

Next Steps in Your Community

After five years of extensive engagement, engineering, environmental and regulatory work, and with National Energy Board (NEB) and BC Environmental Assessment Office (BCEAO) approvals now in place, Trans Mountain will begin construction of the Trans Mountain Expansion Project in September 2017, with a planned in-service date of late 2019.

As part of the approvals, Trans Mountain must meet 157 NEB Conditions and 37 BCEAO Conditions. For more information about regulatory approvals, Conditions and timelines visit: www.transmountain.com/timeline www.transmountain.com/bceao

TRAFFIC MANAGEMENT UPDATE

Planning to manage traffic during construction at Burnaby Terminal continues to be guided by Traffic Management Principles and is outlined in the Traffic and Access Control Management Plan (TACMP)¹ submitted to the NEB on June 1, 2017 to meet NEB Condition 73: apps.neb-one.gc.ca/REGDOCS/Item/Filing/A84822.

With temporary construction activities planned over 28 months at Burnaby Terminal, our TACMP aims to minimize disruption to neighbours. The TACMP outlines access to Burnaby Terminal as follows:

1. Burnaby Terminal main gate at the corner of Shellmont and Underhill Streets
2. An alternate access point

Trans Mountain is investigating two options for alternate access. The first option is an access from Gaglardi Way into the northeast corner of Burnaby Terminal.

Our February 2017 newsletter requested your input into the idea of a Gaglardi Way access. Trans Mountain continues to investigate this option; however after further technical review and after considering input received, Trans Mountain is also investigating a second option from Greystone Drive. This second option would provide access to the Burnaby Terminal just north of Shellmont Street.

An alternate access minimizes the impact of traffic to the Burnaby Terminal main gate and reduces the traffic impact to any single residential neighbourhood. The access points to Burnaby Terminal for construction will be confirmed prior to the start of construction; beginning in September 2017.

Estimated Construction Traffic

Trans Mountain estimates the following daily traffic counts during construction:

Vehicle Type	Average Construction Activities	Peak Construction Activities
Shuttle Van	9 trips during AM 9 trips during PM	12 trips during AM 12 trips during PM
Light Vehicles	75 trips during AM 75 trips during PM	100 trips during AM 100 trips during PM
Transport Trucks	20 loads per day	75 loads per day

