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1.0 INTRODUCTION

On December 1, 2022, the Canada Energy Regulator (CER) issued NOVA Gas Transmission Ltd. (NGTL) a Certificate of Public Convenience and Necessity GC-134 (the Certificate), to construct and operate the NGTL West Path Delivery 2023 Project (the Project).¹ Prior to issuing this Certificate, the CER reviewed and assessed the Project's application including the environmental and socio-economic assessment (ESA). Under Condition 11 of the Certificate, the CER required NGTL to submit for approval a Socio-Economic Effects Monitoring Plan (SEEMP) for the Project. On December 20, 2022, NGTL submitted to the CER the SEEMP² and the CER subsequently approved this plan on February 10, 2023.³

The purpose of the SEEMP is to monitor the effectiveness of measures implemented to mitigate potential adverse socio-economic effects of the Project during construction. In accordance with the SEEMP, NGTL has gathered both quantitative data and qualitative feedback during Project construction activities to obtain information on the potential adverse socio-economic effects of the Project. The SEEMP will be implemented throughout construction of the Project, including clearing, mainline construction, and final clean-up activities.

The first SEEMP report was submitted to the CER on June 28, 2023. This report described the results of NGTL's socio-economic effects monitoring for the Project's right-of-way (ROW) clearing activities, which were conducted between February 16 and April 1, 2023. The reporting period was from February 16 to June 1, 2023, to encompass feedback received during and shortly after Project clearing activities were completed.⁴

This second SEEMP report describes the results of NGTL's socio-economic effects monitoring for mainline construction activities for all three Project pipeline sections (Turner Valley, Longview and Lundbreck), as well as final clean-up activities for the Longview Section, which was completed in November 2023. The reporting period for this report is from June 1, 2023, to January 15, 2024, to also encompass feedback received shortly after Project mainline construction activities were completed.

The third (and final) SEEMP report for the Project will be submitted following final clean-up activities for the Turner Valley and Lundbreck sections, which are scheduled to be completed in Q3 to Q4 2024. All reports have or will be provided to potentially affected Indigenous groups and stakeholders who have expressed an interest in receiving SEEMP reports.

¹ Filing ID: C22329.

² Filing ID: C22643.

³ Filing ID: C23243-1.

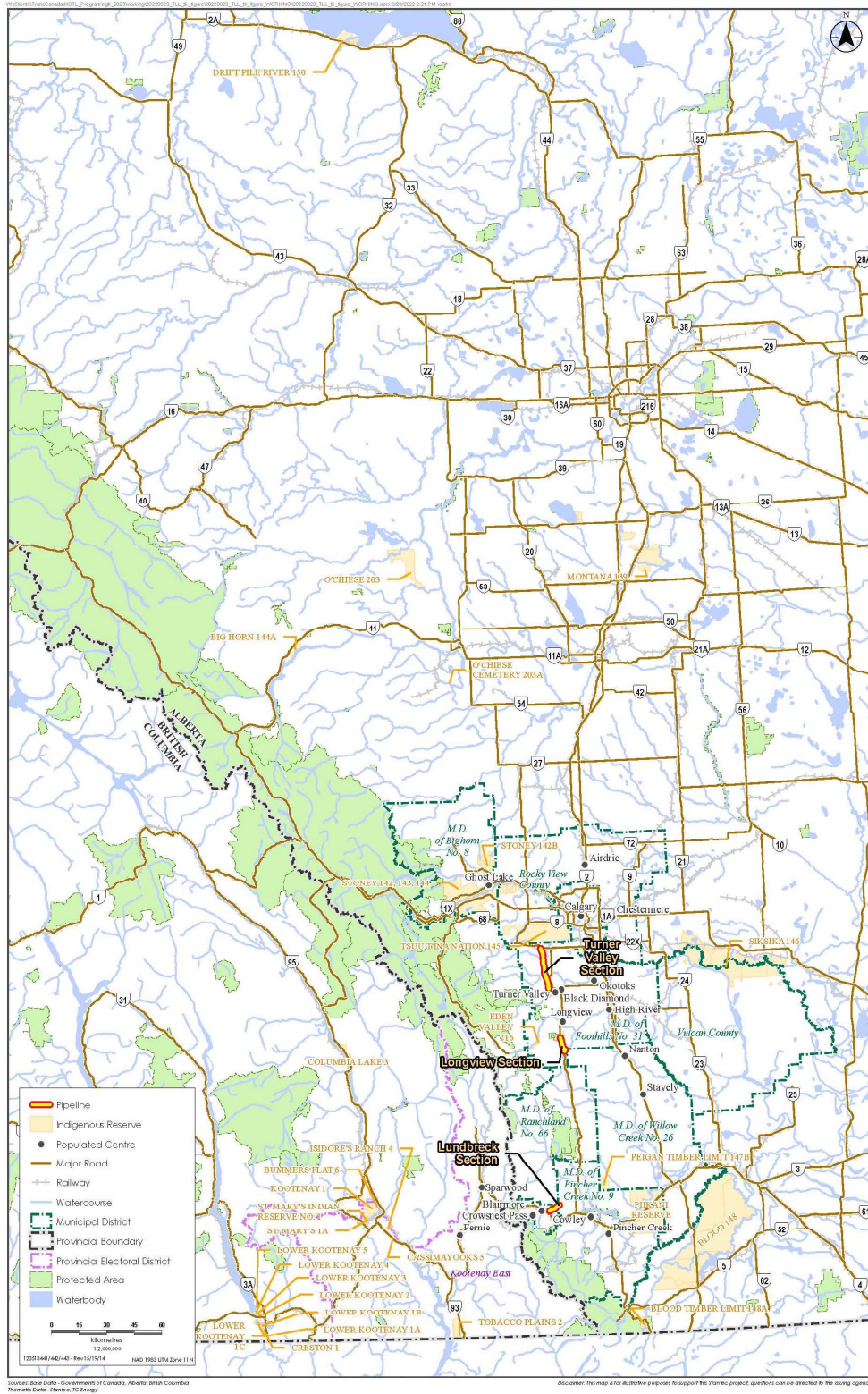
⁴ Filing ID: C25222.

