2.5.1 Media Placement

2.5.1.1 Print Advertising

Print advertising ran every four weeks in the Burnaby Now and North Shore News print publications for the months of April, May and June 2018.

Table 3: Print Advertising in Burnaby and North Vancouver (April 1, 2018 – June 30, 2019)

Ad Type	Burnaby Now	North Shore News
Construction	20-Apr-2018	20-Apr-2018
BC Ministry of Environment (BCMOE) Wastewater Permit Comment Period	02-May-2018	n/a
BC Ministry of Environment (BCMOE) Wastewater Permit Comment Period	04-May- 2018	n/a
Construction	23-May-2018	23-May-2018
Construction	22-Jun-2018	22-Jun-2018

2.5.1.2 Digital Advertising

Table 4: Digital Advertising for TMEP Construction Notification – BC Lower Mainland

Location	Dates	URL
Burnaby	1-Feb-2018 to 30-Apr-2018	www.transmountain.com/construction
North Vancouver	1-Feb-2018 to 30-Apr-2018	www.transmountain.com/construction

A sample of the print and online advertising is in Appendix G.

2.6 Media Relations

Earned media coverage is a component of the construction communication strategy. Trans Mountain manages a high volume of media requests each month on a variety of topics. There were many opportunities to promote Westridge construction progress in local, national and international media.

In addition to mainstream media, Trans Mountain is in regular contact with the local newspapers in Burnaby (Burnaby Now) and North Vancouver (North Shore News). Trans Mountain posts some news coverage on the Project website and through the *Trans Mountain Today* weekly e-newsletter www.transmountain.com/newsletters (Accessed August 5, 2019).

2.7 Events, Presentations and Meetings with Stakeholders

Meetings with stakeholders were mostly sought proactively; arranged as part of anticipating key issues for stakeholders regarding Westridge Marine Terminal construction. In addition, meetings were held with stakeholders as a result of complaints made to Trans Mountain about impacts from the construction at Westridge. For this reporting period, a total of 128 engagement events were recorded with individual stakeholders or stakeholder groups. 37 were meetings, 18 were presentations or site tours and 73 other events involved updates through attendance and participation in multi-stakeholder events. Not included in this summary are meetings and events in Burnaby solely regarding other aspects of Project construction, for example Burnaby Terminal or Spread 7 pipeline construction through Burnaby.

Table 5: WMT Update Engagement Events Q2 2018 – Q2 2019

Engagement Event Type	Number of Events
Multi-Stakeholder: Reception	11
Multi-Stakeholder: Conference / Meeting	19
Multi-Stakeholder: Breakfast / Lunch / Dinner Event	43
Presentation: Tour	17
Presentation: Stakeholder Group	1

Meeting: By Phone	5
Meeting: In-Person	32
TOTAL	128

A summary of engagement events for the reporting period Q2 2018 to Q2 2019 is provided in Appendix H of this report.

2.8 Public Information Inquiries

Throughout construction TMEP tracks and responds to feedback received during the construction period and provides regular updates to the VFPA through the weekly environmental reports. If complaints are received, Trans Mountain reviews concerns with the project team to determine if additional or alternative mitigation measures are required.

In this reporting period (Q2 2018 to Q2 2019), Trans Mountain fielded **16 inquiries, comments or complaints** from **14 different stakeholders** about WMT construction. Many stakeholders had questions or comments about more than one topic, resulting in 31 complaints across 13 different themes raised during this reporting period. Table 6 provides a summary of key themes and number of complaints for each public enquiry or comment during the reporting period.

The full summary of each complaint received during this reporting period is available in Appendix I.

Table 6: Summary of Inquiries, Comment or Complaints for Reporting Period (Q2 2018 – Q2 2019)

Themes	Number of Inquiries, Comments or Complaints per Theme
Noise	6
Construction Safety Boom	1
Viewscape	5
Lighting	1
Security	2
Traffic Management and Parking	2
Marine Equipment Staging	5
Dust	1
Wildlife Management	3
Vegetation Management	1

Odour	2
Property Values	2
Total	31

Appendix I also cross references Socio Economic Effects Management Plan (SEEMP) topic areas where applicable, to inform tracking for the SEEMP which is filed with the NEB in compliance with NEB Condition 13 (NEB Filing ID [A84618-3](#)). SEEMP report updates are published on the Trans Mountain website at the following link: <https://www.transmountain.com/socio-economic-reports> which include analysis of socio-economic effects for Westridge Marine Terminal.

SEEMP Topic areas tracked as part of inquiries, comments and concerns received this reporting period include:

Table 7: Socio-Economic Effects Monitoring Plan (SEEMP) Topic Areas for Q2 2018 - Q2 2019³

SEEMP Topic Areas	Number of Complaints per topic
Access Limitations/Road Closures	1
Business Impacts	0
Sensory disturbance - Noise	6
Sensory disturbance - Light	2
Sensory disturbance - Dust	1
Sensory disturbance - Odour	2
Sensory disturbance - Visual	5
Housing/Accommodations	0
Local Services/Infrastructure	0
Navigation/Navigation Safety	2
Traffic	2
Traditional Use/Cultural Sites	0
Worker Conduct	1
Other - Community Way of Life	2

³ Note: This report identifies all enquiries, comments and concerns initially received, investigated and resolved through the Trans Mountain Enquiries and Complaints Process established for Project construction, even if determined they were not as a result of the Expansion Project. This may not be 100 per cent reflective of the SEEMP updates which only report on confirmed Project-related effects.

2.9 Next Steps

Trans Mountain's stakeholder engagement and communications initiatives are ongoing. Trans Mountain will continue to communicate upcoming and ongoing work at WMT to stakeholders and how to contact Trans Mountain with feedback. Trans Mountain will also continue to respond to feedback received during the construction period and provides regular updates to the Vancouver Fraser Port Authority as required.

For the next reporting period beginning Q3 2019, this will include: (**all communications subject to change*):

- Pre-construction notifications in anticipation of Project resuming construction activity subject to all regulatory requirements and applicable permits. For example,
 - Trans Mountain initiated postcard deliveries along the Project right-of-way and in terminal areas to prepare residents and businesses where potential Project construction would be resuming. These printed information pieces were generic in nature and provided website URLs for residents and business to check for construction updates and sign up to receive Project communications. Westridge area neighbours (as per the notification areas in Appendix A) received postcards after delivery was initiated on July 4, 2019;
 - A construction overview notice was delivered to neighbours by hand in print form as of July 5, 2019. The notice was a compilation of all potential construction activity at Westridge through multiple jurisdictions (onshore, foreshore and offshore deep-water marine works). The notice included information about the Burnaby Mountain Tunnel, traffic management and access routes, supporting temporary infrastructure sites and links to important information on the Trans Mountain website;
 - A sample of the postcard and the Overview Construction Notice are both available in Appendix I.
- Engagement with marine stakeholders will continue through email and in-person updates to reflect new phase of WMT construction and any changes to terminal access throughout the different phases of construction;
- Communications about boating safety in active shipping areas, including messages about navigation safety of the WMT construction site (i.e. marine construction safety boom) during Boating Safety Week (May 19 – 25, 2018);
- Update to WMT Interactive Map to reflect construction activities anticipated July 2019 to March 2023. The map is accessible at www.transmountain.com/Burnaby (Accessed August 5, 2019);

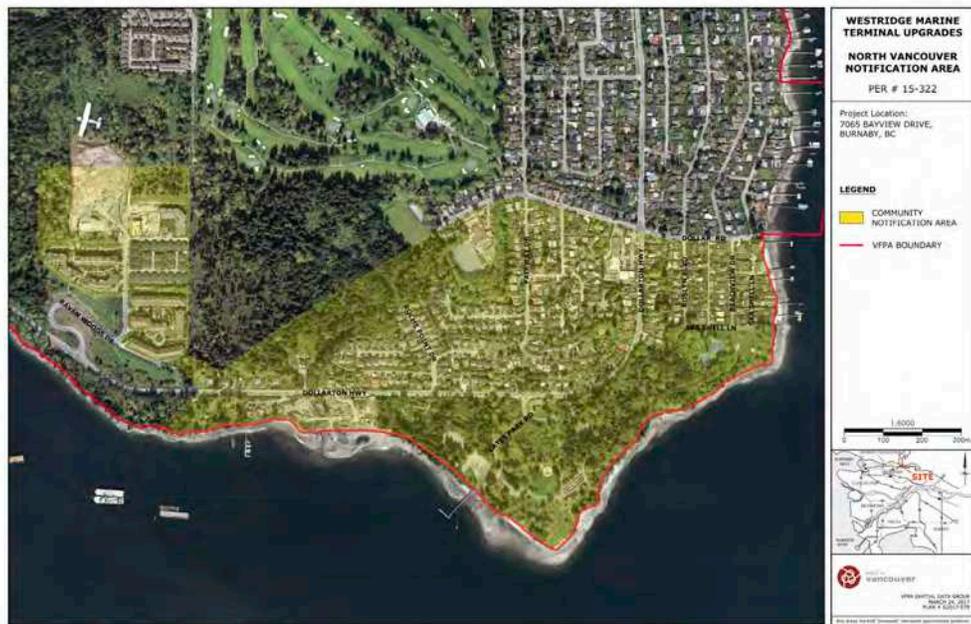
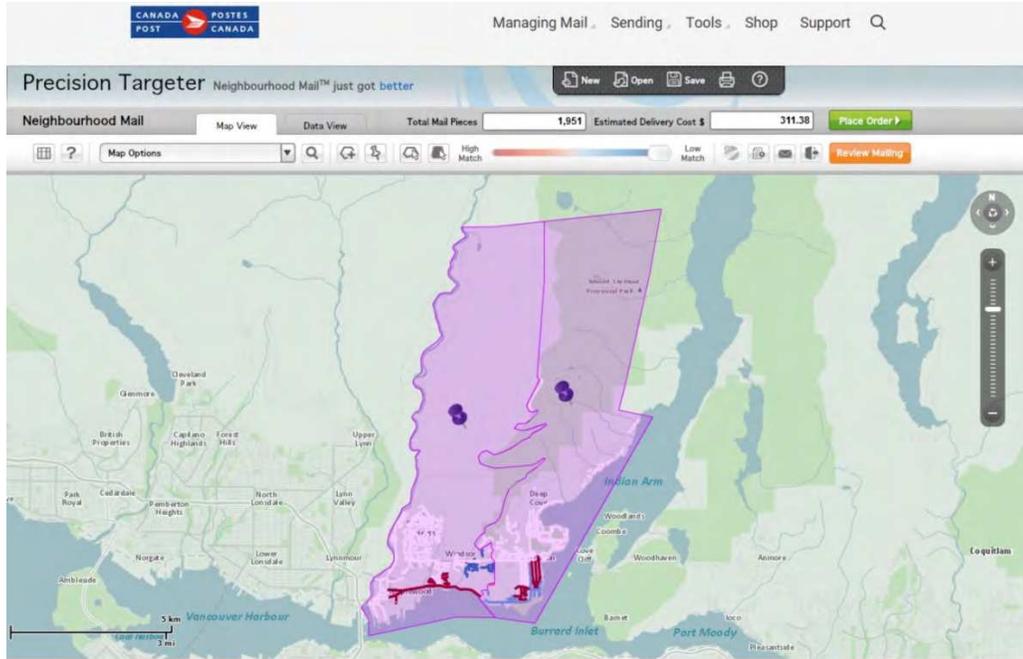
- Trans Mountain Expansion Project will host a booth at Union of BC Municipalities (UBCM) conference in September 2019 and arrange meetings with local government officials throughout the conference to remain accessible and responsive to concerns about Project construction in local communities;
- Ongoing Technical Working Group (TWG) meetings with municipalities and regional governments such as Burnaby and Metro Vancouver; and,
- Business Readiness workshops in BC Lower Mainland.

APPENDIX A: NOTIFICATION AREA MAPS

Figure A: Notification Area in Burnaby, BC



Figure B: Notification Area & Canada Post Delivery in the District of North Vancouver, BC



APPENDIX B: NOTIFICATION MATERIALS



For illustrative purposes only.

Tunnel Boring Machine

In order to minimize impacts to residents and infrastructure between our Westridge Marine Terminal and Burnaby Terminal, we will construct an underground tunnel through Burnaby Mountain directly connecting both terminals. To do this, Trans Mountain and its contractors will use a tunnel boring machine (TBM). The tunnel will be approximately 2.6 kilometres long and four metres in diameter. Once the tunnel is excavated using the TBM, two new 30-inch Westridge Delivery Pipelines will be installed.

Our existing 24-inch Westridge Delivery Pipeline will also be moved into the tunnel; subject to a separate regulatory application and all required approvals.

The TBM has been specially designed and constructed for the Project. TBMs are innovative pieces of equipment that facilitate underground construction with minimal above-ground disturbance. The TBM allows Trans Mountain to reduce any potential environmental impacts to Burnaby Mountain, while simultaneously avoiding construction in urban areas between its two terminals.

Although tunnel construction is not yet approved, on February 15, 2018, the NEB issued a decision that provides Trans Mountain the ability to start construction on the Burnaby Mountain Tunnel (portal) entrance at Westridge Marine Terminal. Preparatory work is now underway and portal construction is anticipated to begin at a later date.

Questions or comments?

Please contact info@transmountain.com or 1.866.514.6700.



Construction activities at Westridge Marine Terminal, spring 2018.



BURNABY NEWSLETTER

Construction in Burnaby: Update

- Burnaby Terminal Preparatory Activities:
 - We are currently placing a double-fence system on the existing Trans Mountain property, which required selective removal of vegetation and trees at the fence line
 - The Trans Mountain Trail remains open for neighbourhood enjoyment
 - We are preparing to relocate existing infrastructure at the terminal property. We will move equipment to the site, prepare worksites by removing brush and trees, install temporary roadways and relocate existing pipes to make way for new infrastructure construction.

- At our facilities and worksites, injunction signage has been installed as per a BC Supreme Court Order. This order has been issued to ensure continued work on the Project.

Trans Mountain Pipeline System and Expansion Project to be Sold for C\$4.5 Billion

On May 29, 2018, the Kinder Morgan Canada Limited (TSX: KML) board announced that the Government of Canada agreed to purchase the Trans Mountain Pipeline system and the Expansion Project (TMEP) for C\$4.5 billion, and work with the board to seek a third party buyer for the Trans Mountain Pipeline system and TMEP through July 22, 2018.

As part of the agreement, the Government of Canada has agreed to fund the resumption of TMEP planning and construction work by guaranteeing TMEP's expenditures under a separate federal government recourse credit facility until the transaction closes. The parties expect to close the transaction late in the third quarter or early in the fourth quarter of 2018, subject to KML shareholder and applicable regulatory approvals.

Burnaby Terminal Preparatory Activities



For illustrative purposes only, exact locations to be confirmed.

More information about relocation activities can be found at transmountain.com/burnaby.

Sign up for updates

We encourage you to register for community-based monthly construction updates on our website at transmountain.com/community-newsletter.

CONTACT US:

Trans Mountain Expansion Project

info@transmountain.com
 1.866.514.6700
transmountain.com

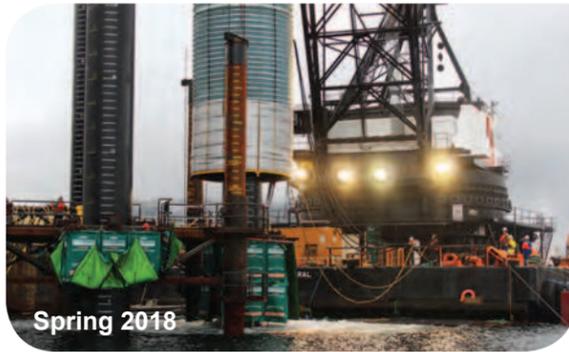


@TransMtn


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

soundcloud.com/transmountain


6025 Sussex Street
 PO Box 81018, South Burnaby
 Burnaby, BC, V5H 3B0 CANADA



Westridge Marine Terminal Construction

- Marine construction activity continues within the construction safety boom (CSB). Construction activity is focused on deep-water pile driving and construction of loading platforms for the new dock structure.
- Foreshore in-water work has ceased until mid-August 2018; the work will resume according to the fisheries window for Burrard Inlet
- Onshore work including the relocation of the vapour combustion unit (VCU) and other activities to allow ongoing terminal operations during construction
- Marine construction equipment and supply barges will continue to transit to and from the construction safety zone within the CSB perimeter to facilitate construction
- In the coming weeks, onshore work will include initiating construction of the Westridge portal entrance to the Burnaby Mountain Tunnel as approved by the NEB on February 15, 2018. Earlier this year, portal site preparation included removal of brush and trees. Tree removal is substantially complete at the portal location.

Watercourse Crossings in Burnaby

Trans Mountain has completed substantial work to determine and reduce potential environmental impacts from construction at more than 1,000 potential watercourse crossings along the pipeline.

Within Burnaby, the watercourses crossed by the Project include Eagle Creek, Stoney Creek, Lost Creek/Austin Creek and Holmes Creek. Trans Mountain recognizes the importance of these streams within an urban setting and has a long-standing positive working relationship with local streamkeeper groups who successfully nurture the streams and the fish species they support.

Construction methodology and associated environmental precautions have been carefully planned to minimize impacts to local streams. Specific mitigation measures to be implemented during construction are outlined in Environmental Protection Plans (EPPs) for the Project.

At Burnaby Terminal, Trans Mountain will relocate existing culverted reaches of tributaries to Silver Creek and unnamed tributaries to Eagle Creek as part of construction activities. These watercourses are surface-flowing upslope of the terminal and are currently culverted for some or all of their extent through the terminal.

To accommodate expansion of Burnaby Terminal both sets of tributaries will be relocated into new culverts for their full length across the facility. Both

Silver Creek tributaries will be diverted into separate culverts, and the unnamed tributaries to Eagle Creek will be diverted into one culvert with a short diversion culvert connecting the two. After this work, the discharge volumes leaving the terminal will remain the same as they were pre-construction.

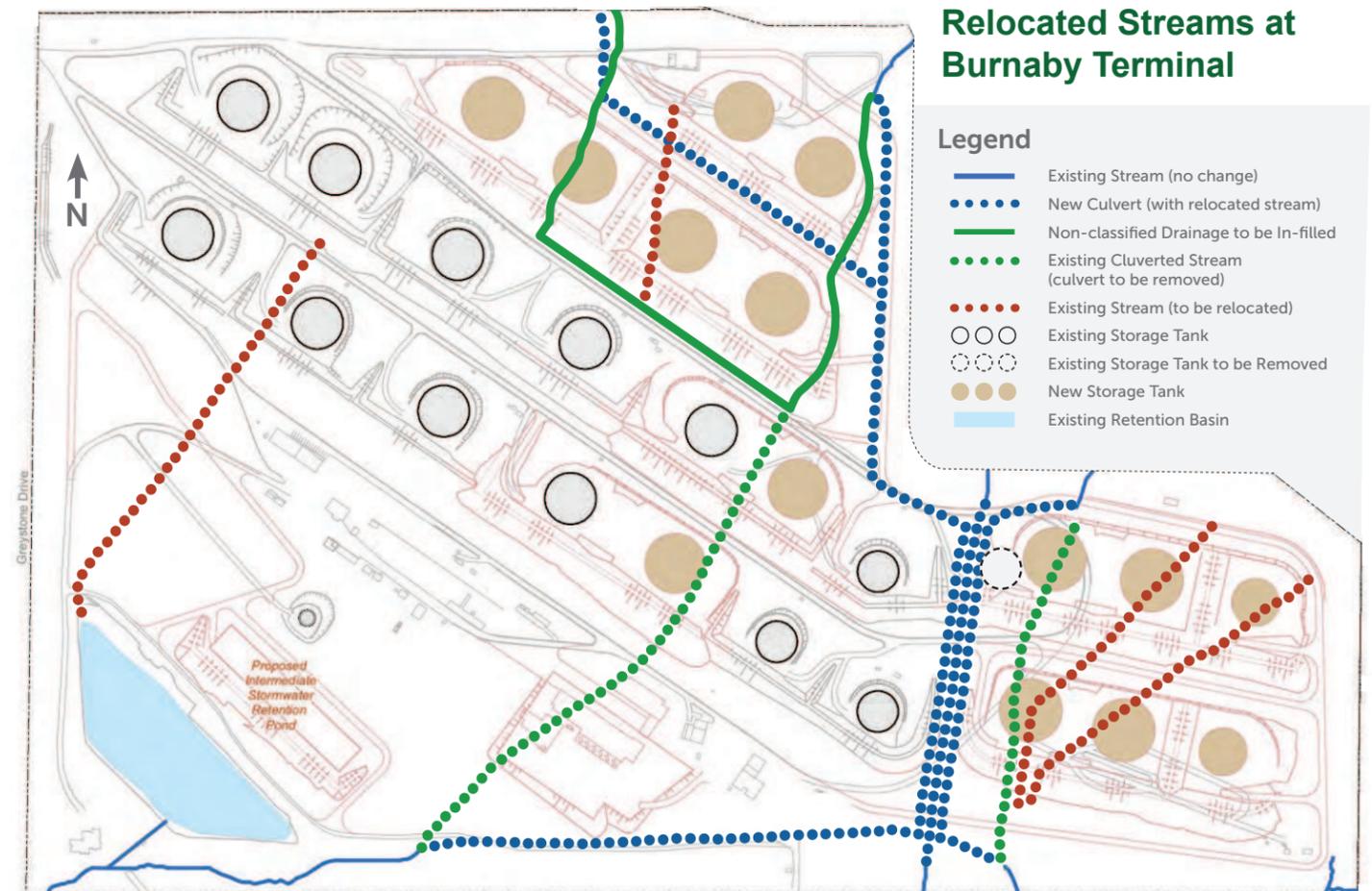
Mitigation efforts will be in place for these watercourse diversions as guided by our Facilities Environmental Protection Plan to meet National Energy Board Condition 78. Environmental protection measures will manage a range of impacts including water, erosion and sediment control during construction and reclamation.

Environmental procedures and mitigation measures planned for Burnaby Terminal outlined in the Facilities EPP include:

- Pre-construction environmental resource protection
- The prevention of construction-related materials or debris from entering watercourses
- The installation of erosion and sediment control measures to prevent surface water from entering natural drainage systems, watercourses or wetlands

For more information about watercourse crossings in Burnaby visit www.transmountain.com/burnaby.

Relocated Streams at Burnaby Terminal



Graphic rendering for illustrative purposes only.

Burnaby Route

On April 26, 2018, the National Energy Board (NEB) approved Trans Mountain's detailed route through Burnaby. This approval followed route hearings held in Burnaby in January and March 2018, which includes approximately 5 km of route through the municipality of Burnaby. Approval of the detailed route means that subject to meeting all regulatory conditions, obtaining all required permits and permissions, Trans Mountain may proceed with constructing the pipeline within Burnaby. On July 3, 2018 Trans Mountain filed a six-month outlook summary schedule for the TMEP with the NEB outlining construction activities planned for 2018.



MICHAEL CORCORAN

A Christmas Walk

You know those moments when you see a seemingly simple scene, but it invokes a whole collage of emotions, culminating in one overall sentiment you use to describe the lasting memory? I think, in my paintings, I try to unwind that overall sentiment into all its little details, and that's what ends up on the canvas. For this painting, the sentiment I was trying to unveil was... Even when we're surrounded by the grandeur of our wonderful city, there is still nothing more captivating than a child's sense of wonder brought on by the Christmas spirit.

