

Attachment 1: Condition 49 Compliance Filing



TRANS MOUNTAIN EXPANSION PROJECT

Technical Working Group (TWG) Report

NEB Condition 49

April 13, 2017



TABLE OF CONCORDANCE

Condition 49 Technical Working Group (TWG) Reports is applicable to the following legal instrument: OC-064 (CPCN). The Table below describes how the TWG Terms of Reference addresses the requirements of Condition 49.

NEB Condition 49	OC-064 (CPCN)
Trans Mountain must file with the NEB, at least 4 months prior to commencing construction, and every 6 months thereafter until after commencing operations, a report describing the activities undertaken by the TWGs during the reporting period and the outcomes of these activities. The reports must include, at a minimum:	See below
a) A list of all members of each TWG;	Section 1.2
b) The methods, dates and location of all TWG activities or meetings;	Section 3.0
c) A summary of all issues or concerns raised or addressed during the TWG activities;	Section 4.0
d) A description of outcomes or measures that were or will be implemented to address the issues identified or concerns raised; or, if any measures will not be implemented, a rationale for why not; and	Section 4.0
e) A description of any unresolved issues or concerns, and a description of how these will be addressed, or a rationale for why no further measures will be required.	Section 4.0

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1.0 INTRODUCTION

1.1 About This Document

The purpose of this document is to present a Technical Working Group (TWG) Report and to satisfy the requirements of National Energy Board (the “NEB” or “Board”) Condition 49.

Trans Mountain Pipeline ULC (Trans Mountain) owns the existing Trans Mountain Pipeline System (TMPL), which Kinder Morgan Canada Inc. (KMC) has operated on its behalf for more than 60 years. Through this extensive operational history, Trans Mountain and KMC have developed long standing relationships with municipalities and regional governments along the TMPL corridor. Trans Mountain aims to build on these relationships along the Project corridor in the development, construction and eventual operation of the Trans Mountain Expansion Project (“TMEP” or “Project”). TWGs have served, and will continue to serve, as the preferred vehicle for gathering technical information from affected municipalities and to address concerns raised by municipalities so the Project may be constructed in a manner acceptable to affected communities. Other filings that relate to this document are:

- NEB Condition 14 – Technical working group (TWG) Terms of Reference

This report covers TWG activities for the period of October 1, 2016 to March 31, 2017.

1.2 TWG Members

As noted in the filing of Condition 14, following the issuance of the Board’s recommendation to federal cabinet with respect to TMEP, Trans Mountain invited all municipalities along the Project corridor to re-establish TWGs. TWG meetings restarted in December 2016 and are ongoing.

Trans Mountain continues to follow up by phone and email to schedule meetings with municipalities who have not yet re-formed a TWG.

Table 1 provides an update on the status of the TWG meetings as of March 31, 2017. Trans Mountain will continue to offer TWG meetings to those listed in Table 1 and will make every effort to convene a TWG with these stakeholders.

Should a municipality decline to form a TWG, Trans Mountain will track the response and report to the NEB through its future submissions required by Condition 49. Trans Mountain will continue to pursue TWGs with all affected municipalities along the Project corridor.

TABLE 1
MUNICIPALITIES INVITED TO FORM TECHNICAL WORKING GROUPS

Alberta Municipal Governments	Status	BC Municipal Governments	Status
City of Edmonton	Invited and accepted	City of Abbotsford	Invited and accepted; TWG meetings underway
City of Spruce Grove	Invited and not yet accepted, pending for Q2 2017	City of Burnaby	Invited and accepted; initial TWG meeting April 4, 2017
Parkland County	Invited and accepted	City of Chilliwack	Invited and accepted; TWG meetings underway

Strathcona County	Invited and accepted
Town of Edson	Invited and not yet accepted, pending for Q2 2017
Town of Hinton	Invited and accepted
Town of Stony Plain	Invited and not yet accepted, pending for Q2 2017
Village of Wabamun	Invited and not yet accepted, pending for Q2 2017
Yellowhead County	Invited and not yet accepted, pending for Q2 2017

City of Coquitlam	Invited and accepted; TWG meetings underway
City of Kamloops	Invited and accepted; TWG meetings underway
City of Merritt	Invited and accepted; TWG meetings underway
City of Surrey	Invited and provided feedback to draft Terms of Reference (ToR); pending Trans Mountain's response to City of Surrey's letters dated March 7, 2017 and review of draft ToR.
District of Clearwater	Invited and accepted; TWG meetings underway
District of Hope	Invited and accepted; TWG meetings underway
Fraser Valley Regional District (FVRD)	Invited and accepted; TWG meetings underway
Metro Vancouver Regional District	Invited and accepted; TWG meetings underway
Regional District of Fraser Fort George	Invited and accepted; TWG meetings underway
Thompson Nicola Regional District, including: Community of Avola Community of Blue River Community of Little Fort Community of Vavenby	Invited and accepted; TWG meetings underway
Township of Langley	Invited and accepted, pending Trans Mountain's response to Township of Langley letter dated

	February 24, 2017, and review of draft ToR.
Village of Valemount	Invited and accepted; TWG meetings underway

Attendees at TWG meetings have included Trans Mountain’s senior Project leadership, senior municipal staff and, in some cases, elected officials. An updated list of TWG contacts is included in Table 2.

TABLE 2
TWG CONTACTS BY COMMUNITY

Municipality (BC)	Trans Mountain TWG key contacts	Municipal TWG key contacts
City of Abbotsford	Director, Engineering Specialist, Stakeholder Engagement	Consultant
City of Burnaby	Director, Engineering Regional Specialist, Stakeholder Engagement	Deputy Director, Engineering Director, Planning
City of Chilliwack	Director, Engineering Specialist, Stakeholder Engagement	Deputy Director, Engineering
City of Coquitlam	Director, Engineering Specialist, Stakeholder Engagement	Manager, Design & Construction and Executive Sponsor Manager, Capital Projects and Inspections Project Coordinator, Infrastructure Management Manager, Utility Programs
City of Kamloops	Director, Engineering Regional Specialist, Stakeholder Engagement	Director, Public Works and Utilities
City of Merritt	Director, Engineering Regional Specialist, Stakeholder Engagement	Chief Administrative Office
City of Surrey	Director, Engineering Specialist, Stakeholder Engagement	Manager, Design and Construction City of Surrey legal counsel (as determined by the City)
District of Clearwater	Director, Engineering Regional Specialist, Stakeholder	Chief Administrative Officer

	Engagement	
District of Hope	Director, Engineering Specialist, Stakeholder Engagement	Chief Administrative Officer
Fraser Valley Regional District	Director, Engineering Specialist, Stakeholder Engagement	Manager, Strategic Planning
Metro Vancouver	Director, Engineering Regional Specialist, Stakeholder Engagement	Director, Air Quality and Environment
Regional District of Fraser Fort George	Director, Engineering Regional Specialist, Stakeholder Engagement	Director of Planning Services
Thompson Nicola Regional District, including: Community of Avola Community of Blue River Community of Little Fort Community of Vavenby	Director, Engineering Regional Specialist, Stakeholder Engagement	Chief Administrative Officer
Township of Langley	Director, Engineering Specialist, Stakeholder Engagement	Director, Public Works Manager, Engineering & Construction Services
Village of Valemount	Director, Engineering Regional Specialist, Stakeholder Engagement	Chief Administrative Officer

Municipality (AB)	Trans Mountain TWG contacts	Municipal TWG contacts
City of Edmonton	Director, Engineering Regional Specialist, Stakeholder Engagement	Oil and Gas Liaison
City of Spruce Grove	Director, Engineering Regional Specialist, Stakeholder Engagement	Director, Planning and Development
Parkland County	Director, Engineering Regional Specialist, Stakeholder	Land Agent / Utilities Officer

	Engagement	
Strathcona County	Director, Engineering Regional Specialist, Stakeholder Engagement	Energy Exploration Liaison
Town of Edson	Director, Engineering Regional Specialist, Stakeholder Engagement	Chief Administrative Officer
Town of Hinton	Director, Engineering Regional Specialist, Stakeholder Engagement	Chief Administrative Officer
Town of Stony Plain	Director, Engineering Regional Specialist, Stakeholder Engagement	Town Manager
Village of Wabamun	Director, Engineering Regional Specialist, Stakeholder Engagement	Chief Administrative Officer
Yellowhead County	Director, Engineering Regional Specialist, Stakeholder Engagement	Planning and Development Manager

2.0 FEEDBACK REGARDING THE TERMS OF REFERENCE

Since filing Condition 14, Trans Mountain has received additional feedback from municipalities regarding the draft ToR. Additional feedback received by Trans Mountain regarding the ToR is included below in Table 3. This is in addition to feedback filed with Condition 14, and is current as of March 31, 2017. It will be updated as needed as part of future submissions pursuant to Condition 49. This table also includes feedback received from the Township of Langley in its letter dated January 31, 2017, which was previously inadvertently missed in the Condition 14 compliance filing. This was discussed in prior letters to the Board ([A82416](#) and [A82492](#)).

Feedback that is general or minor in nature has been incorporated for all municipalities. Feedback specific to a particular municipality, or that is substantial in nature, is being reviewed and discussed with individual municipalities. As required, Trans Mountain will prepare municipality-specific ToR in collaboration with these municipalities to address the specific concerns and feedback raised. As part of future submissions pursuant to Condition 49, Trans Mountain will file the agreed upon ToR for specific municipalities once these terms are finalized. It is anticipated all ToR will be finalized in Q2 2017.

TABLE 3
FEEDBACK REGARDING THE TERMS OF REFERENCE

Municipality	Feedback	Trans Mountain Response
Metro Vancouver Regional District	Desire to discuss environmental, air quality, climate change, and health issues, which could be coordinated through the Lower Fraser Valley Air Quality Coordinating Committee (LFVAQCC), as was done with the previous technical working group.	Trans Mountain agrees that environmental, air quality, climate change and health issues can be coordinated through LFVAQCC. Trans Mountain and LFVAQCC met on February 17, 2017.
Metro Vancouver Regional District	Metro Vancouver proposes the TWG will hold issue specific meetings. Designated staff as primary contacts in the following issue areas: <ul style="list-style-type: none"> • Air Quality, Climate Change: Director, Air Quality and Climate Change; • Liquid Waste Services: Director, Management Systems & Utility Services; • Regional Parks: Division Manager, Parks Planning and Engineering Services; • Solid Waste Services: Lead Senior Engineer; • Water Services: Director, Major Project Management System & Utility Services 	Trans Mountain agrees to use the sub-groups to address specific topics as discussed with Metro Vancouver.
Metro Vancouver Regional District	Request to develop agendas with input from Metro Vancouver and include Metro Vancouver’s member municipalities where interests overlap.	Trans Mountain confirms agendas will be developed with input from Metro Vancouver and is open to including member municipalities where interests overlap for efficiencies.
Metro Vancouver Regional District	Metro Vancouver suggests two weeks advance notice for an agenda is not enough notice. More notice requested if possible where issues are complex and Metro Vancouver requires investigation prior to meeting.	Trans Mountain agrees to provide as much notice as practical in advance of meetings.
City of Coquitlam	The City suggested TWG topics and concerns for discussion should include those outstanding from the Hearing Order.	Trans Mountain is committed to working with the City of Coquitlam through TWGs on any outstanding issues and concerns within TWG scope and mandate. Trans Mountain and the City agreed to the following language: “It is intended for the ToR and TWGs to improve communication, creating opportunities to share information, and resolve concerns within a set timeframe, including those outstanding as confirmed by the City of Coquitlam.”

<p>City of Coquitlam</p>	<p>The City of Coquitlam requested design drawings, environmental reports, permit applications, traffic control plans, material staging plans, and/or any other subject matter deemed of interest to the City of Coquitlam be submitted a minimum of two weeks in advance of a scheduled meeting if it is to be tabled at said meeting.</p> <p>These documents are to be submitted to the City's Utility Permit Review Process by email - utilitypermits@coquitlam.ca, with the exception of traffic control plans, which are to be submitted through the Sidewalk & Lane Closure Request process found on the City's website under Licenses & Permits.</p>	<p>Trans Mountain and the City of Coquitlam agreed to the following language: "TMEP will aim to submit any relevant materials such as design drawings, environmental reports, permit applications, traffic control plans, material staging plans, and/or any other subject matter deemed of interest to the City of Coquitlam two weeks in advance of a scheduled meeting if it is to be tabled at said meeting."</p> <p>Trans Mountain agreed to use utilitypermits@coquitlam.ca as a clearing house for relevant materials and information with the exception of traffic control plans which are to be submitted through the Sidewalk & Lane Closure Request process found on the City's website under Licenses & Permits.</p>
<p>City of Coquitlam</p>	<p>The City requested meetings be held only if materials have been submitted for review. If a meeting is deemed necessary it must be confirmed at least one week in advance by the issuance of an item-specific agenda by either party.</p>	<p>TWG meetings will be scheduled regularly as required, at a frequency agreed to between the City of Coquitlam and Trans Mountain. Trans Mountain will confirm a TWG meeting and issue a draft agenda for City's input at least one week in advance.</p>
<p>City of Coquitlam</p>	<p>The City requested inclusion of the by-law & permitting compliance as a topic for discussion among other topics of interest.</p>	<p>Trans Mountain agreed and confirmed the issues and topics discussed in the TWG meetings may include, however, are not limited to, pipeline alignment, construction methodology and timing, communication, socio-economic effects monitoring, municipal and community water sources, stakeholder land use, by-law compliance, operations, traffic management, construction safety, regional parks considerations, watercourse crossings, permitting and other interests identified by either party within the TWG scope and mandate.</p>
<p>City of Coquitlam</p>	<p>Coquitlam's sponsor for the TWGs will be the City's Manager, Design & Construction. The Manager, Design & Construction will attend the initial TWG meeting and subsequent meetings as required.</p>	<p>Agreed.</p>
<p>City of Coquitlam</p>	<p>The City requested that the Rolling Action Plan provide an accumulative archive of City comment packages, Trans Mountain responses to said comment packages, and a summary of outcomes from the meetings, including issues/topics resolved.</p>	<p>Agreed.</p>
<p>City of Coquitlam</p>	<p>The City requested a three-week period for the City to prepare comment packages to submit to Trans Mountain for consideration and archiving.</p>	<p>Trans Mountain asked if the City is able to prepare comment packages within two weeks rather than three weeks to ensure items can be tabled at the next scheduled TWG meeting. Trans Mountain and the City agreed to the following language: "The City will aim to prepare comment packages within two weeks of receiving a complete submission from Trans Mountain and submit to Trans Mountain for consideration and archiving. Following a meeting, relevant meeting documentation (RAP) will be distributed to meeting attendees to review for completeness. These will be revised and re-issued as required once reviewed by the relevant stakeholders."</p>

City of Coquitlam	The City requested the City’s Manager, Capital Projects and Inspections and Project Coordinator, Infrastructure Management be included as primary and secondary TWG contacts respectively.	Agreed.
City of Coquitlam	The City requested that dispute resolution be included in the ToR.	Trans Mountain and the City agreed to the following language: “Areas for which both parties are unable to find resolution at a working level will be brought forward to VP TMEP and/or City of Coquitlam Executive Sponsor. These topics or issues will be documented as such, and Trans Mountain will include a rationale for the lack of resolution.”
City of Coquitlam	The City proposes the TWG will use the following subgroups to address specific topics: <ul style="list-style-type: none"> • Permitting • Traffic Management • Environment • Utilities 	Trans Mountain agrees TWGs will use the subgroups to address specific topics as discussed with the City of Coquitlam.
Township of Langley	Draft TWG ToR are too vague and limited in their scope and in the procedures they contemplate.	<p>Trans Mountain has developed the draft ToR based on the requirements and as directed by NEB Conditions 14 and 49. The goal of the TWGs is to address specific technical and construction issues with each affected municipality. The ToR provide the framework for how Trans Mountain and municipalities will work together to achieve this goal, including identifying the appropriate contacts to participate in TWGs; proposing a method for tracking issues and resolution of concerns; protocols for reporting and communicating with TWG members; and identifying the issues or topics within the TWGs scope and mandate.</p> <p>The intent of the TWGs is to act as a vehicle for discussing topics of mutual interest as they relate to the TMEP, and in particular, the tracking and resolution of specific technical and construction issues. As KMC has longstanding relationships with municipalities, any issues or concerns related to the existing Trans Mountain system or future operations once TMEP is completed shall be referred to the appropriate KMC representative for action and/or resolution. It is intended for the ToR and TWGs to improve communication, create opportunities to share information, and resolve concerns within a set timeframe, including those outstanding as confirmed by the Township of Langley.</p> <p>Trans Mountain will continue to work with and consider specific feedback from the Township to progress the finalization of a TWG ToR specific to the Township of Langley.</p>
Township of Langley	The Township suggested that TWG topics and concerns for discussion should include those outstanding from the National Energy Board review and hearing process.	Trans Mountain is committed to working with the Township of Langley through TWGs on any outstanding issues and concerns within TWG scope and mandate. Trans Mountain provided a draft list of issues to the Township for the Township’s input and confirmation.

