Trans Mountain is monitoring the impact of construction on pipeline communities through a series of indicators identified in the Socio-Economic Effects Monitoring Plan. This Project impact information is gathered for each three-month period in a regional Socio-Economic Monitoring Report. Highlights from the quarterly regional report are provided here.

Go to/click here transmountain.com/socio-economic-reports to view the complete Socio-Economic Monitoring Report for this region.
Worker Health and Medical Services

Number of Times Sent to Local Health Care Facility

Vehicles

Vehicles Parked in Staging Area*

(Daily Average)

Workers Transported from Staging Area to Job Site

(Daily Average)

Trans Mountain is committed to addressing any complaints related to operations and construction.

Construction Inquiries and Topics*

Contractor disposing waste in motel waste container.

The Worker Code of Conduct specifies all workers are ambassadors of the Project, and that people living in the Project vicinity are treated with respect and consideration during construction. Complaints regarding worker conduct in the community are investigated internally to determine appropriate disciplinary action.

Loader carrying sheet piles on Laidlaw Road without flaggers or a pilot vehicle; complaint about flagging system at Old Hope Princeton Highway; truck traffic along Laidlaw Road; damage to vehicle in Laidlaw area.

Trans Mountain has a Traffic Management Plan that addresses public protection measures, access roads/routes to the construction site and Traffic Control Plans for each work zone that consider potential impacts with mitigation. Trans Mountain follows up with the contractor to ensure traffic-related requirements are met. Each complaint is examined to provide additional information and/or appropriate followup.

Project-related noise near Hope; porta-potty odour; noise from sheet piling and vibration at Hockin Yard; light from construction near Laidlaw and Mission Flats; dust on Kettle Valley Road.

Trans Mountain is working to ensure compliance with bylaws and requirements. Trans Mountain will work with stakeholders to resolve and address such complaints where practical. For example, regarding the lighting complaints, crews will not be on-site prior to 7 am. For the dust at Kettle Valley Road, Trans Mountain has not significantly contributed to the use of the noted sub-contractor site and use of the gravel pit, and related access roads are in compliance with issued permits.

Vehicles Parked in Motel Waste Container

* Personal vehicles. No active TMEP yard/staging area during this period. Vehicles parked in Hope. Vehicle numbers based on average of mid- and end-of-month counts.

* Socio-economic topics related to community impacts only. Data in this report is reflective of activities specific to active construction of the Trans Mountain Expansion Project. Data does not reflect Trans Mountain’s ongoing operations and maintenance or inquiries related to future construction activities.

† Inquiries from same individual/household on same topic are considered same inquiry. May be multiple inquiries on similar theme.

COMMITTED TO SAFETY SINCE 1953.

transmountain.com | info@transmountain.com | 1.866.514.6700

August 2022