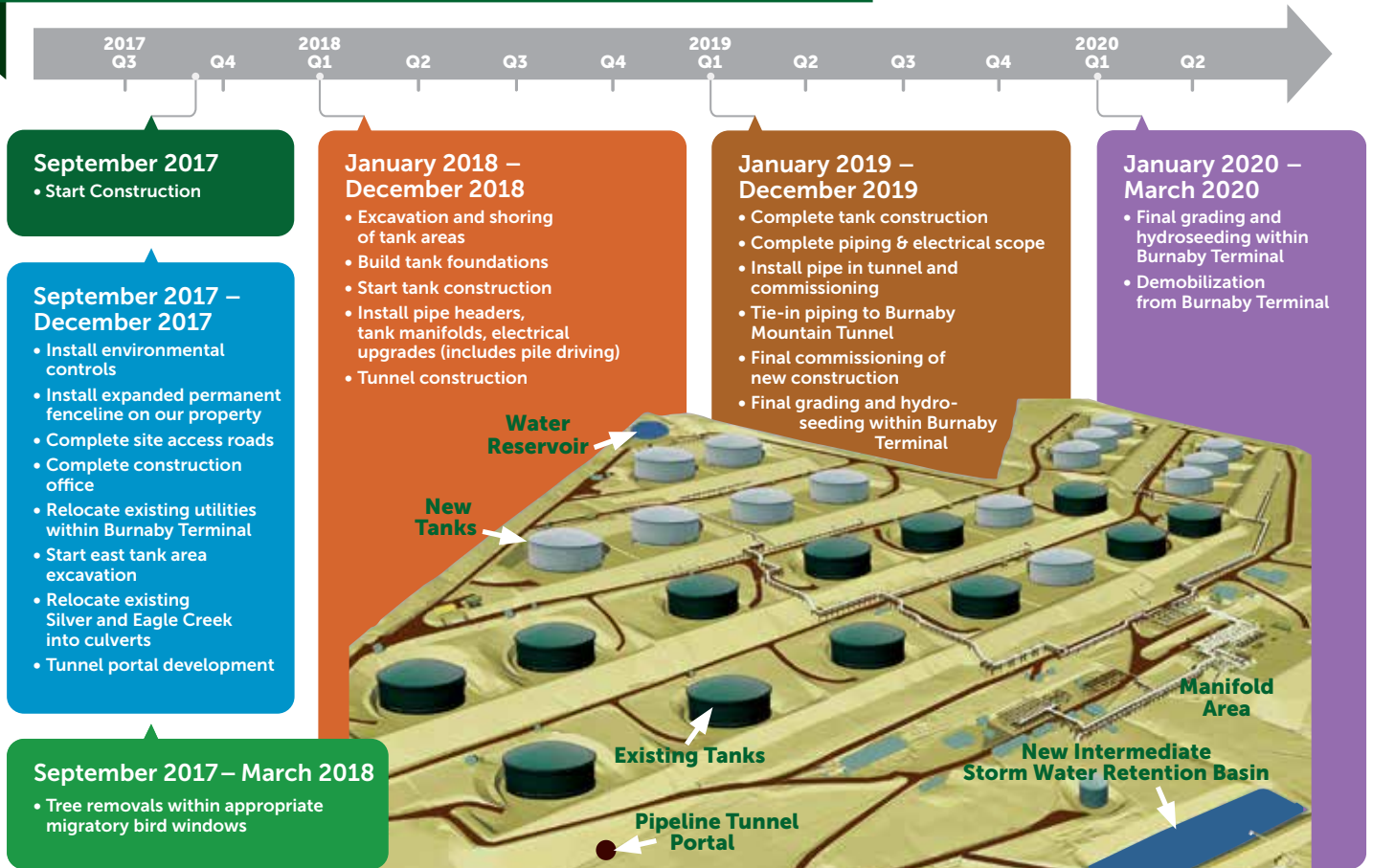
Traffic management principles, measures to minimize impact to local residents as a result of construction traffic and hours of work can be viewed in our February 2017 newsletter at: www.transmountain.com/gaglardi

¹ Traffic management plans are draft and subject to change based on ongoing technical studies, input received and all required approvals



CONSTRUCTION SCHEDULE

Detailed design refinements and construction planning continues. New information will be provided as our work progresses. Timelines are subject to change and subject to NEB permission to begin construction.



RELOCATION OF EXISTING INFRASTRUCTURE

Routine maintenance and activities occur on an ongoing basis at Burnaby Terminal. On April 20, 2017, Trans Mountain received approval from its regulator, the NEB, to relocate a portion of four pipelines within its Burnaby Terminal property. These pipelines include the pipeline delivering petroleum products to the Suncor distribution terminal in Port Moody, and three pipelines connecting existing storage tanks at Burnaby Terminal to the manifold area. This work is scheduled to begin at Burnaby Terminal in August 2017² and will continue through to the end of 2017.








²Timeline subject to change



All relocation work will occur on Trans Mountain property (property boundary is outside fenceline)

Legend:

-  Tree & Brush Removal
-  Existing Fence Line
-  Expanded Permanent Fence Line
-  Pipeline Segments - to be Constructed
-  Pipeline Segments - to be Decommissioned

To accommodate relocation of existing infrastructure,

The following steps will occur on our Burnaby Terminal property:

- Mobilization of equipment to the site
- Preparation of areas where work will occur including removal of brush and trees required to complete relocation work and fenceline expansion (does not include additional tree removals required to accommodate construction activities)
- Installation of a temporary roadway inside the fenceline to accommodate work activities
- Expansion of a portion of the existing west and east fenceline surrounding Burnaby Terminal by about 20 m
- Installation of new pipes by digging a trench, installing pipe, connecting the pipe to existing piping on either end, backfilling the trench and hydrotesting the pipe
- Decommission existing pipelines (that were replaced by the relocated pipelines)

More information about this work is available on the NEB website at:
apps.neb-one.gc.ca/REGDOCS/Item/View/3173682
apps.neb-one.gc.ca/REGDOCS/Item/View/3173576

