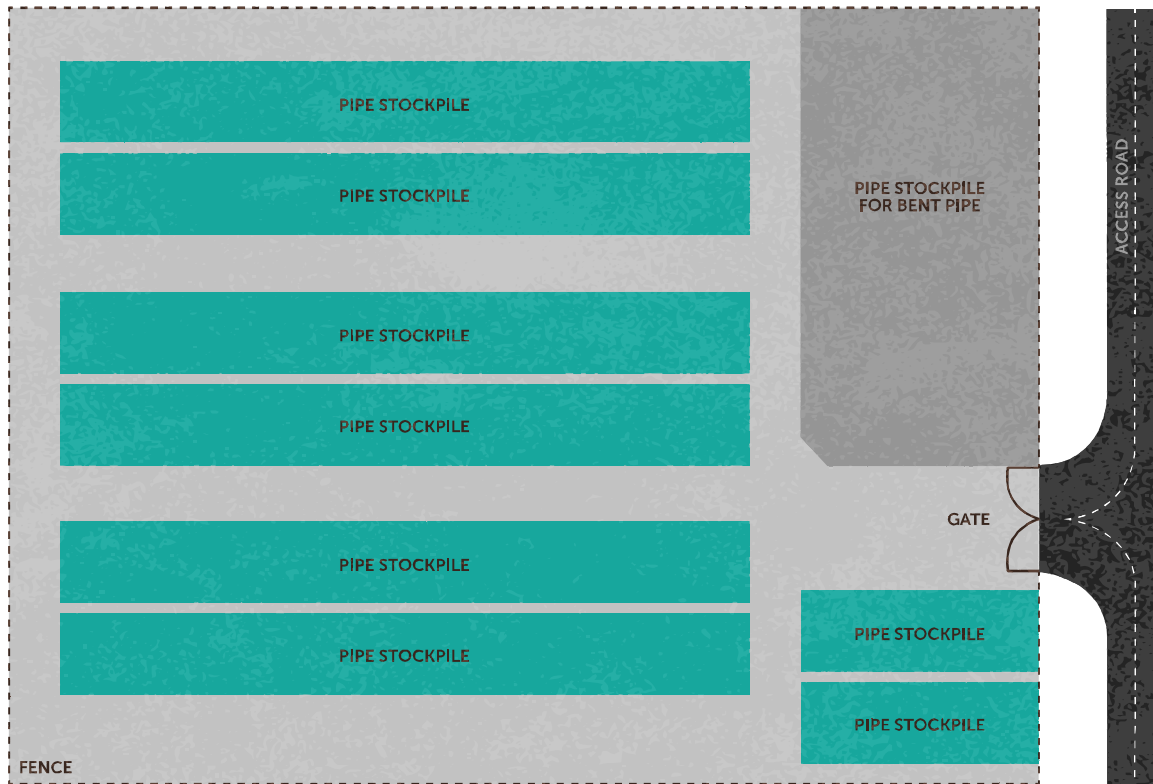


TYPICAL PIPE STOCKPILE SITE

The pipe for the Trans Mountain Expansion Project will be transported to each region by rail. From the rail yards, the pipe will be transported by truck to centrally located pipe stockpile sites. There it will be stored and protected until its final move to the prepared right-of-way for stringing, welding and installation into the trench.

Diagram of an Example of a Stockpile Site



Layout of individual stockpile sites will be determined by the contractor.



Each stockpile site will be a number of hectares and will store pipe stacked in piles.



Stockpile sites will typically be large gravel lots in close proximity to the right-of-way. In addition to the pipe, stockpile sites may also house a small construction office or other construction equipment.

MINIMIZING DISRUPTION DURING CONSTRUCTION

Trans Mountain and its Contractors will work to limit noise, dust and night lighting during construction in order to minimize disruption to communities.

Where practical, Trans Mountain will meet or exceed expectations outlined in applicable municipal and provincial permits and bylaws. Trans Mountain will continue to engage and communicate regarding construction activities before and during construction and will establish a community liaison in each affected community.

Light

Lights are used to enhance worker safety and job site security. Trans Mountain will seek to minimize light disturbance through measures such as directional lighting, diffusion, coating on bulbs and turning off lights when not in use. Some lights will be left on during night hours for security reasons.



Dust

Trans Mountain will use a number of techniques in urban, rural and agricultural settings to minimize dust created by construction vehicles and activities. These measures may include speed control, site watering, use of dust suppressants, as well as physical measures to limit the spread of dust.



Viewscales

The Environmental Protection Plan (EPP) identifies measures to limit visual disturbance including screening, replacement of ornamental trees and vegetation, as well as reclamation techniques to ensure regrowth blends with nearby vegetation.

Noise

The Noise Control Plan identifies techniques to minimize noise effects including construction scheduling, equipment selection and maintenance, vehicle operation, position of noisy equipment and use of enclosures and baffles. The Noise Control Plan also outlines how Trans Mountain will monitor and report on the effectiveness of these measures.

Construction Scheduling

Construction will typically take place 5 – 6 days per week for 10 – 12 hours during the day. In special circumstances more night-time or weekend hours may be required to complete a critical construction activity.