2.0 PROJECT OVERVIEW

The Project is comprised of approximately 39 km of natural gas pipeline loops in three sections, located in southern Alberta (see Figure 1). The Western Alberta System (WAS) Mainline Loop No. 2 consists of:

- **Turner Valley Section** – approximately 22.9 km of nominal pipe size (NPS) 48-inch pipeline. The Turner Valley Section is located in Foothills County, approximately 3 km northwest of Diamond Valley, Alberta, from NE 20-22-03 W5M to SE 15-20-03 W5M.
- **Longview Section** – approximately 9.1 km of NPS 48 pipeline. The Longview Section is located in Foothills County, approximately 30 km southeast of Diamond Valley, Alberta, from NE 19-17-02 W5M to NW 28-16-02 W5M. The Longview Section also includes a downstream receiver at an existing valve site at NE 22-14-02 W5M, located approximately 55 km southeast of Diamond Valley, Alberta, within the Municipal District (MD) of Ranchland No. 66.
- **Lundbreck Section** – approximately 7.1 km of NPS 48 pipeline. The Lundbreck Section is located within the MD of Pincher Creek No. 9 and Municipality of Crowsnest Pass, located approximately 3 km northeast of Blairmore, Alberta, from NE 11-08-03 W5M to NW 32-07-03 W5M.

Figure 1: Project Overview Map



3.0 PROJECT CONSTRUCTION STATUS

NGTL selected two Prime Contractors to construct the Project: Midwest Pipelines Inc. (Midwest) for the Turner Valley and Longview sections, and Surerus Murphy Joint Venture (SMJV) for the Lundbreck Section.

Mobilization of work crews for mainline construction commenced on June 5, 2023. Construction activities included stripping and grading at various locations along the right-of-way for construction access, ramping of third-party crossings, installation of valve and facility sites, road bores and watercourse crossings, pipeline stringing bending, coating, welding, ditching, lowering-in and backfill, hydrostatic testing, ovality digs where required, and machine and final clean-up. By November 1, 2023, all three pipeline sections of the Project were in-service. Final clean-up for the Longview Section was completed in November 2023, whereas final clean-up for the Turner Valley and Lundbreck sections commenced in Q4 2023 and will be completed in Q3 to Q4 2024.