Map (above) is for illustration purposes only, exact locations subject to confirmation

Environmental Protection Plans for Burnaby Terminal

To abide by all environmental regulations and requirements and for the comfort of our neighbours, Trans Mountain is committed to the following environmental protection measures during construction at Burnaby Terminal:

- Measures to protect wildlife during work, including inspection of potential bird nesting sites in advance of tree removal; If an active nesting site is identified, mitigation will be put in place
- Installation of erosion and sediment control measures (e.g., silt fencing, protecting stored soils)
- Separating layers of soils on-site as needed
- Dust control measures such as wetting road surfaces, hydroseeding and application of tackifier to stored soils
- Weed control measures (e.g., inspection of vehicles entering the site, cleaning vehicles on-site before leaving the site, hydroseeding and weed control spraying if required)

- Noise control measures (e.g., noise suppression equipment on vehicles and alternates to back up alarms)
- Protection of air quality through measures such as restricting idling vehicles and disposal of vegetation without burning of slash

All work will occur according to Trans Mountain's Facilities Environmental Protection Plan. The Plan identifies the mitigation measures that may be implemented during pre construction, construction and post-construction activities associated with Project facility development and will meet NEB Condition 78. The draft plan can be viewed at www.transmountain.com/facilities-epp.

Trans Mountain remains committed to comply with, or seek variance from, all municipal bylaws for all expansion construction activities and the Relocates work. Trans Mountain has submitted permit compliance packages to the City of Burnaby for its work and will abide by the City's requirements where practicable.

Burnaby Terminal

Post-Project Reclamation Activities

As the surrounding residential neighbourhood has developed since the Burnaby Terminal began operations in 1953, Trans Mountain appreciates local residents value living in a neighbourhood in a natural setting. We share these values and aim to consider visual aesthetics of our Burnaby Terminal as the Expansion Project proceeds and where practical.

Trans Mountain is committed to reclamation activities after construction is completed. Specific activities have yet to be confirmed however will include:

- Leaving a treed buffer on the south side of the Burnaby Terminal property for visual screening to the neighbourhood where practical
- The Burnaby Terminal site will be recontoured and reseeded
- The colour of the 14³ newly constructed tanks will be determined in consultation with neighbours

³ The expanded Burnaby Terminal will be home to a total of 26 tanks once the expansion is completed; currently there are 13 tanks on-site, one will be removed and 14 new constructed

This document contains important information. Please have someone translate it for you or request a translation from us.

此文件含有重要信息。请让人为您翻译或向我们要求翻译本。

VARIANCE APPLICATION

On March 1, 2017, Trans Mountain applied to the NEB for a Variance to its design of Burnaby Terminal. The key changes in the Variance include a decrease in the total volume of storage capacity at Burnaby Terminal and a reduction in the shared secondary containment at the terminal.

As a result of engineering refinements and further risk modelling results, through the Variance Trans Mountain is seeking approval to reduce the capacity of five new tanks and to adjust the volume of two tanks for a net reduction of 50,880 m³ (320,000 bbls) in total storage capacity.

In addition, Trans Mountain seeks approval of a revised secondary containment configuration. Trans Mountain now proposes to install shared containment in maximum groupings of two, with the exception of one set of three tanks which would share⁴ containment.

Other changes proposed within the Variance Application include changes to the manifold area, relief tankage and ancillary infrastructure including:

- Changes to the design of the manifold configuration
- Addition of a sump tank in the manifold area and a relief tank at Burnaby Terminal
- Replacement of the existing fire reservoir with a new, larger reservoir

- Addition of two substations and 13 Electrical Service Buildings on the existing terminals site to supply power

On June 21, 2017, the NEB issued an Information Request to Trans Mountain and required us to provide Interested Parties and Intervenor with a copy of its letter and Information Request. As a result, during the week of June 26, 2017 many of our neighbours received this information either by email or hand delivery. To read more about the Burnaby Terminal Variance Application, visit blog.transmountain.com/mitigating-risk-changes-to-burnaby-terminal-design/.

⁴ No change from existing design

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