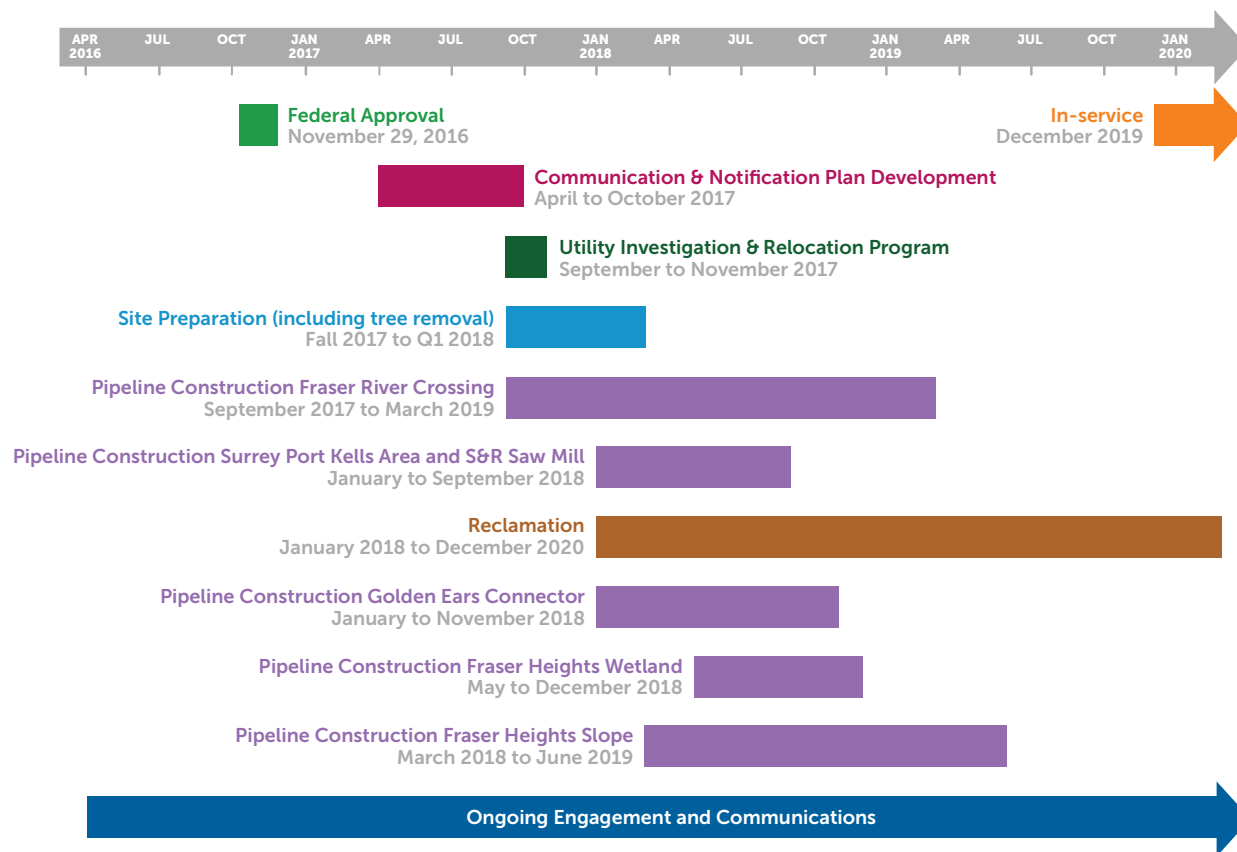




SURREY CONSTRUCTION TIMELINE



*Timeline for specific construction activities is subject to refinement with ongoing construction planning and work is subject to receipt of all approvals.

June 2017

The diagram illustrates the layout of a construction footprint. It is bounded by two vertical dashed lines labeled "Construction Footprint Boundary". The footprint is divided into two main sections: "Storage Side" on the left and "Work Side" on the right, separated by a central dashed line. A horizontal double-headed arrow labeled "Permanent Right-of-Way" spans the width of the work area. On the Storage Side, there are two mounds of "Salvaged Topsoil" and a larger mound of "Excavated Subsoil". A "Trench" is shown in the ground, and an "Existing TMPL Pipeline" is indicated by a circular symbol. A "Two-metre Separation Layer Required for Backfilling" is shown as a horizontal layer between the topsoil and subsoil mounds. On the Work Side, a yellow excavator is positioned in the "Work Lane", and a red truck is in the "Travel Lane". Another mound of "Salvaged Topsoil" is located near the right boundary. The ground surface is shown with green grass on the far left and right, and brown soil in the work areas.