4.0 PROJECT SPECIFIC CONSIDERATIONS

4.1 Agricultural Lands

As the majority of the Project is located in areas primarily used for agriculture and grazing, implementing appropriate soil handling and conservation practices were a primary focus for the Project. Throughout construction, NGTL environmental and construction representatives engaged with landowners to understand any concerns that they may have had and made efforts towards a mutual understanding of the soil handling techniques planned for their lands. Topics discussed included soil stripping and depth, volume salvaged, soil storage locations, soil replacement practices, and reclamation and seeding. NGTL environmental inspectors as well as soil resources specialists were also on site and worked alongside construction monitors from the Canadian Association of Energy and Pipeline Landowner Association (CAEPLA), where CAEPLA acted as the land representative for landowners. NGTL also met with a representative from the Southern Alberta Land Trust Society (SALTS) Conservancy onsite to demonstrate that measures were being implemented to restore native grassland areas to pre-construction conditions, re-seeding was being completed with appropriate native seed mixes, and that the land was being treated with respect.

4.2 Bar U Ranch National Historic Site

Approximately 800 m of the Longview Section crosses the Bar U Ranch National Historic Site (BURNHS). In order to identify and mitigate potential adverse impacts of the Project on the site, engagement with BURNHS was initiated in advance of

Project clearing and construction activities. Measures implemented to mitigate impacts to tourism and visitors included providing a Project fact sheet that Parks Canada could make available to BURNHS visitors, as well as posting signage describing the Project for visitors in English and French. NGTL also worked with the BURNHS staff hired for the 2023 season to provide them with an overview of how to address or to whom to refer Project-related questions.

A full-time Environmental Surveillance Officer (ESO) as well as an archaeologist, both of which represented Parks Canada, were on site to support environmental monitoring and to observe that all environmental conditions and requirements were met. NGTL also had environmental inspectors, wildlife biologists, and archaeologists on site, and made available a dedicated environmental contact so that the Project could respond promptly and efficiently to any environmental concerns raised.

4.3 Species at Risk and Environmental Compliance

The Project crosses watercourses designated as *Species at Risk Act* (SARA) critical habitat for Westslope Cutthroat Trout – Saskatchewan Nelson River population (listed as threatened on Schedule 1 of the SARA and *Alberta Wildlife Act*), and Bull Trout, Saskatchewan – Nelson Rivers populations (listed as Threatened under Schedule 1 of SARA). Portions of the Project footprint also impacted Whitebark Pine and Limber Pine (listed as endangered under the Alberta Wildlife Regulation and Committee on the Status of Endangered Wildlife in Canada [COSEWIC]), as well as areas of native fescue grassland. As such, the CER issued Project approval conditions which included requirements on environmental mitigation and monitoring, Westslope Cutthroat and Bull Trout habitat protection and monitoring, and rough fescue and native grassland reclamation post-construction progress reporting. NGTL obtained a Section 34.4(2)(b) and 35(2)(b) *Fisheries Act* Authorization (FAA) 21-HCAA-02758 also acting as a Permit under the *Species at Risk Act* to undertake specified works within SARA critical habitat waterbodies touched by the Project.

Federal environmental regulatory inspections were conducted throughout Project construction to monitor that environmental protection and mitigation measures were in place as appropriate, and that FAA mitigation, monitoring and offsetting requirements were adhered to. In March and August 2023, the CER conducted environmental inspections on all Project sections. Fisheries and Oceans Canada (DFO) also conducted independent environmental inspections for the Project in August 2023 on the Turner Valley and Longview sections as well as in November 2023 on the Lundbreck Section. No non-compliances were issued.

4.4 Community Investment

As activities associated with Project construction have the potential to place pressures on community services or interfere with the daily life of local residents, efforts were

made by the Project to maintain an active presence and contribute positively to nearby local communities. Donations were made to support local organizations and were targeted towards benefiting areas where the Project was likely to have a noted effect, or where requests for support were brought forward. These included timber donations from Project clearing activities to landowners, Indigenous groups or other community organizations for use as firewood, sponsoring local fairs and festivals, delivering materials to support the development of a local nature play and learning education program, and providing grants to local health care charitable organizations or recreational groups. In November 2023, following Project in-service, a coffee event was held in Diamond Valley by NGTL for the local communities as a thank you for supporting the Project.

To facilitate the participation of Indigenous individuals and businesses in Project construction, NGTL hosted planning sessions for community career fairs with interested Indigenous groups and held online information sessions to provide further information and support as needed. NGTL also attended and supported several Indigenous-led initiatives throughout Project construction, including pipe ceremonies and other cultural events.