		Trans Mountain proposes the following language: “It is intended for the ToR and TWGs to improve communication, creating opportunities to share information, and resolve concerns within a set timeframe, including those outstanding as confirmed by the Township of Langley.”
Township of Langley	The Township suggested that in evaluating how to incorporate the input of the Township into the plans for TMEP, Trans Mountain will use as a guiding principle that the TMEP should not place unnecessary cost, burden or risk upon the Township.	Trans Mountain has not yet responded to the Township of Langley on this request. It will be included on the next TWG meeting agenda.
Township of Langley	The Township suggested the following additional topics be included in TWG ToR: avoidance of operational impacts on Township interests, community benefits, emergency response, and commitments made by Trans Mountain.	<p>The intent of the TWGs is to act as a vehicle for discussing topics of mutual interest as they relate to the Project, and in particular, the tracking and resolution of specific technical and construction issues. Any issues or concerns related to the existing Trans Mountain system or future operations once TMEP is completed shall be referred to the appropriate Kinder Morgan Canada representative for action and/or resolution.</p> <p>Trans Mountain is open to discussions outside of the TWGs about avoidance of operational impacts on the Township’s interests, emergency response and community benefits.</p> <p>Trans Mountain proposes the following language to be included in the ToR: “The issues and topics discussed in the TWG meetings may include, however, are not limited to, pipeline alignment, construction methodology and timing, communication, socio-economic effects monitoring and mitigation, protection and monitoring of municipal and community water sources, stakeholder land use, by-law compliance, operations, traffic management, construction safety, regional parks considerations, watercourse crossings, permitting, commitments made by Trans Mountain related to the expansion Project and other interests identified by either party within the TWG scope and mandate.”</p>
Township of Langley	<p>The Township requested the following section be added to ToR: “Without limiting the generality of the topics listed above, the TWG will discuss the following CPCN conditions in a timely manner such that the Township has the opportunity for meaningful review and input into TMP inventories, assessments, plans and other matters that may impact the Township:</p> <p>CPCN CONDITIONS FOR DISCUSSION BY TWG: 2, 6, 10, 11, 13, 15, 16, 17, 18, 40, 41, 43—47, 49, 51, 58-75, 78, 88-90, 92-95, 99, 102-108, 110-113, 115-117, 119-120, 124, 130, 135, 139, 143, 145, 147-148, 151, 153-156, and any additional conditions that may be determined by either party to be relevant and necessary.</p>	<p>Trans Mountain is committed to working with the Township through the TWGs. The intent of the TWGs is to act as a vehicle for discussing topics of mutual interest as they relate to the TMEP, and in particular, the tracking and resolution of specific technical and construction issues. As KMC has longstanding relationships with municipalities, any issues or concerns related to the existing Trans Mountain system or future operations once TMEP is completed shall be referred to the appropriate KMC representative for action and/or resolution. It is intended for the ToR and TWGs to improve communication, creating opportunities to share information, and resolve concerns within a set timeframe, including those outstanding as confirmed by the Township of Langley.</p> <p>Although it is not practical to provide a draft consultation summary to stakeholders for review in advance of filings, as part of the TWG process, Trans Mountain will share draft TWG meeting summaries and a Rolling Action Plan (RAP) for review and input within a specified timeframe.</p>

		<p>These documents will form the basis of the Condition filings related to consultation.</p> <p>For the reasons listed above, the proposed revision will not be included in the ToR.</p>
Township of Langley	The Township requested that frequency, location, date and time for TWG meetings and TWG subgroup meetings will be determined by mutual agreement.	Trans Mountain agrees to include “by agreement” in the ToR where practical.
Township of Langley	The Township requested Trans Mountain provide a draft agenda to the Township at least three weeks before a scheduled TWG meeting. The Township will provide any additional agenda items to Trans Mountain within one week of receiving the draft agenda, and Trans Mountain will ensure these items are included in the agenda.	Trans Mountain will aim to provide a draft agenda to the Township three weeks before a scheduled TWG meeting.
Township of Langley	The Township requested Trans Mountain will ensure that, at least two weeks before a scheduled meeting, all documents relevant to the agenda items to be discussed at the scheduled meeting have been listed and provided to the Primary Contact for the Township. Such documents include, but are not limited to: design drawings, environmental reports, permit applications, traffic control plans, material staging plans, plans relating to any of the CPCN conditions listed for discussion above, and any other material requested by the Township.	Trans Mountain will aim to submit any relevant materials such as design drawings, environmental reports, permit applications, traffic control plans, material staging plans, and/or any other subject matter deemed of interest to the Township of Langley two weeks in advance of a scheduled meeting.
Township of Langley	The Township requested relevant documents be provided electronically and in full sized hard copy, as well as blacklined versions of revised documents to assist the Township in their review.	<p>Trans Mountain will commit to providing relevant documents electronically via email to the primary contact at the Township.</p> <p>Hard copy and blackline copies may be provided if and where practical.</p>
Township of Langley	The Township suggested TWG meetings continue through construction planning, construction and operations or until mutually agreed. TWG meetings during construction and operation may be subject to revised ToR to be determined by agreement between the Township and Trans Mountain.	<p>The intent of the TWGs is to act as a vehicle for discussing topics of mutual interest as they relate to the TMEP, and in particular, the tracking and resolution of specific technical and construction issues, as well as bringing closure to issues arising through the pre-construction and/or execution phase of the Project.</p> <p>Therefore, TWG meetings will continue through construction until the start of operations unless both parties agree all issues are resolved and the TWG is no longer required. Meetings during construction may continue in this or a different format, to be determined in discussions with TWG members.</p>
Township of Langley	The Township’s sponsor for the TWGs will be the Director, Public Works. The Director will attend the initial TWG meeting and subsequent meetings where	Trans Mountain accepts.

	applicable. The Township’s Manager, Engineering & Construction Services will be the primary contact for TWGs.	
Township of Langley	The Township requests Trans Mountain commit to ensuring it has a decision maker at each meeting who is authorized to make decisions and commitments regarding the matters to be discussed, as established by each meeting’s agenda.	Trans Mountain agrees to have a decision maker at each TWG meeting: attendance at TWG meetings by either party will be determined on an issue by issue basis, provided attendees are able to make decisions on behalf of the party they represent.
Township of Langley	The Township requests Trans Mountain will not file TWG reports with the NEB until the Township has confirmed the completeness and accuracy of TWG minutes and lists of outstanding issues and outcomes.	Although it is impractical to provide a draft consultation summary to stakeholders for review in advance of filings, as part of the TWG process, Trans Mountain will share draft TWG meeting summaries and a Rolling Action Plan (RAP) for review and input within a specified timeframe. These documents will form the basis of the Condition filings related to consultation.
Township of Langley	The Township requests the RAP include a cumulative archive of the Township’s comments, Trans Mountain responses to comments, and a summary of outcomes from any meetings, including issues/topics resolved.	Trans Mountain agrees the RAP will include a cumulative archive of the Township’s comments, Trans Mountain responses, and a summary of outcomes from any meetings, including issues/topics resolved.
Township of Langley	The Township requests that before filing with the NEB or posting any rationale for lack of resolution, Trans Mountain will provide the Township an opportunity to provide written comments on the rationale, and Trans Mountain will file and post the Township’s comments immediately following the rationale such that the comments can be easily accessed and readily viewed in conjunction with the rationale by the NEB and the public.	Although it is impractical to provide a draft consultation summary to stakeholders for review in advance of filings, as part of the TWG process, Trans Mountain will share draft TWG meeting summaries and a RAP for review and input within a specified timeframe. These documents will form the basis of the Condition filings related to consultation.
City of Surrey	The City suggests that TWG topics and concerns for discussion should include those outstanding from the National Energy Board review and hearing process.	Trans Mountain is committed to working with the City of Surrey through TWGs on any outstanding issues and concerns within TWG scope and mandate. Trans Mountain will provide a draft list of issues to the City for their input and confirmation. Trans Mountain proposes the following language: “It is intended for the ToR and TWGs to improve communication, creating opportunities to share information, and resolve concerns within a set timeframe, including those outstanding as confirmed by the City of Surrey.”
City of Surrey	The City suggests that the following additional topics be included in TWG ToR: avoidance of operational impacts on Surrey interests, community benefits, pre- and post-construction emergency response including mitigation and cost recovery, environmental impacts including habitat and tree impacts, tree loss and erosion, sediment control, and commitments made by Trans Mountain. Additionally, the City included Appendix B: Joint Municipal Conditions, describing highway, utility and land crossing issues (addressed as a separate line item below).	The intent of the TWGs is to act as a vehicle for discussing topics of mutual interest as they relate to the Project, and in particular, the tracking and resolution of specific technical and construction issues. Any issues or concerns related to the existing Trans Mountain system or future operations once TMEP is completed shall be referred to the appropriate KMC representative for action and/or resolution. Environmental impacts including habitat and tree impacts, tree loss and erosion, sediment control during construction will be a topic for future TWG meetings. Avoidance of operational impacts on Surrey interests, emergency response, and community

		<p>benefits are outside the scope and mandate of the TWGs, however, Trans Mountain is open to discussions about these topics outside the TWGs.</p> <p>Trans Mountain proposes the following language to be included in the ToR: “The issues and topics discussed in the TWG meetings may include, but are not limited to, pipeline alignment, construction methodology and timing, communication, socio-economic effects monitoring and mitigation, protection and monitoring of municipal and community water sources, stakeholder land use, by-law compliance, operations, traffic management, construction safety, regional and City parks considerations, watercourse crossings, permitting, commitments made by Trans Mountain related to the expansion Project and other interests identified by either party within the TWG scope and mandate.”</p>
<p>City of Surrey</p>	<p>The City suggests that ToR include Appendix B: Joint Municipal Conditions that describes highway, utility and land crossing concerns.</p>	<p>Concerns described in Appendix B: Joint Municipal Conditions re: highway, utility and land crossings relate to the existing Trans Mountain pipeline and the expanded pipeline when it becomes operational, and therefore, are outside the scope and mandate of the TWGs.</p> <p>Trans Mountain is open to discussions re: Appendix B outside the TWG framework.</p> <p>The one exception from Appendix B that fits in the TWG scope and mandate is:</p> <ol style="list-style-type: none"> 1. Fixed timing of pipeline work to be performed by TM to accommodate highway, utility, infrastructure and improvement projects so as not to delay municipal projects. <p>This will be added to the agenda for a future TWG meeting.</p>
<p>City of Surrey</p>	<p>The City of Surrey requests that the following section be added to ToR: “Without limiting the generality of the topics listed above, the TWG will discuss the following CPCN conditions in a timely manner such that Surrey has the opportunity for meaningful review and input into TMP inventories, assessments, plans and other matters that may impact Surrey”</p> <p>CPCN CONDITIONS FOR DISCUSSION BY TWG: 1, 2, 4, 6, 7, 10, 11, 13, 14, 15, 16, 17, 18, 40, 41, 43, 44, 45, 46, 47, 49, 51, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 78, 88, 89, 90, 92, 93, 95, 99, 100, 102, 103, 104, 105, 106, 108, 110, 112, 113, 115, 116, 117, 119, 120, 124, 135, 139, 143, 145, 147, 148, 151, 153, 154, 155, 156, and any additional conditions that may be determined by either party to be relevant and necessary.</p>	<p>Trans Mountain is committed to working with the City through the TWGs. The intent of the TWGs is to act as a vehicle for discussing topics of mutual interest as they relate to the TMEP, and in particular, the tracking and resolution of specific technical and construction issues. As KMC has longstanding relationships with municipalities, any issues or concerns related to the existing Trans Mountain system or future operations once TMEP is completed shall be referred to the appropriate KMC representative for action and/or resolution. It is intended for the Terms of Reference and TWGs to improve communication, creating opportunities to share information, and resolve concerns within a set timeframe, including those outstanding as confirmed by the City of Surrey.</p> <p>Although it is not practical to provide a draft consultation summary to stakeholders for review in advance of filings, as part of the TWG process, Trans Mountain will share draft TWG meeting summaries and a Rolling Action Plan (RAP) for review and input within a specified timeframe. These documents will form the basis of the Condition filings related to consultation.</p>

		For the reasons listed above, the proposed revision will not be included in the ToR.
City of Surrey	The City of Surrey requests that frequency, location, date and time for TWG meetings and TWG subgroup meetings will be determined by mutual agreement.	Trans Mountain agrees to include “by agreement” in the ToR where practical.
City of Surrey	The City of Surrey requests that Trans Mountain provide a draft agenda to the City at least three weeks before a scheduled TWG meeting. The City will provide any additional agenda items to Trans Mountain within one week of receiving the draft agenda, and Trans Mountain will ensure these items are included in the agenda.	Trans Mountain will aim to provide a draft agenda to the City of Surrey three weeks before a scheduled TWG meeting.
City of Surrey	The City of Surrey requests that Trans Mountain will ensure that, at least two weeks before a scheduled meeting, all documents relevant to the agenda items to be discussed at the scheduled meeting have been listed and provided to the Primary Contact for Surrey. Such documents include, but are not limited to: design drawings, environmental reports, permit applications, traffic control plans, material staging plans, plans relating to any of the CPCN conditions listed for discussion above, and any other material requested by Surrey.	Trans Mountain will aim to submit any relevant materials such as design drawings, environmental reports, permit applications, traffic control plans, material staging plans, and/or any other subject matter deemed of interest to the City of Surrey two weeks in advance of a scheduled meeting.
City of Surrey	The City of Surrey requests that relevant documents be provided electronically and in full sized hard copy, as well as blacklined versions of revised documents to assist Surrey in their review.	Trans Mountain will commit to providing relevant documents electronically via email to the primary contact at the City of Surrey. Hard copy and blackline copies may be provided if and where practical.
City of Surrey	The City of Surrey suggests that TWG meetings continue through construction planning, construction and operations or until mutually agreed. TWG meetings during construction and operation may be subject to revised ToR to be determined by agreement between Surrey and Trans Mountain.	The intent of the TWGs is to act as a vehicle for discussing topics of mutual interest as they relate to the TMEP, and in particular, the tracking and resolution of specific technical and construction issues, as well as bringing closure to issues arising through the pre-construction and/or execution phase of the Project. Therefore, TWG meetings will continue through construction until start of operations unless both parties agree all issues are resolved and the TWG is no longer required. Meetings during construction may continue in this or a different format, to be determined in discussions with TWG members.
City of Surrey	Surrey's sponsor for the TWGs will be the City's Manager, Design and Construction. The Manager will attend the initial TWG meeting and subsequent meetings where applicable. Attendees for subsequent meetings will be determined by both parties in	Trans Mountain accepts.

	advance and in the case of Surrey may, at Surrey's option, include Surrey's legal counsel.	
City of Surrey	The City of Surrey requests that Trans Mountain commit to ensuring that it has a decision maker at each meeting who is authorized to make decisions and commitments regarding the matters to be discussed, as established by each meeting's agenda.	Trans Mountain agrees to have a decision maker at each TWG meeting: Attendance at TWG meetings by either party will be determined on an issue by issue basis, provided attendee(s) are able to make decisions on behalf of the party they represent.
City of Surrey	The City of Surrey requests that Trans Mountain will not file TWG reports with the NEB until Surrey has confirmed the completeness and accuracy of TWG minutes and lists of outstanding issues and outcomes.	Although it is impractical to provide a draft consultation summary to stakeholders for review in advance of filings, as part of the TWG process, Trans Mountain will share draft TWG meeting summaries and a Rolling Action Plan (RAP) for review and input within a specified timeframe. These documents will form the basis of the Condition filings related to consultation.
City of Surrey	The City requests that the RAP include a cumulative archive of Surrey's comments, Trans Mountain responses to Surrey comments, and a summary of outcomes from any meetings, including issues/topics resolved.	Trans Mountain agrees the RAP to include a cumulative archive of Surrey's comments, Trans Mountain responses to Surrey's comments, and a summary of outcomes from any meetings, including issues/ topics resolved.
City of Surrey	The City requests that before filing with the NEB or posting any rationale for lack of resolution, Trans Mountain will provide Surrey an opportunity to provide written comments on the rationale, and Trans Mountain will file and post Surrey's comments immediately following the rationale such that the comments can be easily accessed and readily viewed in conjunction with the rationale by the NEB and the public.	Although it is impractical to provide a draft consultation summary to stakeholders for review in advance of filings, as part of the TWG process, Trans Mountain will share draft TWG meeting summaries and a Rolling Action Plan (RAP) for review and input within a specified timeframe. These documents will form the basis of the Condition filings related to consultation.

3.0 TWG MEETINGS AND ACTIVITIES

Table 4 lists the methods, dates and locations of TWG activities that have taken place in this reporting period.