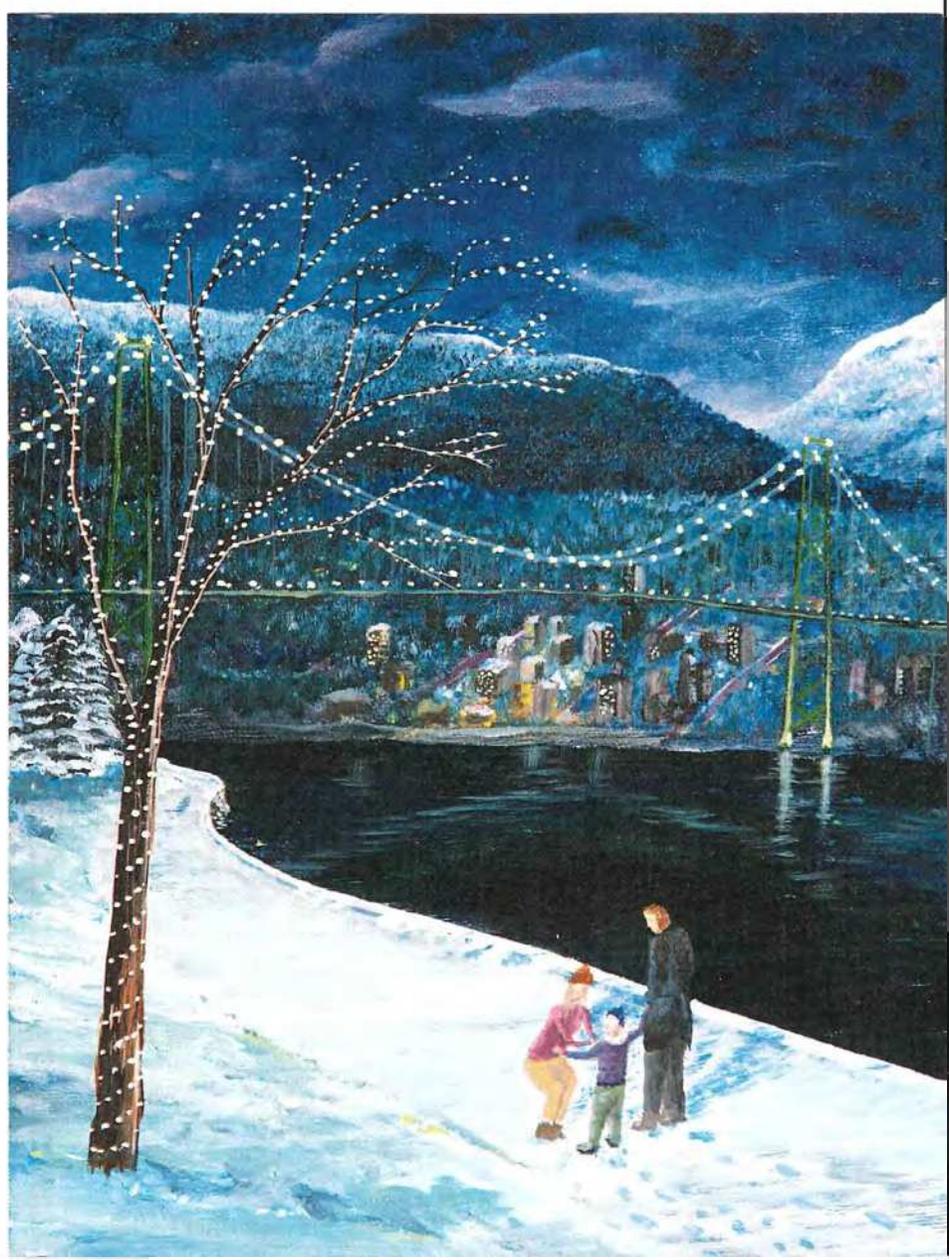
Auxiliary to



Holiday Card Program
4480 Oak Street, Room 1H43
Vancouver, BC V6H 3V4
604.875.2000 ext. 5393

Visit Online: www.bccholidaycards.com

BC Children's Hospital serves as a major child health resource centre for the entire province. BC Children's Hospital is the only acute-care and specialized pediatric care facility in BC. The Auxiliary to BC Children's Hospital supports the areas of greatest need at the hospital. Your support will fund vital programs and services essential to providing the absolute best in pediatric care to the children of British Columbia.





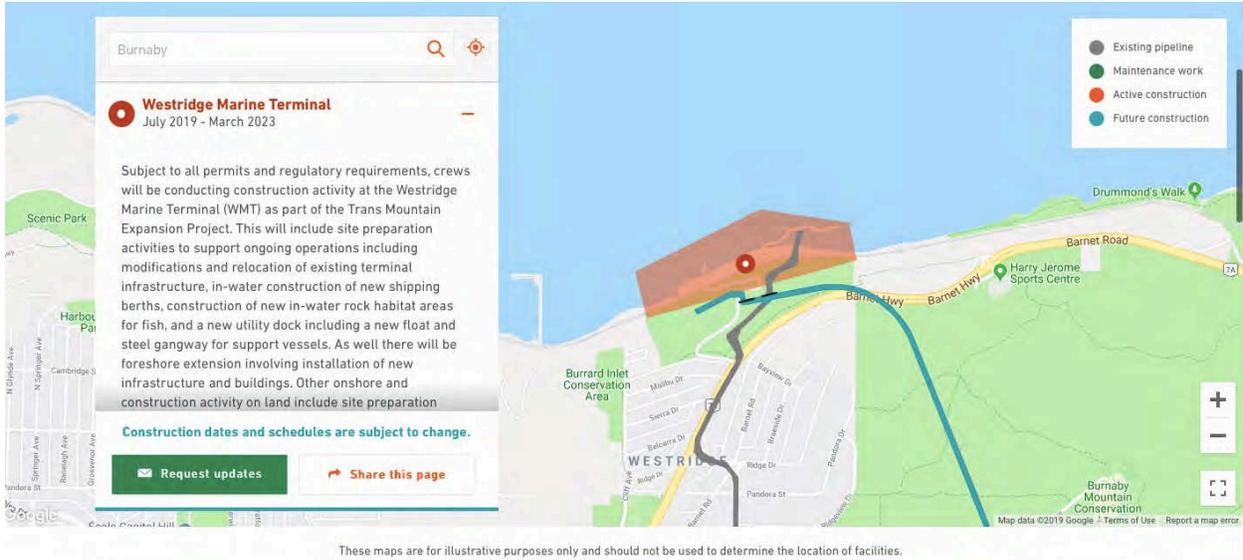
Seasons Greetings

As your neighbour, we appreciate your patience this past year as our sites became more active. While the Trans Mountain Expansion Project construction activities have been shut down, we will continue to complete approved works including maintenance and other routine operations activities.

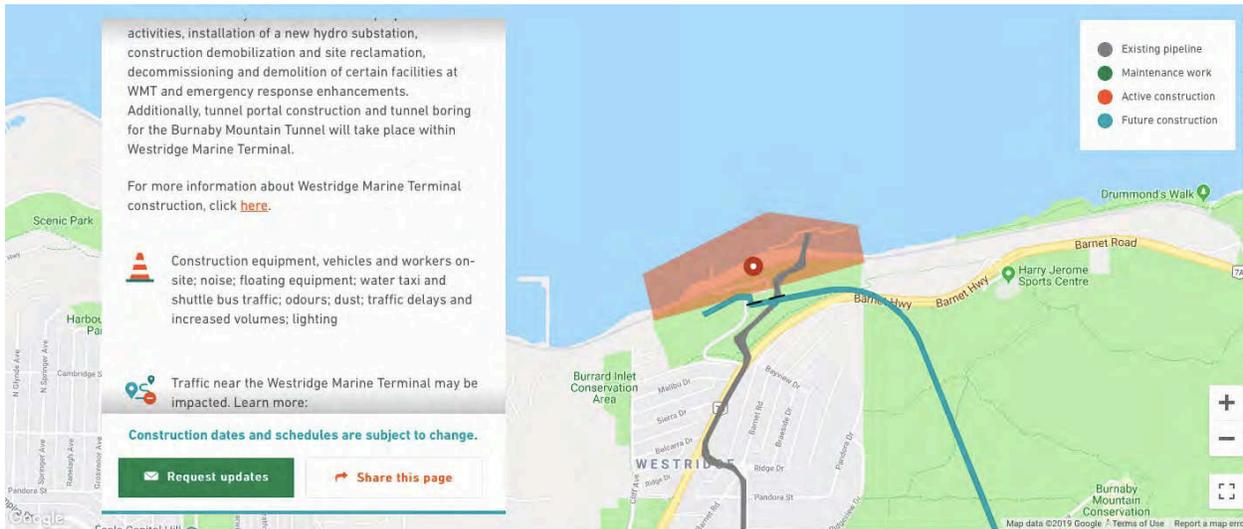
Please visit our website at www.transmountain.com/Burnaby for current status updates, or contact us anytime at 1.866.514.6700 or info@transmountain.com.

Happy holidays, from Trans Mountain

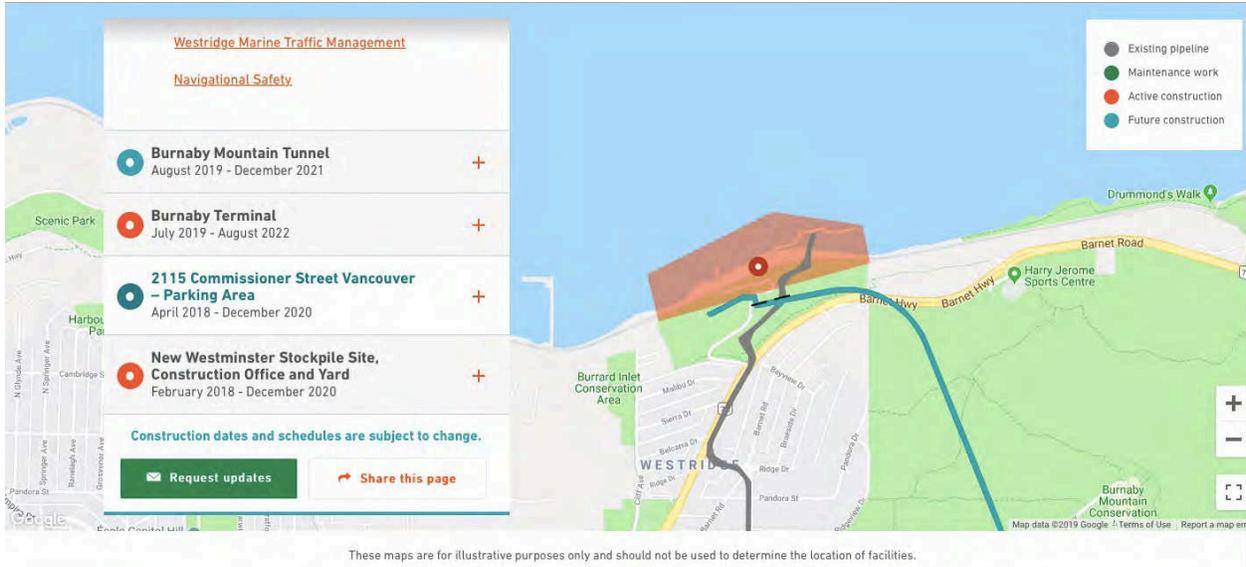
Figure C: Sample Screenshots of WMT Construction Update / Interactive Map



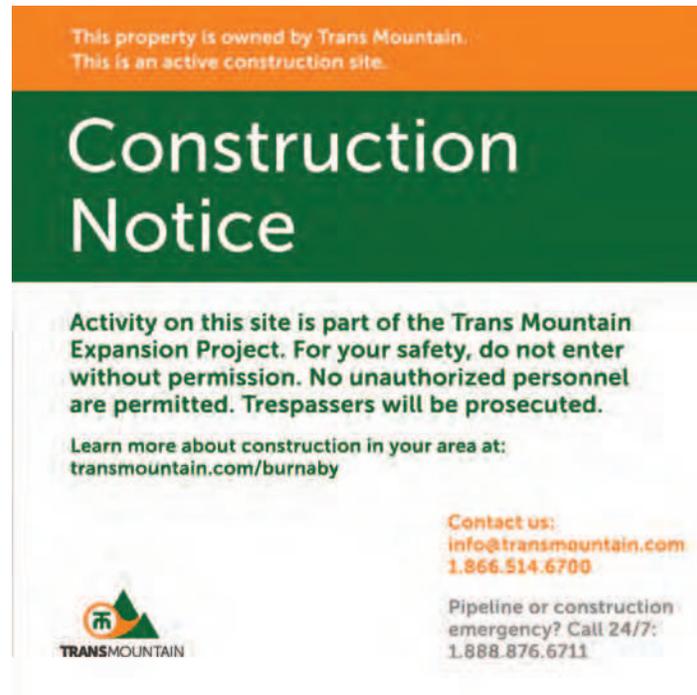
These maps are for illustrative purposes only and should not be used to determine the location of facilities.



These maps are for illustrative purposes only and should not be used to determine the location of facilities.



APPENDIX C: CONSTRUCTION NOTICE SIGN

Figure D: Example of Construction Notice Sign at WMT

APPENDIX D: MARINE STAKEHOLDER UPDATES

Trans Mountain Expansion Project

Construction Update: Issued May 24, 2018

In Water Works – Westridge Marine Terminal



Construction Update:

- Marine construction activity continues completely within the construction safety boom (CSB) at Westridge Marine Terminal. Construction activity is primarily focused on pile driving and construction of loading platforms for the new dock structure.
- Foreshore in-water work has ceased until mid-August 2018; the work will resume in accordance with the fisheries window for Burrard Inlet.
- On-shore work including the relocation of the Vapour Combustion Unit (VCU) and other terminal operational utilities is ongoing.
- Crane and supply barges will continue to transit to and from the construction safety zone within the CSB perimeter to facilitate construction.

Activities planned for June and July 2018¹:

- Construction equipment and supply vessels will remain on site, within the CSB to support marine piling construction program.
- Onshore work will focus on other infrastructure and initiating construction of the Westridge portal entrance to the Burnaby Mountain Tunnel.
 - Port construction site preparation and sheet pile driving for secant wall construction.

Additional Information:

- The CSB defines the active construction area for the WMT expansion. Only authorized persons are allowed within the CSB.
- All vessel traffic must access the construction safety zone (CSZ), including the existing Westridge dock, through the two gates:
 - **Eastern Ship Gate** for larger vessels associated with construction or terminal operations.
 - **Western Barge Gate** for smaller vessel traffic associated with construction.
- A patrol launch, supply barges and water taxi will continue to call at the site, or move about the site as needed throughout each working day.
- Please see issued [NOTSHIP P-1486 \(2017\)](#) dated **September 21, 2017**.
- All marine traffic is advised to exercise caution when travelling through this area. Commercial traffic is requested to coordinate with the Contractor on VHF Channel 9 as necessary.
- The CSB is provided with navigation marks including reflectors and flashing navigation lights (yellow and red) with visibility of a minimum two nautical mile range. Lights are placed every 25 m along the CSB panels. Radar reflectors are fitted at the northwest and northeast corner buoys.
- The CSB is located within the CSZ boundary. Coordinates of the CSZ are as follows:

DEGREES	MINUTES	DEGREES	MINUTES
49	17.2790 N	122	57.542 W
49	17.4930 N	122	57.690 W
49	17.6850 N	122	57.595 W
49	17.7220 N	122	57.282 W
49	17.6700 N	122	56.768 W
49	17.6530 N	122	56.700 W

¹ Timelines subject to change

Trans Mountain Expansion Project
 Construction Update: Issued May 24, 2018
 In Water Works – Westridge Marine Terminal



49	17.6010 N	122	56.672 W
49	17.4090 N	122	56.852 W

Reminder: operations at Westridge Marine Terminal will continue during construction. Access will be facilitated through the eastern gate.

Contacts

- A tug and a launch will remain in the CSZ and are standing by on VHF CH-09, 12 and 16
- Ship’s agents and others such as water taxis, etc., seeking access to Westridge for operations purposes are requested to make necessary advance arrangements with their regular Westridge Operations contacts.
- All other enquiries should be directed to info@transmountain.com or 1.866.514.6700
- Project updates will be available at www.transmountain.com



November 2017
 Westridge Marine Terminal
 Trans Mountain Expansion Project

www.transmountain.com/burnaby
 1.866.514.6700
info@transmountain.com



Trans Mountain Expansion Project

Construction Update: Issued August 9, 2018

Westridge Marine Terminal



Construction Update:

- Marine construction activity continues completely within the construction safety boom (CSB) at Westridge Marine Terminal.
- Deep water pile driving activity continued throughout the spring and summer as part of construction of new support structure for berths 1 and 2.
- Onshore, the Vapour Combustion Unit was relocated east of the original location as part of making room for the future expansion. A new firewater line was also installed to service the relocated equipment.
- Sheet pile driving at the foreshore ceased mid-March 2018 to align with the timing window for the Protection of Fish and Fish Habitat within Burrard Inlet.

Activities planned for August 2018 to March 2019¹:

- Marine construction activity over the coming months is primarily focused on:
 - Continued pile driving and construction of loading platforms, berthing dolphins and trestles for the new support structure for berths 1 and 2; and
 - Resumed pile driving of sheet pile cells for the new foreshore bulkhead from mid-August 2018 through to mid-March 2019, in accordance with timing windows of least risk for the Protection of Fish and Fish Habitat for Burrard Inlet.
- Mobilization of marine construction vessels will intensify throughout August 2018 and crane and supply barges will continue to transit to and from the construction safety zone within the CSB perimeter.
- On-shore works include:
 - Relocation of the existing jet fuel line and other terminal operational utilities to accommodate the terminal expansion;
 - Initiation of construction of the Westridge portal entrance to the Burnaby Mountain Tunnel which involves earth and road works within terminal, site preparations and the construction of a secant pile wall at the tunnel entry;
 - Vegetation Management at the terminal perimeter and installation of a new perimeter fence and CCTV security system; and
 - Development of temporary construction facilities nearby, east of the terminal.

Additional Information:

- The CSB defines the active construction area for the WMT expansion. Only authorized persons are allowed within the CSB.
- All vessel traffic must access the construction safety zone (CSZ), including the existing Westridge dock, through the two gates:
 - **Eastern Ship Gate** for larger vessels associated with construction or terminal operations.
 - **Western Barge Gate** for smaller vessel traffic associated with construction.
- A patrol launch, supply barges and water taxi will continue to call at the site, or move about the site as needed throughout each working day.
- Please see issued [NOTSHIP P-1486 \(2017\)](#) dated **September 21, 2017**.
- All marine traffic is advised to exercise caution when travelling through this area. Commercial traffic is requested to coordinate with the Contractor on VHF Channel 9 as necessary.

¹ Timelines subject to change

Trans Mountain Expansion Project

Construction Update: Issued August 9, 2018

Westridge Marine Terminal



- The CSB is provided with navigation marks including reflectors and flashing navigation lights (yellow and red) with visibility of a minimum two nautical mile range. Lights are placed every 25 m along the CSB panels. Radar reflectors are fitted at the northwest and northeast corner buoys.
- The CSB is located within the CSZ boundary. Coordinates of the CSZ are as follows:

DEGREES	MINUTES	DEGREES	MINUTES
49	17.2790 N	122	57.542 W
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49	17.6530 N	122	56.700 W
49	17.6010 N	122	56.672 W
49	17.4090 N	122	56.852 W

Reminder: operations at Westridge Marine Terminal will continue during construction. Access will be facilitated through the eastern gate.

Contacts

- A tug and a launch will remain in the CSZ and are standing by on VHF CH-09, 12 and 16
- Ship's agents and others such as water taxis, etc., seeking access to Westridge for operations purposes are requested to make necessary advance arrangements with their regular Westridge Operations contacts.
- All other enquiries should be directed to info@transmountain.com or 1.866.514.6700
- Project updates will be available at www.transmountain.com



November 2017
Westridge Marine Terminal
Trans Mountain Expansion Project

www.transmountain.com/burnaby
1.866.514.6700
info@transmountain.com

Trans Mountain Expansion Project

Construction Update: Issued September 19, 2018

Westridge Marine Terminal



NOTICE: On August 30, 2018, the [Federal Court of Appeal issued a Decision](#), the effect of which was to cancel the Order-in-Council which had approved a Certificate of Public Convenience and Necessity related to the Trans Mountain Expansion Project (TMEP). **As a result of the Federal Court of Appeal decision, Trans Mountain is undertaking the safe shut down of in-field construction activities in a safe, secure and environmentally appropriate manner.** The NEB has stated it will be actively monitoring Trans Mountain in these activities.¹

Westridge Marine Terminal (WMT) Construction Update:

As a result of the Federal Court of Appeal decision and in keeping with the information filed with the NEB on September 10, 2018:²

- Any new TMEP construction at WMT was suspended effective August 30, 2018, the date of the Federal Court of Appeal decision;
- The marine Construction Safety Boom (CSB) will remain in position around the marine Construction Safety Zone (CSZ) in order to ensure safe delineation of the marine construction site from the public waterway (see Figure 1);
- Marine terminal operations will continue at WMT along with some environmental controls and maintenance activities to ensure the construction site is maintained in a safe, secure and environmentally appropriate manner;
- Some equipment and materials may be transported to and from site as part of current demobilization and future project planning; and,
- Trans Mountain is continuing with other project planning activities at Westridge including environmental surveys (i.e. wildlife), integrity assessment of existing infrastructure and installations (i.e. fencing) to secure and protect existing facilities.

Westridge Marine Terminal (WMT) On-site Activities Planned for Fall 2018³:

Trans Mountain will undertake the safe shut down activities in accordance with applicable plans and procedures to ensure the safety and security of workers, and the facility, and the protection of the environment.

- Marine construction:
 - Deep water pile driving activity has been suspended.
 - Any development of new sheet pile cells along the foreshore has been suspended. However, as described to the NEB in a letter dated September 17, 2018 (NEB Filing ID [A94055](#))⁴ in order to safely shut down marine construction Trans Mountain's contractor will need to drive piles to elevation and backfill each of the three cells in order to maintain the safety and integrity of the sheet pile structure in the marine environment;
 - Each sheet pile cell includes 132 sheets that are 17- 28 metres long. Prior to completion, each cell must have piles driven to depth and be backfilled to maintain stability of the cells;

¹ NEB Website: "Trans Mountain clarifies its plans to cease construction" <https://www.neb-one.gc.ca/bts/nws/whtrnw/2018/2018-09-13-eng.html> (Accessed September 17, 2018)

² Trans Mountain Corporation letter to the National Energy Board: A93959 Trans Mountain Pipeline ULC - Trans Mountain Project Construction Status (NEB Filing ID [A93959](#)): <https://apps.neb-one.gc.ca/REGDOCS/Item/Filing/A93959> (Accessed September 17, 2018)

³ Timelines subject to change

⁴ Trans Mountain Corporation letter to the National Energy Board A94055 Trans Mountain Pipeline ULC - Trans Mountain Project Construction Status Update (NEB Filing ID [A94055](#)): <https://apps.neb-one.gc.ca/REGDOCS/Item/Filing/A94055> (Accessed September 17, 2018)

Trans Mountain Expansion Project

Construction Update: Issued September 19, 2018

Westridge Marine Terminal



- Trans Mountain estimates these safe shutdown activities will take nine weeks to complete;
- On-shore,vegetation Management around the terminal perimeter and installation of a new secure fencing program is planned to proceed.