5.0 ENGAGEMENT

Throughout Project mainline construction activities, NGTL continued engagement with potentially affected Indigenous groups, landowners, local municipalities, and other stakeholders to gather feedback regarding potential socio-economic issues and concerns as a result of Project construction. In accordance with the methods described in the SEEMP, engagement was focused on obtaining feedback on socio-economic elements, which include infrastructure and services, human health, and social and cultural well-being. NGTL has employed various engagement and feedback collection methods to obtain feedback, including in-person meetings, phone calls, emails, open houses, Project construction notification letters, information gathered through the Indigenous Construction Participation Program (ICPP) and engagement with interested parties that raised specific issues or concerns related to the Project.

Table 1 summarizes the engagement activities carried out by NGTL during the reporting period to support the implementation of the SEEMP.

Table 1: SEEMP Engagement Overview

Engagement Type	Activities
Project Website and Public Affairs Inbox	NGTL responded to inquiries received through the public affairs inbox (public_affairs_ca@tcenergy.com).
TC Energy Toll-Free Phone Lines and Inquiries Emails	NGTL responded to inquiries received through TC Energy Toll-Free Lines and Inquiries Emails.
NGTL Community Relations Advisor Engagement	NGTL's Community Relations representative for the Project has responded to ongoing Project related inquiries received prior to, and during construction.
Project Construction Start Notifications	<p>In April 2023, NGTL sent pre-construction notifications for mainline construction to various community stakeholders.</p> <p>In May/June 2023, NGTL sent notification to potentially affected Indigenous groups, landowners and stakeholders informing them of the Project mainline construction schedule and locations.</p> <p>In July 2023, NGTL sent a reminder of the construction schedule and provided an update regarding the start of mainline construction to potentially affected Indigenous groups.</p>
Engagement with Local Municipal Government Representatives	<p>During Project construction, NGTL engaged with local municipal government representatives to discuss the Project. In addition to providing updates and answering questions regarding the Project, these meetings also offered an opportunity to discuss any SEEMP related questions or concerns. These include the following activities:</p> <ul style="list-style-type: none"> • In May 2023: <ul style="list-style-type: none"> • NGTL provided a Project update presentation to the MD of Pincher Creek. Topics discussed included tourism and traffic. • NGTL discussed with Foothills County and the MD of Ranchland whether they would like to have a Project presentation. Both declined and indicated that they were satisfied with the information and communication provided to date. • In June 2023, NGTL conducted a presentation to the Town of Diamond Valley to provide information regarding the Project. Topics discussed included Project workforce peak timing and accommodations. No Project-related disruptions to the community were noted. • In July 2023, a meeting was held between NGTL and representatives from Crowsnest Pass including municipal leadership. During this meeting, Project construction updates were provided, and several topics were discussed, including dust control and access along the pipeline right-of-way. • Throughout construction, NGTL maintained communication with the Foothills County, the MD of Pincher Creek and the MD of Ranchland, particularly regarding dust control. NGTL often received information from the counties informing the Project regarding issues or concerns raised by residents. • In October 2023, NGTL had a meeting with the Chief Administrative Officer (CAO) of Crowsnest Pass to provide an update on the in-service status of the Project and to introduce them to NGTL's Regional Liaison as the Project moved into operations. During this meeting the CAO expressed appreciation for the Project team's work in the area and open communication with the Municipality and community throughout the Project.

