



TRANSMOUNTAIN

ROUTING – NEXT STEPS

Trans Mountain is committed to working with each landowner along the pipeline corridor in reaching a voluntary agreements for the land rights needed for the Project.

Plan, Profile and Book of Reference (PPBoR)

In Q1 2017 Trans Mountain filed the Plan, Profile and Book of Reference with the National Energy Board (NEB). The PPBoR shows the exact proposed location of the pipeline and identifies the owners of the land parcels. Routing notices and maps were sent to affected landowners and tenants and additional notifications were provided through advertising in local papers.

Before Project construction can begin, Trans Mountain needs to obtain approval of the proposed detailed route from the NEB, and obtain all necessary land rights from landowners, either through preferred voluntary agreements, or alternatively through a right-of-entry process.

What if the Landowner Doesn't Agree?

The NEB can order a Detailed Route Hearing if objections to the route are received within 30 days of the completion of notice to affected landowners.

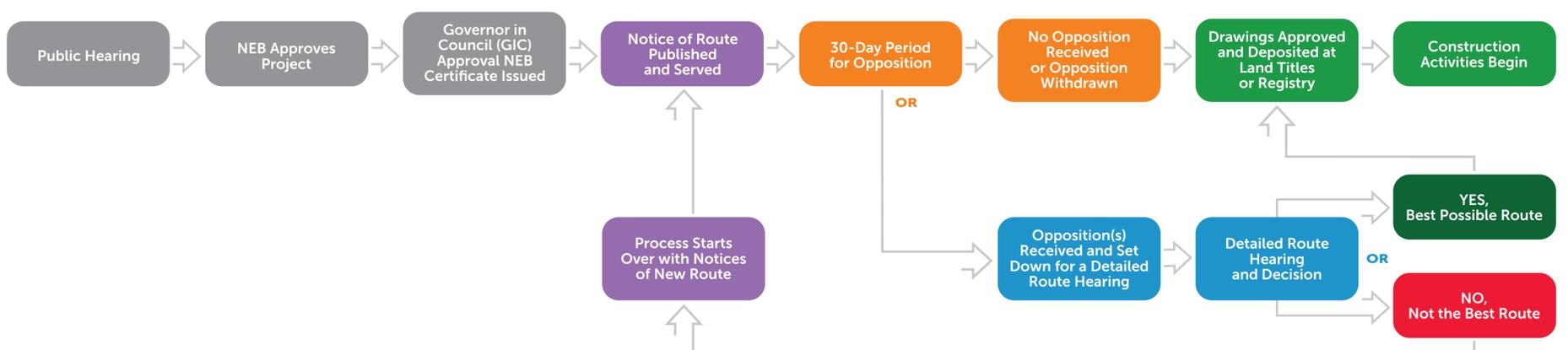
If a Detailed Route Hearing is set by the NEB:

- Trans Mountain is required to provide evidence regarding the preferred route, proposed construction methods and timing, and any alternates considered
- Landowners can question Trans Mountain's evidence, provide evidence and outline reasons for opposing the route
- The NEB reviews the evidence from Trans Mountain and affected landowners, and either accepts or rejects the detailed route in that specific location
 - o If the detailed route is accepted, Project construction can continue once Trans Mountain has obtained the required land rights
 - o Trans Mountain completes engineering and environmental studies for a new alternate route if the detailed route is rejected

Project construction may continue in other locations where the Detailed Route has been approved and Trans Mountain has obtained the required land rights, while a landowner's objections to the pipeline on their lands are being considered at the Detailed Route Hearing.