Additional Information for Marine Waterway Users:

- The CSB defines the active construction area for the WMT expansion. Only authorized persons are allowed within the CSB.
- All vessel traffic must access the CSZ including the existing Westridge dock, through the two gates:
 - **Eastern Ship Gate** for larger vessels associated with construction or terminal operations.
 - **Western Barge Gate** for smaller vessel traffic associated with construction.
- A patrol launch, supply barges and water taxi will continue to call at the site, or move about the site as needed throughout each working day.
- Please see issued [NOTSHIP P-1486 \(2017\)](#) dated **September 21, 2017**.
- All marine traffic is advised to exercise caution when travelling through this area. Commercial traffic is requested to coordinate with the Contractor on VHF Channel 9 as necessary.
- The CSB is provided with navigation marks including reflectors and flashing navigation lights (yellow and red) with visibility of a minimum two nautical mile range. Lights are placed every 25 m along the CSB panels. Radar reflectors are fitted at the northwest and northeast corner buoys.
- The CSB is located within the CSZ boundary. Coordinates of the CSZ are as follows:

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49	17.6530 N	122	56.700 W
49	17.6010 N	122	56.672 W
49	17.4090 N	122	56.852 W

Reminder: operations at Westridge Marine Terminal are ongoing. Access will be facilitated through the eastern gate.

Contacts

- Standby vessels in the CSZ may be contacted on VHF CH-09, 12 and 16
- Parking and visitor access to the site is restricted. Ship's agents and others such as water taxis, etc., seeking access to Westridge (by land or water) for operations purposes are requested to make necessary advance arrangements with their regular Westridge Operations contacts.
- All other enquiries should be directed to info@transmountain.com or 1.866.514.6700
- Project updates will be available at www.transmountain.com

Trans Mountain Expansion Project

Construction Update: Issued September 19, 2018

Westridge Marine Terminal



FIGURE I - MARINE CONSTRUCTION SAFETY ZONE AT WESTRIDGE MARINE TERMINAL

APPENDIX E: WEBSITE EDITORIAL COMMUNICATIONS



Demand Surpasses Capacity on the Trans Mountain Pipeline: System Oversubscribed by 44 per cent in April

[Home](#) > [News](#)

Tags [Benefits](#) [Operations](#) [Regulatory](#)

Mar 29, 2018

Demand for the Trans Mountain pipeline continues to be strong and the current capacity is insufficient to meet the needs of shippers, according to the latest figures for the system released today.

Shipper nominations for the Trans Mountain Pipeline system were apportioned (reduced) by an average of 44 per cent for the month April, meaning that shippers will only be able to deliver 56 per cent of nominated volumes. The system was oversubscribed by 32 per cent in March and February of this year, and oversubscribed by 35 per cent in January 2018.

Share



The pipeline has been operating at its maximum capacity each month for many years, despite swings in oil prices.

The National Energy Board's annual [review](#) of operations for federally-regulated pipelines states that Trans Mountain has had significant apportionment over the past several years, indicating that pipeline capacity has been inadequate to meet shipper demand.

In fact, the Trans Mountain Expansion Project came about in response to requests from shippers to help them reach new and growing markets by expanding the capacity of North America's only pipeline with access to the West Coast.

The Project will provide additional transportation capacity for light and heavy crude oil and refined products from Alberta to markets in the Pacific Rim including British Columbia, Washington State, California and Asia.

The limited capacity of the system today prohibits shippers from establishing reliable access to trade consistently with these markets. Thirteen shippers have made significant 15 and 20-year commitments of 707,500 barrels per day or roughly 80 percent of the capacity on the expanded pipeline, with the other 20 per cent reserved for spot volumes, as required by the National Energy Board.

Currently various crude oils and refined product

types are transported in the pipeline and the different material types are segregated or 'batched'. Our shippers secure capacity on the pipeline to ship the material type of their choosing.

Trans Mountain expects the majority of the expansion capacity will be for export from Westridge Marine Terminal in Burnaby, BC. The provision of enhanced access to growing Pacific Rim markets will provide a critical alternative market for Canadian crude oil shippers. The capacity offered by the expansion will also be used by shippers to maximize supply of crude and refined products into local BC and Washington State markets.

You can learn more about the material types we transport [here](#) and our current product destination [here](#).

Stay up to date.

Sign up to the weekly Trans Mountain email newsletter

 →

Construction Updates

Receive updates for your location

 **Request updates**



Turbidity Curtain Contains Sediment and Protects Fish at Westridge Marine Terminal

[Home](#) > [News](#)

Tags Environment Construction Marine

Apr 5, 2018

Turbidity curtains are often used to contain sediment that's stirred up when construction takes place in an aquatic environment. Here's a look at how they're being deployed as part of the Marine Sediment Management Plan for construction at Westridge Marine Terminal.

Share





What is turbidity?

Turbidity is caused by sediment which can be stirred up during construction and suspended in the water column. In enough concentration, sediment makes water cloudy or turbid. The finer the particles, the longer the sediment material stays suspended in water.

What is the purpose of the turbidity curtain installed near the shoreline at Westridge Marine Terminal?

At Westridge, several construction activities happen in water including riprap removal. This type of activity can stir up sediment. The purpose of the curtain is to block sediment from dispersing away from the construction zone to the rest of Burrard Inlet.

What's the curtain made of?

It's a plastic curtain weighted with chain. It floats at the top and there are anchor points at various locations. It drapes straight down into the water

column.



Why does turbidity need to be managed?

Depending on the concentration and the composition of it, particles of sediment could cause harm to marine life.

What are the requirements for managing turbidity at Westridge Marine Terminal?

We have a *Fisheries Act* Authorization that requires us to surround this activity with a turbidity curtain.

How will you keep turbid water inside the work area?

The project is clearly defined in our application for a *Fisheries Act* Authorization. We installed the curtain around the work area. We also have a commitment to have a secondary turbidity curtain inside the primary or bigger one.

We are required to monitor for turbidity outside

the curtain while riprap removal is taking place. We take measurements at 10 sites at a distance of 30 metres out from the curtain and at 10 sites at 100 metres out. We measure at one metre below the surface and at the full depth of the work area. To date, we've had zero exceedances of the turbidity limits set by the federal government.

The first portion of riprap removal was completed in January 2018. From March 16 to August 16, 2018, as per the fisheries timing window set out in our Authorization, the works stops while juvenile salmonids migrate out of their home streams. These fish tend to stay within 15 metres of the shoreline so we avoid in-water work in the area while they're migrating out.

We're allowed to carry out in-water work within 50 metres of the shoreline during the annual fisheries construction window for Burrard Inlet from August 17 to March 15, as set out in our Authorization.

How often are turbidity curtains used at aquatic construction projects?

They're used all over the world as a standard procedure in lakes and in the ocean to protect marine life. Regulatory authorities expect they will be used for in-water work that's going to generate sediment.

Overall, how effective is this technology at

reducing potential effects?

It's a proven technology to curtail potential effects to aquatic life in marine and fresh water.

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Key project information
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Kinder Morgan Canada Limited Suspends Non- Essential Spending on Trans Mountain Expansion Project

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Apr 8, 2018

Will Consult with Stakeholders until May 31st on Potential Paths Forward

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Kinder Morgan Canada Limited (TSX: KML) today announced that it is suspending all non-essential activities and related spending on the Trans Mountain Expansion Project. KML also announced that under current circumstances, specifically including the continued actions in opposition to the Project by the Province of British Columbia, it will not commit additional shareholder resources to the Project. However, KML will consult with various stakeholders in an effort to reach agreements by May 31st that may allow the Project to proceed. The focus in those

consultations will be on two principles: clarity on the path forward, particularly with respect to the ability to construct through BC; and, adequate protection of KML shareholders.

"As KML has repeatedly stated, we will be judicious in our use of shareholder funds. In keeping with that commitment, we have determined that in the current environment, we will not put KML shareholders at risk on the remaining project spend," said KML Chairman and Chief Executive Officer Steve Kean. The Project has the support of the Federal Government and the Provinces of Alberta and Saskatchewan but faces continued active opposition from the government of British Columbia. "A company cannot resolve differences between governments. While we have succeeded in all legal challenges to date, a company cannot litigate its way to an in-service pipeline amidst jurisdictional differences between governments," added Kean.

"Today, KML is a very good midstream energy company, with limited debt. The uncertainty as to whether we will be able to finish what we start leads us to the conclusion that we should protect the value that KML has, rather than risking billions of dollars on an outcome that is outside of our control," Kean said. "To date, we have spent considerable resources bringing the Project to this point and recognize the vital economic importance of the Project to Canada. Therefore, in the coming weeks we will work with

stakeholders on potential ways to continue advancing the Project consistent with the two principles previously stated."

Read the full news release [here](#).

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A Family With Strong Roots in the Westridge Area of Burnaby

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May 3, 2018

The son of a Master Mariner and Canadian prairie pioneer, Ross Laing fondly remembers his childhood growing up near the Trans Mountain Pipeline right-of-way in the Westridge area of Burnaby.

“My father was a British Master Mariner who served in the Canadian navy in World War II and my mother was a true Canadian pioneer born in a sod hut in Saskatchewan in 1914. They bought a two-acre lot on Burnaby Mountain through veteran funding in 1949,” says Laing. Their modest home was built in 1950 and overlooked what was to become the Shell Oil Refinery. “By the time I came along in 1954, the refinery was built. We were a typical family of first- and second-generation Canadians in the area.”

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The Laing family was an active, integral part of the young Westridge community. Laing's parents were involved in building the United Church and the community centre, and his mother served on the committee to form the Burnaby Mountain Park. She lived in the area for the rest of her life, until she passed away in 2012 at a care home across the street from Trans Mountain's Burnaby Terminal.

When Laing reflects on his years growing up in the area, he recalls positive memories from within the community about the refinery and the tanks. The refinery employed many of his friends' parents and Laing says it was seen as a very positive addition to North Burnaby.

"I can honestly say I don't ever remember thinking anything negative about the Burnaby Terminal or the refinery. There was never any pollution or bad smells. Our home, schools, recreation areas and parks were all part of the fabric of our community," recounts Laing. "As a child and young man, I wasn't even aware that oil was being shipped from the facility." Laing says Trans Mountain and Shell were model corporate citizens. And he carries those views today.

Having spent the past 37 years in Kelowna, Laing has many friends and associates from Alberta and says he understands the importance of bringing our natural resources to tidewater. "I also respect the fact that Alberta and Saskatchewan have, to a great degree, been

responsible for supporting our social programs in all of Canada through natural resource development.” Laing adds that natural resource industries have also supplied jobs for our young people when they needed them. “Kelowna would be a very different place without the support of our neighbours to the east.”

Laing supports the pipeline expansion “as the existing pipeline has been pretty much trouble-free for 65-plus years and this is all new technology. The oil will move one way or the other and this is by far the safest option. We all look at a time in the future where we use less fossil fuels but we are not quite there yet.”

When asked what he would say to those who aren't sure they agree with the Expansion Project, Laing says he would try to get people to rethink Canada as a nation where we do what is best for Canada as a whole. “Our prairie provinces and resource companies, including Kinder Morgan, are some of the most environmentally friendly and safest in the world thanks to modern technology and a huge investment in safety from our federal government,” states Laing. “The Lower Mainland is but a small part of this province and a smaller part of Canada, and instead of spending time and energy opposing projects like this that will bring our resources to tidewater, we need to work together for the common good.”



Safe Boating Week an Opportunity for Small Vessel Operators to Focus on Safe Navigation Skills

[Home](#) > [News](#)

Tags Marine Safety

May 22, 2018

As summer gets closer and the recreational boating season ramps up, here are some reminders to help boaters make safety on the water a priority.

Across North America, there's a strong focus around Safe Boating Awareness Week (May 19-25), including reminders from safe boating advocates across Canada, including British Columbia.

BC's South Coast waters, including Burrard Inlet and the Strait of Georgia, are a popular destination for many pleasure craft operators, kayakers, sailboarders and others. These waters

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Safety in BC Waters

Download Information Sheet 

are also used as the primary travel route for container ships, tankers, barges and other commercial vessels that call on Port Metro Vancouver.

Small boaters and large deep-sea ships use different parts of the common waterway; however, it's always possible that one type may encounter the other on a typical day. To avoid harm, boaters must be aware of their safe navigation responsibilities under Canadian regulations when travelling in the vicinity of large vessels. Large commercial vessels are subject to many international, national and port authority requirements and have to operate under certain restrictions designed to ensure the safety of all marine waterway users.

It's worth noting that a large ship is unable to come to an immediate stop or change course if a pleasure craft impedes its path. Small boat operators must take this into account — if they must cross the path of a large ship, it's preferable to pass astern of it. Exercise caution — from close to the water's surface, it can be difficult for a small boat operator to judge the distance to an approaching ship.

Last year, in cooperation with the Pacific Pilotage Authority (PPA), the Trans Mountain Expansion Project created a handout titled Safety in BC Waters and helped circulate the PPA's new brochure titled [Safe Boating in Deep Sea Shipping Navigation Areas](#). Together, these publications

provide a number of safety tips boaters can use to avoid hazards when sharing the waterways with large commercial vessels. For example, be aware of large ships in the shipping lanes and keep as near to the outer edge as possible; cross shipping lanes at a 90-degree angle and, as mentioned above, avoid crossing close ahead of large ships.

Transport Canada's Safe Boating Guide, which is an informative brochure covering many safety aspects for recreational boaters can be found [here](#). The Vancouver Fraser Port Authority, which monitors Port of Vancouver vessel traffic 24 hours a day, year-round, has a [Port Information Guide](#) as well as its own publication for boaters within the Port of Vancouver.

Recreational boaters will notice a few changes to navigation requiring some extra precautions at the eastern end of Burrard Inlet as a result of construction at Westridge Marine Terminal as part of the Trans Mountain Expansion Project. Trans Mountain, which has been loading oil tankers at Westridge since 1956, is constructing new berths in the area. The navigation changes were introduced in 2017 to ensure safe delineation of the active construction area from general vessel traffic. As part of the National Energy Board's conditions for approval of the Expansion Project (Condition 48), Trans Mountain developed a Navigation and Navigation Safety Plan to manage and mitigate the marine impacts of construction.

Although non-essential work on the Project has ceased, Westridge construction is expected to continue through late 2019. Recreational, tourism, Aboriginal and other waterway users are encouraged to exercise extra caution when nearing the Westridge construction area and to familiarize themselves with safety protocols while on the water.

The siting of the dock does not impede recreational boaters or commercial traffic from accessing the waters surrounding the vicinity of Westridge and steps are being taken to ensure the construction work does not impede marine traffic. The following is a list of actions to ensure the safety of all vessels and to make boaters aware that construction is underway.

- A construction safety zone has been established to reflect the temporary construction area water lot lease in a portion of eastern Burrard Inlet and [Notices to Shipping](#) have been issued by the Canadian Coast Guard (CCG). Additional notices have been distributed to First Nations, local area residents, marinas, port users, pilots, industry stakeholders and others.
- A floating [construction safety boom](#) around the immediate construction site helps ensure the safety of boaters in the area; it is demarcated by navigation buoys carrying appropriate day and night markers. Please do not anchor your vessel near the buoys to avoid conflict with the buoy anchor systems.

Please do not tie your boat to the buoys or the panels of the construction boom.

- Reflectors and navigation lighting are installed around the perimeter of the construction safety boom so boaters and other vessels can navigate safely past the work area day and night.
- Large commercial vessels navigating the area have continued to follow the well-established vessel movement practices under pilotage.
- On-water safety vessels provide guidance and assistance as required and they can be contacted via VHF radio Channels 09 and 16.
- Trans Mountain continues to regularly communicate and update all marine waterway users, including boaters, commercial fishers and Aboriginal groups on construction activities in the construction area.

Communication includes meetings or workshops with key user groups, mail-outs, local advertising and on-water and onshore signage.

- All inquiries should be directed to info@transmountain.com or 1-866-514-6700. Trans Mountain actively supports the Pacific Pilotage Authority as well as Transport Canada's Boating Safety Office to raise awareness about small vessel safety in the marine community including the Authority's [Safe Boating](#) campaign. This outreach campaign informs boat operators — everyone from kayakers and windsurfers to sport fishing guides and commercial

fishermen — about their responsibilities for safe navigation in and around shipping routes and the need for safety when large ships are moving through. Download our [boating safety information sheet](#) or read more about this joint campaign [here](#).

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Managing Stormwater Runoff at Westridge Marine Terminal is a Priority

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Tags Environment Construction

May 22, 2018

Responsible management of stormwater runoff at Westridge Marine Terminal is a priority for the Trans Mountain Expansion Project.

Storm water originates from rainstorms. Unless appropriately managed, storm water may collect debris that could affect water quality. A Stormwater Pollution Prevention Plan (SPPP) has been developed, based on guidance from the Vancouver Fraser Port Authority. This plan includes mitigation measures to protect local water quality during storm events.

The plan is designed to ensure that stormwater released off-site meets applicable permitting requirements for quality and is directed to appropriatedrainage infrastructure, such as

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ditches and storm drains. Aspects of the plan include prescriptions for site grading, the use of stormwater collection systems and water treatment equipment.

The SPPP applies to all contractors, sub-contractors and vendors working on-site during construction. Trans Mountain has environmental inspectors on-site to monitor and enforce the plan and prevent non-compliances.

During construction, contractors will take all reasonable precautions to collect or control storm water, surface water runoff and wash water that may contain suspended materials or contaminants. Any contaminated storm water that cannot be treated on-site is hauled off-site to an appropriate disposal facility.

During operations, storm water is regularly monitored and sampled, with mitigation actions taken wherever necessary. Trans Mountain Pipeline operators monitor local weather reports for upcoming storm events and conduct inspections during a period when a stormwater discharge is occurring.



Signage at Terminals and Worksites

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Jun 8, 2018



When driving or walking past our terminals and worksites people may notice new signage. This signage is being installed according to a BC Supreme Court [Injunction Order](#) issued to ensure work on the Trans Mountain Expansion Project is not obstructed.



To further comply with this order, signage is also being installed to clearly identify the property lines at our Burnaby Terminal and other worksites. In some instances, concrete blocks or fencing may be updated or added to improve safety.

The injunction prevents the blocking or obstructing of access to Trans Mountain's work sites and work areas, however it does not prevent normal use of public roadways, private property or public trails. For our neighbours in Burnaby, although the Trans Mountain Trail is on our property, it remains open for neighbourhood enjoyment.



Relocation of Vapour Combustion Unit at Westridge Marine Terminal a Complex but Seamless Operation

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Tags Environment Construction Marine

Jun 21, 2018

Trans Mountain and its Westridge Marine Terminal contractor recently planned and executed the relocation of the Vapour Combustion Unit (VCU) and corresponding systems at Westridge.

The relocation of the VCU earned the contractor, Kiewit Ledcor Trans Mountain Partnership (KLTP), its first mechanical completion certificate and is a major milestone for early works at Westridge.

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What's a VCU?

When oil is pumped into tanker ships during

loading, vapours are produced. As the oil rises in the cargo hold, vapours are expelled from the tanks. These vapours are captured and destroyed in the VCU.

Where did the VCU move?

The VCU was moved 130 metres east of its original location to create room for the foreshore expansion of Westridge Marine Terminal.

Who did the work?

The execution of the relocation was a complex 13-day operation that required six months of planning. The move was carried out by a team of 45 people — major disciplines involved in this scope of work included civil, concrete, electrical and piping. Trans Mountain's operations team supported the contractor with the startup of the unit once the work was mechanically complete.

What did the work entail?

- 130 cubic metres (13 commercial dump trucks) of concrete slabs and pedestals were demolished
- Concrete foundations were poured at the new location
- The VCU system was decommissioned
- Five major pieces of mechanical equipment were relocated Emergency fire-water supply, including 120 metres of underground pipe

(almost the length of two hockey rinks), was relocated

- A new vapour recovery pipeline and new propane lines were fabricated and relocated
- Two kilometres of cable was pulled and terminated at the new location



Of the five pieces of mechanical equipment that were moved, two were notably heavy; the 21-metre tall vapour stack weighing 31,000 kilograms (about the weight of three cruise ship anchors) and a propane tank weighing as much as a railroad boxcar. The job of lifting these items was carried out by the D.B. General, the largest floating and revolving derrick barge on the West Coast of North America.



All units were lifted, loaded onto the barge, moved 130 metres east and then set in place. Moving this equipment took approximately two days.

Is this the final step for managing emissions related to ship loading at Westridge?

Despite more active terminal operations at Westridge, our emissions management system complies with Metro Vancouver air quality objectives. Additional investments at Westridge will be substantial. Trans Mountain's expansion at Westridge includes construction of two Vapour Recovery Units. These units will capture nearly all the vapours associated with ship loading and reinject them into the tankers rather than burning them. A new Vapour Combustion Unit will replace the existing VCU once construction is complete. It will only be used occasionally — about five per cent of the time — when three ships are simultaneously loading at Westridge or as a

backup if one of the vapour recovery units is undergoing maintenance.

This means that even with more vessels being loaded, there will be no increase in emissions at Westridge.

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Construction Update: Progress on Westridge Marine Terminal Expansion

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Tags

Jun 28, 2018



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Construction has been underway for nine months at our [Westridge Marine Terminal](#) in Burnaby, as crews work to build the new three-berth dock complex.

Most construction is occurring from the water

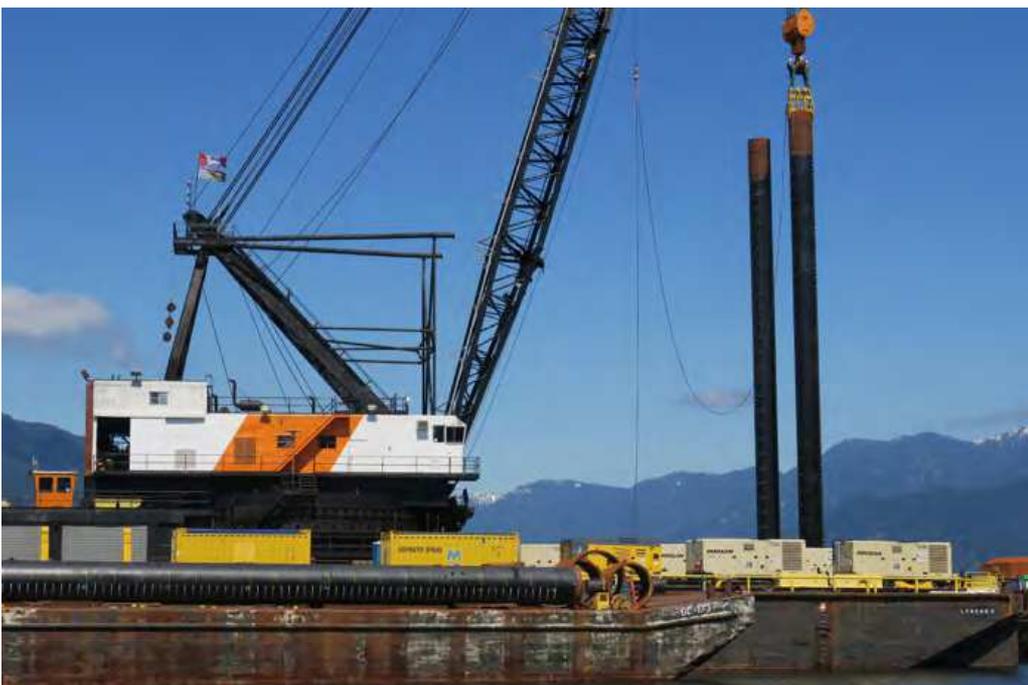
using floating equipment such as marine derricks, barges, tugs and work boats.



The in-water construction to date has included pile driving to accommodate new berths and trestles, as well as foreshore extension.

A critical piece of equipment being used on site is the [D.B. General](#), the largest revolving derrick barge on the West Coast of North America.