Table 1: SEEMP Engagement Overview

Engagement Type	Activities
	<ul style="list-style-type: none"> In November 2023, NGTL provided a presentation to the Diamond Valley fire department to discuss the transition of the Project from construction to operations. During attendance of Project representatives at local events (e.g., local fairs, trade shows and conferences), NGTL received ad-hoc feedback from local residents and local municipal representatives regarding the Project.
<p>Meeting with representatives from NGTL and the MD of Pincher Creek</p>	<p>NGTL hosted a meeting on July 17, 2023, at the MD of Pincher Creek Council. The purpose of the meeting was to provide interested individuals and groups the opportunity to meet with the Project team and local municipal representatives in person to discuss the Project and any new or ongoing issues or concerns. Reception was also available to guide any potentially interested visitors into the meeting space, however, no community members attended. Topics discussed included: dust mitigations, road safety, public safety and site access, continued public engagement, and environmental compliance.</p> <p>The MD noted the significant efforts the Project had made to enhance public awareness of the Project, including enabling the business community to participate as interested vendors early on in the planning process. NGTL engaged with the community as construction progressed towards peak workforce (mid-August) and maintained open lines of communication throughout Project activities in the area.</p>
<p>First Responders and Healthcare Services</p>	<p>In June 2023, local fire and emergency response departments were sent a Project notification including information on Project location and schedule. The Project also spoke with local first responders prior to Project construction to review the Project Emergency Response Plan with dispatch personnel, and to re-confirm calling 911 when needed so that the appropriate responders would be dispatched to the scene.</p> <p>In August 2023, a notification letter was sent out to local health and emergency contacts for the Project (i.e., Alberta Health Services, Municipalities' Emergency Management departments, and the RCMP). The letter provided an update on the Project construction timelines and workforce estimates, and also described key measures the Project was implementing to reduce impacts on local first responder and healthcare services. Project contact information was provided should any questions or issues arise. No issues or concerns regarding Project use of emergency or healthcare services have been received to date.</p>
<p>Engagement with Parks Canada</p>	<p>NGTL maintained ongoing communication with Bar U Ranch National Historic Site (BURNHS) throughout Project construction.</p> <p>NGTL worked with BURNHS on items related to Project signage, soil handling and reclamation including seeding, erosion and sediment control, fencing, as well as gate locations and changes to allow cattle movement. Regarding Project construction, BURNHS commented positively on the communication and the responsiveness of the Project to their concerns. To date all issues that were brought forward have been addressed.</p>
<p>Landowner Engagement</p>	<p>Direct engagement with landowners near or adjacent to the Project footprint has been ongoing prior to and throughout mainline construction. Engagement with landowners occurred through NGTL land representatives, directly through the Project construction management team, or was directed to other NGTL representatives, as appropriate.</p>

Table 1: SEEMP Engagement Overview

Engagement Type	Activities
<p>Indigenous Construction Participation Program</p>	<p>NGTL implemented its ICPP on all sections of the Project during Project construction.⁵ The ICPP offers employment and training opportunities for members of interested potentially affected Indigenous groups to participate in monitoring Project construction activities and the implementation of mitigation measures, share knowledge and feedback with NGTL, and report back to their respective communities. In June 2023, NGTL held a second SEEMP overview meeting with ICPP crews at the beginning of mainline construction activities. During onboarding, the ICPP Participants were, among other things, reminded to monitor and identify any issues or concerns regarding socio-economic effects of the Project. In September 2023, an ICPP meet and greet was held at the TC Energy head office in Calgary, where ICPP Participants were able to share their feedback and experiences on the program with the Project team. In October 2023, a wrap-up presentation was held with ICPP Participants and NGTL Project members.</p>
<p>Engagement with Indigenous Groups</p>	<p>On July 4, 2023, NGTL reminded Indigenous groups of the Commission of the CER's approval of Condition 11: SEEMP for the Project, provided a copy of SEEMP Monitoring Report No. 1, and followed up with potentially affected Indigenous groups to request feedback on how each group would like to be engaged during SEEMP monitoring (e.g., frequency, method), and on potential socio-economic effects of the Project.</p> <p>NGTL has also been conducting additional engagement with interested Indigenous groups, such as providing the Project's Condition 25: Construction Progress Reports, where requested, and scheduling meetings to discuss the SEEMP. In August 2023, NGTL included a reminder in the Construction Progress Report requesting feedback for the SEEMP. No feedback regarding Project related adverse socio-economic effects has been received to date.</p> <p><u>Elk Valley Metis Nation (EVMN)</u></p> <p>On September 25, 2023, NGTL met with EVMN to discuss the SEEMP. NGTL provided an update on the Project construction schedule and status. Other items discussed included the ICPP, Project engagement with local first responders and health care providers, updates on workforce numbers and accommodations used to date, as well as traffic management.</p>

⁵ Filing ID: C22631.

6.0 EVALUATION AND MONITORING RESULTS

The Project conducted socio-economic effects monitoring for the SEEMP with the monitoring methods described in Section 6.0 from the SEEMP, including the engagement activities described above in Section 5.0.

Table 2 presents the results from monitoring for each of the SEEMP indicators or factors. For the qualitative indicators, the main source of information was external engagement with Indigenous groups and stakeholders. For quantitative indicators, the data was gathered directly from Prime Contractor reports. Further discussion on the overall feedback received regarding the socio-economic effects of the Project on community infrastructure and services, social and cultural well-being, and human health is provided in Section 6.1 to 6.3.