The diagram illustrates the trenching process in two parts: a plan view (top) and a cross-section view (bottom).

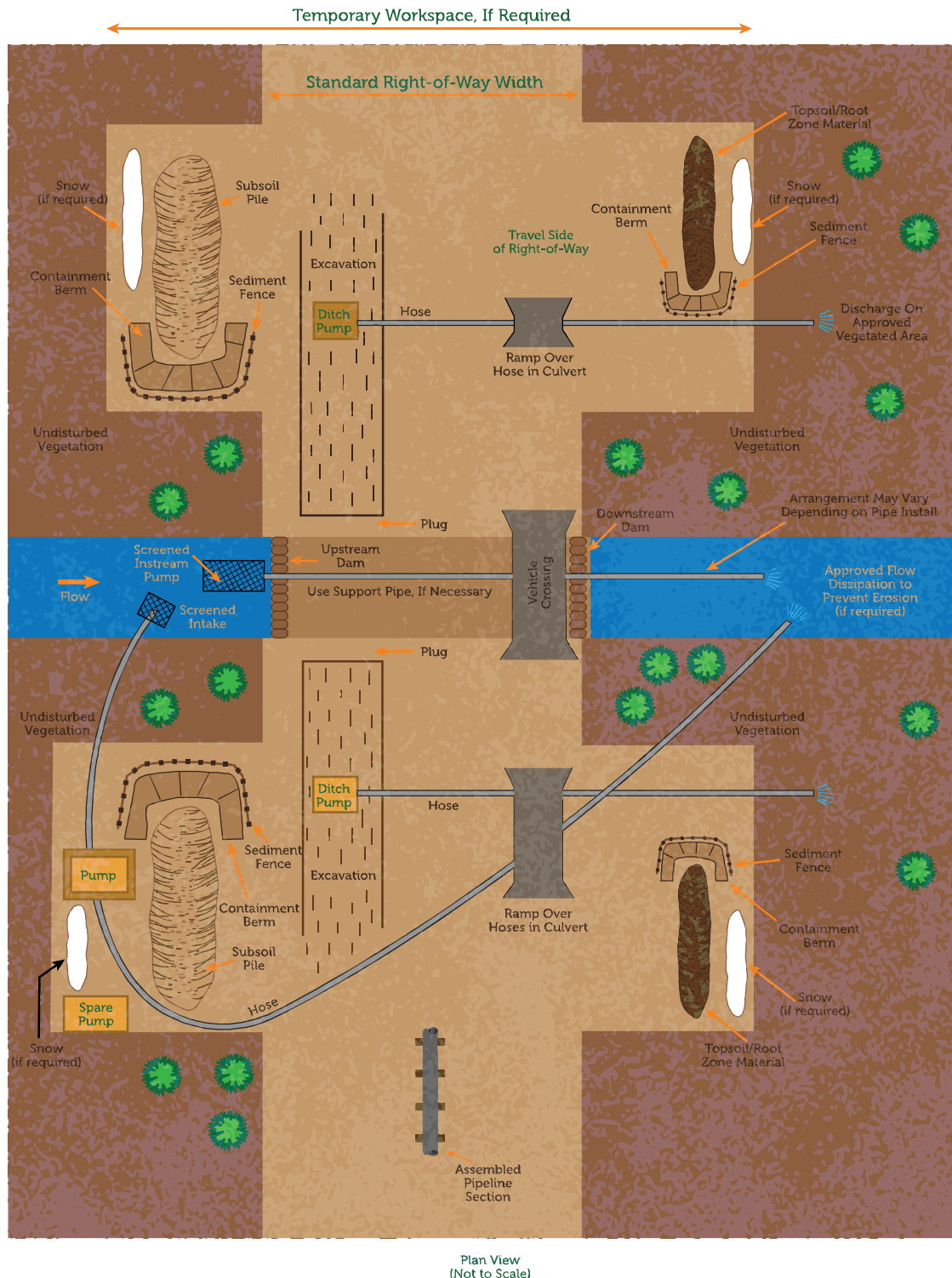
Plan View (Top): This view shows the layout of the trenching operation. A central horizontal line represents the trench. On the left, a "Boring Machine" is shown within a "Construction Footprint". To the left of the footprint is a "Subsoil Pile". Above and below the footprint are areas labeled "Snow (If Required)". To the right of the footprint is a "Ditch Ramp" leading to a "Culvert". Further right is another "Ditch Ramp" leading to a "Culvert". To the right of the culverts is a "Bellhole" and a "Trench". To the right of the trench is a "Subsoil Pile". Above and below the trench are areas labeled "Snow (If Required)". The area between the culverts is labeled "Bar Ditches".