Aboard the D.B. General is the MENCK hammer that is being used to install the in-water piles.



Trans Mountain is taking an innovative approach to help reduce potential noise from pile driving

activities by using a 'noise shroud' to cover the hammer that drives piles, which dampen the sound of hammer impact by 65 to 95 per cent.

In addition, an underwater bubble curtain is being used to reduce the pile driving noise beneath the surface of the water, in accordance with the comprehensive [Environmental Protection Plan](#) and [Noise Management Plan for Westridge](#).



Another important activity that has been underway this year is work on the foreshore expansion and bulkhead wall. Crews installed sheets for three of 11 sheet pile cells before stopping mid-March at the close of the least risk window for the protection of fishes that may be migrating along the shoreline.



Crews recently planned and executed the [relocation of the existing Vapour Combustion Unit](#) (VCU) and corresponding systems for vapour collection, which was a major milestone for early works at the Terminal.



The VCU was moved 130 metres east of its original location to create room for the foreshore extension. The execution of the relocation was a complex 13-day operation that required six months of planning.



One of the most important elements of the expansion of shipping operations at Westridge Marine Terminal is a new [vapour recovery system](#) to control emissions and odours.

The VRU will capture the vapours associated with ship loading. Instead of the vapours being incinerated, the new system will re-liquefy the gases and direct the produced liquids back into the loading tankers. This means that even with more vessels being loaded, there will be a net decrease in emissions at Westridge.

Activities in the first part of 2018 also included preparatory work for the Tunnel Portal at Westridge, which will continue as we move into the second half of this year.



Measures are in place at Westridge to minimize impacts of construction activities on the public and the environment, including comprehensive Environmental Protection Plans that detail the actions required to ensure protection of land, plants, wildlife, fish and the marine environment in all phases of the Project.

For example, Trans Mountain has established a marine mammal exclusion zone for marine construction. Active marine impact piling must stop if mammals are observed within the zone and piling can not start again until no mammals have been observed within the zone for at least 30 minutes.

As part of NEB Condition 48, we've developed a Navigation and Navigation Safety Plan to manage and mitigate the marine impacts of construction. In order to protect workers and marine waterway users in the area, the work area is defined by a floating [construction safety boom](#), which is marked with appropriate navigation lighting and controls.



As construction proceeds, we'll regularly communicate and update all marine waterway users through a variety of methods, and continue to share new information with our neighbours and address questions and concerns.

Construction Activities - July 2018 to January 2019

Spread 2 – Central Alberta

- Spread 2 includes approximately 290 km of pipeline between Edmonton and Jasper National Park in Alberta.
- Midwest Pipelines Inc. is the general contractor for this portion of the Project.
- Work will begin in August 2018 and will include:
 - Surveying, staking and flagging the right-of-way, installing signage
 - Measures to protect the environment, such as weed control, relocation of any rare plants, wildlife surveys
 - Clearing of trees and vegetation

Spread 3 & 4 – North Thompson, BC

- Spread 3 is approximately 120 km of pipeline between Mt. Robson Provincial Park and Blue River in BC's North Thompson. This work will be carried out by Ledcor Sicim Limited Partnership (LSLP).
- Spread 4 is approximately 155 km of pipeline from Blue River to Trans Mountain's Darfield pump station, north of Kamloops.
- Work will begin in Spread 3 in September 2018 and Spread 4 in November 2018 and will

include:

- Surveying, staking and flagging the right-of-way, installing signage
- Measures to protect the environment, such as weed control, relocation of any rare plants, wildlife surveys
- Clearing of trees and vegetation

Lower Mainland, BC

- Lower Mainland includes Westridge Marine Terminal, Burnaby Terminal, Burnaby Mountain tunnel and Sumas Terminal in Abbotsford.
- Kiewit-Ledcor Trans Mountain Partnership (KLTP) is the contractor for Lower Mainland.
- Construction at the Westridge Marine Terminal began in September 2017 and has continued over the past nine months.
- Additional construction activities are scheduled to begin in July 2018 and will include:
 - Developing the Westridge Marine Terminal tunnel portal
 - Relocating existing infrastructure to accommodate the expansion at Burnaby Terminal

Line-wide – Temporary Infrastructure

- Work is underway and will continue in 2018 along the entire pipeline route to develop temporary infrastructure sites such as

stockpile sites, construction yards and camps.

This work includes:

- Laying down gravel, installing safety fencing
- Installing temporary buildings for construction offices or worker accommodation

- Temporary sites include pipe stockpile sites in BC and Alberta, construction yards and camp locations in Valemount, Blue River, Clearwater, Merritt and west of Hope, BC.

Permits and Approvals

The schedule is subject to fulfilling applicable necessary pre-construction Conditions and receipt of necessary local permits and permissions from various levels of governments and authorities. As we move forward with the Expansion Project, we will continue our ongoing process of seeking and obtaining necessary permits with federal, provincial and municipal permitting authorities.

The Trans Mountain Expansion Project has undergone an unprecedented level of scrutiny and review and has received approval from the Government of Canada, and is subject to 157 Conditions from the National Energy Board and 37 Conditions attached to the Environmental Certificate received from the Province of British Columbia.

Quotes

Ian Anderson, President, Kinder Morgan Canada Limited –

“We’re excited to be moving forward in Alberta and the North Thompson, bringing and delivering on our commitments to local, regional and Aboriginal jobs and benefits.”

“We have undertaken thorough, extensive and meaningful consultations with Indigenous Peoples, communities and individuals and remain dedicated to those efforts and relationships as we move forward with construction activities.”

This post was updated on July 4, 2018.



Ian Anderson: "Boots-on-the- Ground" Means Canadians Can Begin Sharing in the Success of Trans Mountain

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Tags Benefits Construction

Aug 9, 2018



On July 3, we announced our plans to commence work on the pipeline portion of the Trans Mountain Expansion Project this summer in Alberta and British Columbia; in addition to

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**Enoch Cree
Welcomes Trans
Mountain,
Government of
Alberta and
Government of
Canada to Blessing
and Groundbreaking
Ceremony**

continuing the work already underway at our Westridge Marine Terminal. This is a major milestone for us, but more importantly for the communities, workers, local businesses and Indigenous Groups that have been waiting to share in the success of the Project.

Getting “boots-on-the-ground” in two provinces is the realization of the hard work and dedication of the thousands of individual Canadians who have been a part of this process for more than six years. It is recognition of the Project’s importance to the future of our energy industry and our economy. The twinning of the Trans Mountain Pipeline has become symbolic of how we, as a country, work together. The start of widespread construction activities says Canada can have a healthy, rigorous discussion about issues and also ensure a Project that has met every standard and followed every process gets built.

The Government of Canada approved our Project after careful consideration. They believe it can be built and operated safely, responsibly and in respect of the environment and the communities we touch. Ultimately, they concluded it should be built in the broad interest of Canadians. This commitment was reinforced in late May when the Government of Canada agreed to purchase the Trans Mountain Pipeline system and the Expansion Project, and fund the resumption of planning and construction work.

We understand many Canadians may have only

Officials helped celebrate the construction required for the Trans Mountain Expansion Project today with a special Enoch Cree blessing ceremony.



recently heard about or taken notice of the Trans Mountain Pipeline and our Project, but Trans Mountain has been a part of the landscape in BC and Alberta since the 1950's. We have built well-established relationships with Indigenous communities, landowners and neighbours over our 65 years of operating a pipeline system in urban centres, through farmlands, across borders and in some of the country's most pristine park lands.

The Project has evolved substantially since it was first proposed in 2012, much of this in response to consultation and input from with the public, local governments, Indigenous peoples and technical experts. These conversations have resulted in a stronger, safer Project, and one that reflects the views of communities more closely than it did at the onset.

As we continue work on our Westridge Marine Terminal in Burnaby and start pipeline construction, it's time to begin delivering on the economic benefits we've talked about.

Over the past several years, I've personally worked hard to establish and build upon our existing relationships with Indigenous peoples along our pipeline and marine corridors. Together, we've explored and, in many cases, settled on agreements that provide new opportunities and prosperity, in addition to ensuring the Project design and planning incorporates appropriate measures to protect

Indigenous interests in the lands and waters.

Trans Mountain has signed 43 Mutual Benefit Agreements with First Nations in BC and Alberta, 33 of which are located in BC. The Agreements signed will see Trans Mountain share in excess of \$400 million with those communities.

We have a Community Investment program with agreements in place with 19 communities representing 95 per cent of the pipeline right-of-way, where we'll spend almost \$10 million on local projects.

As part of our negotiated agreement with the BC Government, we've committed up to \$1 billion over 20 years to a newly created BC Clean Communities Program to be accessed by communities for local projects across the province.

We also have an agreement with the Pacific Salmon Foundation that includes a \$3 million commitment for multi-year programs to protect wild, Pacific salmon. This funding is above and beyond the commitments the federal government has made through the Oceans Protection Plan. To all Canadians - those we've come to know through our existing operations and as we've developed the Project, and those we're just meeting - we're excited to deliver on our commitments and ensure as many people as possible can benefit from an expanded pipeline while maintaining safety and balancing social and environmental interests.



Update: Contractors for the Trans Mountain Expansion Project

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Tags

Aug 22, 2018

Trans Mountain has selected seven contractors to lead construction of the Trans Mountain Expansion Project, which includes work on 980 kilometres of pipeline and all associated facilities.

In addition to leading construction on their portions of the Project, the contractors will directly hire the individuals and sub-contractors needed for each contract and scope of work in accordance with our commitment to maximize employment opportunities for Indigenous, local and regional communities.

The selected contractors all bring unique and extensive skill sets specific to their regions and responsibilities.

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Job Opportunities

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SA Energy Group



[SA Energy Group](#) is the general contractor for portions of pipeline construction in Greater Edmonton (Spread 1), a portion of the North Thompson region (Spread 4B) and the Fraser Valley (Spread 6). A 50/50 General Partnership between Robert B. Somerville Co. Ltd. and Aecon Utilities, a division of Aecon Construction Group Inc., the group has substantial experience with large diameter pipeline construction and is an active member of the Pipeline Contractors Association of Canada.

Midwest Pipelines Inc.



[Midwest Pipelines Inc.](#) is the contractor for the Yellowhead portion of the Project between Edmonton, AB and Jasper National Park (Spread 2) . Midwest's executive and operational management team has more than 160 years of combined experience in pipeline construction, project management, and pipeline integrity work and specialty fabrication.

Ledcor Sicim Limited Partnership



The [Ledcor Sicim Limited Partnership](#) brings

more than 120 years of pipeline experience, with a particular focus on challenging mountainous terrain, to their role as contractor for the majority of the North Thompson portion of the Project (Spreads 3 and 4A).

Surerus Murphy Joint Venture

[Surerus Murphy Joint Venture](#), the contractor for the BC Interior portion of the Project between Black Pines and the Coquihalla Summit (Spread 5A), has a history of delivering large pipeline projects in challenging conditions.

Macro Spiecapag Joint Venture

[Macro Spiecapag Joint Venture](#) brings more than 90 years of experience in 60-plus countries building over 50,000 km of pipeline, to the Project. This includes extensive experience in steep mountainous terrain making them well suited to the exceptional topography and engineering challenges of the Coquihalla-Hope portion of the Project for which they are responsible (Spread 5B).

Kiewit Ledcor TMEP Partnership



The contractor for the Lower Mainland - including the Westridge Marine Terminal, Burnaby Terminal and Tunnel, the Sumas Terminal, and pipeline from Langley to Burnaby (Spread 7) - [Kiewit Ledcor TMEP Partnership](#) has extensive experience and a proven track record finding solutions to minimize impacts on people affected by construction activities.

WorleyParsonsCord

[WorleyParsonsCord](#) is the contractor responsible for the Edmonton Terminal and all 12 pump stations included in the Trans Mountain Expansion Project. They have some of the most extensive experience in such construction in Western Canada, having completed more than 50 similar pump stations and work on terminals that includes more than 30 million barrels of storage.



Managing Impacts: Pile Driving at Westridge Marine Terminal Delayed While Stray Sea Lion Escorted Home to Marine Research Station

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Tags

Aug 28, 2018

One of the responsible ways Trans Mountain minimizes environmental impacts of marine construction is by ceasing in-water construction activities if any marine mammal is observed adjacent to or within the project area. Recently, Trans Mountain suspended impact pile driving at Westridge Marine Terminal while a Burrard Inlet research group escorted a stray sea lion back to its home base.

The Stellar sea lion's home is the Open Water

Share



Research Station (OWRS), located east of Westridge in the Port Moody Arm of Burrard Inlet. Four Stellars, all female, reside there. They're part of a research project, led by the Vancouver Aquarium and the University of British Columbia, which studies sea lions and seals.

The Stellars have habitats at the station and are allowed daily to free swim and dive. On July 9, 2018, however, one of the quartet undertook a longer than expected swim and didn't return. OWRS contacted Trans Mountain's environmental inspector at Westridge and requested that construction personnel be on the lookout for the sea lion.

No sightings were reported by Trans Mountain Expansion Project or contractor staff through the end of the work day. Trans Mountain's environmental inspector committed to maintaining the lookout the next day and to immediately reporting any sightings.

The next day an OWRS team aboard the station's research vessel sighted the wandering sea lion in False Creek near Science World and began the process of escorting the well-trained creature home.

"The sea lion was guided back to the research station by OWRS representatives," Trans Mountain reported in its most recent monthly report to the department of Fisheries and Oceans Canada (DFO). The report also noted that Trans Mountain's environmental inspector "maintained

close communication with the OWRS representative to ensure that impact driving was suspended until the sea lion had passed through the exclusion zone.”

The sea lion swim-past was one of several occasions in July when marine mammal sightings led to stops and postponements of impact pile driving at Westridge, according to the report. On numerous other occasions, harbor seal sightings stopped the work.

Impact pile driving is delayed or stopped when marine mammals are in the Project’s exclusion zone. For cetaceans and endangered marine mammal species, the respective exclusion zone encompasses a 1.74-kilometre radius of the worksite. For seals the exclusion zone is 150 metres.

Beginning 30 minutes before the start of in-water activity such as impact pile driving, qualified personnel continuously scan the inner and outer exclusion zones. Work cannot commence unless the respective zones are clear. If an animal enters a zone when work is underway, the work must stop and cannot resume until the zone has been clear for 30 minutes. More information about managing impacts of underwater noise is available in the Westridge Environmental Protection plan – filed in compliance with NEB Condition 81 (Filing ID [A909073](#)).



Update on Trans Mountain Construction Activities

[Home](#) > [News](#)

Tags

Sep 13, 2018

The Federal Court of Appeal decision issued on August 30, 2018 cancels the Order-in-Council which had approved a Certificate of Public Convenience and Necessity (CPCN) for the Expansion Project.

As a result of the decision, Trans Mountain is winding down in-field construction activities in a safe, secure and environmentally appropriate manner. Some activities may take some time to complete to ensure the sites are properly secured, are safe and that risk to the environment, the public and workers is minimized.

Trans Mountain intends to continue working on the activities listed below.

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Westridge Marine Terminal – Burnaby, BC

Construction activities at Westridge Marine Terminal began on September 29, 2017 and included both marine and foreshore construction. The safe shut down is underway and activities yet to be completed include:

- The installation of pile caps on upright piles with open tops in order to mitigate the potential for entrapment of wildlife.
- Maintenance/installation of erosion control mitigation on the foreshore to protect exposed areas of the foreshore.

In addition, there are three sheet piles cells which are in varying stages of completion. In order to safely shut down marine construction we need to drive piles to elevation and backfill each of the cells in order to maintain the safety and integrity of the sheet pile structure. If left unfinished for an extended period of time the integrity of the sheet pile structures may be compromised resulting in a safety hazard and increased disturbance in the

marine environment.

Spread 2 – Yellowhead, AB

Pipeline construction began in Spread 2 on August 25, 2018, and the safe shut down of activities is expected to be complete by the end of September. The demobilization of activities is underway and the activities yet to be completed including the removal of stakes, flags and signage and cleared trees.

Temporary Infrastructure Sites

There are six temporary infrastructure sites in BC and Alberta which have been or will be developed for the purpose of storing Project materials in a safe and secure manner. We have acquired materials that are in various stages of the production process (manufacturing and shipping) and will need to receive these materials at locations in BC and Alberta to be secured for future use.

Burnaby Terminal

Trans Mountain was in the final stage of construction of a security fence to protect the safe operation of its existing Burnaby Terminal facility and has approvals for piping modifications needed within the existing terminal site. Trans Mountain intends to proceed and complete these activities.

Surveys, Studies and Operational Maintenance

Trans Mountain intends to continue design and pre-construction surveys, studies and operational maintenance activities. These activities may include environmental surveys (i.e. wildlife), geotechnical studies, integrity assessment activities with respect to existing assets, and installations (i.e. fencing) to secure and protect existing facilities.

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Trans Mountain Conducts Full-Scale Emergency Exercise in Burrard Inlet

[Home](#) > [News](#)

Tags Emergency Management Marine Safety

Sep 19, 2018

Today, Trans Mountain conducted one of the largest Emergency Response Exercises in the company's history to practice spill response in Burrard Inlet. The drill included a coordinated response with more than 300 participants/observers and 20 response agencies working collaboratively to ensure an efficient and effective response.

The full-scale exercise provided an opportunity for response personnel to demonstrate and practice the implementation of the Westridge Marine Terminal Emergency Response Plan, as required by the National Energy Board and Transport Canada.

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“Our goal is to operate, manage and protect the pipeline system so that our emergency response plans are never used, while being fully prepared for any type of incident,” says Michael Davies, Vice President of Operations for Trans Mountain Corporation. “Exercises like these allow us to demonstrate our industry-leading practices for incident response, and train together with the agencies and first responders that would be involved in an incident to ensure that we are fully prepared to respond in a timely and effective manner.”



The exercise consisted of water-based response activities at various geographic response sites within Burrard Inlet, as well as simultaneous shoreline deployment activities at the Westridge Marine Terminal. The drill included an off-site

Incident Command Post where several agencies, stakeholders, first responders and regulators participated in an integrated response alongside Trans Mountain personnel.



“We understand communities along the pipeline corridor are concerned about emergencies and response capabilities. Our plans are continually reviewed, revised, practiced and shared with first responders all along the right-of-way,” says Jamie Kereliuk, Trans Mountain’s Director of Emergency Management. “Our top priority is the safety of the communities where we operate. In the rare case of an emergency, we have detailed response procedures and trained professionals who are fully prepared to quickly respond to any type of incident anywhere along the pipeline system.”

Trans Mountain is required to have an Emergency Management Program that anticipates, prevents, manages and mitigates conditions during the unlikely event of an emergency. Each year we conduct more than 20 emergency response exercises, equipment deployment drills and training opportunities that are evaluated by

regulatory agencies.

A full-scale exercise is defined as a multi-agency, multi-jurisdictional activity involving the mobilization and actual movement of emergency personnel, equipment, and resources, as if a real incident had occurred.

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Trans Mountain Measures up to Green Marine Environmental Goals

[Home](#) > [News](#)

Tags Environment Marine

Sep 27, 2018

Minimizing our marine environmental footprint is a priority for the Trans Mountain Pipeline.

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Our activity at Westridge Marine Terminal reflects that priority on a daily basis through our commitments to continuous improvement and best practices at the terminal and throughout our operations. We participate in Green Marine, a voluntary environmental performance program that includes both self-assessments and independent third-party verification for members of the North American marine industry. Green Marine encourages members to exceed regulatory standards on nine major environmental issues identified by the marine industry.

Trans Mountain's Westridge Marine Terminal is one of 11 West Coast terminals participating.

Issues applicable to Westridge terminal are:

- Greenhouse gases and air pollutants
- Water and land pollution prevention
- Community impacts
- Environmental leadership
- Waste Management

Results of the recent Green Marine Performance Report for 2017, released at an event in Vancouver, show we're maintaining a Level Three performance rating — with Level Four for environmental leadership. The ratings confirm we have formally adopted management plans and conduct measurements for evaluating environmental impacts of our operations at Westridge. This is despite the added complexity of construction activities that have occurred on-site during terminal operations.

Green Marine's participants are stretched across the west and east coasts of North America, representing more than 130 ship owners, ports, terminals, shipyards and the St. Lawrence Seaway.

In addition, Green Marine has 70 marine industry partners; 70 supporters representing government, non-government and research organizations; and association members (including the Chamber of Shipping of British Columbia) who serve as ambassadors for its

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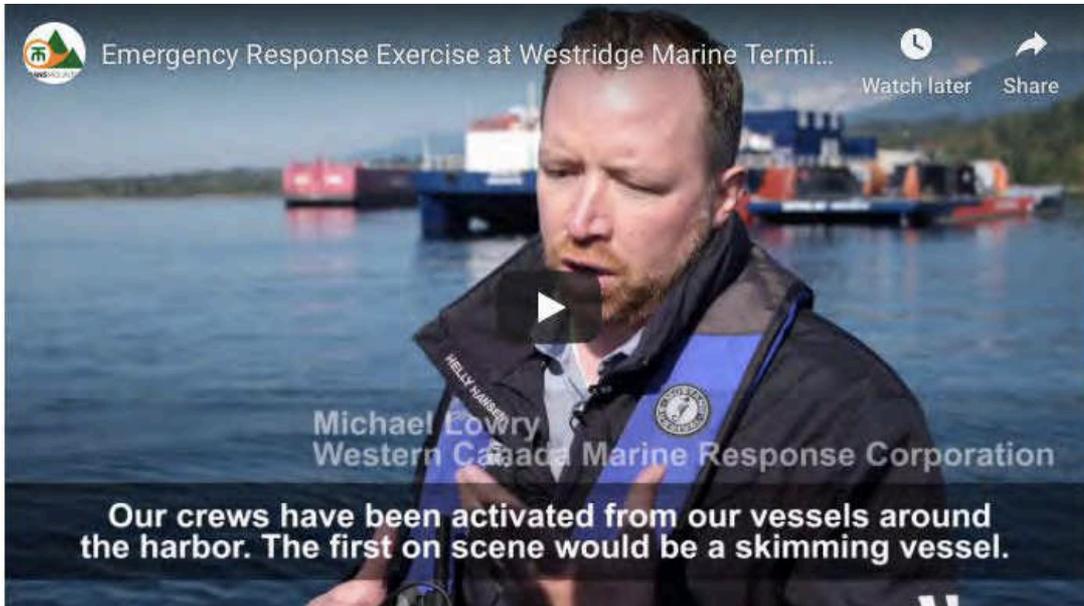
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Video: Emergency Response Exercise at Westridge Marine Terminal

[Home](#) > [News](#)

Tags Emergency Management Marine Safety Operations Safety

Oct 4, 2018



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Practicing On-Water Emergency Response

[Home](#) > [News](#)

Tags

Oct 25, 2018

This fall, Trans Mountain conducted a variety of on-water emergency response exercises. In addition to the [full-scale exercise](#) held at our Westridge Marine Terminal on Burrard Inlet in Burnaby, BC, we conducted equipment deployment exercises on Chip Lake near Wildwood, AB and on the North Thompson River near Kamloops, BC.

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In-the-field training, such on-water exercises are part of practicing our [emergency response plan](#) and helps to ensure a quick and efficient response time in the unlikely event of an incident.

Deploying spill response equipment during these exercises allows our response personnel to train and refresh their boom deployment and towing skills in a real-water environment, and to confirm viable spill control points along that particular waterway.



Control points are pre-determined locations along the pipeline right-of-way, either on land or in watercourses, where responders could intercept spilled product in order to establish a spill response strategy and deploy spill response equipment. Identifying control point locations ahead of time enables Trans Mountain to respond more effectively, limiting potential impacts to sensitive areas downstream of a release point.