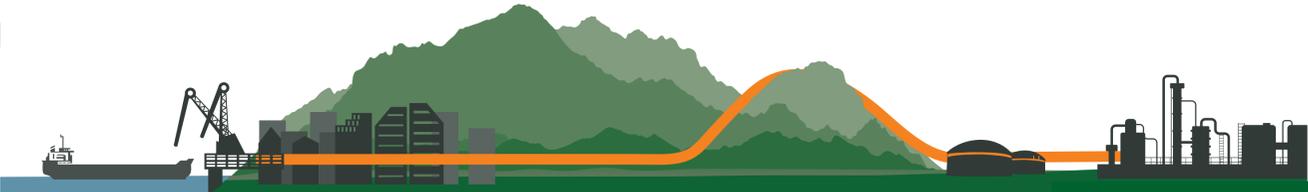
NEB Routing Dispute Resolution Process*



Completed

*Note: NEB Routing Dispute Resolution Process is available to assist landowners and company in reaching an agreement

KINDER MORGAN
CANADA



Sumas Terminal

Proposed Re-Route



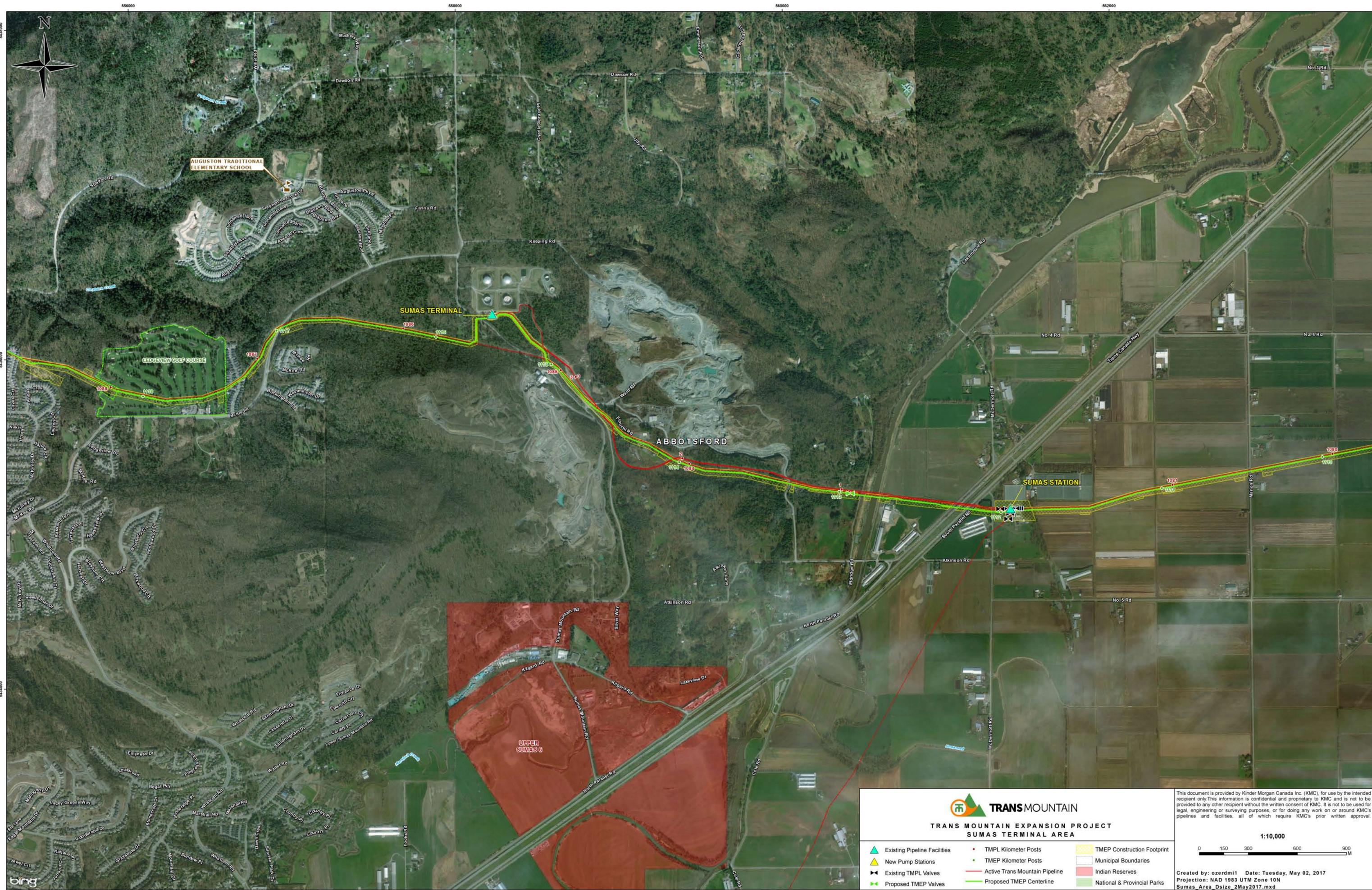
 <p>TRANSMOUNTAIN TRANS MOUNTAIN EXPANSION PROJECT SUMAS TERMINAL - ROUTE REALIGNMENT</p>			<p>This document is provided by Kinder Morgan Canada Inc. (KMC), for use by the intended recipient only. This information is confidential and proprietary to KMC and is not to be provided to any other recipient without the written consent of KMC. It is not to be used for legal, engineering or surveying purposes, or for doing any work on or around KMC's pipelines and facilities, all of which require KMC's prior written approval.</p> <p>1:2,500 0 25 50 100 150 m</p> <p>Created by: ozerdm1 Date: Tuesday, May 16, 2017 Projection: NAD 1983 UTM Zone 10N SSEID005_Deviations_5_3Mar2017.mxd</p>
<ul style="list-style-type: none"> ● Proposed TMEP Kilometre Posts ● Active TMPL Kilometre Posts 	<ul style="list-style-type: none"> ▲ Pipeline Facilities — Active Trans Mountain Pipeline 		