Cross-Section View (Bottom): This view shows the vertical profile of the trenching operation. It shows the "Boring Machine" at the bottom of the "Trench". Above the machine is the "Subsoil". To the left and right of the machine are "Bellhole" structures. Above the bellholes are "Culverts" and "Ditch Ramps". Above the culverts are "Signage" markers. The top of the trench is labeled "Trench".



RIVER AND WATERCOURSE CROSSING CONSTRUCTION TECHNIQUE

Stream Isolation: Dam and Pump Technique

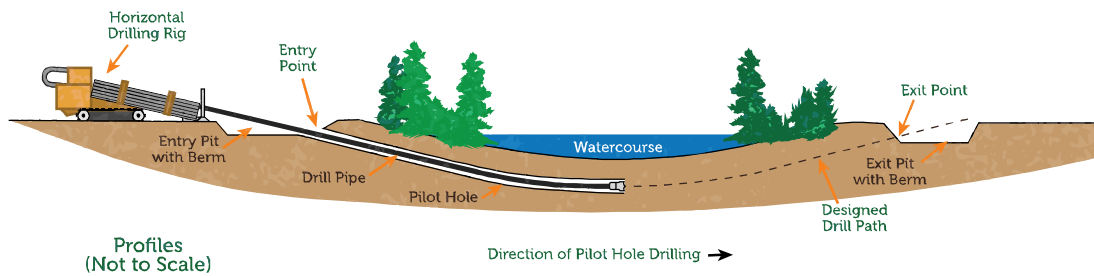


The river and watercourse crossing construction technique may be refined during the detailed engineering and design phase.