These images are representative of urban pipeline construction in general. Trans Mountain construction activities may vary depending on the location.

TRAFFIC MANAGEMENT DURING CONSTRUCTION

Trans Mountain is committed to ensuring that construction-related traffic impacts such as road and lane closures or use of public roads by construction vehicles pose as little disturbance as is practical to neighbouring residents, landowners, businesses and communities.

Trans Mountain will develop plans to manage traffic and access control during construction.

Plans will include the following:

- Details about the timing, location and nature of any lane and road closures and other impacts, as well as the controls to be implemented to ensure traffic safety
- Communication strategies and tactics to ensure affected road users are aware of traffic impacts and can provide feedback during construction
- How access for emergency vehicles to and through the work sites will be provided

The Traffic and Access Control Management Plan will be developed in consultation with affected municipal, regional and provincial government agencies.



To minimize impact to communities, Trans Mountain used the following considerations to guide its routing decisions:

- Route along existing Trans Mountain pipeline right-of-way where practical
- Where not practical to locate within existing Trans Mountain right-of-way, locate additional right-of-way immediately adjacent to existing right-of-way



- In areas where land use has changed significantly, review alternatives through routing studies in combination with engagement process to provide study corridor with alternative corridors where necessary
- Engage with local governments, utility companies and other stakeholders to route on previously-developed land and in transportation corridors to the extent practical
- Where not practical to locate within or next to Trans Mountain right-of-way, minimize new linear disturbance by



locating pipeline adjacent to existing linear developments (e.g., railways, roads, utility right-of-ways)

- Where “greenfield” location is required, minimize impacts to environment, indigenous lands, present and future land use, and future operations and maintenance
- Refine routing during ongoing detailed design and construction planning
- Meet all requirements of the NEB, the Canadian Standards Association (CSA) and all applicable regulatory authorities



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.

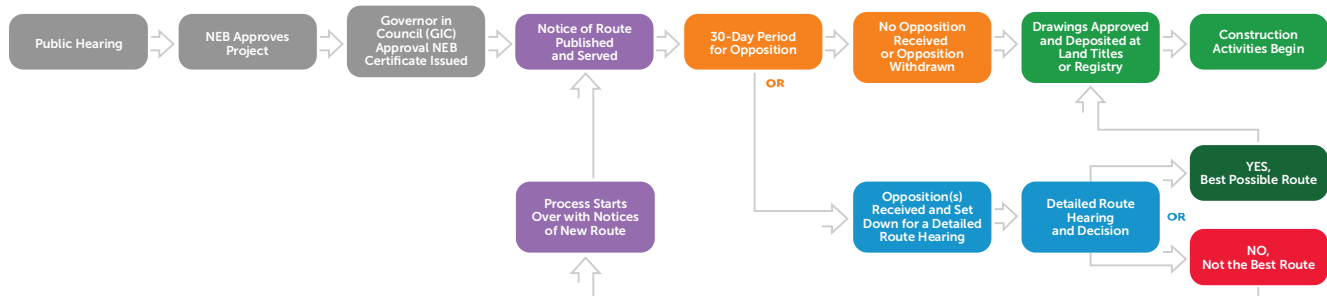
If a Detailed Route Hearing is set by the NEB:

- 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

KEEPING IN CONTACT WITH YOUR COMMUNITY

Trans Mountain is committed to ensuring stakeholders are kept informed during construction and have a way to voice concerns about Project construction.

Community Liaison

Trans Mountain will work with the Contractors to establish Community Liaisons in communities along the pipeline corridor. The Liaison will work with communities during construction to provide construction-related information, be available to answer questions and address construction related concerns.

Managing Construction Complaints

Trans Mountain will have a detailed Construction Complaints Process to address community and local government concerns during construction. The Complaints Process will be based on industry best practice and will meet NEB conditions as well as commitments made to Intervenor and communities.

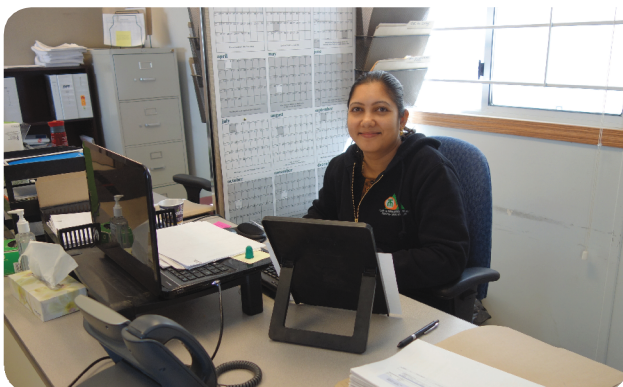
The Complaints Process will:

- Address stakeholder questions and concerns in a timely manner
- Meet regulatory requirements



A number of activities and communication methods will be put in place to support this commitment including:

- Using signage, print, online, social media as well as paid and unpaid media to promote contact information
- Providing email, phone, voicemail and some in-person options to report complaints
- Using technology to track all inquiries and ensure timely response
- Offering options for management of more urgent concerns
- Tracking and reporting all inquiries and complaints
- Ensuring emergency contact information is available 24/7



The existing Trans Mountain emergency contact information will be maintained throughout construction and during ongoing operations.