- On March 17, 2017, Trans Mountain submitted a Section 21 Application to the National Energy Board to propose a re-route to the Trans Mountain Expansion Project approved pipeline corridor. The re-route is planned to move a valve from outside the Sumas Terminal onto terminal property.
- The approved pipeline corridor bypassed Sumas Terminal
- The proposed re-route travels through Sumas Terminal, parallels the existing feeder/relief pipelines and exits to the south through Trans Mountain owned property back to the approved pipeline corridor
- Total length of the re-route is 800 m, approximately 300 m longer than the approved pipeline corridor

- The re-route allows for all valves to be installed within the existing Sumas Terminal facility

Benefits of the re-route include:

- Reduced footprint by moving the valve to existing facility. Eliminate the need to construct permanent access to the valve site from Sumas Mountain Road.
- Eliminate the need for additional off-site security such as fencing and cameras
- Reduce potential impact of the Project to critical habitat for Oregon forest snail
- No new landowners impacted



AUGUSTON TRADITIONAL
ELEMENTARY SCHOOL

LEDGEVIEW GOLF COURSE

SUMAS TERMINAL

ABBOTSFORD

SUMAS STATION

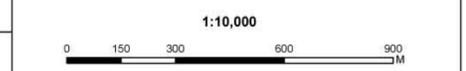
UPPER
SUMAS



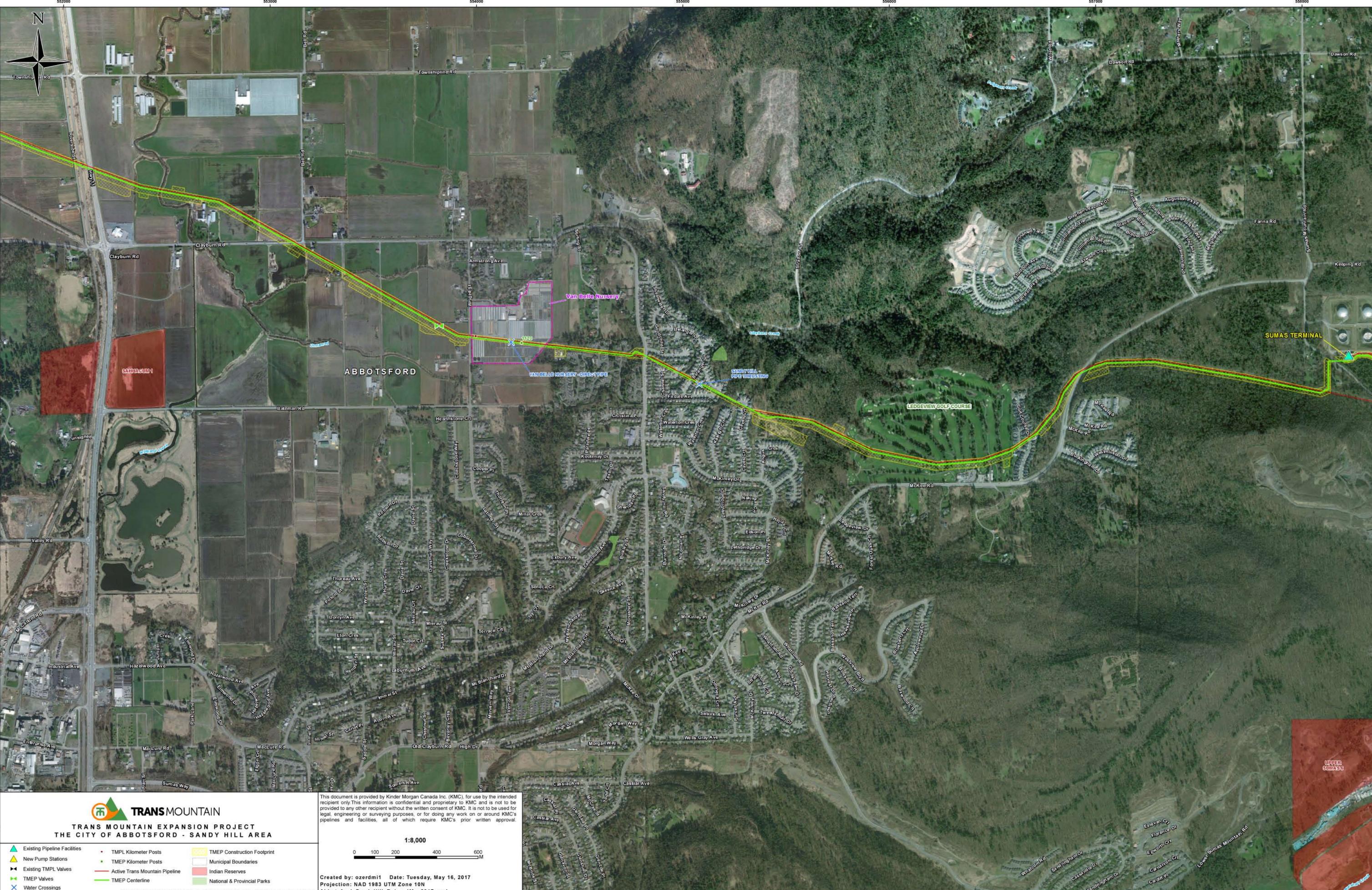
**TRANS MOUNTAIN EXPANSION PROJECT
SUMAS TERMINAL AREA**