TABLE 4
METHODS, DATES AND LOCATIONS OF TWG ACTIVITIES

TWG	METHOD	DATE	LOCATION
City of Coquitlam	Meeting	December 14, 2016	City of Coquitlam municipal office
City of Chilliwack	Meeting	December 14, 2016	City of Chilliwack municipal office
City of Burnaby	Meeting	December 15, 2016	City of Burnaby municipal office
District of Hope	Meeting	December 15, 2016	District of Hope municipal office
City of Kamloops	Meeting	January 10, 2017	City of Kamloops public works and utilities office
City of Merritt	Meeting	January 10, 2017	City of Merritt municipal office
Fraser Valley Regional District	Meeting	January 13, 2017	FVRD office
District of Clearwater	Meeting	January 16, 2017	District of Clearwater municipal office
Thompson-Nicola Regional District (TNRD)	Meeting	January 17, 2017	TNRD office
City of Chilliwack	Conference call	January 24, 2017	n/a
Metro Vancouver	Meeting	February 8, 2017	Metro Vancouver office
City of Abbotsford	Conference call	February 9, 2017	n/a
City of Chilliwack	Meeting	February 15, 2017	City of Chilliwack municipal office
Regional District of Fraser Fort George (RDFFG); Village of Valemount	Meeting	February 17, 2017	RDFFG office
City of Coquitlam	Meeting	February 21, 2017	City of Coquitlam municipal office
City of Abbotsford	Meeting	March 7, 2017	City of Abbotsford municipal office
City of Coquitlam	Meeting (Environment Subgroup)	March 10, 2017	City of Coquitlam municipal office

City of Coquitlam	Meeting (Permitting Subgroup)	March 16, 2017	City of Coquitlam municipal office
City of Coquitlam	Meeting	March 21, 2017	City of Coquitlam municipal office

4.0 ISSUES AND CONCERNS

As described in Trans Mountain’s filing of Condition 14, municipalities have raised a variety of Project topics and issues through the regulatory process and through their ongoing engagement with Trans Mountain.

Tables 5.1 and 5.2 summarize issues and concerns raised by municipalities in BC and Alberta respectively. The tables also include outcomes and measures to be implemented to address these concerns and resolve issues. Trans Mountain continues to review these issues with municipalities and will update the table as part of ongoing TWG engagement to be reported in future filings of Condition 49. Future filings will also indicate when Trans Mountain and municipalities determine issues are resolved, or if they remain unresolved, a rationale for why no further measures will be taken.

TABLE 5.1

ISSUES AND CONCERNS RAISED BY MUNICIPALITIES IN BC

Municipality	Issue/Concern	Response/Outcome
City of Abbotsford	An appropriate Communication Plan be in place during construction to ensure that the City does not shoulder the burden of fielding questions and complaints from the public.	Topic for a future TWG meeting.
City of Abbotsford	Location, placement, and number of remote mainline block valves, enabling the shut off portions of the pipeline to reduce the impact of a spill.	Complete. Information on the proposed valve locations (NEB Condition 17) and an updated Risk Assessment for the City of Abbotsford was presented at a TWG meeting on March 7, 2017. The City did not have any issues or concerns with the information presented.
City of Abbotsford	Delay and expense to the City associated with the pipeline crossing of municipal infrastructure. Cost recovery for impacts to the City's linear existing and future infrastructure that intersects with the pipeline in the City's road right-of-ways.	Trans Mountain has stated that it is not Trans Mountain's intent for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of a net loss, Trans Mountain will meet and discuss upstanding concerns or costs. This applies to both the existing TMPL and the Project. Operations related topics will be addressed outside of TWG process. Trans Mountain has passed this concern on to Kinder Morgan Canada Operations.
City of Abbotsford	Failure to provide pertinent details it has within its knowledge in order to enable the City to understand the impacts and provide feedback to TMEP and the NEB with respect to Sumas River and Sumas Lake Canal crossings as well as Sandy Hill neighbourhood feasibility of trenchless construction.	Topic for future a TWG meeting. Trans Mountain has actively engaged the City of Abbotsford staff through TWG meetings in which timelines and content of detailed design have been discussed. Trans Mountain has supplied alignment sheets and reviewed details of routing through Abbotsford, discussing details of every segment of the proposed pipe including the schedules for geotechnical investigations, detailed designs and construction. It is Trans Mountain's intent that TWG meetings will continue and Trans Mountain will continue to share new information as it becomes available, including information about construction schedules and execution plans.
City of Abbotsford	Culverting Line 1 for ease of ditch cleaning.	Trans Mountain will pass this concern on to KMC. This is out of scope for the TWG mandate. Trans Mountain has committed to providing a written response to the City with respect to this outstanding concern.
City of Abbotsford	Management of the use of storm water retention pond for HDD under the Sandy Hill area, i.e., access, staff parking, noise, abatement, site security, operation of	Complete. Trans Mountain confirmed temporary workspace will be next to the storm water retention pond, Trans Mountain would not be in the storm pond berms. In the event of a storm, Trans Mountain

	storm water retention pond during storm events.	would remove equipment from the area.
City of Abbotsford	The design of the crossing at Gladwin Road and making provisions for a future 1200 diameter water main crossing of the TMEP pipeline.	Trans Mountain will pass this concern on to KMC. This is out of scope for the TWG mandate.
City of Abbotsford	Site verification of underground utilities (water, sewer, drainage) at pipeline crossings. Past discussions indicated that hydro-vac would be used to determine the horizontal and vertical location of these facilities. City's understanding is that this work is going to be done by the pipeline contractor during the construction period.	Complete. This is required by TMEP procedures as part of One Call notification. Trans Mountain has confirmed that any crossing of existing infrastructure requires site verification by the contractor. TMEP will complete utility verification in accordance with requirements as specified in crossing agreements.
City of Abbotsford	City-hired inspector during the construction period to monitor general progress, liaison with our engineering operations and city communication staff.	Topic for a future TWG meeting.
City of Abbotsford	Crossing agreements.	Topic for a future TWG meeting.
City of Abbotsford	Permitting: highway use and/or excavation, oversize vehicles, hydrant use, tree cutting, soil removal.	Topic for a future TWG meeting.
City of Abbotsford	Culverting agricultural ditch crossings by the pipeline.	This concern is aligned with culverting of Line 1. As this concern also impacts other municipalities, Trans Mountain will review internally for issue resolution with respect to constructing TMEP.
City of Abbotsford	Finalization of pipeline design crossing of the JAMES Trunk Sewer (existing and future twinning).	Topic for a future TWG meeting.
City of Burnaby	The Project has not garnered the necessary community support.	The objective of TWG meetings is to exchange technical information and resolve technical issues related to the TMEP. While TWG activities and outcomes may assist with improving community support, that is not their principal objective.
City of Burnaby	Impacts to community infrastructure and ongoing operation, as well as the costs associated with this; economic impacts to businesses affected by construction; costs incurred to municipality in the event of a spill.	Trans Mountain continues to engage with stakeholders around multiple aspects of the proposed Project, including ongoing engagement on Emergency Response Plans (ERP) and directly with neighbours (including businesses) to share information and seek input to our detailed construction plans to minimize

		<p>impact to neighbours during construction.</p> <p>Trans Mountain has stated that it is not Trans Mountain's intent for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of net loss, Trans Mountain will meet and discuss outstanding concerns or costs. This applies to both the existing TMPL and the Project.</p> <p>Operations related topics will be addressed outside of TWG process. Trans Mountain has passed this concern on to Kinder Morgan Canada Operations.</p>
City of Burnaby	<p>Increased risk and consequences of spills and accidents as a result of the Project, including Westridge Marine Terminal.</p> <p>Increased risk and consequence of a marine spill with the Project; the financial, environmental and health impacts of a spill to the community.</p>	<p>Trans Mountain is committed to meeting NEB Condition 129 and NEB Condition 133.</p> <p>Trans Mountain has and will continue to invite City of Burnaby First Responders to participate in its Emergency Response engagement, training and exercises.</p>
City of Burnaby	<p>The ability for TMEP to respond in a timely manner and have the appropriate resources to respond to a pipeline incident.</p>	<p>Trans Mountain continues to engage with stakeholders around multiple aspects of the proposed Project, including ongoing engagement on ERPs to share information and seek input.</p> <p>Trans Mountain has and will continue to invite City of Burnaby First Responders to participate in its Emergency Response engagement activities, training and exercises.</p>
City of Burnaby	<p>Risks associated with operational air emissions at Westridge Marine Terminal.</p>	<p>Trans Mountain continues to engage with stakeholders around multiple aspects of the proposed Project, to share information and seek input.</p> <p>Trans Mountain's draft Environmental Protection Plans (EPP) have been and are being posted in phases on its website for comment. Stakeholders are invited to provide their feedback through the website and TWG discussions during the consultation window for each plan. The Westridge Marine Terminal Air Emissions Management Plan was available for consultation between November 22, 2016 and February 24, 2017. Burnaby was notified about the opportunity to provide input to this plan by email on September 23, 2016 and reminded again about this opportunity on December 12, 2016. Trans Mountain offered to meet to review the plan with the City.</p>
City of Burnaby	<p>Impacts and risks of additional tanks at Burnaby Terminal.</p>	<p>Topic for a future TWG meeting.</p> <p>Trans Mountain continues to engage with stakeholders around multiple aspects of the proposed Project, to share information and seek input.</p>
City of Burnaby	<p>Increased tanker traffic in Burrard Inlet; tanker traffic will increase "wave wash," which impacts marine invertebrates, and could cause impacts to rivers at the mouth of Burrard Inlet that are crucial for migrating salmon, including the</p>	<p>The Vancouver Fraser Port Authority Information Guide dictates speeds for which vessels travel in the Port Area. It is available on the Port's website:</p>

	Capilano, Seymour and Indian Rivers.	http://www.portvancouver.com/marine-operations/
City of Burnaby	Trans Mountain will not follow local by-laws.	<p>Topic of conversation for a future TWG meeting.</p> <p>Trans Mountain intends to comply with the intent of local bylaws to extent practical.</p> <p>Trans Mountain requests a list of applicable bylaws related to TMEP.</p>
City of Burnaby	Construction impacts to recreational use areas including land base areas and Burrard Inlet.	<p>Topic for future a TWG meeting.</p> <p>Trans Mountain continues to engage with stakeholders around multiple aspects of the proposed Project, to share information and seek input, including to recreational user groups and parks managers as detailed construction plans are developed; to minimize impacts and determine best methods to communicate to recreation users during construction.</p>
City of Burnaby	Operational impacts to protected species in Burnaby parks and conservation areas.	<p>Topic for future a TWG meeting.</p> <p>Trans Mountain continues to engage with stakeholders around multiple aspects of the Project, to share information and seek input.</p> <p>Trans Mountain's draft environmental management plans are being posted in phases on its website for comment. Stakeholders are invited to provide their feedback through the website and TWG discussion during the consultation window for each plan.</p> <p>Burnaby was notified about the opportunity to provide input to Trans Mountain's draft environmental management plans by email on September 23, 2016 and reminded again about this opportunity on December 12, 2016. Trans Mountain offered to meet to review plans.</p>
City of Burnaby	These areas include fish-bearing waterways or conservation areas that are important for the habitat of migrating salmon, as well as Nooksack Dace and Cutthroat Trout; noise impacts to marine wildlife due to dredging and construction; and impacts to wildlife such as the Killer Whale, Great Blue Heron, and migratory birds.	<p>Trans Mountain has a long history of investing in conservation efforts. Trans Mountain has sponsored a study by Bird Studies Canada to map bird populations in the Burrard Inlet to quantify and map seasonal bird populations. The maps will be made publicly available so that local stakeholders, such as industry, government and environmental organizations can use the information in planning for the appropriate conservation and protection of marine birds.</p> <p>In January 2015, Trans Mountain contributed \$50,000 to the Pacific Salmon Foundation in response to stakeholder feedback and input from Aboriginal groups identifying salmon habitat as a priority for Burrard Inlet. The funding will be used for salmon habitat enhancement in Burrard Inlet, which is expected to improve foraging opportunities for piscivorous marine birds inhabiting Burrard Inlet.</p> <p>Trans Mountain and the Kinder Morgan Foundation continue to field requests from conservation</p>

		organizations to help with habitat restoration and education initiatives.
City of Burnaby	Trans Mountain has failed to meaningfully consult with Burnaby between December 15, 2016 and February 20, 2017; and specifically related to filings relating to Conditions 21, 22, 24, 26, 27, 28, 29, 33, 34, 127B.	<p>A response was filed with the NEB from Osler (on behalf of Trans Mountain) on March 24, 2017 which stated:</p> <ul style="list-style-type: none"> • Trans Mountain rejects the assertion that it failed to meaningfully consult with Burnaby in this timeframe • Burnaby withdrew from discussions regarding the Project in 2013 on the basis that is preferred to deal with matters of concern through a 'formal' process (NEB process/the courts). Since that time, Trans Mountain has continued to provide Burnaby with timely information regarding the Project and has sought Burnaby's feedback on various Project-related reports • In the past six months, Trans Mountain has sought input from Burnaby on topics including environmental plans, TWGs; invited the City to participate in a construction planning workshop and an information session; as well as Emergency Management Project-related matters. • Trans Mountain remains open and willing to receive input from Burnaby and to meet to discuss Project-related matters • Trans Mountain and the City met on December 15, 2016 and are planning a TWG meeting on April 4, 2017. <p>Filings related to Project Conditions 21, 22, 24, 26, 27, 28, 29, 33, 34 and 127B do not require consultation with appropriate government authorities in advance of filing.</p>
City of Chilliwack	Sardis-Vedder Aquifer protection.	<p>Ongoing TWG meeting topic.</p> <p>Please see Appendix C of Section 21 Chilliwack route re-alignment application (A82269) for documentation related to City's concerns and Trans Mountain's responses.</p>
City of Chilliwack	Municipal costs.	<p>Trans Mountain has stated that it is not Trans Mountain's intent for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of a net loss, Trans Mountain will meet and discuss upstanding concerns or costs. This applies to both the existing TMPL and the Project.</p> <p>Operations related topics will be addressed outside of TWG process. Trans Mountain has passed this concern on to Kinder Morgan Canada Operations.</p>
City of Chilliwack	The City requests that the NEB add a condition that requires Trans Mountain to, at a minimum: develop and implement a Communication Plan in consultation with local governments that demonstrates how Trans Mountain will ensure that all public inquiries, complaints and concerns regarding construction and operations of the TMEP are directed to and handled by Trans Mountain, which includes the provision of a full-time Trans Mountain employee at the municipal City hall(s)	Topic for a future TWG meeting.

	where construction is underway to act as a resource for the public and point person for municipal employees.	
City of Chilliwack	Construction timing for Vedder River crossing.	<p>As indicated in its letter to the City of Chilliwack dated February 28, 2017, Trans Mountain is planning a trenchless crossing of the Vedder River using a crossing methodology called Direct Pipe. Trans Mountain plans to construct inside the Least Risk Window of August 1 to September 15 to avoid the critical spawning /incubation period for salmonids, including Salish Sucker, which have a spawning period of March 1 to July 1.</p> <p>A copy of the Letter can be found in Appendix C Part 1-11 of Trans Mountain's Section 21 Chilliwack route re-alignment application (A82269).</p>
City of Chilliwack	Commitments Tracking Table and ensuring commitments related to the Sardis-Vedder Aquifer are included in the version to be posted on the Trans Mountain website.	<p>Trans Mountain has filed NEB Condition 6 - Commitments Tracking Table.</p> <p>Commitments related to the aquifer are covered by overarching Condition 3 and therefore were not added to the Commitments Tracking Table when filed with the NEB and posted to the Trans Mountain website.</p>
City of Chilliwack	Monitor groundwater data at monitoring well locations agreed upon by the City.	Groundwater Monitoring Program will be assessed as per requirements outlined in NEB Condition 130. Groundwater monitoring, if deemed appropriate, will be carried out during Project operations.
City of Chilliwack	Ensure that environmental monitor and water quality resource specialists are independent of Trans Mountain.	<p>The NEB is responsible for verifying and ensuring that Trans Mountain is in compliance with NEB Conditions. For any questions or concerns about Trans Mountain's Conditions compliance, please contact the National Energy Board at 1-800-899-1265.</p> <p>Environmental inspectors will be contracted to work on the project and will be experienced in linear or large scale construction projects. Water quality monitors will be experienced and will have professional qualifications or be under the direct supervision of a qualified professional. Third party and internal environmental audits will be conducted during construction to verify environmental resources are effective in protecting the environment and in compliance with conditions and commitments.</p>
City of Chilliwack	Obtain baseline water quality data for hydrocarbons, heavy metals, nutrient loads and bacteria, and sediment quality prior to construction.	<p>A Groundwater Management Plan has been prepared as part of the Environmental Management Plans required for the Project. This plan outlines procedures for identifying groundwater related effects of the Project, provides criteria for implementing those procedures, reviews planned mitigation measures, and describes monitoring of groundwater quality and/or quantity. It also emphasizes protection of identified vulnerable aquifers along the proposed pipeline route.</p> <p>When construction is complete, field testing results will be available for comparison to results from pre-construction monitoring. Post-construction results will also be compared to Health Canada's Guidelines</p>

