

PACIFIC NORTHWEST LNG - ADDENDUM TO THE ENVIRONMENTAL IMPACT STATEMENT

Conclusions
December 12, 2014

31.0 CONCLUSIONS

PNW LNG is currently proposing design changes to the Project to avoid, and further reduce, the potential effects of the Project on the environment. These project changes include redesigning the marine terminal and relocating the LNG carrier berth to remove project infrastructure on Flora Bank, and eliminate the need for dredging on Agnew Bank and the associated disposal at sea of the dredged materials; and moving the construction worker accommodation facility (accommodation camps) from the original Lelu Island location and using third party owned-and-operated worker accommodation camps on private property in Port Edward or in the Prince Rupert area.

The new design for the marine terminal includes a 2.7 km jetty that consists of a 1.6 km clear-span suspension bridge over Flora Bank from Lelu Island to Agnew Bank, and a 1.1 km conventional pipe pile trestle from the suspension bridge to the liquefied natural gas (LNG) carrier berth which forms the final section of the marine terminal.

The materials off-loading facility (MOF) is similar to that described in the EIS except for a reduction in the estimated marine sediment within the dredging area. The EIS assessed the potential effects of dredging and disposal of approximately 790,000 m³ of marine sediment from the MOF. Since submission of the EIS, updated engineering has determined that less than 200,000 m³ of marine sediment at the MOF requires dredging and ocean disposal at the Brown Passage site. Due to the mixture of material, this activity will now occur intermittently rather than continuously and will be completed within 10 months. Approximately 590,000 m³ of rock will be separated from the marine sediment and used for on-land project construction.

The project changes result in the following improvements to the design submitted in the EIS:

- No project infrastructure (i.e., piles) will be constructed on Flora Bank (scour armouring for one bridge tower will impinge on the margin of Flora Bank)
- Construction activities directly encroaching on Flora Bank will be limited to installation of scour protection in one location on the margin of the bank
- No dredging will be conducted at the marine berth
- The marine project development area will be reduced, thus reducing potential serious harm to fish habitat and the need to offset these effects.

The EIS Addendum provides the CEA Agency with an update to the effects assessment due to the project changes and to provide PNW LNG's responses to the information requested in the CEA Agency's letters of August 14, 2014 and September 11, 2014.

The environmental assessment process considers concerns and issues about projects from Aboriginal groups, stakeholders, the public and regulatory agencies. The objective of the marine terminal design mitigation is to avoid activities in the marine environment with the greatest potential environmental effects (i.e., effects on marine fish and fish habitat) and to eliminate the need to compensate for potential effects on these resources. Overall, the

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project changes address key concerns raised by Aboriginal groups, government agencies, and the public during the review of the EIS.

The EIS Addendum was developed in consultation with the CEA Agency, Fisheries and Oceans Canada, Environment Canada, Transport Canada, Health Canada, Parks Canada, and Natural Resources Canada. The assessment of effects on Current Use of Lands and Resources (Section 21), Aboriginal Rights and Interests (Section 27), and technical reports on the construction and effects of marine infrastructure (Appendices G.16, G.17, G.18, G.19, and G.20) were provided to Aboriginal groups prior to submission of the EIS Addendum. The Aboriginal groups who have participated in the environmental assessment process are Metlakatla First Nation, Lax Kw'alaams First Nation, Gitxaala Nation, Kitselas First Nation, Kitsumkalum First Nation, and Gitga'at First Nation.

The EIS Addendum includes an update to the assessment for each VC as a result of the project changes as well as updates to the assessment of effects of the environment on the Project, and the assessment of potential effects of accidents and malfunctions. It provides the data and analysis on potential changes to the environment requested by the CEA Agency to permit a thorough evaluation of the environmental effects of the Project.

The conclusions of the assessment are consistent with those of the EIS that both project and cumulative effects (after mitigation) are expected to be not significant.