Regular response [training and exercises](#) are integral to being prepared to protect the environment where our pipeline operates.

Trans Mountain has developed a comprehensive [Emergency Management \(EM\) Program](#) based on a combination of regulatory compliance, operational need, industry best practices and lessons learned through exercises. With the Expansion Project, we'll continue to build on the existing program by developing an enhanced EM Program.



Update: Temporary Sites and Safe Shutdown Activities

[Home](#) > [News](#)

Tags

Dec 20, 2018

Trans Mountain is winding down in-field construction activities in a safe, secure and environmentally appropriate manner, due to the August 30, 2018 Federal Court of Appeal Decision that nullified the Certificate of Public Convenience and Necessity for the Expansion Project.

The National Energy Board (NEB) is currently undertaking a [Reconsideration hearing](#) for the Trans Mountain Expansion Project. The hearing is considering any necessary changes or additions to the NEB's May 2016 [Recommendation Report](#), in light of the inclusion of Project-related marine shipping. In addition, the Government of Canada has re-initiated Phase III consultations with all 117 Indigenous groups that may be impacted by the Project.

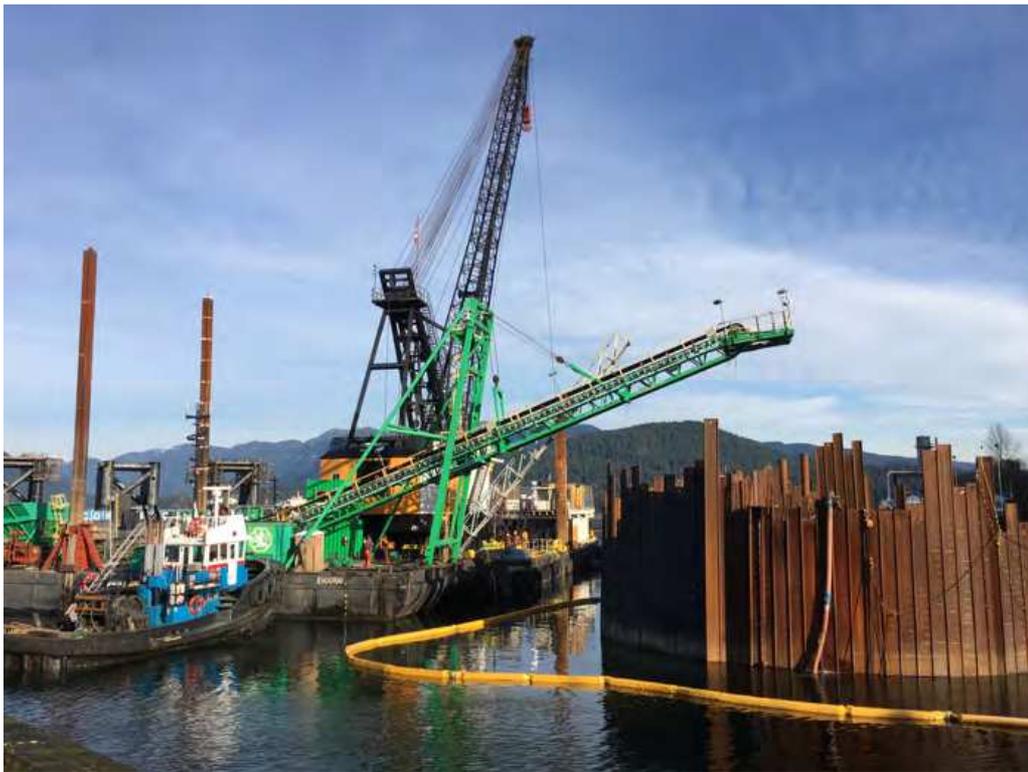
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As outlined to the NEB on [September 10, 2018](#) and [September 17, 2018](#), some activities may take some time to complete to ensure the sites are properly secured, are safe and that risk to the environment, the public and workers is minimized.

Here's an update on the [status](#) of the safe shutdown activities, as communicated to the NEB on December 17, 2018.

Westridge Marine Terminal – Burnaby, BC



Safe shutdown activities at Westridge are expected to be completed around December 20, 2018. The activities included the installation of pile caps on upright piles with open tops, in order to mitigate the potential for entrapment of wildlife, as well as maintenance and/or installation of erosion control mitigation on the foreshore to protect exposed areas. In addition, construction of sheet pile cells 6, 7 and 9 will be completed.

Spread 2 – Yellowhead, AB



Safe shutdown activities in Spread 2 were completed as of September 29, 2018 and included removal of stakes, flags and signage, filling of hydrovac holes and removal of cleared trees.

Temporary Infrastructure Sites



With a project of this scope and size, there is a long lead time required for the procurement of many of the materials needed for construction. As such, some materials that were ordered and were in transit prior to the court decision will need to be received at locations in BC and Alberta and safely stored and secured for future use.

Initially, there were six temporary infrastructure

sites in BC and Alberta that were to be developed for the purpose of storing Project materials in a safe and secure manner. On further review, Trans Mountain has determined that three additional stockpile sites are required to store pipeline materials.



The use of [these sites](#) will allow Trans Mountain to receive and store pipeline materials in close proximity to its future intended use, and will avoid the need to relocate pipeline material between stockpile sites, limiting the need for additional material handling. Minimizing material handling will reduce the potential for damage to the material and ensure the quality and integrity of the pipeline material is maintained.

Site preparation, installation of security fencing and the continued transportation of pipeline and other construction materials are ongoing at these infrastructure sites.

Surveys, Studies and Operational Maintenance



Trans Mountain intends to continue design and pre-construction surveys and studies in relation to the Project, in addition to operations and maintenance activities on the existing Trans Mountain pipeline. These activities may include environmental surveys, geotechnical studies, integrity assessment activities with respect to existing assets, and installations to secure and protect existing facilities. Trans Mountain will continue to comply with all regulatory requirements in relation to these activities.



18 in 2018: Emergency Response Exercises by the Numbers

[Home](#) > [News](#)

Tags Emergency Management Operations

Dec 27, 2018



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Every year we conduct several emergency response exercises in all areas where the existing Trans Mountain pipeline operates. This year, was another successful year with our Emergency Management team participating in 18

exercises allowing opportunity for our personnel to train on response equipment, enhance their response skills and coordinate with our response partners.

As part of our commitment to safety, prevention and preparedness Trans Mountain is required to practice our emergency response plans for various scenarios along the pipeline corridor and at our facilities. This includes practicing response [on water](#) and on land, and in many types of seasonal conditions.

Here's a look at the emergency exercises held by Trans Mountain this year:

Two Full-Scale Exercises



A full-scale exercise is a multi-agency, multi jurisdictional activity involving the mobilization and actual movement of emergency personnel, equipment and resources as if a real scenario has occurred. These exercises include both a field deployment of equipment and personnel, and activation of Trans Mountain's Incident

management Team (IMT) that implements a fully functional Incident Command Post (ICP), led by a Unified Commander (UC).

- [Jasper](#) - Crews practiced winter emergency response procedures on a frozen body of water near Jasper National Park to better prepare for responses in the Canadian winters.
- [Westridge Marine Terminal](#) - One of the largest emergency response exercises in the company's history, more than 300 participants/observers and 20 response agencies worked together in a coordinated effort to demonstrate and practice spill response procedures and tactics on Burrard Inlet.

Six On-Water Spill Deployment Exercises



Spill equipment deployments include personnel training with on-water response equipment such as, jet boats, booms, skimmers and scrubbers.

- One wildlife response
- Three river exercises
- One lake exercise
- One small watercourse exercise

Five Table-Top Exercises

Tabletop exercises are discussion-based sessions where our response team members meet in an informal, classroom setting to discuss their roles during an emergency and their responses to a particular emergency scenario.

- Puget Sound
- Sumas
- Kamloops
- Thompson River
- Alberta

Five Fire Equipment Deployments



These exercises take place at our storage facilities and terminals where staff practice responding to a simulated fire scenario by deploying equipment such as hoses, foam cannons and other fire-extinguishing systems.

- Edmonton Terminal
- [Sumas Terminal](#)
- [Kamloops Terminal](#)
- Westridge Marine Terminal
- Laurel Station



Update: Operations and Maintenance Activities Continue in Burnaby

[Home](#) > [News](#)

Tags

Jan 24, 2019

Trans Mountain is conducting a number of operations and maintenance activities at Westridge Marine Terminal and Burnaby Terminal to secure and protect the existing facilities and ensure the continued safe operations at both terminals.

This month, work began to replace perimeter fencing at Westridge, which will take several months to complete. This work requires removal of vegetation and trees at the fenceline on Trans Mountain's property.

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Trans Mountain will also be undertaking slope stabilization work at Westridge that will be conducted along the foreshore in the area where rip rap was removed prior to safe shutdown of the Expansion Project. All work will be completed at low tide in dry conditions and in accordance with the site-specific Environmental Protection Plan.

Other work that will be taking place at Westridge in the coming weeks includes foreshore slope stabilization (involves excavation) and paving of the foreshore area up to the lower control building.



At Burnaby Terminal, Trans Mountain is continuing with activities to modify existing piping and related infrastructure within the terminal. These activities are required to accommodate future operations and were approved by the National Energy Board (NEB) independent of the Trans Mountain Expansion Project.



On January 17, 2019, [the NEB rejected a request](#) by the City of Burnaby to rescind two orders that authorize Trans Mountain to undertake this work.

In its decision, the NEB found the piping modifications at Burnaby Terminal are not associated with the Expansion Project and the relocation and decommissioning orders appropriately allow Trans Mountain to optimize the site in preparation to offer new services to shippers. The NEB also permitted the company to continue tree removal on its Burnaby Terminal property as part of the approved works.



The NEB concluded that replacement of the original piping with new piping designed to allow the passage of in-line inspection tools will improve the integrity of Burnaby Terminal.



Measures are in place to minimize any impacts of this work to the public and the environment. Trans Mountain has developed Environmental Protection Plans for its work at Burnaby Terminal and will continue to comply with all regulatory requirements in relation to these activities.



Trans Mountain is Taking Care of Business

[Home](#) > [News](#)

Tags

Feb 13, 2019

The start of construction for the Trans Mountain Expansion Project brings thousands of jobs — and lasting benefits — to Canadians. In particular, the Project creates new opportunities for small- and medium-sized businesses and their employees.

The 1,150-kilometre pipeline project between Alberta and British Columbia will generate the equivalent of 15,000 full-time jobs during construction, enabling small- and medium-sized businesses to hire more workers according to Project studies carried out by the Conference Board of Canada.

British Columbia gets 9,000 equivalent jobs in the construction phase including:

- 4,300 to companies with less than 20

Share



employees

- 3,200 to companies with less than 100 employees
- 1,150 to companies with less than 500 employees

Alberta gets 4,000 equivalent jobs in the construction phase including:

- 1,500 to companies with less than 20 employees
- 1,340 to companies with less than 100 employees
- 650 to companies with less than 500 employees

Other provinces share 1,900 equivalent jobs in the construction phase including:

- 600 to companies with less than 20 employees
- 600 to companies with less than 100 employees
- 450 to companies with less than 500 employees

Once in operation the expanded Trans Mountain system creates enough additional economic activity in Canada to annually support the equivalent of 37,000 full-time workers, with the majority of those opportunities again flowing to small- and medium-sized businesses.

Operations-related equivalent jobs created by an expanded Trans Mountain Pipeline system

include:

- 3,200 directly associated with expanded pipeline operations
- Almost 30,000 arising from Canadian oil and gas sector investment due to better access to international markets
- 1,350 in the marine sector created by expanded shipping operations at Westridge Marine Terminal
- 3,200 created as higher dividends (profits) for shareholders of companies in the Western Canadian oil industry feed into the Canadian economy

British Columbia gets 8,000 equivalent jobs in the operations phase including:

- 3,300 to companies with less than 20 employees
- 2,600 to companies with less than 100 employees
- 1,300 to companies with less than 500 employees

Alberta gets 21,000 equivalent jobs in the operations phase including:

- 8,000 to companies with less than 20 employees
- 7,600 to companies with less than 100 employees
- 4,000 to companies with less than 500

employees

The rest of Canada gets 8,000 equivalent jobs in the operations phase including:

- 2,900 to companies with less than 20 employees
- 2,700 to companies with less than 100 employees
- 1,700 to companies with less than 500 employees

Read more about the economic benefits of the Trans Mountain Expansion Project:

[Billions of dollars flow to Canada's economy from TMEP](#)

[Project-related employment and business opportunities](#)

**Numbers are rounded. Actual project costs may change. Based on Conference Board of Canada studies in 2014 and 2015.*

Burnaby Facility Upgrades and Maintenance Continue

[Home](#) > [News](#)

Tags Operations

Apr 1, 2019

Trans Mountain is continuing with maintenance and facility upgrades at Burnaby Terminal and Westridge Marine Terminal to secure and protect the existing facilities and ensure the continued safe operations at both terminals.

Share



At Burnaby Terminal, work is underway to modify existing piping and related infrastructure within the terminal. The relocation work is required to accommodate future operations of the Trans Mountain Pipeline and was approved by the National Energy Board (NEB) independent of the Expansion Project.



The replacement of original piping with new piping is designed to allow the passage of in-line inspection tools which will improve the integrity of Burnaby Terminal.



Measures are in place to minimize any impacts of this work to the public and the environment.

Trans Mountain has developed [Environmental Protection Plans](#) for its work at Burnaby Terminal and will continue to comply with all regulatory requirements in relation to these activities.

As part of erosion and sediment control measures, Trans Mountain has completed slope stabilization work at Westridge along the foreshore in the area where rip rap was removed prior to the safe shutdown of the Expansion Project. All work was completed in accordance with the site-specific [Environmental Protection Plan](#).



Crews continue work to install new or upgraded perimeter fencing at Westridge, which will take several months to complete. This work requires some associated tree removal and vegetation management at some areas of the fenceline within Trans Mountain's property, which began during the week of March 25, 2019. Other site surveys and monitoring activities continue at Westridge, including geophysical surveys, which could generate short periods of noise on-site.



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Protecting Wildlife: Eagle Nest Mitigation Plan

[Home](#) > [News](#)

Tags

May 2, 2019

Since 2012, the environmental team for the Trans Mountain Expansion Project has been out in the field studying a wide range of environmental features, including wildlife, species at risk, fish and plants.

We have worked closely with regulatory agencies and third-party subject matter experts to develop plans to minimize our impact on wildlife and the environment.

In 2017, as part of preparation for site construction work at Westridge Marine Terminal in Burnaby, BC, an eagle's nest was identified near the southeast boundary of the terminal proximate to future construction activities. Trans Mountain cooperatively engaged with the Ministry of Forests, Lands, Natural Resource Operations

Share



and Rural Development and local raptor specialists to develop a detailed Eagle Nest Mitigation Plan.



The plan was designed to mitigate construction impacts to potential nesting eagles. Based on this plan, BC Ministry of Forests Lands and Natural Resource Operations issued a permit to Trans Mountain for installation of the nest deterrent.

A nesting deterrent (metal cone) was placed in the previously used nesting tree outside the migratory bird nesting window. The eagles were away on annual migration and the nest site was not in use when the deterrent was installed in the tree. Trans Mountain has no intention of removing the tree and the cone will be removed after construction.

To prevent any loss of nesting habitat, Trans Mountain worked with the eagle experts to provide a replacement nest site to offset the temporary loss of use of the tree.

After an evaluation of several options by eagle

experts, a replacement nest site was installed in a more favourable location in a City of Burnaby conservation area, away from the work area but within the eagles' established territory. City of Burnaby approved the location of the nest installation in 2017. Eagle experts confirmed the eagles used the new nest location and successfully had offspring in 2018.



Learn more about our Environmental Management Plans required to meet the conditions set out by the National Energy Board (NEB) and the BC Environmental Assessment Office (BC EAO), [here](#).



Ian Anderson Addresses Key Questions About Next Steps for the Trans Mountain Expansion Project

[Home](#) > [News](#)

Tags Benefits Construction Regulatory

Jun 27, 2019

The Government of Canada's June 18 approval of the Trans Mountain Expansion Project was national news. The following day, President and CEO Ian Anderson held a teleconference for news media to take questions and provide the company's reaction to the announcement and outline the next steps. Here are a few questions and quotes from that call with reporters from major Canadian media outlets. Questions and answers are edited for brevity and clarity.

Can you give me an idea how many people you have in place right now on the Trans Mountain Expansion Project and how many contractors

Share



**you'll be looking to hire? — Chris Varcoe,
Calgary Herald**

On staff right now in terms of employees and contractors working 100 per cent on the Project, we probably have a couple of hundred contractors. We'll be hiring at the peak of construction thousands of Canadians to work on the project. I think some of our peak requirements are up around 5,000 or 6,000 people.

Where will construction begin? Will it begin in several places? Will you start in say, Burnaby and move east? — Robert Tuttle, Bloomberg News

Where we start construction will be essentially where we left off construction last August (2018). So, it'll be back in Burnaby at our Westridge Marine Terminal, building out our dock, working in the Burnaby Terminal and recommencing work in the spread west of Edmonton and east of Jasper National Park, so in Alberta. That's where we'll go back to work first.

And then over time as final permits and land acquisitions are made, we would work into the Edmonton area as well as the North Thompson area north of Kamloops as our next locations.

What do you personally believe are the biggest challenges in getting this pipeline completed? — Tara Weber, BNN Bloomberg

I think the biggest challenge we have on a project of this scale and magnitude is the day-to-day coordination of the activities of thousands of workers in the field, all towards a united project. There are interfaces between contractors doing different spreads. There are different terrains. The project management of this effort is going to be significant. We're prepared for it. I've got world-class people prepared to manage that. It is many major projects within a mega-project and we're approaching it that way.

What is your plan is for managing potential interruptions and protests in British Columbia? Has the government of Canada given you any indication on how they will deal with that? — Geoffrey Morgan, Financial Post

We've had no direct conversation with the Government of Canada around that. As you know, we have a standing injunction in place that protects all of our facilities and work activities from any interference; and that's a standing injunction we've had for some time in British Columbia and it still exists and is valid today. Obviously, we're fully respectful and appreciative of different points of view and people's right to protest. Our wishes remain that it is done in a law-abiding and safe and secure manner. We'll be prepared to protect our workers and our facilities as required. We have full control over those security plans and we will undertake them as necessary.

We do know that increasingly, I believe, Canadians are believing in the Project and the importance of this project to Canada. And once we get started, I hope that momentum continues to grow.

**Last time this project was approved, you were working for a private American-based company. Now you're working for the federal government indirectly – do you think it will be easier to get those reconsiderations from the NEB and so on?
— Dan Healing, Canadian Press**

As a proponent of this Project, the regulatory framework we work within is well-defined and it's no different today than it was before. Our dealings with the National Energy Board are no different today than they were before and we continue to operate in that fashion, and we're committed to adhering to all the regulations and standards as required by the NEB.

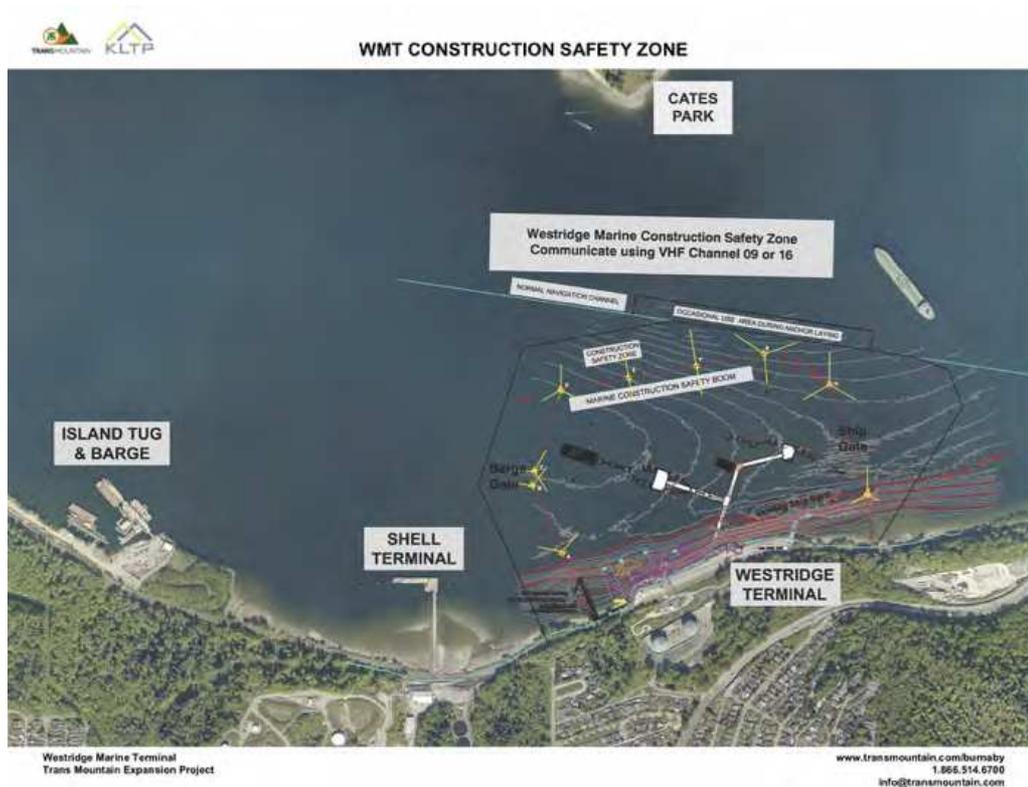
Obviously, I've got a new board (of directors) now, providing oversight and governance to the company and the Project and it's a very high-quality board that's been very, very helpful to me over the last six months. So, I would say that's really the only difference. We're operating the business and the Project and the company as we were before with the same objectives in mind.

Navigation Safety

[Home](#) > [Expansion Project](#) > [Communities](#) > [Lower Mainland](#) > [Westridge Marine Terminal](#) > Navigation Safety

The construction safety boom (CSB) defines the active construction area for the Westridge Marine Terminal (WMT) expansion. Only authorized persons are allowed within the CSB.

Share



Related Links

[Westridge Marine Terminal](#) >

[Marine Enhancements](#) >

All vessel traffic must access the construction safety zone (CSZ), including the existing Westridge dock, through the two gates:

- Eastern Ship Gate for larger vessels associated with construction or terminal operations.

- Western Barge Gate for smaller vessel traffic associated with construction.
- A patrol launch, supply barges and water taxi will continue to call at the site, or move about the site as needed throughout each working day.
- Please see issued [NOTSHIP P-1486 \(2017\)](#) dated September 21, 2017.
- All marine traffic is advised to exercise caution when travelling through this area. Commercial traffic is requested to coordinate with the Contractor on VHF Channel 9 as necessary.
- The CSB is provided with navigation marks including reflectors and flashing navigation lights (yellow and red) with visibility of a minimum two nautical mile range. Lights are placed every 25 m along the CSB panels. Radar reflectors are fitted at the northwest and northeast corner buoys.
- The CSB is located within the CSZ boundary. Coordinates of the CSZ are as follows:

DEGREES	MINUTES	DEGREES	MINUTES
49	17.2790 N	122	57.542 W
49	17.4930 N	122	57.690 W
49	17.6850 N	122	57.595 W
49	17.7220 N	122	57.282 W

49	17.6700 N	122	56.768 W
49	17.6530 N	122	56.700 W
49	17.6010 N	122	56.672 W
49	17.4090 N	122	56.852 W

Reminder: operations at Westridge Marine Terminal will continue during construction. Access will be facilitated through the eastern gate.