		<p>for Canadian Drinking Water Quality.</p> <p>Trans Mountain has shared the draft Groundwater Management Plan along with a Technical Memo regarding the protection of municipal water sources. Trans Mountain anticipates receiving feedback on these documents related to this topic at an upcoming TWG meeting.</p>
City of Chilliwack	<p>Establish monitoring protocols in conjunction with the City for monitoring groundwater quality and quantity before, during and after construction and during operations.</p>	<p>A Groundwater Management Plan has been prepared as part of the Environmental Management Plans required for the Project. This plan outlines procedures for identifying groundwater related effects of the Project, provides criteria for implementing those procedures, reviews planned mitigation measures, and describes monitoring of groundwater quality and/or quantity. It also emphasizes protection of identified vulnerable aquifers along the proposed pipeline route.</p> <p>When construction is complete, field testing results will be available for comparison to results from pre-construction monitoring. Post-construction results will also be compared to Health Canada’s Guidelines for Canadian Drinking Water Quality.</p> <p>Trans Mountain has shared the draft Groundwater Management Plan along with a Technical Memo regarding the protection of municipal water sources. Trans Mountain anticipates receiving feedback on these documents related to this topic at an upcoming TWG meeting.</p>
City of Chilliwack	<p>Establish a groundwater protection fund which can be utilized by local governments and First Nations reliant on groundwater aquifers to conduct research, monitoring, protection measures, and community awareness programs on groundwater sustainability.</p>	<p>Trans Mountain will pass this concern on to KMC. This is out of scope for the TWG mandate.</p>
City of Chilliwack	<p>Require enhanced design, construction and spill prevention response standards for the portion of the pipeline which passes through groundwater aquifers and specifically, the Sardis-Vedder Aquifer. Groundwater crossings should be held to the same or higher standard as watercourse crossings.</p>	<p>Trans Mountain has addressed through Technical Memos dated May 26, 2015 and October 16, 2015. These memos are included in Appendix C Part 1-13 of Trans Mountain’s Section 21 Chilliwack route re-alignment application (A82269).</p>
City of Chilliwack	<p>Require Trans Mountain to obtain the City’s input into the design considerations and spill prevention and response measures that will be put in place post-construction to ensure the full protection of the aquifer.</p>	<p>Trans Mountain has addressed through Technical Memos dated May 26, 2015 and October 16, 2015. These memos are included in Appendix C Part 1-13 of Trans Mountain’s Section 21 Chilliwack route re-alignment application (A82269). Trans Mountain will continue to respond to queries from the City through TWG discussions.</p>
City of Chilliwack	<p>Use biodegradable hydraulic fluid in equipment during any construction activities that may impact groundwater.</p>	<p>Trans Mountain has committed to using biodegradable hydraulic fluid in machinery for the entire portion of the Project between Silverthorne Road (KP 1091.59) to Watson Road (KP 1094.19).</p>
City of Chilliwack	<p>Draft Condition 80 (NEB Condition 94) is insufficient because it does not require Trans Mountain to test water well quality for baseline indicator and during</p>	<p>NEB Condition 94 addresses groundwater monitoring and monitoring results.</p>

	<p>construction and operation to monitor for impacts.</p>	<p>As per Township of Langley IR Response No 2 (A4J5I5) – motion to compel full and adequate response, Trans Mountain commits to pre-construction sampling of water wells that are 10m deep or less within 150m of the right-of-way (RoW).</p> <p>The justification for baseline well testing was developed in the hydrogeological assessment provided as part of the Facilities Application OH-001-2014 (Application) (Filing ID A3S1U8). This baseline testing was intended to ensure pre-construction baseline data existed to judge whether any potential pipeline construction-related impact to neighbouring water wells occurred, should it be suspected during construction.</p> <p>The commitment to test and sample wells within 10m or less in depth is based on the rationale that during construction the impacts of the pipeline construction are unlikely to extend to greater depth. This commitment also allows baseline data to be collected for those closest and shallowest wells that may be susceptible to potential pipeline related issues in the future.</p>
<p>City of Chilliwack</p>	<p>City requests site-specific Emergency Response Plan for Sardis-Vedder Aquifer.</p>	<p>NEB Condition 124 – Implementing Improvements to Trans Mountain’s Emergency Management Program (EMP) outlines requirements for site-specific plans and documents related to Geographic Response Plans, Geographic Response Strategies, control point mapping, tactical plans for submerged and sunken oil and tactical plans for high consequence areas. Trans Mountain will address this concern through its compliance with Condition 124.</p>
<p>City of Chilliwack</p>	<p>Concerns over management of invasive plant species. Requests Draft Condition 53 (NEB Condition 45) include a requirement that Trans Mountain demonstrate how it developed the plan with input from local government.</p>	<p>NEB Condition 45 – Weed and Vegetation Management Plan has a consultation requirement with Appropriate Government Authorities, invasive plant councils or committees, potentially affected Aboriginal Groups and affected landowners/tenants. Trans Mountain must provide a description and justification for how Trans Mountain has incorporated the results of its consultation, including any recommendations from those consulted into the plan.</p> <p>Trans Mountain informed the City of draft Environmental Plans available on its website for review and comment, as well as offered the option to meet to discuss specific feedback from the City with respect to these plans in emails sent on September 23, 2016 and November 30, 2016.</p> <p>Trans Mountain did not receive a response from the City or a request to meet to discuss specific concerns related to the draft Weed and Vegetation Management Plan during the review and comment period.</p> <p>If the City would like to discuss the Weed and Vegetation Management Plan once it is filed with the NEB, including stakeholder feedback incorporated, Trans Mountain would be pleased to arrange a discussion with one of its technical experts.</p>
<p>City of Chilliwack</p>	<p>Request Draft Condition 63 (NEB Condition 72) be amended to:</p>	<p>NEB Condition 72 – Pipeline Environmental Protection Plan requires Trans Mountain to consult with Appropriate Government Authorities, potentially affected Aboriginal groups, and affected</p>

	<p>include the requirement that Trans Mountain demonstrate how it has developed the plan in meaningful consultation with and input from local governments; require Trans Mountain to retain an independent third party monitor to ensure compliance with the plan and share the monitoring results with local governments; develop monitoring protocols and baseline measurements in conjunction with local governments.</p>	<p>landowners/tenants. In its summary, Trans Mountain must provide a description and justification for how Trans Mountain has incorporated the results of its consultation, including any recommendations from those consulted into the plan.</p> <p>The Condition includes:</p> <ul style="list-style-type: none"> a) environmental procedures (including site-specific plans), criteria for implementing these procedures, mitigation measures, and monitoring applicable to all Project phases and activities b) policies and procedures for environmental training and the reporting structure for environmental management during construction, including the qualifications, roles, responsibilities, and decision-making authority for each job title identified in the updated EPP <p>Trans Mountain informed the City of draft Environmental Plans available on its website for review and comment, as well as offered the option to meet to discuss specific feedback from the City with respect to these plans in emails sent on September 23, 2016 and November 30, 2016.</p> <p>Trans Mountain did not receive a response from the City or a request to meet to discuss specific concerns related to the draft Pipeline Environmental Protection Plan during the review and comment period.</p> <p>If the City would like to discuss the Pipeline EPP once it is filed with the NEB, including stakeholder feedback incorporated, Trans Mountain would be pleased to arrange a meeting with one of its technical experts.</p>
<p>City of Chilliwack</p>	<p>Request to amend Draft Condition 88 (NEB Condition 90) to: replace the word “communities” with “local governments”; require Trans Mountain to develop a Terms of Reference with each local government that establishes a mutually agreed protocol for “consultation” and mutual obligations; develop the Emergency Management Plan (EMP) and obtain approval of the EMP by the NEB before Project construction begins.</p>	<p>NEB Conditions refer to ‘Appropriate Government Authorities.’</p> <p>NEB Condition 14 requires Trans Mountain to develop ToR for Technical Working Groups.</p> <p>Trans Mountain’s Emergency Response Program is a comprehensive set of policies, procedures and processes designed to support our commitment of safety and security of the public, workers, company property, and the environment. Our current EMP includes Emergency Response Plans that are location specific and cover all current pipeline and associated facilities for the Trans Mountain pipeline system.</p> <p>Trans Mountain is committed to meeting NEB Condition 90 – Consultation on improvements to Trans Mountain’s Emergency Management Program, NEB Condition 124 – Implementing improvements to Trans Mountain’s Emergency Management Program.</p>
<p>City of Chilliwack</p>	<p>Request to amend Draft Condition 140 (NEB Condition 151): indicate how the NEB will determine the sufficiency of the proposed monitoring measures and schedule that Trans Mountain will implement to address ongoing issues and</p>	<p>Trans Mountain is committed to meeting NEB Condition 151 – Post-construction monitoring reports, which requires that Trans Mountain consult with Appropriate Government Authorities, such as the City of</p>

	concerns.	<p>Chilliwack, regarding environmental monitoring.</p> <p>The NEB is responsible for verifying and ensuring that Trans Mountain is in compliance with NEB Conditions. For any questions or concerns about Trans Mountain’s Conditions compliance, please contact the National Energy Board at 1-800-899-1265.</p>
City of Chilliwack	<p>City requests that Trans Mountain: route the pipeline along the existing pipeline RoW. If this is not possible, then the City requests that Trans Mountain seek a new RoW that does not utilize existing road RoWs. The use of existing road RoWs for pipeline routing will result in long lasting and ongoing costs increases to the City for managing existing utilities. It would also have a similar effect on other utility operators in the existing road RoW, such as BC Hydro, Telus and Fortis; if the pipeline is routed through Balmoral Park, that Trans Mountain commit to installing the pipeline at a minimum depth of 1.5m;</p> <p>if the pipeline is routed through South Sumas Road, develop a compensation plan for the property devaluation and disruption that property owners who front on this road will face, irrespective of whether these property owners will experience damages at law to their lots.</p>	<p>Trans Mountain confirmed in its letter dated February 15, 2016 that it plans to route within its existing RoW.</p>
City of Chilliwack	<p>Include the requirement that Trans Mountain retain an independent, third party monitor for each of its monitoring programs; require Trans Mountain to develop a plan for how Trans Mountain will reimburse taxpayers for the financial impacts to local governments for extra staff time involved in coordinating and meeting with Trans Mountain to plan construction schedules, discuss mitigation measures, identify municipal infrastructure requirements, etc.</p>	<p>The NEB is responsible for verifying and ensuring that Trans Mountain is in compliance with NEB Conditions. For any questions or concerns about Trans Mountain’s Conditions compliance, please contact the National Energy Board at 1-800-899-1265.</p> <p>Trans Mountain has stated that it is not Trans Mountain’s intent for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of net loss, Trans Mountain will meet and discuss outstanding concerns or costs related to constructing TMEP.</p>
City of Chilliwack	<p>City requests NEB amend Draft Condition 58 (NEB Condition 62) to: require that Trans Mountain seek local government feedback and coordinate with local governments when developing and implementing the construction schedule;</p> <p>require that Trans Mountain submit the construction schedule 60 days in advance to the local government in which it will be in that local government’s jurisdiction.</p>	<p>Trans Mountain will seek input into construction plans, including the schedule, through ongoing TWG discussions with the City.</p>
City of Chilliwack	<p>City requests NEB to amend Draft Condition 61 (NEB Condition 73) to: include the requirement that Trans Mountain abide by local government bylaws pertaining to street and traffic and apply for highway use permits where applicable; submit a compensation plan which outlines how Trans Mountain will calculate its use of</p>	<p>Wherever practical, Trans Mountain will work with provincial and municipal governments to ensure its project plans meet or exceed expectations outlined in applicable provincial regulations and municipal bylaws.</p>

	<p>local government resources, staff time and first responders to administer its traffic closures and how it will compensate local governments for this time.</p>	<p>Trans Mountain has stated that it is not Trans Mountain's intent to be a financial burden on municipalities. If a local government believes it is in a situation of net loss, Trans Mountain will meet and discuss outstanding concerns or costs.</p> <p>Trans Mountain will consult on draft Traffic Control Plan as part of NEB Condition 73 at an upcoming TWG meeting.</p>
<p>City of Chilliwack</p>	<p>City requests NEB include a Condition that requires Trans Mountain to develop a Noise Management Plan for general construction noise (not solely from horizontal drilling) in residential areas, near schools, and in parks, and that Trans Mountain abide by local government noise bylaws or else seek exemption permits from local governments for exceeding noise requirements.</p>	<p>Trans Mountain will ensure the operation and testing for noise generating equipment meets local noise bylaws by designing and installing equipment with appropriate consideration of noise suppression. Additionally, testing for this type of equipment is normally done during regular working hours. Detailed mitigation measures for this equipment have not yet been determined as this will be done during the final phase of detailed design and engineering work.</p> <p>In addition, Condition 74 requires site specific Horizontal Directional Drilling (HDD) Noise Management Plans to be filed 3 months prior to the commencement of construction of each HDD crossing.</p>
<p>City of Chilliwack</p>	<p>Concerns over management of invasive plant species. Requests Draft Condition 53 (NEB Condition 45) include a requirement that Trans Mountain demonstrate how it developed the plan with input from local government.</p>	<p>NEB Condition 45 – Weed and Vegetation Management Plan requires Trans Mountain to consult with Appropriate Government Authorities, invasive plant councils or committees, potentially affected Aboriginal Groups and affected landowners/tenants. Trans Mountain must provide a description and justification for how Trans Mountain has incorporated the results of its consultation, including any recommendations from those consulted into the plan.</p> <p>Trans Mountain informed the City of draft Environmental Plans available on its website for review and comment, as well as offered the option to meet to discuss specific feedback from the City with respect to these plans in emails sent on September 23, 2016 and November 30, 2016.</p> <p>Trans Mountain did not receive a response from the City or a request to meet to discuss specific concerns related to the draft Weed and Vegetation Management Plan during the review and comment period.</p> <p>If the City would like to discuss the Weed and Vegetation Management Plan once it has been filed with the NEB, including stakeholder feedback incorporated, Trans Mountain will add this topic to a future TWG agenda.</p>
<p>City of Chilliwack</p>	<p>City expressed concern over ensuring topics of importance were discussed. City would like to have road crossings, river crossings, and groundwater as standing agenda items.</p>	<p>To be included on future TWG agendas as required.</p>

City of Chilliwack	City requested Sardis-Vedder Aquifer be added to the Rolling Action Plan (formerly List of Outstanding Concerns).	Trans Mountain added this to the RAP to be shared with the City with each subsequent TWG meeting.
City of Chilliwack	City expressed concern over ensuring proper documentation of meetings. Request for any documents shared at meetings to be included with meeting minutes along with agenda.	Trans Mountain agrees with this request and will incorporate this feedback into the ToR specific to the City of Chilliwack.
City of Chilliwack	City expressed disappointment in the decision to not route in the BC Hydro (RoW) as the City felt it afforded additional aquifer protection, however City also confirmed its preference for a single pipeline corridor within the City.	Trans Mountain responded in a letter dated February 15, 2017.
City of Chilliwack	City expressed concern that not all of the recommendations in its Letter of Comment, related to the aquifer were addressed in the Waterline Technical Memo shared with the City of Chilliwack.	Trans Mountain is currently preparing a formal response.
City of Chilliwack	City expressed concern over wording in February 15, 2017 letter regarding routing and construction decisions for BC Hydro alternate corridor. City did not ask Trans Mountain to change construction methodology from HDD to Open Trench.	Trans Mountain agrees that the City did not specially ask to switch construction methodology and amended the letter accordingly. A copy of the letter can be found in Appendix C of the Section 21 – Chilliwack route realignment application (A82269).
City of Chilliwack	City requested information for a staff report on Mayor and Council on March 7, 2017 including: <ul style="list-style-type: none"> • Information on why routing to Highway 1 is not feasible • Plain language document of impact of long term operations of pipeline on aquifer Description of Vedder River crossing and Browne Creek Wetland.	Trans Mountain provided the requested information in two letters to the City dated February 15, 2017 and February 28, 2017. Copies of the letters can be found in Appendix C of the Section 21 – Chilliwack route realignment application (A82269).
City of Chilliwack	City requested the updated risk analysis for Chilliwack area.	Topic for future a TWG meeting.
City of Coquitlam	Impacts of construction to wildlife and habitat, including species at risk, in Colony Farm Regional Park.	Trans Mountain intends to avoid the use of Colony Farm land to the extent feasible. Refer to response to BC Nature Canada IR No. 2.41b (A4H7Y8). On several occasions, Trans Mountain has confirmed verbally and in writing with the City of Coquitlam (including by letter to Mayor Stewart on May 28, 2015) and other stakeholders, our commitment to use the Mayfair CP Rail siding as temporary workspace for the Fraser River trenchless crossing. As the

		design proceeds Trans Mountain will confirm access; however, Trans Mountain commits to restricting access to existing disturbed areas such as the rail siding or existing roadways.
City of Coquitlam	Environmental impacts of construction.	<p>Environmental management plans are a topic for TWG or TWG subgroup meetings.</p> <p>Trans Mountain established TWG and TWG sub groups with the City of Coquitlam to address specific topics of interest including environmental impacts.</p> <p>The City provided their feedback to the TMEP environment management plans available online and the feedback is being discussed through TWGs and environment subgroup meetings.</p>
City of Coquitlam	Economic impacts to businesses affected by construction.	<p>Topic for future TWG or TWG subgroup meetings.</p> <p>Trans Mountain continues to engage with stakeholders around multiple aspects of the proposed Project, including ongoing engagement with neighbours (including businesses) to share information and seek input to our detailed construction plans to minimize impact to neighbours during construction.</p> <p>Trans Mountain provided an engagement update in the United Boulevard area to the City of Coquitlam at the TWG meeting on December 14, 2016.</p>
City of Coquitlam	Road, and utility infrastructure costs the City would incur as a result of the proposed RoW.	<p>Trans Mountain has stated that it is Trans Mountain's intent for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of net loss, Trans Mountain will meet and discuss outstanding concerns or costs. This applies to both the existing TMPL and the Project.</p> <p>This topic is not part of the TWG mandate.</p>
City of Coquitlam	Construction impacts of municipal services such as fire/rescue.	<p>Topic for future TWG or TWG subgroup meetings.</p> <p>Trans Mountain established TWG and TWG sub groups with the City of Coquitlam to address specific topics of interest including coordination with the City's Emergency Services.</p>
City of Coquitlam	Assurance that TMEP will adhere to City by-laws and permits requirements.	<p>Topic for TWG or TWG subgroup meetings.</p> <p>Trans Mountain established TWG and TWG sub groups with the City of Coquitlam to address specific topics of interest including permitting.</p>
City of Coquitlam	Construction impacts to landowners with property built on an old landfill and experiences fast and differential settlement.	Topic for future TWG or TWG subgroup meetings.
City of Coquitlam	Impacts of construction on recreational use in Colony Farm Regional Park.	Trans Mountain intends to avoid the use of Colony Farm land to the extent feasible. Refer to response