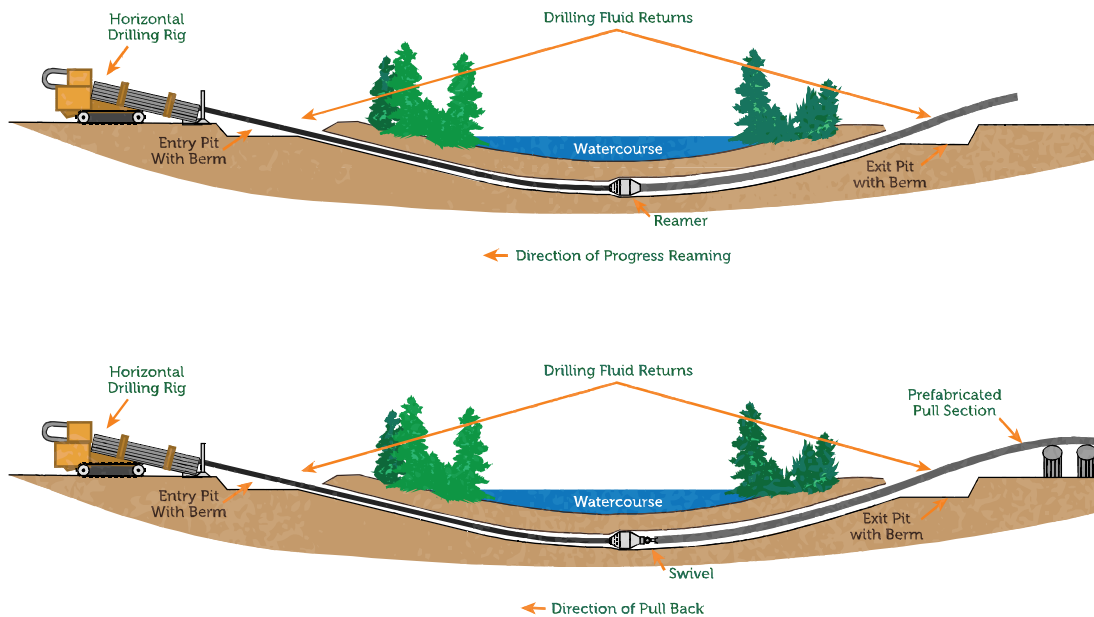
RIVER AND WATERCOURSE CROSSING CONSTRUCTION TECHNIQUE

Horizontal Direction Drill (HDD)

Stage 1: Pilot Hole Directional Drilling



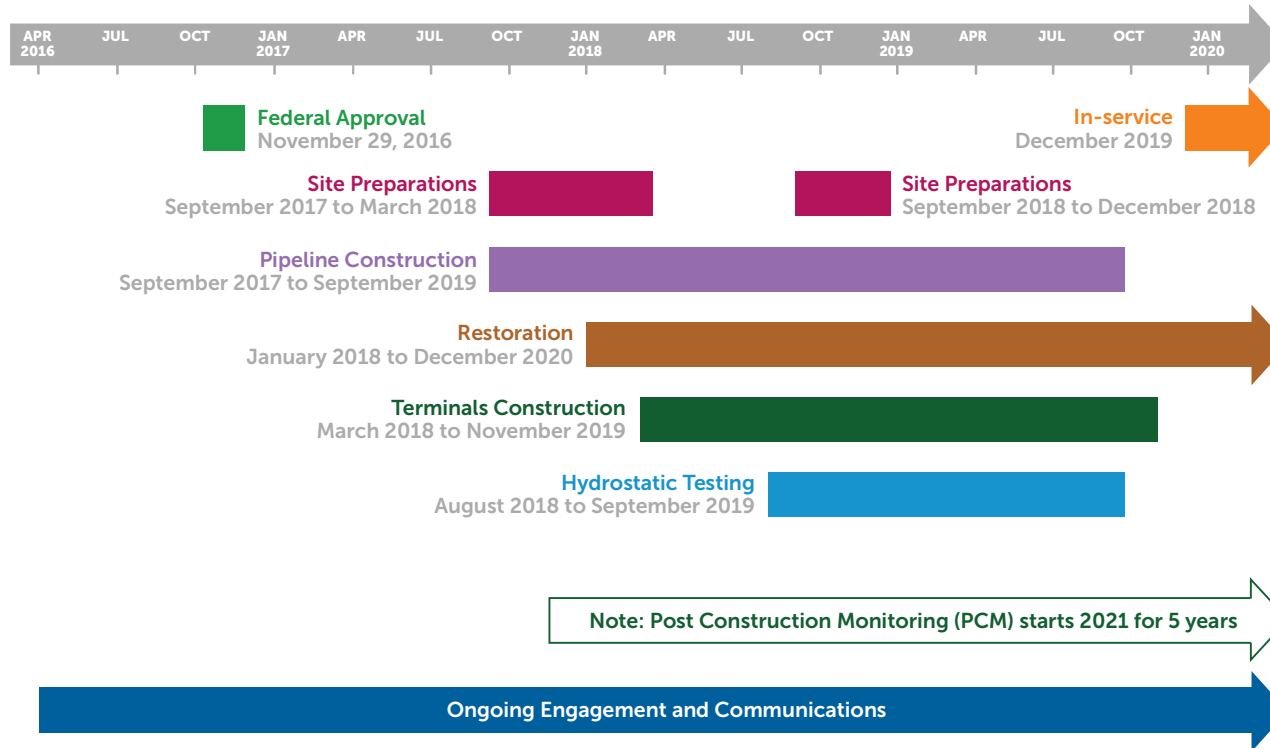
Stage 2: Reaming and Pulling Back



The river and watercourse crossing construction technique may be refined during the detailed engineering and design phase.



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



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.