Contacts

- A tug and a launch will remain in the CSZ and are standing by on VHF CH-09, 12 and 16
- Ship's agents and others such as water taxis, etc., seeking access to Westridge for operations purposes are requested to make necessary advance arrangements with their regular Westridge Operations contacts.
- All other enquiries should be directed to info@transmountain.com or 1.866.514.6700

APPENDIX F: ADVERTISING

Figure E: Digital Ad Sample



Figure F: Print Ad Sample

Is your community affected by construction?
Find out at TransMountain.com

As construction of the Trans Mountain Expansion Project progresses, we want you to be informed about potential activity in your neighbourhood so you can plan accordingly. On our website, you can view an interactive map of construction areas, sign up for notifications, track what's happening along the route and much more.

As always, safety is our number one priority, every metre of the way.

info@transmountain.com | 1.866.534.6700 | TransMountain.com


TRANSMOUNTAIN
Committed to safety since 1953.

Is your community affected by construction?


TRANSMOUNTAIN

APPENDIX G: SUMMARY OF ENGAGEMENT EVENTS – WMT CONSTRUCTION Q2 2018 – Q2 2019

Table 8: Summary of Engagement Events - WMT Construction Q2 2018 to Q2 2019

Date	Event	Location	Type	Engagement Method	Topics Discussed
03-Apr-18	Meeting with Suncor Terminal	Burnaby	Meeting - In Person	Meeting to provide overview and update on WMT terminal development	<ul style="list-style-type: none"> WMT Construction progress update Safety & Security Navigation / Navigation Safety
14-Apr-18	Burnaby Firefighters' 26th Annual Charitable Ball	Burnaby	Multi-Stakeholder - Reception	One-on-one engagement with attendees during the reception and throughout event	<ul style="list-style-type: none"> Project Construction progress
25-Apr-18	Burnaby Board of Trade (BBOT): 2018 - State of the City Luncheon	Burnaby	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout event	<ul style="list-style-type: none"> Project Construction progress Business opportunities related to construction procurement
30-Apr-18	Meeting with Parkland Fuel Corporation	Burnaby	Meeting - In Person	Meeting to provide overview and update on WMT terminal development	<ul style="list-style-type: none"> WMT Construction progress update Safety & Security Navigation / Navigation Safety Permitting
01-May-18	Business Council of BC (BCBC): Guest Speaker: Premier Horgan	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout event	<ul style="list-style-type: none"> Project Construction progress
01-May-18	BC Chamber of Commerce: Breakfast series with Andrew Wilkinson	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout event	<ul style="list-style-type: none"> Project Construction progress

Westridge Marine Terminal Upgrade and Expansion Project

Date	Event	Location	Type	Engagement Method	Topics Discussed
09-May-18	Lower Mainland Local Government Association (LMLGA)	Whistler	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with conference attendees at conference events	<ul style="list-style-type: none"> • Project Construction Progress • Noise • Routing • Safety & Security • Navigation / Navigation Safety
10-May-18	Greater Vancouver Board of Trade (GVBOT): Economic Scorecard Breakfast event	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout event	<ul style="list-style-type: none"> • Project Construction progress
11-May-18	Pacific Salmon Foundation (PSF) Annual Fundraising Gala	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout dinner event	<ul style="list-style-type: none"> • Project Construction progress • Fish / Fish habitat
11-May-18	Seaspan Stakeholder Event	North Vancouver	Multi-Stakeholder - Reception	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> • Project Construction progress • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Enhanced tug escort (NEB Condition 133) • Safety & Security
16-May-18	ICBA Industry Outlook Presentation - Brad Wall	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> • Project Construction progress
17-May-18	North Shore Waterfront Industry Fundraising Gala	North Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> • Project Construction progress • Safety & Security • WCMRC Spill Response Program • Navigation / Navigation Safety
25-May-18	Annual North Shore Mayors' Charity Golf Tournament – Reception & Dinner	North Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the	<ul style="list-style-type: none"> • Project Construction progress • Safety & Security • WCMRC Spill Response Program

Date	Event	Location	Type	Engagement Method	Topics Discussed
				reception and dinner	<ul style="list-style-type: none"> • Procurement and Business Opportunities
30-May-18	Institute of Corporate Director (ICD) / Vancouver Fraser Port Authority (VFPA): Tour of the Port	Vancouver	Presentation - Tour	Harbour tour featuring a stop outside WMT construction safety boom for construction update.	<ul style="list-style-type: none"> • Construction progress update and schedule • Noise Management (NEB Condition 80 and WMT Environmental Protection Plan NEB Condition 81) <ul style="list-style-type: none"> ○ Pile Driving – use of shrouds ○ Underwater Noise mitigation • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Construction Safety Boom ○ Dock layout • Marine Mammal Monitoring • Rock Fish Reefs (DFO offset) • WCMRC Spill Response Enhancement
30-May-18	Puget Sound Harbor Safety Committee (PSHSC)/Pacific Coast Marine Advisory Review Panel (PACMAR) /Navigation Aids & Navigation Services (NANS) Joint Meeting	Vancouver	Meeting - In Person	Multi-stakeholder meeting to review key updates in marine regimes of US and Canada in the shared waters of the Salish Sea and coast of BC.	<ul style="list-style-type: none"> • Construction progress update and schedule • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Enhanced tug escort (NEB Condition 133) ○ Marine Public Outreach (Boating Safety) – NEB Condition 131 • Marine Mammal Protection Program (
31-May-18	BBOT Business Showcase	Burnaby	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> • Project progress update • Procurement and business opportunities
31-May-18	Meeting and Site Visit for BC Ambulance Service	Burnaby	Meeting - In Person	Meeting to review emergency planning (Site Specific Emergency	<ul style="list-style-type: none"> • Discussed WMT alternate site access for ERPs in event roadway not available

Date	Event	Location	Type	Engagement Method	Topics Discussed
				Response Plans)	
12-Jun-18	BCBC 6th Annual Chair's Dinner	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> Project progress update
22-Jun-18	GVBOT: Indigenous Opportunities Forum	Vancouver	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> Project progress update Procurement and Business Opportunities
26-Jun-18	BBOT: Green Talks! Breakfast event	Burnaby	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> Project progress update Environmental Protection at WMT Procurement and Business Opportunities
28-Jun-18	Western Canada Marine Response Corporation (WCMRC) user group meeting	Burnaby	Meeting - In Person	Brief update to members and one-on-one engagement with attendees following the event	<ul style="list-style-type: none"> Project progress update Spill safety / spill response <ul style="list-style-type: none"> WCMRC spill response enhancements (NEB Condition 133)
11-Jul-18	BCBC: NEXT Leaders Technology and Innovation Forum (panel and reception)	Vancouver	Multi-Stakeholder - Reception	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> Project progress update
11-Jul-18	Canadian Energy Pipeline Association (CEPA) / Canadian Association of Petroleum Producers (CAPP) Tour of Westridge Marine Terminal (WMT)	Burnaby	Presentation - Tour	Harbour tour featuring a stop outside WMT construction safety boom for construction update.	<ul style="list-style-type: none"> Construction progress update and schedule Noise Management (NEB Condition 80 and WMT Environmental Protection Plan NEB Condition 81) <ul style="list-style-type: none"> Pile Driving – use of shrouds Underwater Noise mitigation

Date	Event	Location	Type	Engagement Method	Topics Discussed
					<ul style="list-style-type: none"> • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Construction Safety Boom ○ Dock layout • Marine Mammal Monitoring • Rock Fish Reefs (DFO offset) • Spill safety / spill response <ul style="list-style-type: none"> ○ WCMRC spill response enhancements (NEB Condition 133)
13-Jul-18	Meeting with BC Hydro	By Phone	Meeting - By Phone	Meeting to discuss site service for WMT	<ul style="list-style-type: none"> • TMEP Project and Construction schedule update, including WMT • BC Hydro update on project to provide power connection for WMT
23-Jul-18	Meeting with Metro Vancouver	Burnaby	Meeting - In Person	Meeting to discuss air monitoring in emergency situations (Site Specific Emergency Response Plans)	<ul style="list-style-type: none"> • Air Quality / air monitoring in emergency • Emergency Management
02-Aug-18	New Relationship Trust Golf Tournament	North Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> • Project progress update
03-Aug-18	Meeting with CP Rail, TransLink, VFPA: security at WMT	Coquitlam	Meeting - In Person	Meeting to review communication protocols for multiple user groups of WMT rail right-of-way	<ul style="list-style-type: none"> • Safety & Security <ul style="list-style-type: none"> ○ Access disruption from protests
07-Aug-18	Suncor Reception	Vancouver	Presentation - Tour	Harbour tour featuring a stop outside WMT construction safety boom for	<ul style="list-style-type: none"> • Construction progress update and schedule • Noise Management (NEB Condition 80 and WMT Environmental Protection Plan NEB Condition 81)

Date	Event	Location	Type	Engagement Method	Topics Discussed
				construction update.	<ul style="list-style-type: none"> ○ Pile Driving – use of shrouds ○ Underwater Noise mitigation ● Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Construction Safety Boom ○ Dock layout ● Marine Mammal Monitoring ● Rock Fish Reefs (DFO offset) ● Spill safety / spill response WCMRC spill response enhancements (NEB Condition 133)
10-Aug-18	Meeting with BC Hydro	By Phone	Meeting - By Phone	Meeting to discuss site service for WMT	<ul style="list-style-type: none"> ● TMEP Project and Construction schedule update, including WMT ● BC Hydro update on project to provide power connection for WMT
23-Aug-18	Meeting with Shipping Agents	Burnaby	Meeting - In Person	Meeting with shipping agents of vessels that service WMT dock, shipping industry representatives and local tug operators	<ul style="list-style-type: none"> ● WMT Construction progress update and schedule ● Safety & Security <ul style="list-style-type: none"> ○ Visitor Access (Land/Marine) ○ Access disruption from protests ● Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Construction Safety Boom ○ Enhanced Tug Escort (NEB Condition 133) ● Marine Mammals Monitoring <ul style="list-style-type: none"> ○ NEB Condition 132 Marine Mammal Protection Program
05-Sep-18	BBOT Golf Tournament	Burnaby	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> ● Project progress update / shutdown

Date	Event	Location	Type	Engagement Method	Topics Discussed
06-Sep-18	Tri-Cities Mayors' Barbeque	Port Moody	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> • Project progress update / shutdown
10-Sep-18	CAPP/WCMRC Harbor Tour	Vancouver	Presentation - Tour	Harbour tour featuring a stop outside WMT construction safety boom for construction update.	<ul style="list-style-type: none"> • Construction progress update / shutdown • Noise Management (NEB Condition 80 and WMT Environmental Protection Plan NEB Condition 81) <ul style="list-style-type: none"> ○ Pile Driving – use of shrouds ○ Underwater Noise mitigation • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Construction Safety Boom ○ Dock layout • Marine Mammal Monitoring • Rock Fish Reefs (DFO offset) • Spill safety / spill response <ul style="list-style-type: none"> ○ WCMRC spill response enhancements (NEB Condition 133)
10-14-Sep-18	Union of BC Municipalities (UBCM) Conference	Whistler	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with conference attendees at conference events	<ul style="list-style-type: none"> • Project Progress Update / Shutdown • Regulatory process – Reconsideration • Permitting • Safety & Security • Navigation / Navigation Safety • Indigenous Engagement
12-Sep-18	CAPP: UBCM Reception	Whistler	Multi-Stakeholder - Reception	One-on-one engagement with event attendees during reception and throughout the event	<ul style="list-style-type: none"> • Project Progress Update / Shutdown • Regulatory process - Reconsideration • Safety & Security • Indigenous Engagement

Date	Event	Location	Type	Engagement Method	Topics Discussed
12-Sep-18	UBCM - TMEP Breakfast	Whistler	Presentation - Stakeholder Group	TMEP presentation to local municipal officials in attendance at UBCM.	<ul style="list-style-type: none"> • Project Progress Update / Shutdown • Regulatory process – Reconsideration Hearing • Safety & Security • Permitting • Indigenous Engagement
18-19-Sep-18	Westridge Full-Scale Exercise & Observer Program	Burnaby	Presentation - Tour	Harbour Tour and tour of Incident Command Post during WMT full scale (major) exercise	<ul style="list-style-type: none"> • TMEP Emergency management engagement <ul style="list-style-type: none"> ○ Enhanced WMT Emergency Response • WCMRC Spill Response Enhancement (Condition 133) <ul style="list-style-type: none"> ○ Enhancements ○ Fate and behavior of dilbit
19-Sep-18	Westridge Emergency Exercise Media Tour	Burnaby	Presentation - Tour	Harbour Tour and tour of Incident Command Post during WMT full scale (major) exercise	<ul style="list-style-type: none"> • TMEP Emergency management engagement <ul style="list-style-type: none"> ○ Enhanced WMT Emergency Response • WCMRC Spill Response Enhancement (Condition 133) <ul style="list-style-type: none"> ○ Enhancements ○ Fate and behavior of dilbit
19-Sep-18	Resource Works: Communication workshop	Vancouver	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with attendees throughout and following the event	<ul style="list-style-type: none"> • Construction progress and schedule / shutdown
27-Sep-18	Chamber of Shipping of BC (COSBC) reception: World Maritime Day	Vancouver	Multi-Stakeholder - Reception	One-on-one engagement with attendees throughout and following the event	<ul style="list-style-type: none"> • Project progress / shutdown • Marine Mammal Protection Program (Condition 132) • WCMRC Spill Response Enhancement (Condition 133) <ul style="list-style-type: none"> ○ Enhancements
04-Oct-18	19th Annual Port of Vancouver (VFPA) Charity Fundraising Gala	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during reception throughout	<ul style="list-style-type: none"> • Construction progress and schedule / shutdown • Indigenous Engagement • Regulatory – Reconsideration Hearing

Date	Event	Location	Type	Engagement Method	Topics Discussed
				and following the event	
15-Oct-18	2018 BC Indigenous Business Awards	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • Indigenous Engagement • Regulatory – Reconsideration Hearing • Procurement and Business Opportunities
18-Oct-18	Charter Institute of Logistics and Transport - North America (CILTNA) event: ft. Greater Vancouver Gateway Council	Vancouver	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • Indigenous Engagement • Regulatory – Reconsideration Hearing • Procurement and Business Opportunities
19-Oct-18	MineralsED BC Tour with BC Teachers	Vancouver	Presentation - Tour	Harbour tour featuring a stop outside WMT construction safety boom for construction update.	<ul style="list-style-type: none"> • Construction progress update / shutdown • Noise Management (NEB Condition 80 and WMT Environmental Protection Plan NEB Condition 81) <ul style="list-style-type: none"> ○ Pile Driving – use of shrouds ○ Underwater Noise mitigation • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Construction Safety Boom ○ Dock layout • Marine Mammal Monitoring / Protection (Condition 132) • Rock Fish Reefs (DFO offset) • Spill safety / spill response <ul style="list-style-type: none"> • WCMRC spill response enhancements (NEB Condition 133)
24-Oct-18	Meeting with Vancouver Aquarium	Vancouver	Meeting - In Person	Meeting to provide brief update on regulatory process	<ul style="list-style-type: none"> • Construction progress update / shutdown • Indigenous Engagement • Regulatory – Reconsideration Hearing • Marine Mammal Monitoring / Protection (Condition 132)

Date	Event	Location	Type	Engagement Method	Topics Discussed
26-Oct-18	GVBOT: LNG Canada - the road to FID	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> Project construction progress and schedule / shutdown Indigenous Engagement Regulatory – Reconsideration Hearing Procurement and Business Opportunities
29-Oct-18	32nd Annual Jack Webster Awards	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> Project construction progress and schedule / shutdown Regulatory – Reconsideration Hearing
31-Oct-18	Technical Working Group (TWG) Meeting with Metro Vancouver	Vancouver	Meeting - In Person	Regular TWG meeting to discuss MV interest in TMEP	<ul style="list-style-type: none"> Project construction progress and schedule / shutdown Regulatory – Reconsideration Hearing
01-Nov-18	BBOT Business Excellence Awards	Burnaby	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> Project construction progress and schedule / shutdown Regulatory – Reconsideration Hearing
06-Nov-18	PSF Major Donor Circle Luncheon	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> Project construction progress and schedule / shutdown Regulatory – Reconsideration Hearing Marine Mammal Protection Program (Condition 132)
14-Nov-18	Canadian Chamber of Commerce Roundtable Discussion on Supporting Global Success of Women Entrepreneurs	Vancouver	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> Project construction progress and schedule / shutdown Procurement and business opportunities

Date	Event	Location	Type	Engagement Method	Topics Discussed
15-Nov-18	North Vancouver Chamber of Commerce Business Excellence Awards	North Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • Procurement and business opportunities
16-Nov-18	Petro China Tour of WMT	Burnaby	Presentation - Tour	Tour of WMT from key viewpoints inside the terminal	<ul style="list-style-type: none"> • Construction progress update / shutdown • Noise Management (NEB Condition 80 and WMT Environmental Protection Plan NEB Condition 81) <ul style="list-style-type: none"> ○ Pile Driving – use of shrouds ○ Underwater Noise mitigation • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Construction Safety Boom ○ Dock layout • Marine Mammal Monitoring / Protection (Condition 132) • Rock Fish Reefs (DFO offset) • Spill safety / spill response <ul style="list-style-type: none"> • WCMRC spill response enhancements (NEB Condition 133)
16-Nov-18	BCBC Business Summit	Vancouver	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • Procurement and business opportunities
20-Nov-18	BCBC NEXT Leaders Annual Economic & Policy Update	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • Procurement and business opportunities

Date	Event	Location	Type	Engagement Method	Topics Discussed
20-Nov-18	Canadian Development Investment Corporation (CDEV) Tour of Burnaby Terminal (BT) and WMT	Burnaby	Presentation - Tour	Tour of WMT from key viewpoints inside the terminal	<ul style="list-style-type: none"> • Construction progress update / shutdown • Noise Management (NEB Condition 80 and WMT Environmental Protection Plan NEB Condition 81) • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Construction Safety Boom ○ Dock layout • Marine Mammal Monitoring / Protection (Condition 132) • Rock Fish Reefs (DFO offset) • Spill safety / spill response <ul style="list-style-type: none"> • WCMRC spill response enhancements (NEB Condition 133)
22-Nov-18	WCMRC user group meeting	Burnaby	Meeting - In Person	Brief update to members and one-on-one engagement with attendees following the event	<ul style="list-style-type: none"> • Project progress update / shutdown • Spill safety / spill response <ul style="list-style-type: none"> ○ WCMRC spill response enhancements (NEB Condition 133)
23-Nov-18	GVBOT: keynote speaker: National Chief Perry Bellegarde	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • Indigenous Engagement • Procurement and business opportunities
28-Nov-18	BBOT: WeChat and Diverse Social Media Strategies	Burnaby	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • Procurement and business opportunities
29-Nov-18	GVBOT: Building the port of the future	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during reception throughout	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • NEB Regulatory – Reconsideration Hearing • Procurement and business opportunities

Date	Event	Location	Type	Engagement Method	Topics Discussed
				and following the event	
04-Dec-18	Meeting with the Mayor of Burnaby	Burnaby	Meeting - In Person	Meeting to review City's interests and concerns with TMEP	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • Regulatory – Reconsideration Hearing • Permitting
05-Dec-18	BBOT: Partner Appreciation Reception	Burnaby	Multi-Stakeholder - Reception	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • NEB Regulatory – Reconsideration Hearing • Procurement and business opportunities
05-Dec-18	North Vancouver Chamber of Commerce: Christmas Member Reception	North Vancouver	Multi-Stakeholder - Reception	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • NEB Regulatory – Reconsideration Hearing • Procurement and business opportunities • Indigenous Engagement
06-Dec-18	VFPA Environmental Managers Breakfast Session	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> • Project progress update / shutdown • Marine birds • Marine Mammal Protection program (Condition 132) • Indigenous Engagement • Air Quality
06-Dec-18	Tri-Cities Christmas Lunch	Burnaby	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during reception throughout and following the event	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • NEB Regulatory – Reconsideration Hearing • Procurement and business opportunities
06-Dec-18	WCMRC user group meeting	Vancouver	Meeting - In Person	One-on-one engagement with attendees during the meeting and	<ul style="list-style-type: none"> • Project construction progress and schedule / shutdown • NEB Regulatory – Reconsideration Hearing • Indigenous engagement

Date	Event	Location	Type	Engagement Method	Topics Discussed
				following the event	<ul style="list-style-type: none"> • Procurement and business opportunities • Spill safety / spill response <ul style="list-style-type: none"> ○ WCMRC spill response enhancements (NEB Condition 133)
07-Dec-18	BBOT Christmas Lunch	Burnaby	Multi-Stakeholder - Reception	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> • Project progress update / shutdown
10-Dec-18	BC Chamber of Commerce: Lunch with Premier Horgan and Cabinet	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> • Project progress update / shutdown • Regulatory – Reconsideration Hearing • Indigenous Engagement
11-Dec-18	Meeting with VFPA - Noise Monitoring	Vancouver	Meeting - In Person	Meeting to review baseline information related to WMT noise monitoring	<ul style="list-style-type: none"> • Project progress update / shutdown • Noise monitoring (Condition 80)
13-Dec-18	Husky tour of Burnaby Terminals	Burnaby	Presentation - Tour	Tour of BT/WMT from key viewpoints inside the terminals	<ul style="list-style-type: none"> • Construction progress update / shutdown • Information systems • Training • Emergency Management • Vessel Acceptance Program (Condition 134) • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Construction Safety Boom ○ Dock layout • Spill safety / spill response <ul style="list-style-type: none"> • WCMRC spill response enhancements (NEB Condition 133)
19-Dec-18	TWG Meeting with Metro Vancouver	Burnaby	Meeting - In Person	Regular TWG meeting to discuss MV interest in TMEP	<ul style="list-style-type: none"> • Utility crossings • Financial impacts • Construction Progress Update / Shutdown

Date	Event	Location	Type	Engagement Method	Topics Discussed
					<ul style="list-style-type: none"> Regulatory – Reconsideration Process
15-Jan-19	Meeting with the Mayor of District of North Vancouver	North Vancouver	Meeting - In Person	Meeting to discuss interests and concerns of the District with TMEP	<ul style="list-style-type: none"> Construction progress update / shutdown Spill safety / spill response <ul style="list-style-type: none"> WCMRC spill response enhancements (NEB Condition 133) Fate and behaviour of oil in the marine environment Air quality
15-Jan-19	Natural Resources Canada (NRCAN) Tour of WMT	Burnaby	Presentation - Tour	Harbour tour featuring a stop outside WMT construction safety boom for construction update.	<ul style="list-style-type: none"> Construction progress update / shutdown Indigenous Engagement Noise Management (NEB Condition 80 and WMT Environmental Protection Plan NEB Condition 81) <ul style="list-style-type: none"> Pile Driving – use of shrouds Underwater Noise mitigation Navigation / Navigation Safety <ul style="list-style-type: none"> Construction Safety Boom Dock layout Marine Mammal Monitoring / Protection (Condition 132) Rock Fish Reefs (DFO offset) Spill safety / spill response <ul style="list-style-type: none"> WCMRC spill response enhancements (NEB Condition 133)
18-Jan-19	GVBOT Annual Economic Outlook Forum	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> Project progress update / shutdown
24-Jan-19	Petro China Tour	Burnaby	Presentation - Tour	Tour of WMT from key viewpoints inside the terminals	<ul style="list-style-type: none"> Construction progress update / shutdown Navigation / Navigation Safety <ul style="list-style-type: none"> Construction Safety Boom Marine Mammal Monitoring / Protection (Condition 132)