		<p>to BC Nature Canada IR No. 2.41b (A4H7Y8).</p> <p>On several occasions Trans Mountain has confirmed verbally and in writing with the City of Coquitlam (including by letter to Mayor Stewart on May 28, 2015) and other stakeholders, our commitment to use the Mayfair CP Rail siding as temporary workspace for the Fraser River trenchless crossing. As our design proceeds we will confirm access, however we commit to restricting access to existing disturbed areas such as the rail siding or existing roadways.</p> <p>This is a topic for TWG or TWG subgroup meetings.</p>
City of Coquitlam	<p>City of Coquitlam is concerned that material from trenchless construction may be contaminated and asked Trans Mountain to notify the City if contamination is discovered during construction.</p>	<p>Topic for future TWG or TWG subgroup meetings.</p> <p>Under Condition 46 - Contamination identification and assessment plan, Trans Mountain will mitigate potential risk from exposure to pre-existing contamination. The Plan outlines appropriate measures for handling contaminated material to protect workers, public and the environment. Environmental site assessments will be completed at selected high risk properties prior to construction.</p>
City of Coquitlam	<p>City of Coquitlam requested that Trans Mountain include Bear Smart plant species in the Reclamation plan.</p>	<p>Trans Mountain has added Bear Smart plant species in the Reclamation Plan.</p>
City of Coquitlam	<p>City is concerned about the network of methane collection pipes along United Boulevard corridor.</p>	<p>Topic for a future TWG or TWG subgroup meetings.</p>
City of Coquitlam	<p>Pavement on United Boulevard (City of Coquitlam requested that Trans Mountain restore and repave the two west bound lanes on United Boulevard after construction).</p>	<p>Topic for a future TWG or TWG subgroup meetings.</p> <p>Through the NEB IR process, Trans Mountain committed to restoring and repaving as necessary the two northern (westbound) lanes of United Boulevard post construction, in the areas affected by Trans Mountain's construction work.</p>
City of Coquitlam	<p>City of Coquitlam is a designated Bear Smart certified community and must consider reducing human-wildlife conflict. The City asked Trans Mountain to consider a change from three smaller culverts to one larger culvert in the area between Fraser River HDD crossing exit and United Boulevard to allow crossing for larger animals.</p>	<p>Topic for a future TWG or TWG subgroup meetings.</p>
City of Kamloops	<p>Road crossings and methods.</p>	<p>Topic for a future TWG meeting.</p>

City of Kamloops	Utility crossings and methods.	Topic for a future TWG meeting.
City of Kamloops	Tranquille sewer lift construction project - construction timing and project interaction.	Complete. Trans Mountain has confirmed there is no interaction with the Project.
City of Kamloops	Traffic delays due to construction - Ord Road, Tranquille Road (trucking) and Missions Flats Road (access to solid waste management site)	Topic for a future TWG meeting. Trans Mountain is committed to meeting NEB Condition 73 – Traffic control plans for public roadways, and to providing detailed traffic plans for discussion through TWG meetings. NEB Condition 73 requires Trans Mountain to consult with Appropriate Government Authorities, such as the City of Kamloops, in the development of this plan, and to provide a description and justification for how feedback from those consulted has been incorporated.
City of Kamloops	Construction impacts to water and sewer infrastructure including sanitary pressure main along Mission Flats Road.	Complete. Trans Mountain has confirmed there is no interaction with the Project.
City of Kamloops	Maintain access and maintain storm water storage infrastructure function at Ord Road Dog Park.	Topic for a future TWG meeting.
City of Kamloops	Impacts to green spaces, parks and natural areas such Kenna Cartwright and Ord Road Dog Park.	Topic for a future TWG meeting. Alternate site located for Ord Road Dog Park. Detailed planning required for Kenna Cartwright notifications and dog park relocation.
City of Kamloops	Noise impacts from construction and HDD.	Complete. Trans Mountain will comply with City noise bylaws during construction and is committed to meeting NEB Condition 74 – Horizontal directional drilling (HDD) Noise Management Plan.
City of Kamloops	Impacts related to workers' use of healthcare services.	Complete. Trans Mountain is committed to meeting NEB Condition 13 – Socio-Economic Monitoring Plan and NEB Condition 59 – Worker accommodation strategy.
City of Kamloops	Temporary and residual impacts to local rental housing market, including cumulative effects of proposed Ajax Mine labor force.	Trans Mountain is committed to meeting NEB Condition 59 – Worker accommodation strategy. Topic for a future TWG meeting.
City of Kamloops	Rock scaling required in TMEP RoW to protect Ord Road (City maintenance). Potential to coordinate work required.	Update topic for a future TWG meeting. Discussion on this issue is underway between City of Kamloops and KMC Operations.

City of Kamloops	Prior to construction, Trans Mountain will arrange procurement open houses or workshops at various local and regional locations to present potential supply opportunities to the project.	Trans Mountain agrees to arrange procurement workshops with its Contractors at various locations. Trans Mountain expects to begin these workshops in Q2 2017.
City of Kamloops	Trans Mountain will provide information about procurement opportunities to potential Aboriginal, regional, provincial and Canadian suppliers using various communication means.	In progress. Overview provided during February 2017 Public Information Session. Trans Mountain is committed to meeting NEB Condition 11 – Aboriginal, local and regional skills and business capacity inventory, and NEB Condition 12 – Training and Education Monitoring Plan.
City of Kamloops	Trans Mountain will consult with owners and operators of Merritt, Kamloops and Blue River airports as part of Community Readiness Engagement and will continue throughout the Project planning and potential construction phases as more information becomes available.	Trans Mountain is working with the Kamloops Airport Society Management and is modifying construction plans to accommodate requests. Trans Mountain will provide updates on this item through future TWG meetings.
City of Kamloops	Trans Mountain will conduct engagement with municipal governments and community stakeholders in hub communities to discuss worker accommodation options and strategies.	Consultation regarding worker accommodation began in 2013 and is ongoing. Trans Mountain's draft Worker Accommodation Strategy is available for review and comment. Trans Mountain informed the City the draft Worker Accommodation Strategy was available on its website for review and comment, as well as offered the option to meet to discuss feedback from the City with respect to this and other environmental management plans in emails sent on September 23, 2016 and November 30, 2016. The City of Kamloops participated in Socio-Economic Management Monitoring Plan workshop to review the accommodation approach. The preliminary worker accommodation plan (Plan) for Kamloops was shared in a Public Information Session on March 23, 2017. Community stakeholders with interest in workforce accommodation were invited to the Information Session and an opportunity to discuss the Plan with the subject expert was provided through discussion tables. The Plan was presented to Mayor and Council in a public council meeting on March 21, 2017.
City of Kamloops	Trans Mountain will continue to update the Kamloops Hotel Association as more information about workforce housing projections and timelines becomes available.	Consultation regarding worker accommodation began in 2013 and is ongoing. Trans Mountain's draft Worker Accommodation Strategy is available for review and comment. The Kamloops Hotel Association attended Trans Mountain's Public Information Session in Kamloops in February 2017 and was invited to review the Worker Accommodation Strategy with subject experts at that event.
City of Kamloops	Presume that Trans Mountain or its contractors will install the required signage (Notification Measures #29 & 30 of the Pipeline EPP).	Topic for a future TWG meeting.
City of Kamloops	Notify Fire Department in addition to Bylaws for burning (Notification Measure #18 of the Pipeline EPP).	Topic for a future TWG meeting.

City of Kamloops	The City should review proposed signs and locations within the Municipal boundary (Mitigation Measures #17-20 of the Pipeline EPP).	Topic for a future TWG meeting.
City of Kamloops	Notification Measure # 26 (Bedrock disposal) of the Pipeline EPP - If disposed of locally, City Environmental Services department will direct which materials will go to what solid waste facilities and in what quantities (we have multiple locations).	Topic for a future TWG meeting.
City of Kamloops	The City should have some involvement in reviewing drainage works as much of it may impact downstream City facilities or residents. We can't say exactly what permitting may be required as it will depend on location, scope and impact of individual drainage works (Mitigation Measures # 98-102 of the Pipeline EPP).	Topic for a future TWG meeting.
City of Kamloops	Construction clean up - Specific requirements will be captured through Municipal permitting for specific construction sites (road crossings etc.).	Topic for a future TWG meeting.
City of Kamloops	There are many gully crossings that typically do not have surface water flowing, or may only flow intermittently. While the gullies do not have fish value, they do play important roles in storm water management and protection of properties downstream. Given the history of the gullies and their role in storm water management, Trans Mountain should be made aware of their importance.	Topic for a future TWG meeting.
City of Kamloops	Working windows should also consider times when Kamloops is at higher risk of significant rain events. These are typically early summer (June/July) and September. Snow melt should also be considered and measures in place to deal with these events.	Topic for a future TWG meeting.
City of Kamloops	General Measures: Activity/Concern 37 (equipment) of the Pipeline EPP makes reference to using non-toxic, biodegradable fluids in all equipment that will work instream if flowing water will be encountered. From an environmental perspective, this requirement should be in place regardless of whether flowing water is encountered or not.	Topic for a future TWG meeting.
City of Kamloops	Vehicle/Equipment Crossings: Activity/Concern 22 (Closed and Open Bottom Culverts) of the Pipeline EPP makes reference to use of culverts. Crossings should be adequately sized to convey the 1 in 100 year rain events and the City is generally not supportive of the use of Corrugated Steel Pipe material.	Topic for a future TWG meeting.
City of Kamloops	Parks department requests that in-person meetings with Kinder Morgan and/or their chosen contractor be held (when timing is appropriate) to go over the reclamation/work plans in the field, specifically for Kenna Cartwright Park. This	Topic for a future TWG meeting.

	approach is working very well with BC Hydro.	
City of Kamloops	Page 29 Table 5.2-1 of the Riparian Habitat Management Plan (Vehicle/Equipment Crossings at watercourses): There is mention of erosion and sediment control measures being implemented immediately following installation of crossing. Consideration should be given to control measures being in place before and during construction as well.	Topic for a future TWG meeting.
City of Kamloops	Page 30 of the Riparian Habitat Management Plan: Geotechnical Engineer should be involved for many (if not all) crossings throughout the project, not only during clean up.	Topic for a future TWG meeting.
City of Kamloops	Tranquille Road Beautification Project (Community Benefit Program).	Topic for a future TWG meeting.
City of Kamloops	City requests list of sub-contractors.	Trans Mountain will provide this list when it is available. Topic for a future TWG meeting.
City of Kamloops	Trans Mountain requests list of City projects.	City will provide this list in advance of a future TWG meeting. Topic for a future TWG meeting.
City of Merritt	Request for regular point of contact during construction.	Topic for a future TWG meeting.
City of Merritt	Camp impacts - wet vs dry (prefer dry), impacts on community resources and amenities.	Consultation regarding worker accommodation began in 2013 and is ongoing. Trans Mountain's draft Worker Accommodation Strategy is available for review and comment, and will be reviewed with Merritt at a future TWG meeting.
City of Merritt	Capacity of TMEP to accommodate the proposed runway expansion (1000 ft. new runway). Capacity of TMEP to accommodate runway.	Topic for a future TWG meeting.
City of Merritt	Proximity of pipeline construction to Coldwater River due to salt leaching and stability problems.	Topic for a future TWG meeting.
City of Merritt	Need to file a NOTAM (Notice to Airmen) for airport construction.	Trans Mountain will follow NAV Canada and Transport Canada aviation permitting requirements and submit airport proximity permit applications to appropriate federal authorities.
City of Merritt	Need to know what type of activity and equipment is on site at proposed laydown	Trans Mountain will provide additional information once its contractor and the site are confirmed.

	area in order to amend fire protection agreement with Lower Nicola Band.	Topic for a future TWG meeting.
City of Merritt	Trans Mountain will provide a Community Liaison within the community (not at a construction office) to manage inquiries and provide ease of access during construction.	Topic for a future TWG meeting.
City of Merritt	Trans Mountain will consult with owners and operators of Merritt, Kamloops and Blue River airports as part of Community Readiness Engagement and will continue throughout the Project planning and potential construction phases as more information becomes available.	In progress. Topic for a future TWG meeting.
City of Surrey	Request that Trans Mountain twin the new pipeline and abandon the existing line due to concern regarding two pipelines impacting two different corridors.	Trans Mountain has indicated to the City of Surrey that it does not plan to abandon its existing pipeline through Surrey.
City of Surrey	City of Surrey opposed the proposed corridor which has the pipeline routed on the southern edge of Surrey Bend Regional Park (SBP) and prefers an alternative routing in South Fraser Perimeter Road Highway (SFPR) or CN intermodal yard.	Trans Mountain has developed a preferred route along and adjacent to SFPR to avoid Surrey Bend Regional Park (submitted under Condition 7). The SFPR route is subject to agreement by the Ministry of Transportation and Infrastructure (MOTI) and additional geotechnical studies.
City of Surrey	Cost to municipality to work around pipe located in roadways. Municipalities and others having jurisdiction over highways will incur present and future costs as a consequence of the proposed pipeline impacting their utilities and as a consequence of the proposed pipeline occupying or crossing highways.	Trans Mountain has stated that it does not intend for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of net loss, Trans Mountain Operations will meet and discuss outstanding concerns or costs. This applies to both the existing TMPL and the Project. This topic is not part of the TWG mandate.
City of Surrey	The City of Surrey suggests that in evaluating how to incorporate the input of Surrey into the plans for TMEP, Trans Mountain will use as a guiding principle that the TMEP should not place unnecessary cost, burden or risk upon the City of Surrey.	Trans Mountain has not yet responded to the City of Surrey on this request. It will be added to a future TWG meeting agenda.
City of Surrey	Minimizing construction impact to residential neighbourhoods and the public (Fraser Heights).	Construction related impacts are topics for future TWG meetings. Trans Mountain continues to engage with stakeholders around multiple aspects of the Project, including ongoing engagement with neighbours (including businesses) to share information and seek input to our detailed construction plans to minimize impact to neighbours during construction.
City of Surrey	Construction timing (avoid delays to Surrey Infrastructure improvement projects).	Construction timing is a topic for future TWG meetings. Trans Mountain will work with the City in the scheduling of respective works to avoid or minimize

		construction impacts through advance coordination and planning.
City of Surrey	Necessary consent from Trans Mountain and other interest holders in Trans Mountain’s statutory RoW to enable the City of Surrey to dedicate required land for highway/road.	<p>Trans Mountain provided a response in a letter dated September 23, 2016.</p> <p>This concern relates to the “Lot X” scenario where a pipeline company has a statutory RoW registered on title for lands that the municipality either wishes to dedicate as a road, or is planning for a road, and the municipality wishes to have the easement removed to enable the lands to be dedicated as a road, (as contrast to the normal road dedication which extinguishes the underlying title). Trans Mountain abandoned this practice approximately 16 years ago and will allow full road dedication if the pipeline alignment across a new or expanded road is close to ninety degrees and our criteria for dedication are met. There have been many examples in the past 16 years where Trans Mountain has worked with the City to dedicate the RoW to road in Surrey. Trans Mountain has long recognized the importance of working with local governments cooperatively to meet each other’s objectives, this being one example. In the legacy instances where the City still holds a Lot X road parcel containing our RoW, upon request from the City, Trans Mountain will review the situation and will release legacy Lot Xs if they meet the policy criteria now used to assess road dedication.</p> <p>This topic is not part of the TWG mandate.</p>
City of Surrey	Inconsistent Terms contained in Pipeline Permits issued by Trans Mountain.	<p>Trans Mountain will commit to have our Pipeline Protection Manager work with the appropriate City staff to clearly identify the issues. Trans Mountain will continue to work with the City to mitigate these concerns to every extent possible.</p> <p>This topic is not part of the TWG mandate.</p>
City of Surrey	Release and Indemnification in favour of Surrey.	<p>Trans Mountain needs to better understand specifically what the concern is and in what circumstances a release and indemnity is appropriate.</p> <p>Trans Mountain is open to discussion on this topic outside of TWGs.</p>
City of Surrey	Requirement to enter into Operating Agreements with Surrey prior to TMEP construction with respect to the entire expanded pipeline system.	<p>Trans Mountain will work with the City in a collaborative manner that addresses the interests of both the City of Surrey and Trans Mountain.</p> <p>Trans Mountain will enter into agreements subject to acceptable terms and conditions.</p> <p>This topic is not part of the TWG mandate.</p>
City of Surrey	Reimbursement of emergency event/incident costs.	<p>In the unlikely event of an incident, there are provisions within the NEB Act under Section 75 contemplating claims of third parties experiencing additional costs due to the undertaking of our company. The overarching principle is that an incident should not leave impacted parties out or inadequately compensated for incident-related impacts. This topic is not part of the TWG mandate but</p>