- | | | |
|------------------------------|--------------------------------|-----------------------------|
| Existing Pipeline Facilities | TMPL Kilometer Posts | TMPE Construction Footprint |
| New Pump Stations | TMEP Kilometer Posts | Municipal Boundaries |
| Existing TMPL Valves | Active Trans Mountain Pipeline | Indian Reserves |
| Proposed TMEP Valves | Proposed TMEP Centerline | National & Provincial Parks |

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Created by: ozerdm1 Date: Tuesday, May 02, 2017
Projection: NAD 1983 UTM Zone 10N
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**TRANS MOUNTAIN EXPANSION PROJECT
THE CITY OF ABBOTSFORD - SANDY HILL AREA**

- | | | |
|--------------------------------|----------------------------------|-------------------------------|
| ▲ Existing Pipeline Facilities | ● TEMPL Kilometer Posts | ▭ TMEP Construction Footprint |
| ▲ New Pump Stations | ● TMEP Kilometer Posts | ▭ Municipal Boundaries |
| ▲ Existing TEMPL Valves | — Active Trans Mountain Pipeline | ▭ Indian Reserves |
| ▲ TMEP Valves | — TMEP Centerline | ▭ National & Provincial Parks |
| ✕ Water Crossings | | |

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Projection: NAD 1983 UTM Zone 10N
Abbotsford_SandyHill_Dsize_4May2017.mxd

Note: All municipal and provincial roads will be crossed trenchlessly unless otherwise indicated.

