

## Expansion

- Approximately 980 kilometres of new pipeline and additional infrastructure at three existing terminal locations along the existing Trans Mountain Pipeline system between Edmonton, AB and Burnaby, BC
- Increased nominal capacity from 300,000 barrels per day up to 890,000 barrels per day
- 12 new pump stations, 19 new tanks, space for three Aframax vessels at the Westridge Marine Terminal
- Customers have signed long-term firm 15- and 20-year contracts with Trans Mountain

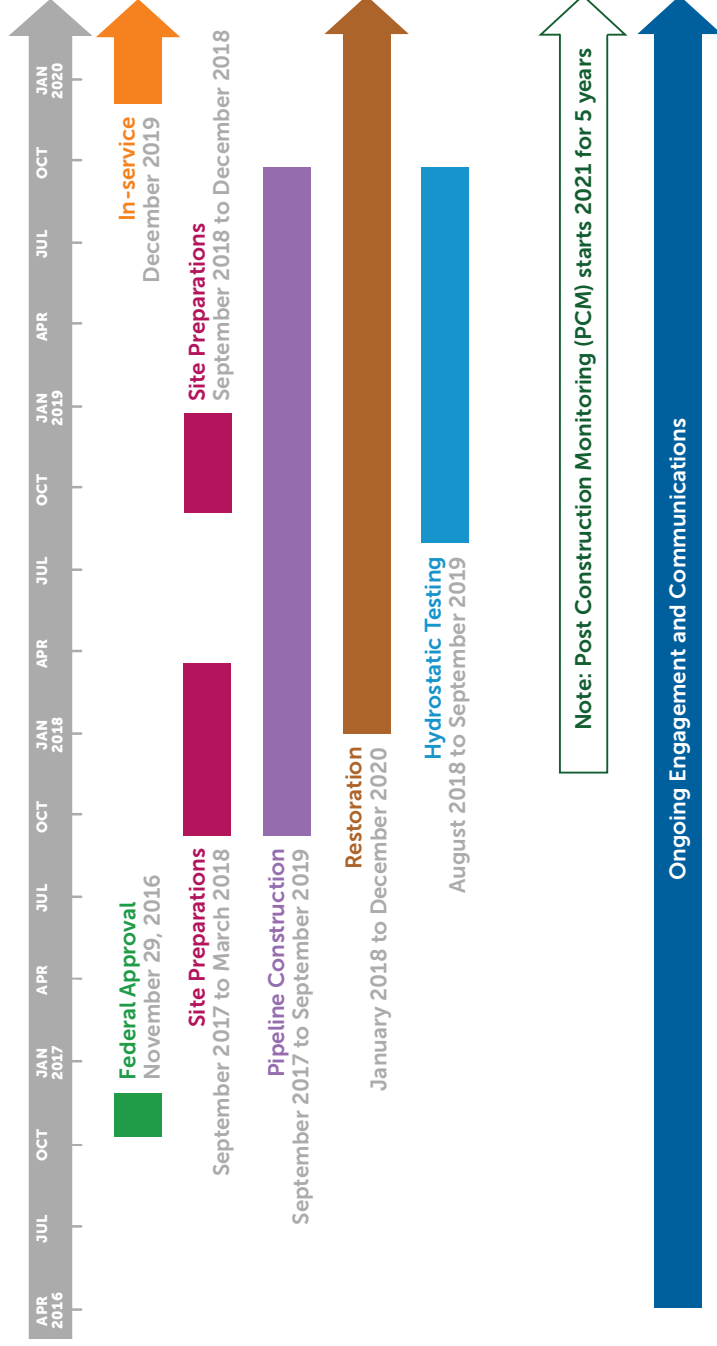


## Project Details

- Dual-line operation
  - Existing line: refined products, synthetic crude oils, light crude oils
  - New line: heavier oils
- 860 km of 36-inch and 120 km of 42-inch pipe
- Two new delivery lines from the Burnaby Terminal to the Westridge Marine Terminal in Burnaby, BC
- Existing pipelines to be reactivated:
  - Hinton, AB to Hargreaves, BC
  - Darfield, BC to Black Pines, BC
- Project cost: approximately \$6.8 billion



# PROJECT CONSTRUCTION TIMELINE



**Federal Approval** • Governor in Council approved the Project following a positive recommendation from the National Energy Board in May 2016

**Site Preparations** • Line sweep, clearing, access

**Pipeline Construction** • Haul, string, weld, lower-in, tie-in

**Restoration** • Cleanup, remove access, reclamation, monitoring

**Hydrostatic testing**

**In-service**

**Note: Post Construction Monitoring (PCM) starts 2021 for 5 years**

**Ongoing Engagement and Communications**

February 2017. Subject to change.

## PROJECT CHANGES AS A RESULT OF STAKEHOLDER INPUT

Open, extensive and thorough engagement along the pipeline and marine corridors has been an important part of the Project and will continue into construction and operation. The input we gather through our engagement activities helps us create a stronger, safer and more responsive Project.

Changes as a result of stakeholder feedback include:

- An increase in isolation valves on the pipeline resulting in a significant reduction of potential spill volumes
- An increase in pipeline wall thickness in high consequence areas, such as urban locations and at river crossings
- Routing of the pipeline to avoid river crossings at significant fish bearing rivers such as the Fraser River, upper North Thompson, Albreda, Coldwater and Coquihalla River
- Using the Transportation Utility Corridor instead of routing through established neighbourhoods in Edmonton
- Routing around the community of Hinton rather than through the town
- Upsizing of pipe from 36" to 42" between Hargreaves and Darfield, eliminating two pipeline crossings of the Fraser River and significantly reducing the Project power requirements in the North Thompson region
- Routing to avoid environmentally sensitive areas such as Cheam Wetlands
- Burnaby Mountain tunnel route option to avoid adjacent neighbourhoods and minimize community impact
- An investment in Western Canada Marine Response Corporation of more than \$150 million to enhance spill response capabilities along the tanker route, which will double the response capacity and cut in half the delivery time of existing planning standards