		Trans Mountain is open to discussion on this topic outside of TWGs.
City of Surrey	Community Benefits Agreement.	Trans Mountain intends to discuss the Community Benefits Agreement further. This topic is outside the scope of TWGs.
City of Surrey	Agreement to construct or coordinate construction of all future City works located with the Trans Mountain Prescribed Area (formerly known as the Safety Zone) to minimize costs to taxpayers.	NEB has established new Damage Prevention Regulations requiring some changes to Trans Mountain policies and guidelines. The Prescribed Area (formerly known as the Safety Zone) described in the earlier legislation has been revised as a result. Trans Mountain will work with the City to address concerns, where applicable. This topic is not part of the TWG mandate.
City of Surrey	Inadequate Emergency Response Plan.	Trans Mountain continues to engage stakeholders on its EMP. Trans Mountain will invite City of Surrey to future Emergency Management engagement opportunities and exercises/deployments.
City of Surrey	City of Surrey requested that prior to Trans Mountain submitting a Condition filing to the NEB, Trans Mountain provide the City with a draft summary of the consultation undertaken with the City and allow the City reasonable period to provide feedback.	Trans Mountain is committed to transparently working together through the TWGs. Although it is not practical to provide a draft consultation summary to stakeholders for review in advance of filings, as part of the TWG process, Trans Mountain will share draft TWG meeting summaries and a RAP for review and input within a specified timeframe. These documents will form the basis of the Condition filings related to consultation.
City of Surrey	City of Surrey requested that Trans Mountain provide a copy of the NEB filing receipt, for, or notice of, the condition filing to which the consultation pertained.	Trans Mountain will commit to notifying the City when Condition reports are filed with the NEB.
City of Surrey	City of Surrey provided feedback to the draft TWG ToR and Appendix B: Joint Municipal Conditions.	Draft Terms of Reference are a topic for future TWG meetings. Trans Mountain has developed the draft ToR based on the requirements and as directed by NEB conditions 14 and 49. The goal of the TWGs is to address specific technical and construction issues with each affected municipality. The ToR provide the framework for how Trans Mountain and municipalities will work together to achieve this goal, including identifying the appropriate contacts to participate in TWGs; proposing a method for tracking issues and resolution of concerns; protocols for reporting and communicating with TWG members; and identifying the issues or topics within the TWGs scope and mandate. Technical and construction issues related to TMEP will be addressed through the TWG framework. Decisions related to the existing TMPL or future operations once TMEP is completed, including

		<p>municipal costs, crossing agreement and permitting, will be addressed through discussions with the appropriate KMC representative, as well as meetings convened by the NEB.</p> <p>Trans Mountain will review the City's feedback to draft the ToR and Appendix B and respond accordingly.</p>
City of Surrey	Relocate TMEP to 'alternative' corridor approximately between AK 1160 and AK 1166 [immediately adjacent to SFPR, Golden Ears Connector Corridor and CN Rail Corridor].	On March 17, 2017 Trans Mountain filed its Plan, Profile and Book of Reference for Surrey, as well as Condition 7 for Surrey confirming its detailed alignment. Although the alignment removes routing from Surrey Bend Park, it does not follow the City's described 'alternative' corridor.
District of Clearwater	Concern about lost recreational use of the ROW through North Thompson Park during construction.	<p>Trans Mountain will coordinate construction notifications with BC Parks and the District.</p> <p>Trans Mountain will update the District of this topic through a future TWG meeting.</p>
District of Clearwater	Concern about conflict with development of new regional park between KP704 and 705 - northeast of Raft River (TNRD application).	This location falls within the jurisdiction of the TNRD. Trans Mountain will engage with TNRD for additional information and will provide an update to Clearwater through a future TWG meeting.
District of Clearwater	Potential water capacity issue due to construction and influx of workers.	Topic for a future TWG meeting.
District of Clearwater	Current drainage issues at Candle Creek Road - would like TMEP to partner with repairs if area impacted during construction.	Topic for a future TWG meeting.
District of Clearwater	Utility crossings and cost sharing for infrastructure replacement (pipe) - concern about disturbing old pipes.	TWG field visits and desktop review of all crossings scheduled for April 11, 2017.
District of Clearwater	May require sewer lagoon upgrades if camp waste is trucked to Clearwater (no capacity at Vavenby).	Topic for a future TWG meeting once camp capacity and locations are confirmed.
District of Clearwater	Confirm camp location, format and utility requirements.	Topic for a future TWG meeting. Trans Mountain is currently consulting on NEB Condition 61 – List of Temporary Infrastructure Sites.
District of Clearwater	Existing ROW from Norfolk Rd to the hospital is in high use. District is applying for grant for new multi-use pathway that could be developed in time to relocate pedestrian activity. Would like to liaise re: timing.	District has agreed to provide project timing to Trans Mountain at a future TWG meeting.
District of Hope	Routing and Coquihalla River crossing.	Trans Mountain has shared with the District that geotechnical results indicate that an HDD crossing of the Coquihalla River will not be feasible. Trans Mountain plans to cross this location using open-trench

		construction methodology in the Least Risk fisheries window.
District of Hope	Safety and Emergency Response.	Trans Mountain has ongoing engagement with the District of Hope related to emergency management planning.
District of Hope	Stakeholder interests and concerns and ensuring Mayor and Council are kept updated on construction plans.	Communication and Notification Plan will be the topic of a future TWG meeting.
District of Hope	Ensuring District's operation plans (sanitary main project) are coordinated with Trans Mountain construction plans.	Trans Mountain appreciates being provided with information regarding District projects to coordinate timing and minimize conflicts.
District of Hope	Construction vehicles using Othello Road and impact to local traffic if Nestle's trucks need to reroute to accommodate.	Trans Mountain acknowledges there will be an overall increase to local traffic due to construction. Trans Mountain is developing a traffic plan, which will also include mitigation measures. This will be a topic at a future TWG meeting.
Fraser Valley Regional District	One single point of contact.	<p>During the design engineering phase Trans Mountain employed two engineering design firms for routing and detailed engineering of the proposed alignment. The FVRD region spans the areas of both engineering consultants' responsibility. In response to FVRD's concerns for a single point of contact, Trans Mountain agreed that the interior section engineering design consultant will be the sponsor of all future TWG meetings.</p> <p>At the time of Reply Evidence, Trans Mountain did not envision a Contractor split within FVRD's territory. However, Trans Mountain has since engaged with a separate Contractor for the Coquihalla to Wahleach Station (near Bridal Veil Falls). To address FVRD's original concern for a single point of contact, the FVRD's primary interface will be with the Contractor for Spread 6, which covers the Popkum/Bridal Veil Falls area. The Stakeholder Engagement and Communications contact will remain consistent.</p>
Fraser Valley Regional District	Impacts to air quality	<p>Trans Mountain continues to engage with stakeholders around multiple aspects of the Project, to share information and seek input. Trans Mountain's draft EPPs are being posted in phases on its website for review and comment.</p> <p>Trans Mountain informed the FVRD of draft Environmental Plans available on its website for review and comment, as well as offered the option to meet to discuss specific feedback from the FVRD.</p> <p>Trans Mountain met with the Lower Fraser Valley Air Quality Coordinating Committee (LFVAQCC), which includes the FVRD, on February 17, 2017 to review the draft Air Emissions Management Plan</p>

		(AEMP) and Fugitive Emissions Management Plan (FEMP) for Westridge Marine Terminal, as well as the AEMP and FEMP for Edmonton, Sumas and Burnaby Terminals, and a related addendum. Feedback received at this meeting about these four plans is being considered by Trans Mountain.
Fraser Valley Regional District	Emergency Response Planning for remote areas.	Trans Mountain continues to engage stakeholders on its EMP. Trans Mountain will invite the FVRD to future Emergency Management engagement opportunities and exercises/deployments.
Fraser Valley Regional District	Include issues related to existing TMPL.	Trans Mountain will Pass this concern on to KMC. This is out of scope for the TWG mandate.
Fraser Valley Regional District	Disposal of wood and timber from tree clearing.	Trans Mountain has developed a Timber Salvage Plan, which will be an appendix to the Environmental Protection Plan. Commitment ID No 72 to the NEB states that in the Lower Fraser Valley where air quality is an issue, Trans Mountain will avoid burning slash. Instead, mulching will be performed in place or slash will be shipped/hailed to an approved disposal site. This commitment is already reflected in the current draft of the Timber Salvage Plan.
Fraser Valley Regional District	Protest activity and the potential impact to FVRD's ability to complete its work, and keeping elected officials informed through regular updates.	Trans Mountain understands community concerns with regards to security. Trans Mountain has developed detailed security plans and is working with local enforcement agencies. The Communications and Notification Plan will be a topic at a future TWG meeting.
Metro Vancouver	Metro Vancouver has an unprecedented amount of major proximate work going on across the region. Mutual information exchange will be important to protect Metro Vancouver's infrastructure.	Topic for a future TWG or sub-TWG meetings.
Metro Vancouver	Two weeks' advance notice for an agenda is not adequate. More notice requested if possible, especially for complex issues where Metro Vancouver will need to investigate before meeting.	TWG meetings will be set on a rolling schedule. TWG agendas will be issued with as much advance notice as practical.
Metro Vancouver	Metro Vancouver is planning a transportation hub in United Boulevard area and the construction timing may overlap.	Topic for a future TWG or sub-TWG meetings.
Metro Vancouver	Metro Vancouver is concerned about the Lake City interceptor, which is proximal to TMEP.	Topic for a future TWG or sub-TWG meetings.
Metro Vancouver	Impacts of a spill in Burrard Inlet.	Topic for future TWG or subgroup meetings.

		<p>For accidents and malfunctions, Trans Mountain conducted a series of Human Health Risk Assessments (HHRA) with the aim of identifying and understanding the potential health effects that might be experienced by people in the unlikely event of an oil spill. Some of the major conclusions that emerged from the HHRAs were:</p> <ul style="list-style-type: none"> • In the unlikely event of an oil spill, there was no obvious indication that people’s health would be seriously adversely affected by acute inhalation exposure to the chemical vapours released during the early stages of a spill under any of the simulated oil spill scenarios examined; and • In the unlikely event of an oil spill, the health effects that could be experienced by people in the area would likely be confined to mild, transient sensory and/or non-sensory effects, attributable largely to the irritant and central nervous system depressant properties of the chemicals. Odours also might be noticed, which could contribute to added discomfort and irritability • The exposure and hazard/effects assessment methodology is described in Section 5.0 of Volume 8 B of the Facilities Application (Filing ID A3S4K7) • A complete Emergency Response Assessment of marine oil spill, including spill trajectory modelling can be found in Volume 8B (Filing IDs A3S4K7 through A3S4R2) of the Application. <p>Trans Mountain is committed to meeting NEB Condition 133 - Marine shipping-related commitments.</p> <p>Trans Mountain welcomes the opportunity to meet with Metro Vancouver to discuss emergency management, to identify areas of specific environmental concern, or other topics of concern.</p> <p>Trans Mountain has and will continue to invite Metro Vancouver to participate in its Emergency Response engagement, training and exercises where critical information about impact to a community in the event of an oil spill is exchanged.</p>
<p>Metro Vancouver</p>	<p>Induced economic benefits from the Project are considered, but induced impacts (costs) are not considered. In particular, Trans Mountain should consider induced GHG emissions and impacts from associated economic activities.</p>	<p>This issue was addressed in the NEB Decision at Section 6.1.8.</p> <p>Trans Mountain is committed to meeting NEB Condition 13 - Socio-Economic Effects Monitoring Plan.</p> <p>Consultation with municipalities has helped to identify, mitigate and minimize social and economic impacts upon communities.</p> <p>The scope of the economic impact assessment is defined in Volume 5B of the Facilities Application (Filing ID A3S1R5).</p>
<p>Metro Vancouver</p>	<p>Design of the pipeline has not taken adequately into consideration seismic</p>	<p>Topic for future TWG or subgroup meetings.</p>

	<p>hazards.</p>	<p>Trans Mountain will recognize all seismic hazard areas along the entire TMEP alignment including within the Metro Vancouver Regional District and will design and construct the pipeline in accordance with the BC Building Code and National Building Code of Canada requirements for an earthquake with a 1:2475 annual probability of exceedance. Furthermore, Trans Mountain will adopt proven materials and undertake design in accordance with CSA Z662, Oil and Gas Pipeline Systems.</p> <p>Trans Mountain is committed to meeting NEB Condition 68 - Seismic reports – liquefaction potential, NEB Condition 69 - Fault studies.</p>
<p>Metro Vancouver</p>	<p>Environmental impacts on air, land and water, due to emissions from pipeline and marine terminal facility operations, marine shipping activities and accidents or malfunctions.</p>	<p>Trans Mountain’s Environmental and Socio-economic Assessment (ESA) is supported by detailed studies such as wildlife, fish, vegetation and geotechnical assessments and TLRU and TMRU studies which provide a thorough understanding of the current uses of land and resources for traditional purposes. The ESA also includes multiple Environmental Alignment Sheets, which contain a comprehensive suite of well-understood and field-proven mitigation techniques to address potential issues that may arise.</p> <p>Trans Mountain has demonstrated in the ESA that the potential adverse environmental effects of the pipeline and other Project facilities will be reduced or eliminated by way of general and site specific mitigation measures based upon current industry accepted standards, consultation with regulatory authorities, interested groups and individuals, engagement with Aboriginal groups and the professional judgment of the assessment team.</p> <p>The ESA concluded that the proposed pipeline and associated facilities (e.g., pump stations, terminals, Westridge Marine Terminal) will not likely result in significant adverse environmental effects on any element or indicator. None of the intervenors have filed evidence that affects that conclusion.</p> <p>As stated in Section 4.3.15.1 of Volume 8A of the Application (Filing ID A3S4Y3), through the implementation of the mitigation measures, the residual effects associated with the increase in marine transportation on the environmental and socio-economic elements were considered to be not significant in all cases except one. Given that past and current activities are considered to have caused significant adverse effects on the southern resident killer whale population, the effects associated with the increased Project-related marine vessel traffic on this species is considered to be significant.</p> <p>Trans Mountain affirms:</p> <ul style="list-style-type: none"> • Where significant adverse environmental effects exist for the southern resident killer whale, Trans Mountain submits that multi-party solutions are the most appropriate approach to managing effects on critical habitat and any associated effects on traditional use of the population. The Marine Mammal Protection Plan identifies and integrates multi-party solutions for this reason. • The construction and operation of the Project, subject to the Board’s conditions, and the extensive regulatory regime that is currently in place, can be carried out in a manner that will have no

		<p>unacceptable environmental or socio-economic impacts.</p> <p>Refer to NEB Decision page 336.</p> <p>Trans Mountain is committed to meeting NEB Condition 52 - Air Emissions Management Plan for the Westridge Marine Terminal, NEB Condition 53 – Fugitive Emissions Management Plan for Westridge Marine Terminal and NEB Condition 132 - Marine Mammal Protection Program.</p> <p>Trans Mountain continues to engage with stakeholders around multiple aspects of the Project, to share information and seek input. Trans Mountain’s draft EPPs have been/are being posted in phases on its website for comment. Stakeholders are invited to provide their feedback through the website and TWG discussion during the consultation window for each plan. The Westridge Marine Terminal AEMP and FEMP and the Burnaby Terminal AEMP and FEMP were available for consultation but the consultation windows have now closed for these plans. Metro Vancouver was notified about the opportunity to provide input to these plans by email. Trans Mountain offered to meet to review the plans with Metro Vancouver.</p> <p>Trans Mountain met with the Lower Fraser Valley Air Quality Coordinating Committee (LFVAQCC), which includes Metro Vancouver, on February 17, 2017 to review these four plans and a related addendum. Subsequently, Metro Vancouver submitted its comments on these plans. Trans Mountain is currently considering these comments.</p>
<p>Metro Vancouver</p>	<p>Contingency planning in the event of a spill or accident during construction and / or operation of the Project.</p>	<p>Topic for future TWG or subgroup meetings.</p> <p>Trans Mountain has access to \$750 million in insurance for a land-based spill. Compensation frameworks and insurance covering a land-based spill are described in responses to NEB IR Nos. 1.08b to 1.08h (Page 24 of 481 in Filing ID A3W9H8). In the event that a liability occurs that is in excess of its insurance, Trans Mountain expects that any losses and claims would be paid out of cash reserves and cash flow from operations, which are illustrated in the response to NEB IR Nos. 1.09a and 1.09b (Page 29 of 481 in Filing IDs A3W9H8 and A3W9I1). Those responses illustrate that Trans Mountain expects that it would have cash available over the first 5 years of approximately \$2.1 billion and a cash reserve balance at the end of Year 5 of approximately \$150 million. To the extent there is insufficient cash available Trans Mountain would either draw on credit facilities, issue debt, or borrow from its parent company, depending on the extent of the loss and its immediacy.</p> <p>Trans Mountain efforts will further be dedicated to reducing the chances of such unlikely events occurring, and to developing comprehensive contingency plans that mitigate impacts in the unlikely event that they do occur.</p> <p>Trans Mountain is committed to meeting NEB Condition 89 - Emergency Response Plans for</p>