Date	Event	Location	Type	Engagement Method	Topics Discussed
					<ul style="list-style-type: none"> Rock Fish Reefs (DFO offset) Spill safety / spill response <ul style="list-style-type: none"> WCMRC spill response enhancements (NEB Condition 133)
30-Jan-19	TWG Meeting with Metro Vancouver	Burnaby	Meeting - In Person	Regular TWG meeting to discuss MV interest in TMEP	<ul style="list-style-type: none"> Project Progress Update / Shutdown Regulatory – Reconsideration Process Utility crossings Financial impacts
31-Jan-19	BBOT Annual Lunar New Year Banquet.	Burnaby	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> Project progress update / shutdown
01-Feb-19	Meeting with Resource Works	Burnaby	Meeting - In Person	Meeting to provide Project update	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory - Reconsideration Process
04-Feb-19	Meeting with PSF	by phone	Meeting - By Phone	Meeting to provide Project update	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory – Reconsideration Process
05-Feb-19	Meeting with Tourism Burnaby	Burnaby	Meeting - In Person	Meeting to provide Project update	<ul style="list-style-type: none"> Project progress update / shutdown Procurement / Business Opportunities
13-Feb-19	SMIT Towing: SST Grizzly and SST Orca christening	Vancouver	Multi-Stakeholder - Reception	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> Project progress update / shutdown Navigation / Navigation Safety <ul style="list-style-type: none"> Enhanced Tug Escort (NEB Condition 133)
20-Feb-19	BBOT Local Government Reception	Burnaby	Multi-Stakeholder - Reception	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> Project progress update / shutdown Procurement / Business Opportunities

Date	Event	Location	Type	Engagement Method	Topics Discussed
27-Feb-19	TWG Meeting with Metro Vancouver	Burnaby	Meeting - In Person	Regular TWG meeting to discuss MV interest in TMEP	<ul style="list-style-type: none"> • Utility crossings • Financial impacts • Project progress / shutdown update • Regulatory – Reconsideration Process
28-Feb-19	International Shipowners Alliance of Canada (ISAC) update meeting	by phone	Meeting - By Phone	Meeting to provide Project update	<ul style="list-style-type: none"> • Project progress update / shutdown • Regulatory – Reconsideration Process • Indigenous Engagement • Procurement / Business Opportunities
06-Mar-19	Coffee update with Vancouver Aquarium	Vancouver	Meeting - In Person	Meeting to provide Project update	<ul style="list-style-type: none"> • Project progress update / shutdown • Regulatory – Reconsideration Process • Indigenous Engagement • Marine Mammal Monitoring – Marine Mammal Protection Program (Condition 132)
07-Mar-19	2019 Pacific Regional Canadian Marine Advisory Council (CMAC)	Vancouver	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> • Safety & Security • Project progress update / shutdown • Regulatory – Reconsideration Process • Navigation / Navigation Safety
08-Mar-19	Transport Ministry DM and ADM tour of WMT by tanker (only)	Vancouver	Presentation - Tour	Tour aboard a pilot launch and tanker vessel calling at WMT	Navigation / Navigation Safety
11-Mar-19	COSBC Annual General Meeting	Vancouver	Multi-Stakeholder: Conference / Meeting		<ul style="list-style-type: none"> • Indigenous Engagement • Project progress update / shutdown • Regulatory – Reconsideration Process • Navigation / Navigation Safety • Marine Mammal Protection Program (Condition 132)

Date	Event	Location	Type	Engagement Method	Topics Discussed
12-Mar-19	BCBC NEXT Leaders Steering Committee Meeting	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> Project progress update / shutdown Procurement / Business Opportunities
14-Mar-19	CAPP: preparatory discussion re marine Tours	By Phone	Meeting - By Phone	Planning meeting to discuss upcoming harbour tour	<ul style="list-style-type: none"> Project progress update / shutdown Navigation / Navigation Safety
16-Mar-19	S.U.C.C.E.S.S. BC - Bridge to Success Annual Gala 2019	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> Project progress update / shutdown Procurement / Business Opportunities
20-Mar-19	Meeting with the Chair of Metro Vancouver	Burnaby	Meeting - In Person	TMEP President meeting to discuss MV interest in TMEP	<ul style="list-style-type: none"> Project progress update / Shutdown Regulatory – Reconsideration Process Financial impacts
21-Mar-19	Meeting with the Mayor of Burnaby	Burnaby	Meeting - In Person	Meeting to provide overview and update on Project development	<ul style="list-style-type: none"> Project progress update / Shutdown Regulatory – Reconsideration Process
26-Mar-19	Oceans Protection Plan - Pacific Coast Dialogue Forum	Vancouver	Multi-Stakeholder: Conference / Meeting	Group and one-on-one engagement with forum attendees during the reception and throughout the event	<ul style="list-style-type: none"> Marine Mammal Protection Navigation / Navigation Safety Indigenous Engagement Spill Response <ul style="list-style-type: none"> WCMRC Enhanced Response Regime
27-Mar-19	TWG Meeting with Metro Vancouver	Burnaby	Meeting - In Person	Regular TWG meeting to discuss MV interest in TMEP	<ul style="list-style-type: none"> Utility crossings Financial impacts Project Progress Update / Shutdown Regulatory – Reconsideration Process

Date	Event	Location	Type	Engagement Method	Topics Discussed
27-Mar-19	Meeting with Marine Shippers Sub-committee	Burnaby	Meeting - In Person	Meeting to review procurement of escort tugs for Strait of Juan de Fuca and outcomes of Reconsideration to date.	<ul style="list-style-type: none"> • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Second Narrows Traffic Control Zone (TCZ 2) • Procurement and Business Opportunities • Indigenous Engagement
28-Mar-19	Canadian Chamber Natural Resources and Environment Committee Meeting	various	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with attendees during meeting and following the event	<ul style="list-style-type: none"> • Project progress update / shutdown • Indigenous engagement • Regulatory – Reconsideration Process
10-Apr-19	BCBC NEXT Leaders Event	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with attendees during the reception and throughout the event	<ul style="list-style-type: none"> • Project progress update / shutdown • Indigenous engagement • Regulatory – Reconsideration Process
25-Apr-19	Westridge Tour: China Offshore National Oil Corporation (CNOOC)	Burnaby	Presentation - Tour	Tour of WMT from key viewpoints inside the terminals	<ul style="list-style-type: none"> • Construction progress update / shutdown • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Construction Safety Boom • Marine Mammal Monitoring / Protection (Condition 132) • Rock Fish Reefs (DFO offset) • Spill safety / spill response <ul style="list-style-type: none"> • WCMRC spill response enhancements (NEB Condition 133)
07-May-19	Green Marine West Coast Advisory Committee Meeting	Vancouver	Multi-Stakeholder: Conference / Meeting	Meeting with West Coast Green Marine member representative to review program progress	<ul style="list-style-type: none"> • Environmental Protection <ul style="list-style-type: none"> • Fish / Fish Habitat • Air Quality • Waste Management
07-May-19	Meeting with WMT neighbour	Burnaby	Meeting - In Person	Meeting with neighbour to review complaints	<ul style="list-style-type: none"> • Noise (Condition 80) <ul style="list-style-type: none"> ○ Traffic

Date	Event	Location	Type	Engagement Method	Topics Discussed
				about traffic, lights and noise	<ul style="list-style-type: none"> ○ Operations and Maintenance activity (fence replacement) ● Light impacts ● Viewscape impacts
08-May-19	Meeting with WCMRC re: Offshore Supply Vessel Requirement	Burnaby	Meeting - In Person	Meeting to review enhanced response regime requirement	<ul style="list-style-type: none"> ● Spill safety / spill response <ul style="list-style-type: none"> ● WCMRC spill response enhancements (NEB Condition 133) ● Procurement and Business Opportunities
08-May-19	North Shore Golf Tournament: Sponsor Recognition Event	North Vancouver	Multi-Stakeholder - Reception	One-on-one engagement with event attendees	<ul style="list-style-type: none"> ● Project progress update / shutdown ● Regulatory – Reconsideration Process
8-10-May-19	Local Government Management Association (LMLGA)	Harrison Hot Springs	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with event attendees	<ul style="list-style-type: none"> ● Project progress update / shutdown ● Regulatory – Reconsideration Process ● Indigenous Engagement ● Procurement and Business Opportunities
10-May-19	PSF Gala	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with event attendees throughout the event	<ul style="list-style-type: none"> ● Project progress update / shutdown ● Regulatory – Reconsideration Process ● Indigenous Engagement ● Procurement and Business Opportunities ● Fish / Fish Habitat at WMT ● Community Benefits (PSF donation)
10-May-19	Government of Canada Announcement regarding protection of Southern Resident Killer Whales (SRKW)	Vancouver	Multi-Stakeholder - Announcement	Attendance at media announcement of whale initiative and protections for SRKW	<ul style="list-style-type: none"> ● Marine Mammal Protection Program (C132) ● Fish / Fish Habitat
14-May-19	BBOT: Burnaby Business Showcase Exhibitors	Burnaby	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with event attendees	<ul style="list-style-type: none"> ● Project progress update / shutdown ● Regulatory – Reconsideration Process ● Indigenous Engagement

Date	Event	Location	Type	Engagement Method	Topics Discussed
					<ul style="list-style-type: none"> Procurement and Business Opportunities
16-May-19	North Shore Waterfront Industry Annual Charity Fundraising Gala	North Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with event attendees	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory – Reconsideration Process Indigenous Engagement Procurement and Business Opportunities
19-May-19	City of Burnaby	Burnaby	In person	Meeting	<ul style="list-style-type: none"> Noise management and mitigation update Review of TMEP inquiry management process TMEP construction update
22-May-19	GVBOT: Keynote Speaker: Chair, Metro Vancouver	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with event attendees	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory – Reconsideration Process
22-May-19	Canadian Chamber of Commerce: Perrin Beatty	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with event attendees	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory – Reconsideration Process Indigenous Engagement Procurement and Business Opportunities
22-May-19	BBOT: Workshop: Future Skills Tips and Techniques to Driving Career Success	Burnaby	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with event attendees	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory – Reconsideration Process Indigenous Engagement Procurement and Business Opportunities
23-May-19	North Vancouver Chamber of Commerce: Conversations with MLAs	North Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with event attendees	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory – Reconsideration Process Procurement and Business Opportunities

Date	Event	Location	Type	Engagement Method	Topics Discussed
23-25-May-19	BC Chamber of Commerce: AGM and Gala	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with event attendees	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory – Reconsideration Process Indigenous Engagement
24-May-19	North Shore Community Foundation Mayors' Charity Golf Tournament	North Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with event attendees at booth on golf course	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory – Reconsideration Process Indigenous Engagement Procurement and Business Opportunities
29-May-19	TWG Meeting with Metro Vancouver	Burnaby	Meeting - In Person	Regular TWG meeting to discuss MV interest in TMEP	<ul style="list-style-type: none"> Utility crossings Financial impacts Project Progress Update / Shutdown Regulatory – Reconsideration Process
29-May-19	PACMAR / NANS Joint Meeting	Vancouver	Meeting - In Person	Multi-stakeholder meeting to review key updates in marine regimes of US and Canada in the shared waters of the Salish Sea and coast of BC.	<ul style="list-style-type: none"> Construction progress update and schedule Navigation / Navigation Safety <ul style="list-style-type: none"> Enhanced tug escort (NEB Condition 133) Marine Public Outreach (Boating Safety) – NEB Condition 131 Marine Mammal Protection Program
30-May-19	Canadian Chamber Natural Resources and Environment Committee Meeting	various	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with event attendees	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory – Reconsideration Process Indigenous Engagement Procurement and Business Opportunities
30-May-19	BCBC Chair's Dinner	Vancouver	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with event attendees	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory – Reconsideration Process Indigenous Engagement

Date	Event	Location	Type	Engagement Method	Topics Discussed
					<ul style="list-style-type: none"> • Procurement and Business Opportunities
31-May-19	CAPP Marine Harbour Tour	Vancouver	Presentation - Tour	Harbour tour featuring a stop outside WMT construction safety boom for construction update.	<ul style="list-style-type: none"> • Construction progress update / shutdown • Indigenous Engagement • Noise Management (NEB Condition 80 and WMT Environmental Protection Plan NEB Condition 81) <ul style="list-style-type: none"> ○ Pile Driving – use of shrouds ○ Underwater Noise mitigation • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Construction Safety Boom ○ Dock layout • Marine Mammal Monitoring / Protection (Condition 132) • Rock Fish Reefs (DFO offset) • Spill safety / spill response <ul style="list-style-type: none"> • WCMRC spill response enhancements (NEB Condition 133)
06-Jun-19	Meeting with Marine Shipper Sub-committee	Burnaby	Meeting - In Person	Meeting to advance escort tug procurement process	<ul style="list-style-type: none"> • Project Construction progress update / shutdown • Navigation / Navigation Safety <ul style="list-style-type: none"> ○ Escort Tug (Condition 133)
07-Jun-19	WMT Tour - Neighbours	Burnaby	Presentation - Tour	Tour of WMT from key viewpoints inside the terminals	<ul style="list-style-type: none"> • Construction progress update / shutdown • Jet fuel facility / storage • Navigation / Navigation Safety • Rock Fish Reefs (DFO offset) • Spill safety / spill response <ul style="list-style-type: none"> • WCMRC spill response enhancements (NEB Condition 133) • Regulatory – Reconsideration Process
11-Jun-19	Local Government Management Association (LGMA)	Vancouver	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with event attendees	<ul style="list-style-type: none"> • Project progress update / shutdown • Regulatory – Reconsideration Process

Date	Event	Location	Type	Engagement Method	Topics Discussed
					<ul style="list-style-type: none"> Indigenous Engagement Procurement and Business Opportunities Noise
14-Jun-19	GVBOT 9th annual Indigenous Opportunities Forum	Vancouver	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with event attendees	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory – Reconsideration Process Indigenous Engagement
18-Jun-19	BCBC: Port of Vancouver Boat Tour	Vancouver	Presentation - Tour	Harbour tour featuring a stop outside WMT construction safety boom for construction update.	<ul style="list-style-type: none"> Construction progress update / shutdown Indigenous Engagement Noise Management (NEB Condition 80 and WMT Environmental Protection Plan NEB Condition 81) Navigation / Navigation Safety <ul style="list-style-type: none"> Construction Safety Boom Marine Mammal Monitoring / Protection (Condition 132) Rock Fish Reefs (DFO offset) Spill safety / spill response <ul style="list-style-type: none"> WCMRC spill response enhancements (NEB Condition 133)
18-20-Jun-19	Clean Pacific Conference	Vancouver	Multi-Stakeholder: Conference / Meeting	One-on-one engagement with event attendees	<ul style="list-style-type: none"> Construction progress update / shutdown Emergency Management Spill safety / spill response <ul style="list-style-type: none"> WCMRC spill response enhancements (NEB Condition 133) Indigenous Engagement Regulatory – Reconsideration Process, Reinstatement
25-Jun-19	Canadian Chamber of Commerce Executive Dinner: Competitiveness of Canada - Trade and Transportation Network	Burnaby	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with event attendees	<ul style="list-style-type: none"> Project progress update / shutdown Regulatory – Reconsideration Process Indigenous Engagement

Date	Event	Location	Type	Engagement Method	Topics Discussed
27-Jun-19	BBOT's Business Innovation & Sustainability Talks	Burnaby	Multi-Stakeholder - Breakfast / Lunch / Dinner Event	One-on-one engagement with event attendees	<ul style="list-style-type: none"> • Project progress update / shutdown • Regulatory – Reconsideration Process • Environmental Protection at Burnaby facilities

APPENDIX H: SUMMARY OF PUBLIC ENQUIRIES FOR WMT CONSTRUCTION Q2 2018 - Q2 2019

Table 9: Details of Public Enquiries (Q2 2018 – Q2 2019)

No.	SEMP Monitoring Topic Area	Theme	Resident or Organization - Location	Date of Contact	Contact Methods	Issue / Interest / Concern	Trans Mountain Response	Status
1.	Access Limitations / Road Closures Navigation / Navigation Safety Sensory Disturbance - Visual	Construction Safety Boom (CSB) Security Marine Equipment Staging	Port Moody Resident	03-Apr-18 04-Apr-18 05-Apr-18 09-Apr-18 10-Apr-18 17-Apr-18	By Phone – Info Line Other follow up through: - Phone - Email	Concern for placement and appearance of marine fence [construction safety boom (CSB)] in the public waterway of Burrard Inlet. Looking for information on how the public will be warned of the impediment. Concern for viewscape impacts on the enjoyment of the inlet. Concern for activities of security personnel when they approach the boom. Request for fence to be removed. Concerns passed on to City of Port Moody official who contacted Trans Mountain in follow up.	Trans Mountain explained the WMT Upgrade and Expansion Project and the need to install the Construction Safety Boom (CSB) around the marine construction safety zone for safety and security reasons. Trans Mountain advised that the work area (Construction Safety Zone / water lot lease) for the Westridge Marine Terminal expansion was defined within the CSB in order to delineate construction for navigation reasons and protect workers and marine waterway users in the area. Trans Mountain explained the navigation safety aspect of the CSB and the importance of securing the entire perimeter of the marine construction site. Trans Mountain also advised as to the construction of the CSB and explained the use of concertina wire is common for fencing around construction sites across Metro Vancouver. Links to the port permit and as story on the TMEP website was shared for additional context. City of Port Moody was provided with the same information and offered an opportunity for a briefing and overview of the plans for construction at WMT.	Resolved
2.	Sensory Disturbance - Noise Sensory Disturbance - Visual	Noise Viewscape Property Values	Burnaby - Northcliffe Crescent Resident	09-Apr-18 10-Apr-18 11-Apr-18 18-Apr-18 19-Apr-18 03-May-18 24-Jul-18 30-Oct-18 23-Jan-19	In Person Follow up contact through: - Phone - In-Person - Email	Concern about noise from construction and impact to property value of their home Concern about impact to viewscape from marine dock expansion Concern for property value of their home	Trans Mountain continues to visit with residents at their homes to review concerns and discuss terminal construction impacts they were experiencing. Noise management program was explained; the terminal footprint was also described, with follow up information presented to neighbours over email. Trans Mountain offered to contact CP Rail to discuss potential to top trees that are currently blocking the resident's view of the rest of the inlet; which was well received by the residents and their neighbours Trans Mountain has put residents in touch with members of Project Lands Team to discuss their concerns about property values. Trans Mountain explained the sustained level of protest activity required an increased level of diligence and security for WMT.	Ongoing
3.	Sensory Disturbance - Noise Sensory Disturbance - Visual	Noise Viewscape Property Values	Burnaby - Northcliffe Crescent Resident	10-Apr-18 19-Apr-18 23-May-18 24-Jul-18 17-Aug-18 12-Dec-18 (ongoing from 07-Mar-18)	By phone – Info Line Follow up contact through: - Phone - In-Person	Concern about noise from construction and impact to property value of their home Concern about impact to viewscape from marine dock expansion Concern for property value of their home	Trans Mountain continues to visit with residents at their homes to review concerns and discuss terminal construction impacts they were experiencing. Noise management program was explained; the terminal footprint was also described, with follow up information presented to neighbours over email. Trans Mountain offered to contact CP Rail to discuss potential to top trees that are currently blocking the resident's view of the rest of the inlet; which was well received by the residents and their neighbours Trans Mountain has put residents in touch with members of Project Lands Team to discuss their concerns about property values. Trans Mountain explained the sustained level of protest activity required an increased level of diligence and security for WMT.	Ongoing
4.	Other - Community Way of Life	Wildlife Management	Burnaby - Malibu Drive Resident	27-Apr-18 28-Apr-18 30-Apr-18 15-May-18 19-May-18	Follow up contact through: - Phone - Email - In-Person	Concern for recent wildlife infestation (sea otter) in backyard. Concern wildlife is disturbed by WMT Project construction.	Trans Mountain investigated infestation and sought advice from local trapping expert. Ultimately the otter vacated the property before plans were made for wildlife removal. Trans Mountain was unable to determine if the infestation was in fact due to Project activities.	Resolved
5.	Navigation / Navigation Safety	Security Marine Equipment Staging	Pacific Pilotage Authority	09-May-18 11-May-18 14-May-18 23-May-18	Email - Incoming Follow up contact through: - Phone	Concern expressed to Trans Mountain and Port of Vancouver for potential obstruction of vessels calling at WMT via the ship gate of the CSB, due to protest and on-water demonstration activity.	Trans Mountain explained the sustained level of protest activity required an increased level of diligence and security for WMT. Trans Mountain explained that protocol for use of the loud hailer by the marine security boat is to proceed only after someone has approached the	Resolved

							CSB and remains after a period of time. They are warned for their safety to stay clear of the CSB and its ship gates as it is an active construction area with ongoing vessel activity to service construction and terminal operations. Any lingering watercraft will be reported to authorities such as the local police. Delays in vessel transits will be communicated through an agreed protocol.	
							Trans Mountain will continue to liaise with all marine operators and regulatory agencies in Burrard Inlet to ensure safe and secure transit of vessels to and from WMT.	
6.	Sensory Disturbance - Noise Other: Community Way of Life	Noise Viewscape Wildlife Management	Burnaby - Barnet Rd. Resident	23-Apr-18 11-May-18 18-May-18 23-May-18 24-May-18 31-May-18 12-Jun-18 14-Jun-18 15-Jun-18 18-Jun-18 27-Jun-18 29-Jun-18 05-Jul-18 19-Jul-18 24-Aug-18 22-Feb-19 (ongoing as of 06-Jan-18)	By phone – Info Line Other follow up contact through: - Email - Phone - Fax - In-Person - Letter	The resident expressed concern about the level of noise and vibration from WMT construction activities. Resident requested more information about the regulations Trans Mountain must adhere to with respect to noise. The complainant stated he and his family are not able to enjoy their home; he questioned why the Project was proceeding with WMT construction if the rest of TMEP was not yet under construction. Concern for possible exceedances of allowable noise limits under the City of Burnaby noise bylaws. Concern for potential impact to marine mammals from pile driving activity.	Trans Mountain advised the complainant of the construction activities at WMT and the approach to noise management. Multiple written correspondence was issued between February 2018 and February 2019. The complainant contacted the National Energy Board (NEB) and initiated an Alternate Dispute Resolution (ADR) process. The NEB hosted a meeting with the complainant and Trans Mountain to review noise complaint from the complainant and his family. Resident was provided by Trans Mountain with some in-home noise mitigation measures. It was explained to the resident that Trans Mountain is in compliance with noise management plan filed in compliance with NEB Condition 80. Trans Mountain described efforts made to mitigate impacts of underwater noise on marine mammals, as per DFO Fisheries Act Authorization and VFPA permit review; Trans Mountain must have marine mammal observers on site to monitor for the presence of any marine mammals within the applicable exclusion zone around pile driving activity. Underwater noise monitoring is also in place during active piling to ensure underwater noise limits are not exceeded. Piling activity must be shut down for the period of 30 minutes after the last sighting of a marine mammal; or it can be shut down if underwater noise limits are exceeded.	Resolved
7.	Sensory Disturbance - Noise & Vibration	Noise	Burnaby Resident	07-Jun-18	Phone - Info Line Follow up contact through: - Phone	Concern expressed about humming noise and potential vibration from existing pipeline. Concern this would get worse with construction of expansion.	Trans Mountain described pipeline operations and, given the distance from the Project terminal and right-of-way; the resident understood there would be no vibratory impact from current or future expanded pipeline operations.	Resolved
8.	Sensory Disturbance - Noise Traffic Sensory Disturbance - Light Sensory Disturbance - Odour Sensory Disturbance - Dust	Noise Traffic Management and Parking Lighting Odour Dust	Burnaby - Malibu Drive Resident	18-Jun-18 29-Apr-18 7-May-19 21-May-19	In Person Follow up contact through: - Phone - In-Person - Email	Concern expressed about excessive engine noise from vehicles entering and exiting the terminal. Concern regarding effects of pile driving on her home including noise and contributing cause to cracks in her wall. Concern about dust from trucks hauling out trees and stumps from the site (as a result of tree removal for perimeter fence) Concern regarding light disturbance from terminal lighting, shining in her residential windows. Problem worsened with tree clearing associated with operations and maintenance activity. Concerns expressed for periodic petroleum-like odours	Trans Mountain shared the resident's concerns with Trans Mountain's terminal Operations workforce and on-site Operations contractor. They were asked to minimize vehicle and engine noise and to report any excessive vehicle noise that is observed in future. No idling signage was posted and confirmed at the WMT main gate. Trans Mountain visited with resident in her home to investigate concerns and document potential contributors to light disturbance. Given the age of the home and the state of cracks in foundation and other outdoor walkways, Trans Mountain cannot determine cause to be from WMT construction activities. Lighting was adjusted by Trans Mountain security and operations workforce multiple times to minimize glare that could be affecting resident's home. Resident concerns about dust was passed onto construction and environmental inspection teams to ensure mud and dust was kept to a minimum for vehicles entering and exiting the site. Resident was reminded to report odours to Trans Mountain's Control Centre so that a technician can be dispatched to investigate right away; Control Centre is staffed 24/7. Control Centre number was provided.	Ongoing
9.		Wildlife Management	UBC Research Station Port Moody	09-Jul-18	Phone - Info Line Follow up contact through: - Phone	Research Unit contacted Trans Mountain concerned for missing stellar sea lion; potential for sea lion to enter WMT marine construction area.	Trans Mountain's Environmental Inspector on site worked with the security and construction teams to undertake the following: - A security access protocol was developed in the event the research team would need to access the WMT marine construction area with their research vessel. - The construction crew was alerted and the marine mammal monitors maintained continued vigilance in monitoring for any presence of mammals in preparation for pile driving activity that was scheduled for July 10, 2018. - The Environmental Inspector maintained regular contact with the research team until the sea lion was located a distance away in False	Resolved