		<p>construction, NEB Condition 90 - Consultation on improvements to Trans Mountain's Emergency Management Program, NEB Condition 117 - Reporting on improvements to Trans Mountain's Emergency Management Program, NEB Condition 124 - Implementing improvements to Trans Mountain's Emergency Management Program, NEB Condition 125 - Emergency Response Plans for the Pipeline and for the Edmonton, Sumas and Burnaby Terminals, NEB Condition 126 – Emergency Response Plan for Westridge Marine Terminal.</p> <p>Trans Mountain continues to engage with stakeholders around multiple aspects of the proposed Project, including ongoing engagement on ERPs to share information and seek input.</p> <p>Trans Mountain has and will continue to invite Metro Vancouver to participate in its Emergency Response engagement, training and exercises.</p>
<p>Metro Vancouver</p>	<p>Impacts to wildlife as a result of increased tanker traffic in Burrard Inlet.</p>	<p>The marine ESA provides the Board with the information necessary to understand the environmental and socio-economic effects resulting from the Project related to an increase in marine traffic from the geographic area extending between the Westridge Marine Terminal and a location known as “Buoy J” (i.e., the 12-mile nautical territorial limit) at the entrance to the Strait of Juan de Fuca, covering the internationally established shipping lanes and the waters and lands closely adjoining these lanes.</p> <p>As stated in Section 4.3.15.1 of Volume 8A of the Application (Filing ID A3S4Y3), through the implementation of the mitigation measures, the residual effects associated with the increase in marine transportation on the environmental and socio-economic elements were considered to be not significant in all cases except one. Given that past and current activities are considered to have caused significant adverse effects on the southern resident killer whale population, the effects associated with the increased Project-related marine vessel traffic on this species is considered to be significant.</p> <p>Trans Mountain affirms:</p> <ul style="list-style-type: none"> • Where significant adverse environmental effects exist for the southern resident killer whale, Trans Mountain submits that multiparty solutions are the most appropriate approach to managing effects on critical habitat and any associated effects on traditional use of the population. The Marine Mammal Protection Plan identifies and integrates multi-party solutions for this reason. • The construction and operation of the Project, subject to the Board's conditions, and the extensive regulatory regime that is currently in place, can be carried out in a manner that will have no unacceptable environmental or socio-economic impacts. <p>Trans Mountain is committed to meeting NEB Condition 132 - Marine Mammal Protection Program.</p> <p>Short term projects, scientific studies and education initiatives are being considered to better understand potential threats associated with commercial vessel related activities. As discussed in Trans Mountain's</p>

		<p>evidence, 1007 multiple projects are currently under consideration by the Enhancing Cetacean Habitat and Observation Program (ECHO) relating to underwater noise and vessel strikes. Trans Mountain has entered into a funding agreement with Vancouver Fraser Port Authority, wherein Trans Mountain has agreed to contribute \$1.6 million to VFPA's ECHO Program, which seeks to better understand and manage potential effects on cetaceans (i.e., whales, porpoises, and dolphins) resulting from commercial vessel activities throughout the southern coast of BC Through the ECHO program, VFPA will work in collaboration with government agencies, Aboriginal, marine industry users (including Trans Mountain), non-government organizations and scientific experts to examine threats to at-risk cetaceans in the region.</p> <p>Trans Mountain intends to review all the results of the ECHO Program studies with a view to incorporating the resulting recommendations in the Marine Mammal Protection Program.</p>
<p>Metro Vancouver</p>	<p>Impacts to sensitive ecosystems, designated conservation areas, parks, fish-bearing waterways and habitat that supports Species at Risk, public recreation, tourism and fisheries.</p>	<p>The mitigation and restoration measures proposed for the Project are designed to meet or exceed those required by Federal and Provincial agencies.</p> <p>Mitigation measures are incorporated within the Project design to reduce the spatial scale, duration, and intensity of effects to manage the potential for serious harm to fishes and their habitat. These measures include, for example, adherence to the Least Risk Biological Window (LRBW) for all proposed isolated trenched crossings of fish bearing watercourses within the Lower Mainland, conducting fish salvages where there is known or potential fish presence within the Project footprint, and water quality monitoring where high sensitivity fish habitat may be present. Conservative LRBWs have also been applied to protect salmonid species and/or other species of risk where they may have potential to occur, regardless of whether or not they were captured within the Local Study Area during Trans Mountain field investigations. In addition, impacts to functional riparian habitat will be avoided or minimized by limiting disturbances to riparian areas and implementing minimum riparian setback distances for temporary and permanent facilities. Mitigation and restoration measures considered in the assessment for fish, fish habitat, and surface water quality are provided in Table 7.2.7-2 of Section 7.2.7 of Volume 5A ESA – Biophysical (TERA December 2013; Filing ID A3S1Q9) and the Pipeline EPP (Volume 6B; Filing ID A3S2S3).</p> <p>Additional site-specific mitigation measures will also be applied to watercourses identified as proposed critical habitat or potential habitat for species at risk. For details on site-specific mitigation for species at risk, please refer to Sections 10.1 and 10.3 of Supplemental Fisheries (BC) Technical Report (Triton Environmental Consultants 2014) This supplemental technical report was recently provided to the National Energy Board (NEB) and is available as an attachment to NEB IR No. 3.039a (NEB IR No. 3.039a – Attachment 1; Filing ID A4H1Z2).</p> <p>Trans Mountain is committed to meeting NEB Condition 3 - Environmental protection, NEB Condition 13 - Socio-Economic Effects Monitoring Plan, NEB Condition 44 - Wildlife Species at Risk Mitigation and</p>

		<p>Habitat Restoration Plans, NEB Condition 75 - Nooksack Dace and Salish Sucker Management Plan.</p> <p>On several occasions, including at the February 8, 2017 TWG meeting, Trans Mountain has confirmed verbally and in writing its commitment to use the Mayfair CP Rail siding as temporary workspace for the Fraser River trenchless crossing. As our design proceeds we will confirm access, however we commit to restricting access to existing disturbed areas such as the rail siding or existing roadways.</p> <p>At the February 8, 2017 meeting, Trans Mountain also provided an update that it planned to file the detailed route for Surrey, indicating its preferred route south of South Fraser Perimeter Road in Surrey, outside of Surrey Bend Park. Metro Vancouver indicated their satisfaction with this outcome. Trans Mountain filed the detailed route for Surrey, as well as NEB Condition 7 – Environmental and socio-economic assessment – route re-alignments for Surrey Bend Regional Park on March 17, 2017.</p> <p>At the February 8, 2017 meeting Trans Mountain reviewed routing and construction methodology through the Brunette Greenway in Burnaby. Further discussions through the TWGs and sub-groups are planned to review Metro Vancouver’s infrastructure and environmental plans related to this area.</p> <p>Trans Mountain’s draft EPPs will be posted on its website for comment. Stakeholders are invited to provide their feedback through the website and TWG discussion during the consultation window for each plan.</p>
<p>Metro Vancouver</p>	<p>Increase of Green House Gas emissions as a result of the Project.</p>	<p>The ESA concluded that the residual environmental effects of increased Project-related marine vessel traffic on marine GHG emissions will not be significant.</p> <p>For more details of the assessment, see exhibit B18-29 - V8A 4.2.12.2 TO T5.2.2 MAR TRANS ASSESS (December 17, 2013) (A3S4Y3), 8A-272.</p> <p>Trans Mountain is committed to meeting NEB Condition 140 - Post-construction greenhouse gas assessment report and NEB Condition 142 - Greenhouse Gas Emissions Offset Plan – Project construction.</p> <p>As per NEB Condition 142, the Trans Mountain Expansion Project will be the first pipeline in Canada required by the National Energy Board to offset all direct GHG emissions generated from Project construction. Building a new pipeline will generate emissions Trans Mountain can’t mitigate. Trans Mountain will take responsibility for these emissions by developing a carbon management plan for Project construction that will incorporate a variety of initiatives, including investments in carbon offset projects.</p>
<p>Metro Vancouver</p>	<ul style="list-style-type: none"> • Pipeline and / or spill Impacts on liquid waste infrastructure. • Impacts of construction to Coquitlam Landfill. • Construction impacts to infrastructure and services including pipeline and 	<p>Trans Mountain has engaged specialized engineering consultants recommended by Metro Vancouver to provide advice on TMEP crossing the methane collection system in place throughout Eaglequest</p>

	<p>tanker impacts on existing water infrastructure.</p>	<p>(Coquitlam landfill site) and along the United Boulevard corridor.</p> <p>Trans Mountain has engaged BGC Engineering to investigate geotechnical recommendations to avoid differential settlement.</p> <p>The rip rap encasing protecting Metro Vancouver water lines are part of a number of factor limiting the width of the channel at Second Narrows for transiting tankers. The VFPA Movement Restricted Area rules for Second Narrows define the allowable beam (i.e., width) and draft (i.e., depth) of tankers in relation with the channel. Tankers have to maintain an under keel clearance of 10% over a channel width of 2.85 times the vessel's beam and are restricted to daylight transit. Since the center of the Second Narrows channel is relatively deep in comparison to the vessel's draft, it is typically the width of the channel that determines the allowable draft and therefore the extent to which a tanker can be loaded. The effect of the draft restrictions on cargo capacity were taken into consideration by Trans Mountain when estimating the extent of tanker traffic that might result from the Project Draft restrictions and under keel clearance requirements are explained in section 2.1.4 of Volume 8A (Filing ID A3S4X4).</p> <p>Trans Mountain is committed to meeting NEB Condition 14 - Technical working group – Terms of Reference, NEB Condition 49 - Technical working group reports, NEB Condition 93 - Water well inventory, NEB Condition 94 - Consultation reports – protection of municipal water sources, NEB Condition 130 - Groundwater Monitoring Program.</p> <p>Topics for future TWG or subgroup meetings.</p>
<p>Metro Vancouver</p>	<p>Current construction schedule may impact concurrent solid waste construction projects in Metro Vancouver.</p>	<p>Trans Mountain continues to engage with stakeholders around multiple aspects of the proposed Project to share information and seek input to our detailed construction plans to minimize impact to neighbours during construction.</p> <p>Topic for future TWG or subgroup meetings.</p>
<p>Regional District of Fraser-Fort George/ Village of Valemount</p>	<p>Permits: Trans Mountain will require a Development Permit for Development Permit Areas to ensure protection of the natural environment, enable safe development in areas which may be subject to wildfire hazards, and establish form and character of commercial and multi-family development.</p> <p>The proposed Utility Complex may require a Zoning Bylaw Amendment or Temporary Use Permit.</p>	<p>Topic for a future TWG meeting.</p>

	<p>Construction camps/worker accommodation, offices, warehouses and stock yards will require a Zoning Bylaw Amendment or Temporary Use Permit.</p> <p>Building permit requirements.</p>	
Regional District of Fraser-Fort George/ Village of Valemount	The Valemount Transfer Station capacity and the need for Trans Mountain to transport waste to the Foothills Landfill in Prince George, or another landfill in another jurisdiction.	Topic for a future TWG meeting.
Regional District of Fraser-Fort George/ Village of Valemount	Request that KMC cover all costs incurred by the Regional District during a potential pipeline incident.	<p>In the event of an incident along the pipeline, KMC would be the responsible party and will ensure affected parties are compensated appropriately.</p> <p>Operations related topics will be addressed outside of TWG process. Trans Mountain has passed this concern on to Kinder Morgan Canada Operations.</p>
Regional District of Fraser-Fort George/ Village of Valemount	Request that Trans Mountain continue public consultation with area residents and the Regional District with regards to technical, operations and maintenance planning updates or changes.	<p>Per NEB Condition 14 – Technical working group – Terms of reference, TWGs will serve as the primary vehicle for gathering technical information from affected municipalities and to address concerns raised by municipalities so the Project may be constructed in a manner acceptable to affected communities.</p> <p>Discussions related to the existing TMPL or future operations once TMEP is completed, including operations and maintenance topics, will be addressed through discussions with the appropriate KMC representative.</p>
Regional District of Fraser-Fort George/ Village of Valemount	Impact of temporary workers, including impact on low income housing.	<p>Trans Mountain is committed to meeting NEB Condition 13 – Socio-Economic Effects Monitoring Plan and NEB Condition 59 – Worker Accommodation Strategy.</p> <p>Topic for a future TWG meeting.</p>
Regional District of Fraser-Fort George/ Village of Valemount	Impacts of construction on community well water quality and lack of sufficient monitoring criteria to enable the Regional District and Valemount to assess these impacts.	<p>Trans Mountain has prepared a Groundwater Management Plan that outlines procedures for identifying potential groundwater related effects of the Project, provides criteria for implementing those procedures, reviews planned mitigation measures and describes monitoring of groundwater quantity and/or quality. The GWMP emphasizes protection of identified vulnerable aquifers along the proposed pipeline route.</p> <p>Topic for a future TWG meeting to confirm water intake location(s) and any community water infrastructure.</p>
Regional District of Fraser-Fort George/ Village of Valemount	Potential impact to Cranberry Marsh area.	There is no interaction between the TMEP and the Cranberry Marsh area, as TMEP routes along the opposite side of the highway.

Regional District of Fraser-Fort George/ Village of Valemount	Request to obtain accommodation trailers after construction.	The request will be considered following construction when Trans Mountain and its Contractors have identified the scope of Project assets for disposal.
Regional District of Fraser-Fort George/ Village of Valemount	Request to consult with fire department when camp site and details have been determined.	Topic for a future TWG meeting once camp locations have been confirmed.
Regional District of Fraser-Fort George/ Village of Valemount	Water supply at the old mill site is limited - if used as a camp location.	Topic for a future TWG meeting once camp locations have been confirmed.
Regional District of Fraser-Fort George/ Village of Valemount	The Community Forests group will need to be contacted if the mill site is going to be used for a camp as they purchased the site and planning to develop it.	Topic for a future TWG meeting once camp locations have been confirmed.
Regional District of Fraser-Fort George/ Village of Valemount	Ensure emergency vehicle movement is not impacted by construction.	Trans Mountain is committed to meeting NEB Condition 73 – Traffic control plan for public roadways. Trans Mountain will provide an update on this topic at a future TWG meeting.
Regional District of Fraser-Fort George/ Village of Valemount	Provide notification of when back country roads will be impacted.	Trans Mountain is committed to meeting NEB Condition 73 – Traffic control plan for public roadways. Trans Mountain will provide an update on this topic at a future TWG meeting.
Regional District of Fraser-Fort George/ Village of Valemount	Concern about construction and impacts to landfill site access.	Complete. Access will be maintained throughout construction.

Regional District of Fraser-Fort George/Village of Valemount	In Valemount, Trans Mountain will provide a community orientation for workers that includes backcountry recreation use and community values.	Outside the scope of TWGs. Trans Mountain is also developing a Worker Code of Conduct, which outlines expectations and requirements regarding worker conduct for all people engaged in work activity during construction of the Trans Mountain Expansion Project..
Regional District of Fraser-Fort George/Village of Valemount	Work with Valemount and Area Recreation Development Association to address snowmobile trail disruptions from Anchor Loop.	Complete. Resolved in 2013, no further action required.
Regional District of Fraser-Fort George/Village of Valemount	Interest in Community Benefit agreements and economic opportunities (jobs and procurement).	<p>Trans Mountain signed a Community Benefit Agreement with the community of Valemount in February 2015. Agreement Projects are currently under review by the Village of Valemount prior to finalization.</p> <p>Trans Mountain is committed to meeting NEB Condition 11 –Aboriginal, local, and regional skills and business capacity inventory; NEB Condition 12 – Training and Education Monitoring Plan; and NEB Condition 107 – Aboriginal, local and regional employment and business opportunity monitoring reports.</p>
Regional District of Fraser-Fort George/Village of Valemount	Trans Mountain commits to full communication and co-operation with Valemount in coordinating, so as to eliminate or reduce construction disruptions to the Valemount Glacier Destination Resort.	<p>In progress. Construction timelines are unlikely to conflict under current resort development timelines.</p> <p>Topic for a future TWG meeting.</p>
Regional District of Fraser-Fort George/Village of Valemount	Trans Mountain will continue to engage with the applicable Fraser-Fort George Regional District and Valemount, including continuing to share updated project information, incorporating input and addressing concerns about the proposed Trans Mountain Expansion Project as they arise.	Trans Mountain agrees to continue to engage with these communities on the Project, and is required to do so by the NEB. Trans Mountain is committed to meeting NEB Condition 14 – Technical working group – Terms of Reference and NEB Condition 49 – Technical working group – Reports.
Regional District of Fraser-Fort George/Village of Valemount	Share construction schedules such that access to essential Village and Regional District-owned property is available during normal business hours if open-cut crossing methods are employed.	Topic for a future TWG meeting.
Regional District of Fraser-Fort George/Village of Valemount	Request for Community Liaison during construction.	Trans Mountain will provide an update on the Community Liaison role at a future TWG meeting.
Thompson-Nicola	Little Fort: request to relocate or upgrade cemetery access during construction.	Addressed through Trans Mountain’s Community Benefits Agreement with the TNRD.

Regional District		
Thompson-Nicola Regional District	Blackpool: construction timing is related to community park development (community benefit project). Requires coordination for grant purposes.	In progress. Construction schedule provided in February 2017.
Thompson-Nicola Regional District	Potential impact to water intake in Black Pines.	Complete. No Project interaction identified.
Thompson-Nicola Regional District	Utility crossings in Blue River, Vavenby and Black Pines (Blackpool and Little Fort not mentioned).	Topic for a future TWG meeting.
Thompson-Nicola Regional District	New Black Pines water system will require crossings of ROW to every residence.	Resolved. Trans Mountain and TNRD have confirmed no new infrastructure is required.
Thompson-Nicola Regional District	Agricultural Land Reserve (ALR) permits will be supported but will take time to complete.	Resolved. ALR permits will be managed by the Agricultural Land Commission. No permitting requirement for TNRD.
Thompson-Nicola Regional District	Trans Mountain will consult with owners and operators of Merritt, Kamloops and Blue River airports as part of Community Readiness Engagement and will continue throughout the Project planning and potential construction phases as more information becomes available.	In progress. Update to be provided in future TWG meeting.
Thompson-Nicola Regional District	Blue River: No construction through Mike Wiegele Heliskiing Resort (MWHS) during winter operating season (November to April).	Resolved. Trans Mountain proposes to complete a horizontal direction drill under the MWHS Resort.
Thompson-Nicola Regional District	Blue River / Avola: Avoid construction in winter season when economic activity is high.	Complete. Construction schedule has been shared with local communities. Consultation regarding worker accommodation began in 2013 and is ongoing. Trans Mountain's draft Worker Accommodation Strategy is available for review and comment, and will be reviewed at a future TWG meeting.
Thompson-Nicola Regional District	Concern about camp water requirements and waste management plans.	Topic for future TWG meeting once camp locations has been confirmed.
Thompson-Nicola Regional District	Request to do line review to identify permit requirements, crossings and infrastructure concerns.	In progress. The TNRD has identified Project permit requirements.
Township of Langley	Expense and delay associated with Trans Mountain's crossing agreements.	Trans Mountain Operations is committed to investigating how to safely alleviate some local government concerns under a specific work agreement for low risk activities proximal to the proposed pipeline. By

		<p>addressing the issues, it is anticipated that the costs associated with working around Trans Mountain's infrastructure will be reduced. In concert with this commitment, Trans Mountain met with Township of Langley and reviewed a draft Letter of Clarification regarding working around the pipeline on June 13, 2016.</p> <p>The NEB has established new Damage Prevention Regulations requiring some changes to Trans Mountain policies and guidelines. The Prescribed Area (formerly known as the Safety Zone) described in the earlier legislation has been revised as a result. Trans Mountain will work with the Township to address concerns, where applicable.</p> <p>Trans Mountain Operations will continue to work with the Township to mitigate these concerns to every extent possible.</p> <p>Trans Mountain has stated that it is not Trans Mountain's intent for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of a net loss, Trans Mountain will meet and discuss upstanding concerns or costs. This applies to both the existing TMPL and the Project.</p> <p>Operations related topics will be addressed outside of TWG process. Trans Mountain has passed this concern on to Kinder Morgan Canada Operations.</p>
Township of Langley	Cost recovery for impacts to the Township's existing and future infrastructure that intersects with the pipeline in the Township's road RoWs.	<p>Trans Mountain has stated that it is not Trans Mountain's intent for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of net loss, Trans Mountain Operations will meet and discuss outstanding concerns or costs. This applies to both the existing TMPL and the Project.</p> <p>Operations related topics will be addressed outside of TWG process. Trans Mountain has passed this concern on to Kinder Morgan Canada Operations.</p>
Township of Langley	Cost impact to Langley for responding to Trans Mountain's infrastructure or emergency-related service needs.	<p>Trans Mountain continues to engage with stakeholders around multiple aspects of the proposed Project, including ongoing engagement on the EMP, to share information and seek input.</p> <p>In the event of an incident along the pipeline, KMC would be the responsible party and will ensure affected parties are compensated appropriately.</p> <p>This topic is not part of the TWG mandate, but Trans Mountain is open to discussion on this topic outside of TWGs.</p>
Township of Langley	The Township requested a Crossing Agreement [broad agreement including but not limited to utility crossings, routing, community benefits, crossing impacts, road and utility crossings]	<p>Trans Mountain recognizes the Township is interested in reaching a broad agreement to address key issues related to both TMEP and TMPL. Trans Mountain explained its response in its letter dated October 5, 2016, and reaffirmed commitment to working with the Township to identify and resolve outstanding issues.</p>

		<p>Trans Mountain's view is that issues related to TMEP and TMPL require different paths to resolution and have different timelines associated with them. Technical and construction issues related to TMEP will be addressed through the Technical Working Group (TWG) framework, while decisions related to the existing TMPL or future operations once TMEP is completed, including municipal costs, crossing agreement and permitting, will be addressed through discussions with the appropriate KMC representative, as well as meetings convened by the NEB.</p> <p>Trans Mountain has stated that it is not Trans Mountain's intent for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of net loss, Trans Mountain will meet and discuss outstanding concerns or costs. This applies to both the existing TMPL and the Project.</p> <p>This topic is not part of the TWG mandate.</p>
Township of Langley	<p>Insufficient baseline data on the groundwater, well water and aquifer systems.</p> <p>Monitoring techniques to ensure that impacts from Trans Mountain's activities to Langley's water systems are measured and accounted for.</p>	<p>Topic for future TWG meetings.</p> <p>Trans Mountain continues to engage with stakeholders on municipal water source topic. On March 15, 2017, Trans Mountain issued a letter in response to Township of Langley's concerns about groundwater management, including a technical memo from Waterline Resources Inc., providing a summary of water-related information for the Township of Langley. Trans Mountain has and continues to offer a meeting with Trans Mountain's technical experts to discuss the groundwater management plan and other related topics of interest.</p>
Township of Langley	<p>Pipeline integrity and emergency response measures to protect Langley's aquifers in the event of a spill.</p>	<p>Trans Mountain continues to engage stakeholders on its EMP. Trans Mountain will invite Township of Langley to future emergency management engagement opportunities and exercises/deployments.</p>
Township of Langley	<p>Location, placement and number of remote mainline block valves, enabling shut off of portions of the pipeline to reduce the impact of a spill.</p>	<p>Topic for future TWG meetings.</p> <p>Trans Mountain will provide a list of valve locations at a future TWG meeting. Criteria for valves and valve placement are addressed in Condition 17.</p>
Township of Langley	<p>The Township did not support any of the western alignments through Redwoods Golf Course and asked Trans Mountain to develop an eastern route.</p>	<p>Topic for future TWG meetings.</p> <p>Trans Mountain has been working with stakeholders including the Township of Langley and Redwoods Golf Course management to adjust the pipeline alignment through the golf course to minimize impacts to both the golf course and its neighbours. Trans Mountain developed and refined an eastern alignment through the golf course to minimize disturbance to existing fairways and greens. The routing refinement was shared with the Township in 2016.</p>
Township of Langley	<p>The Township requested that 88th Avenue be widened/upgraded by TMEP during</p>	<p>Topic for future TWG meetings or discussion about Community Benefits Agreement.</p>

	construction.	
Township of Langley	Site specific mitigation measures regarding three municipal parks affected by the expansion.	Topic for future TWG meetings.
Township of Langley	The need for and costs of additional inspection to ensure potential issues related to erosion control and sedimentation are managed during construction.	Topic for future TWG meetings.
Township of Langley	Draft TWG Terms of Reference are too vague and limited in their scope and in the procedures they contemplate.	<p>Trans Mountain has developed the draft Terms of Reference (ToR) based on the requirements and as directed by NEB Condition 14. The goal of the TWGs is to address specific technical and construction issues with each affected municipality. The ToR provide the framework for how Trans Mountain and municipalities will work together to achieve this goal, including identifying the appropriate contacts to participate in TWGs; proposing a method for tracking issues and resolution of concerns; protocols for reporting and communicating with TWG members; and identifying the issues or topics within the TWGs scope and mandate.</p> <p>The intent of the TWGs is to act as a vehicle for discussing topics of mutual interest as they relate to the Trans Mountain Expansion Project (TMEP), and in particular, the tracking and resolution of specific technical and construction issues. As KMC has longstanding relationships with municipalities, any issues or concerns related to the existing Trans Mountain system or future operations once TMEP is completed shall be referred to the appropriate KMC representative for action and/or resolution. It is intended for the ToR and TWGs to improve communication, creating opportunities to share information, and resolve concerns within a set timeframe, including those outstanding as confirmed by the Township of Langley.</p> <p>Trans Mountain will review Township's feedback to the draft ToR and provide a response at a future TWG meeting.</p>
Township of Langley	Trans Mountain did not include the Township's feedback re: draft TWG ToR in Condition 14 filed on February 16, 2017.	Since filing Condition 14, Trans Mountain has received additional feedback from municipalities regarding the draft ToR. Additional feedback received by Trans Mountain regarding the Terms of Reference is included in this report in Section 2.0. This is in addition to feedback filed with Condition 14, and is current as of March 31, 2017. It will be updated as needed as part of future submissions pursuant to Condition 49.
Township of Langley	The list of outstanding issues for the Township listed in section 3.2.1.14 of the Condition 14 filing related to TWGs is incomplete and omits the impacts and	The intent of the TWGs is to act as a vehicle for discussing topics of mutual interest as they relate to the TMEP, and in particular, the tracking and resolution of specific technical and construction issues. As KMC has longstanding relationships with municipalities, any issues or concerns related to the existing

	costs of pipeline crossing City's infrastructure.	<p>Trans Mountain system or future operations once TMEP is completed shall be referred to the appropriate KMC representative for action and/or resolution. It is intended for the ToR and TWGs to improve communication, creating opportunities to share information, and resolve concerns within a set timeframe, including those outstanding as confirmed by the Township of Langley.</p> <p>Trans Mountain has stated that it is not Trans Mountain's intent for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of net loss, Trans Mountain Operations will meet and discuss outstanding concerns or costs. This applies to both the existing TMPL and the Project.</p>
Township of Langley	The Township requested that prior to Trans Mountain submitting a Condition filing to the NEB, Trans Mountain provide the Township with a draft summary of the consultation undertaken with the Township and allow the Township a reasonable period to provide feedback.	<p>Trans Mountain is committed to transparently working together through the TWGs.</p> <p>Although it is not practical to provide a draft consultation summary to stakeholders for review in advance of filings, as part of the TWG process, Trans Mountain will share draft TWG meeting summaries and a RAP for review and input within a specified timeframe. These documents will form the basis of the Condition filings related to consultation.</p>
Township of Langley	The Township requested that Trans Mountain provide a copy of the NEB filing receipt, for, or notice of, the condition filing to which the consultation pertained.	Trans Mountain will commit to notifying the Township when Condition reports are filed with the NEB.

TABLE 5.2

ISSUES AND CONCERNS RAISED BY MUNICIPALITIES IN ALBERTA

Municipality	Issue/Concern	Response/Outcome
City of Edmonton	Pipeline alignment and potential conflicts with the ATCO pipeline expansion, and the City of Edmonton's Whitemud Drive expansion.	<p>On February 17, 2017 Trans Mountain filed its Plan, Profile and Book of Reference for Edmonton, as well as a S.21 route re-alignment application for the location of TMEP in relation to the ATCO pipeline (Filing ID A81782).</p> <p>In Edmonton, it is a requirement within the City's Transportation Utility Corridor (TUC) that a new pipeline be within 10m of the previous pipeline built, which is the ATCO natural gas pipeline.</p> <p>These filings confirm Trans Mountain's preferred detailed alignment, so that TMEP will stay aligned and abutted with the newly constructed ATCO pipeline, preventing any gaps between easements, as required by the City.</p>
City of Edmonton	Road crossings.	Topic for a future TWG meeting.
City of Edmonton	Cost recovery for impacts to the City of Edmonton's existing and future infrastructure that intersects with the pipeline along Whitemud Drive and other road RoWs.	<p>Trans Mountain has stated that it is not Trans Mountain's intent for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of a net loss, Trans Mountain will meet and discuss upstanding concerns or costs. This applies to both the existing TMPL and the Project.</p> <p>Operations related topics will be addressed outside of TWG process. Trans Mountain has passed this concern on to Kinder Morgan Canada Operations.</p>
City of Edmonton	Cost impact to the City of Edmonton for responding to Trans Mountain's infrastructure or emergency-related service needs.	<p>Trans Mountain has stated that it is not Trans Mountain's intent for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of net loss, Trans Mountain will meet and discuss outstanding concerns or costs. This applies to both the existing TMPL and the Project.</p> <p>This topic is not part of the TWG mandate.</p>
City of Edmonton	Impact to the City of Edmonton related to Trans Mountain's inspection costs.	<p>Trans Mountain has stated that it is not Trans Mountain's intent for the Project to be a financial burden on municipalities. If a local government believes it is in a situation of a net loss, Trans Mountain will meet and discuss upstanding concerns or costs. This applies to both the existing TMPL and the Project.</p> <p>Operations related topics will be addressed outside of TWG process. Trans Mountain has passed this concern on to Kinder Morgan Canada Operations.</p>
City of Spruce Grove	Road crossing designs and crossing applications	Topic for a future TWG meeting, if a TWG is formed. City has not yet responded to Trans Mountain's invitation to re-form a TWG.

City of Spruce Grove	Pipeline routing and alignment through Spruce Grove.	On February 17, 2017 Trans Mountain filed its Plan, Profile and Book of Reference for the Edmonton area, confirming its detailed alignment in Spruce Grove (Filing IDs A81784 and A81852).
City of Spruce Grove	Upcoming twinning of a water line in 2017 located north of the rail crossing.	Topic for a future TWG meeting, if a TWG is formed. City has not yet responded to Trans Mountain's invitation to re-form a TWG.
Parkland County	Road crossings.	Topic for a future TWG meeting.
Parkland County	Pipeline routing and alignment through Parkland.	On February 17, 2017 Trans Mountain filed its Plan, Profile and Book of Reference for the Edmonton area, confirming its detailed alignment in Parkland County (Filing IDs A81784 and A81852).
Parkland County	Design of the Pembina River crossing Horizontal Directional Drill (HDD).	Topic for a future TWG meeting.
Parkland County	Parkland County's new process for wetland identification.	Topic for a future TWG meeting.
Parkland County	Potential conflicts with Alberta Transportation's future plans to extend Highway 628 west of Edmonton and realign further to the north, with an interchange at the Highway 60 crossing.	Topic for a future TWG meeting.
Parkland County	Elevation of the existing TMPL.	Topic for a future TWG meeting.
Parkland County	Undeveloped road allowances where future development is likely to occur and road allowances where development will not occur.	Topic for a future TWG meeting.
Strathcona County	Road crossings.	Topic for a future TWG meeting.
Town of Edson	Project scope and construction timing.	Topic for a future TWG meeting, if a TWG is formed. Town has not yet responded to Trans Mountain's invitation to re-form a TWG.
Town of Edson	Pre-construction activities such as stock pile site preparation, pipe hauling, vegetation management.	Topic for a future TWG meeting, if a TWG is formed. Town has not yet responded to Trans Mountain's invitation to re-form a TWG.

Town of Edson	Preservation of a walking path and trees along the existing TMPL for about 600m, located west of Edson Drive.	Topic for a future TWG meeting, if a TWG is formed. Town has not yet responded to Trans Mountain's invitation to re-form a TWG.
Town of Edson	Crossing agreements and road use permits.	Topic for a future TWG meeting, if a TWG is formed. Town has not yet responded to Trans Mountain's invitation to re-form a TWG.
Town of Edson	Worker accommodation plans, including whether a camp will be located in Edson, and other accommodation.	Consultation regarding worker accommodation began in 2013 and is ongoing. Trans Mountain's draft Worker Accommodation Strategy is available for review and comment, and will be reviewed with Edson at a future TWG meeting, if a TWG is formed.
Town of Hinton	At this time, Trans Mountain is not aware of any issues for resolution via a TWG with the Town of Hinton.	This will be reviewed with the Town at a future TWG meeting.
Town of Stony Plain	Crossing agreements and road use permits.	Topic for a future TWG meeting, if a TWG is formed. Town has not yet responded to Trans Mountain's invitation to re-form a TWG.
Village of Wabamun	Crossing agreements and road use permits.	Topic for a future TWG meeting, if a TWG is formed. Village has not yet responded to Trans Mountain's invitation to re-form a TWG.
Yellowhead County	Crossing agreements and road use permits.	Topic for a future TWG meeting, if a TWG is formed. County has not yet responded to Trans Mountain's invitation to re-form a TWG.