							Creek and safely escorted back to Port Moody Arm. The construction team suspended pile driving activity for the appropriate period of time to accommodate the sea lion transit through the marine mammal exclusion zone.	
10.	Traffic Worker Conduct	Traffic Management and Parking	Vancouver, BC Commuter	17-Aug-18	Email - Incoming Follow up contact through: - Phone	Commuting cyclist contacted Trans Mountain to report potential near miss in Vancouver with an empty shuttle bus servicing WMT construction contractor work force.	Trans Mountain construction contractor investigated shuttle bus through GPS tracking and was unable to confirm such an incident occurred. Complainant was asked to send video he claimed to have in his possession. Video not received after multiple attempts to remind complainant to provide, investigation was closed.	Resolved
11.	Sensory Disturbance - Noise & Vibration	Noise	Port Moody Resident	06-Sep-18	Phone - Info Line Follow up contact through: - Phone	Concerns expressed about the commencement of pile driving at 6am	Trans Mountain contacted resident to explain no pile driving activity had occurred since the Project shutdown was initiated on August 30, 2018. The resident was provided with the VFPA Port information line to contact with further enquiries.	Resolved
12.		Marine Equipment Staging	Belcarra Resident	28-Nov-18 21-Jan-19	Email - Incoming Follow up contact through: - Email - Phone	Concern expressed about the perceived mobilization of construction when Project is in shutdown	Trans Mountain provided information regarding safe shutdown activities for Westridge Marine Terminal, as submitted and approved by the National Energy Board. Trans Mountain followed up by phone call to talk through the challenges of the sheet pile cell foreshore work and the need to backfill the three existing cells to maintain structural integrity. Resident has a background in marine construction and appreciated the additional information. Resident subsequently asked after dolphin jackets stored on site, it was explained dolphin jackets would require post-production welding, but for the time being were only being reviewed and will be sent back for storage offsite.	Resolved
13.	Sensory Disturbance - Light	Lighting Vegetation Management	Burnaby - Northcliffe Crescent Resident	04-Dec-18 23-Jan-18 24-Jan-19	Phone - Info Line Follow up contact through: - Phone - In-Person	Concerns expressed about lighting impacts from terminal and vessels at anchor offshore from residential neighbourhood. Concerns expressed about potential for tree clearing at WMT - there has been illegal tree cutting in the neighbourhood for some time which has many residents concerned about the health of the greenbelt.	Trans Mountain visited residence on site; which is also the location of noise monitoring equipment for one of three noise monitoring receptors offsite of WMT. Offshore vessels were deemed to be at anchor waiting for the Shell dock facility. The VFPA Port Information line was provided for the resident to make further inquiry. Terminal lighting was reviewed for potential impacts on residence (from the east). A temporary light standard was found to be a main contributor to light nuisance effects and was relocated. Tree clearing plans for the perimeter fence upgrade were explained to the resident (operations and maintenance activity, not part of the Expansion Project). She expressed concern about illegal tree cutting and asked for assistance from site security to report illegal cutting should it resume in the green belt between the residence and WMT.	Resolved
14.	Sensory Disturbance - Visual	Viewscape Marine Equipment Staging	Burnaby - Northcliffe Crescent Resident	12-Dec-18	Phone - Incoming Follow up contact through: Phone	One public comment received by phone regarding impact of derrick barge cranes on viewscape. Request for crane boom to be moved from view over the holidays and winter storage.	Trans Mountain reviewed on site winter storage of derrick barges and the most easterly location was selected mindful of any impact to ongoing vessel operations. Resident reported it addressed visual impact concerns.	Resolved
15.	Sensory Disturbance - Odour	Odour	Burnaby - Barnet Rd. Resident	01-Apr-19 18-Apr-19	Phone - Incoming Follow up contact through: Phone	Concern expressed for lack of follow up on odour complaint; seeking confirmation of cause of odour	Trans Mountain investigated original complaint and determined it was a complaint made to the Control Centre about potential odours from operations. Operations had followed up and sent a technician to investigate at the residence, no concerns noted, and a follow up discussion occurred with another family member. Trans Mountain discussed the outcome from the technician and described how odour complaints are investigated. Resident was encouraged to continue calling the Control Centre to report odour concerns should they occur in future.	Resolved
16.	Sensory Disturbance - Visual	Viewscape Marine Equipment Staging	Burnaby - Malibu Drive Resident	26-Jun-19	Phone - Info Line Follow up contact through: - Phone	Concern the crane [derrick barge] was blocking view of Burrard Inlet for residence; where they only have a small view of the ocean between the trees. The crane blocking the view had not moved in several months. Request for crane to be moved easterly to restore viewscape.	Trans Mountain contacted the resident to discuss the position of the crane at Westridge Terminal that was blocking the marine view. Resident was asked to submit a photo of the crane. It was explained to the resident that the cranes would not be static once should construction work recommence for the Expansion; however, Trans Mountain would investigate any potential for relief in the interim. It could not be guaranteed the crane would remain out of view throughout construction. Ultimately, the crane was moved for maintenance reasons which resolved the matter.	Resolved

APPENDIX I: PROJECT NEXT STEPS – PRE-CONSTRUCTION COMMUNICATIONS (SAMPLES)



**Construction is starting in your area.
Sign up and stay informed.**

TransMountain.com

Figure G: Pre-Construction Postcard (front above, back below)

The Trans Mountain Expansion Project is moving forward.

As construction of the Project prepares to start in your area, we thank you in advance for your patience. We want to be good neighbours and keep you in the know at all times. Visit our website to track what's happening along the route and sign up to receive notifications on construction in your area.

The Expansion Project will bring benefits to all Canadians through job creation, increased revenues to all levels of government and access to global markets for Canada's resources.

As always, safety is our number one priority, every metre of the way.

info@transmountain.com | 1.866.514.6700 | TransMountain.com



Le présent message contient des renseignements importants. Si vous avez besoin d'une traduction, veuillez communiquer avec info@transmountain.com



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NOTICE OF ACTIVITY CONSTRUCTION NOTIFICATION

TRANS MOUNTAIN EXPANSION PROJECT WESTRIDGE MARINE TERMINAL AUGUST 2019 – MARCH 2023*

Trans Mountain is resuming construction activity at Westridge Marine Terminal (WMT) as part of the Trans Mountain Expansion Project (TMEP). Construction will recommence in a series of phased activities from August 2019 to March 2023.* This activity is authorized by the National Energy Board (NEB) [[CPCN OC-065](#)].

Normal WMT operations at the site that include docking of vessels and associated product transfer shall continue to take place for the duration of construction.

**Dates are subject to change and commencement of work is subject to necessary regulatory approvals and permits.*

REVISED SCHEDULE OF ACTIVITIES

Construction activities occurred beginning September 2017; until the Project shut down was initiated in response to a Federal Court of Appeal Decision (FCA) in August 2018. With the Project again certified in June 2019 (new Certificate of Public Convenience and Necessity issued), construction will start in August 2019 construction start subject to meeting all other regulatory and permitting requirements. Anticipated conclusion of construction and site reclamation is March 2023.

Learn more about construction in your area and sign up for updates at:

www.transmountain.com

For more information please contact:

1.866.514.6700

info@transmountain.com

In case of a pipeline emergency or to report odours,

call 24 hours 1.888.876.6711

Le présent message contient des renseignements importants. Si vous avez besoin d'une traduction, veuillez communiquer avec info@transmountain.com.

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Scope of construction will include the following activities at WMT:

- Site preparation activities to support ongoing operations including modifications and relocation of existing terminal infrastructure
- In-water construction of new shipping berths including:
 - Ongoing maintenance of marine construction safety boom within expanded water lot
 - Installation of approximately 162 in-water piles to support three new berth structures and trestles (piles range in size from approximately 1.4 m to 2.0 m in diameter)
 - Construction of new in-water rock habitat areas for fish
 - New utility dock including a new float and steel gangway for support vessels such as tugs, boom boats and emergency response vessels
 - Construction of temporary trestle dock and construction office
- Foreshore extension including:
 - Installation of circular sheet pile retaining wall, addition of structural fill, soil improvements and a concrete base slab along the existing shoreline to accommodate new onshore infrastructure
 - Installation of foundations and construction of buildings such as a two-story operations building to house offices, a control room for the facilities, first aid facilities and washrooms
 - Installation of new electrical cables, control systems and pipe
 - New ancillary buildings including storage, equipment buildings and electrical kiosks
- Other onshore and construction activity on land, but outside Port Authority jurisdiction is planned, including:
 - Site preparation activities which include tree removal to facilitate work listed above
 - Installation of a new hydro substation
 - New powerline and associated facilities within the terminal
 - A two-story operations building to house offices, a control room for the terminal, first aid facilities and washrooms
 - Tunnel portal construction within WMT property, tunnel boring and installation of pipelines within the tunnel
- Construction demobilization and site reclamation
- Decommissioning and demolition of certain facilities at WMT
- A new concrete railway protection barrier north of the railway line
- Installation of equipment to support loading operations and emergency response enhancements

Trans Mountain conducts all work under its Environmental Protection and Pipeline Protection Programs to ensure compliance with applicable regulations and requirements. The public's patience is appreciated as we work to minimize any disruptions or inconvenience associated with Project activities.

WHAT YOU MAY NOTICE

Activity similar to that which was occurring from September 2017 – August 2018 will resume and continue for the duration of construction. Depending on the public's proximity with work sites, the following conditions may be noticed:

- Noise and activity from construction equipment, vehicles and workers on-site
- Floating equipment on-site such as marine derricks (e.g. large cranes), barges, tugs and work boats
- Some marine construction may use land-based equipment working out into the water from shore
- Workers will be transported to the work-site by water taxi and shuttle bus

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- Increased activity and intermittent construction-type noise in proximity to marine and land-based work-site
- Odours and dust related to on-site works
- Intermittent, temporary traffic delays in order to move equipment in and out of the terminal
- Signage at access points and in locations where Project activities will take place near recreation areas
- Additional lighting directed within the work site and main access points

OTHER ACTIVITIES THAT MAY BE OBSERVED

Compared to activities executed in the first year of construction, changes in activities could include (subject to meeting all permitting and regulatory requirements):

- Use of impact hammer to drive foreshore sheet pile cells (limited to instances where ground resistance prevents standard method of vibrating sheet cells to required depth)
- Potential drilling operations to support the widening of the facility road
- Potential installation of noise walls on- and off-site to mitigate construction and traffic noise in proximity of the main gate
- Potential installation of temporary security fence on Bayview Drive in proximity of WMT main gate

HOURS OF WORK

WMT expansion is a major infrastructure project with construction activity occurring in deep water, along the foreshore, and at various locations on land within the terminal. Activities will occur only within allowed work hours at variable time frames throughout the course of each year; depending on the nature of the work and the regulatory constraints (e.g. fisheries window closures).

Activities on-site will mainly take place between 7 am and 8 pm Monday to Friday and from 7 am to 8 pm on Saturday in consideration of regulatory and permit requirements, and the Noise Management Plans approved by the National Energy Board.¹ Please note:

- Upland from the foreshore, boring of the Westridge delivery line tunnel between WMT and Burnaby Terminal will involve 24-hour activity; including tunnel maintenance every evening and could occur 5 to 7 days per week; soil removal and associated truck traffic will be limited to allowed daytime work hours
- There are no pile driving activities planned outside of the standard construction hours of 7 am – 8 pm Monday to Saturday each week; no piling activity on Sundays or holidays.
- Night shift work may be required; however, activities will be limited to low-noise activities and notification will be provided

¹ Noise levels for Westridge Marine Terminal construction are established in Section 3 of the Noise Management Plan for Terminal and Pump Stations (NEB Condition 80 Filing ID [A5L7R7](#)). Noise levels for Burnaby Mountain Tunnel construction are established in the Noise Management Plan for Burnaby Mountain Tunnel (NEB Condition 86 Filing ID [A85265](#), for latest version)

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MANAGING CONSTRUCTION IMPACTS

Trans Mountain's goal is to maintain safe work environments and minimize any impacts of these activities to the public and the environment. When work commences, the following measures will be in place to manage these impacts:

- All work will be measured and evaluated so as not to exceed Health Canada and BC Oil and Gas Commission noise guidelines as defined in the Noise Management Plans for WMT and Burnaby Mountain Tunnel.
- Contractors will abide by allowed work hours and ensure adherence to all applicable noise limits in Trans Mountain's Noise Management Plans
- Marine piling activities will be sequenced to minimize use of the impact hammer; a noise shroud is also in place to maximize noise reduction from impact hammer use
- Dust from construction traffic will be controlled using industry best practices, including water trucks and street sweepers
- Lighting will be directed in toward work areas for worker safety, mainly on-site and at site entrances
- Tree and vegetation removal work will comply with necessary approvals; registered professional foresters and certified arborists will be on-site as needed
- Construction-related traffic will follow site-specific traffic management plans to minimize impacts during peak hours
- Trans Mountain requires noise control measures for construction traffic
- Construction vehicles will not occupy off-site public parking spaces; worker shuttles are in place between WMT and temporary infrastructure sites acting as transportation hubs
- Work will be monitored by Environmental Inspectors

TEMPORARY INFRASTRUCTURE SITES

Construction of WMT will be supported by temporary infrastructure sites in the Lower Mainland, such as 7585 Barnet Highway in Burnaby, and 2115 Commissioner Street in the Port of Vancouver.

The 2.6-hectare temporary laydown yard and transportation hub at 7585 Barnet Highway will support construction work at WMT. This site will be used as a transportation hub, as well as a contractor yard or office to manage engineering, construction, safety and security of the Project. This includes storing, maintaining and staging equipment, vehicles and materials; as well as a stockpile site to accommodate storage and distribution of pipeline material for future installation at various locations along the pipeline corridor.

The temporary site is expected to be established in Q3 2019 and shall remain in operation through Q1 2023.

More information about the supporting temporary infrastructure sites for WMT can be found on the Interactive Map at transmountain.com/burnaby

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LOCAL TRAFFIC ROUTES AND PARKING

Trans Mountain has developed plans to ensure construction impacts on traffic are well managed with the least-possible impacts to commuters and other road-users. A Traffic and Access Control Management Plan was prepared to meet National Energy Board Condition 73 for TMEP.² Trans Mountain will implement traffic control plans for all key access points in order to safely manage traffic in busy areas where potential interactions with residential and other traffic could occur.

Trans Mountain will reduce overall traffic by bussing the majority of workers to site twice a day at shift change and maximize use of marine access to WMT. Traffic volumes will be heavier than normal, particularly during peak periods of construction. Access to residential, business and recreational areas will be maintained at all times; however, traffic control measures could include temporary lane closures, use of flag persons and other measures to minimize impacts to local traffic flow. Visit transmountain.com/burnaby to access the latest traffic information for this area and sign up for updates.

As shown in Figure 2, primary road access to WMT will be via traffic travelling westbound on Barnet Highway from the Barnet Highway construction office; turning right onto Bayview Drive. Exiting traffic from WMT will turn right from Bayview Drive westbound onto Barnet Highway, merging into the existing flow of traffic. The pedestrian trail crossing at Bayview Drive will be maintained. Secondary site access will be via Cliff Avenue. Secondary access will be reserved for traffic related to terminal operations, and construction-related deliveries if the primary access is not available.

Primary access to the Barnet Highway Construction office will be from Barnet Highway, as shown also in Figure 2.

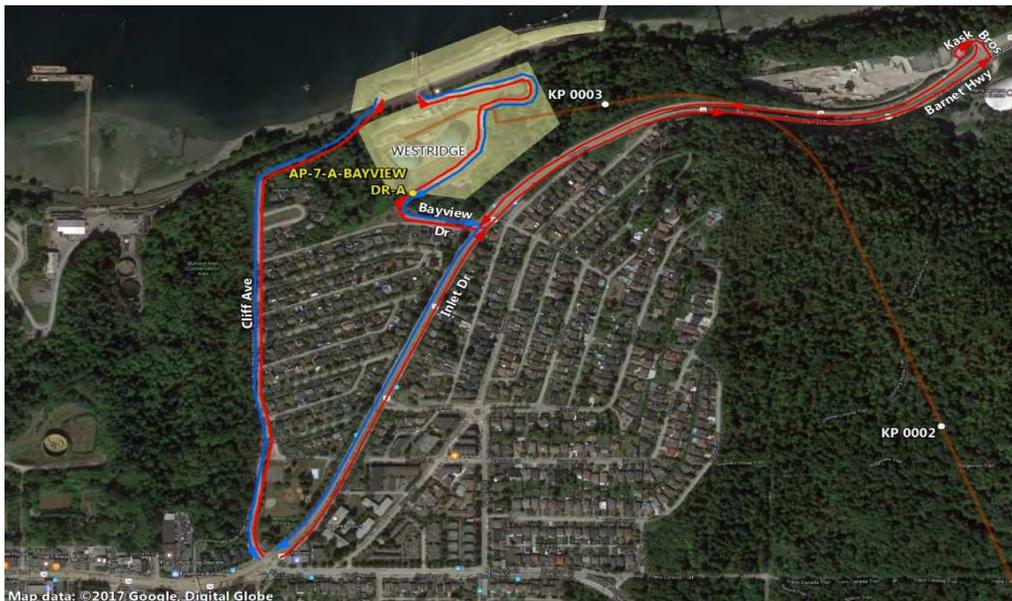


Figure 1: Proposed traffic routes associated with Westridge Marine Terminal and Barnet Highway Temporary Laydown Yard and Transportation Hub

² Trans Mountain filing of Condition 73 with the National Energy Board (Filing ID [A84149](https://apps.neb-one.gc.ca/REGDOCS/Item/View/3283207)) <https://apps.neb-one.gc.ca/REGDOCS/Item/View/3283207>

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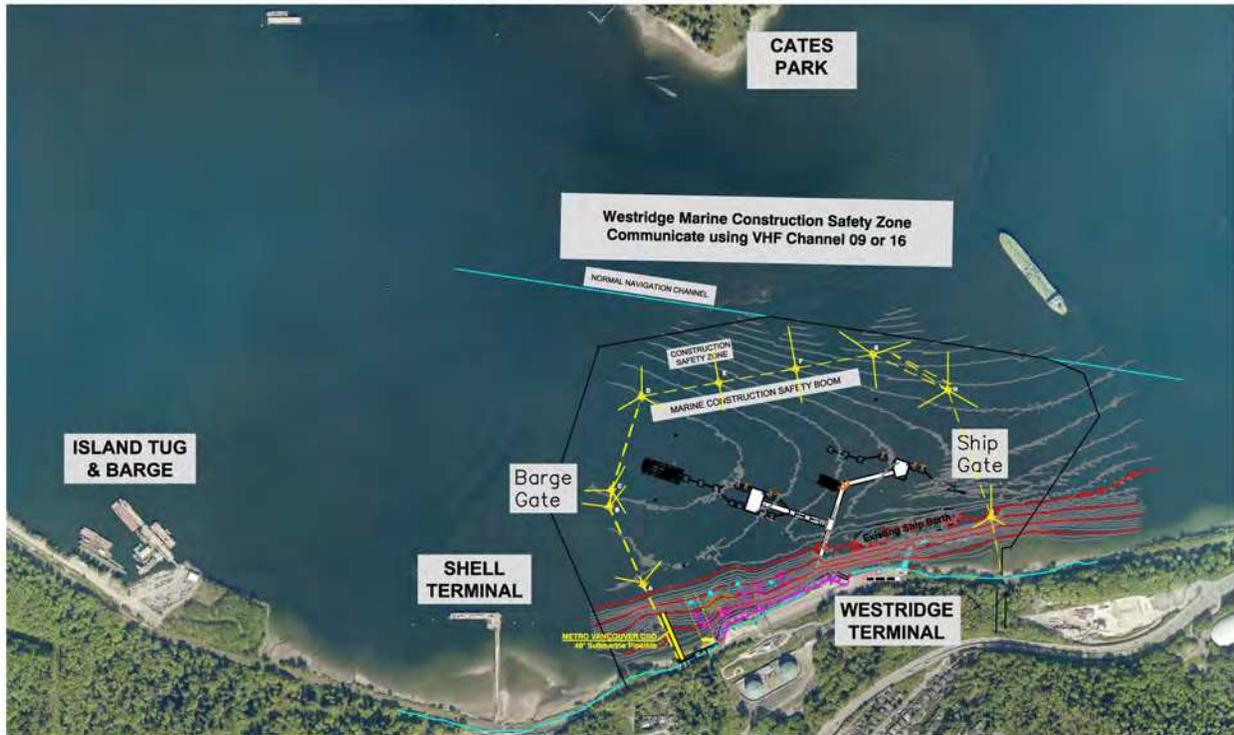
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MARINE WATERWAY USE

Navigation and Navigation Safety Information is provided for marine waterway users at transmountain.com/navigation-safety. Please note:

- The floating marine construction safety boom (CSB) defines the active construction area for the WMT expansion. For everyone’s safety, only authorized persons are allowed within the CSB
- Please see issued [NAVWARN: NW-P-1486-17](#) dated September 21, 2017
- All marine traffic is advised to exercise caution when travelling through this area
- Commercial traffic is requested to coordinate with the Contractor on VHF Channel 9 as necessary

WMT CONSTRUCTION SAFETY ZONE



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