Table 2: SEEMP Indicators Monitoring Results

Indicator Monitoring Results	Was the Threshold Exceeded?	Evaluation of Mitigation Effectiveness	Adaptive Management and Resolution
<p>Indicator: Qualitative feedback received regarding Project effects on community infrastructure and services</p> <p>Recreational trail disruption As the Project was planning to temporarily shut down a portion of an access road to the Lille trail for trenched construction, a local tourism company who operate their tours on the Lille trail were looking to align their tours with Project construction schedules in order to maintain use of the trail.</p>	<p>Yes (no minimum threshold), one concern was raised on the potential adverse effects from the temporary closure of a portion of a road used to access the Lille trail.</p>	<p>NGTL discussed the potential adverse effects of the road closure with the tourism company. The construction management team assessed existing traffic and access management strategies, taking into consideration the concerns raised, and determined that additional measures were necessary to mitigate the potential adverse effects from temporarily closing the access road.</p>	<p>NGTL committed to minimizing road disruptions and implemented new construction traffic and access management strategies so that the access road to the Lille trail was open at all times. These new mitigation measures were found to be effective, and no further issues or concerns were raised.</p>
<p>Indicator: Qualitative feedback received regarding Project effects on social and cultural well-being</p> <p>No feedback or issues have been reported on adverse Project effects, and no adverse unpredicted effects on social and cultural well-being have been identified during Project mainline construction activities.</p>	<p>No minimum threshold for this indicator. All feedback received regarding the potential adverse Project effects on social and cultural well-being was reviewed, however, no concerns were brought forward as a result of Project mainline construction activities.</p>	<p>Measures in place to mitigate potential adverse effects on social and cultural well-being have been found to be effective.</p>	<p>There were no issues or unpredicted effects to address or resolve.</p>
<p>Indicator: Qualitative feedback received regarding changes to traffic, safety and road use due to the Project</p> <p>Vehicles speeding on local roads A couple of local residents provided feedback about contractor vehicles speeding on local roads.</p>	<p>Yes (no minimum threshold), concerns were raised regarding potential adverse effects from contractor vehicles speeding on local roads.</p>	<p>NGTL Project construction representatives discussed this concern with the Prime Contractor and requested that traffic and safety requirements were respected. The Contractor discussed this concern with their teams and committed to preventing further issues. The existing stakeholder engagement strategies in place were effective in resolving these concerns.</p>	<p>Landowners were advised to let the Project know of any future concerns. No further issues were reported.</p>

Indicator Monitoring Results	Was the Threshold Exceeded?	Evaluation of Mitigation Effectiveness	Adaptive Management and Resolution
<p>Increased access onto private property A landowner raised concerns regarding the potential increase in access onto their property by local recreationalists due to the upgrade of an adjacent local access trail by the Project for use during construction.</p>	<p>Yes (no minimum threshold), one concern was raised regarding potential adverse effects of upgrading a local undeveloped access road adjacent to private property.</p>	<p>NGTL's land and construction management representatives discussed this concern with the landowner and determined that additional measures were necessary to mitigate the potential adverse effects of the Project.</p>	<p>The Project resolved the concern by installing locked gates off the county road to prevent unpermitted access to the landowner's property. No further issues were reported.</p>
<p>Restricted traffic on local road Foothills County provided feedback on the use of Range Road (RR) 30/192 Street by the Project as a haul route and requested that the Project halt trucking traffic on these roads.</p>	<p>Yes (no minimum threshold), Foothills County provided feedback and requested for the Project to no longer use RR 30/192 Street as a construction haul route.</p>	<p>NGTL's construction management representatives discussed this issue with Foothills County and committed to stop using the road for heavy haul truck traffic. No additional mitigation was required as the route had not been originally planned by the Project for use as a haul route.</p>	<p>The existing mitigation, Project access plans and stakeholder engagement strategies in place were effective in resolving these concerns. As a precautionary measure the Project requested that all contractors slow down if using the road.</p>
<p>Installation of blind driveway signage During construction of the Lundbreck Section, NGTL engaged with the MD of Pincher Creek, landowners and nearby residents regarding any safety concerns associated with the use of North Burmis Road as a Project construction access route. In these discussions, NGTL proposed the installation of hidden driveway warning signage in collaboration with landowners who regularly reverse out of their driveway onto the road.</p>	<p>No minimum threshold was exceeded as the Project proactively identified a preventive measure to mitigate potential adverse effects on traffic and safety.</p>	<p>Measures in place to mitigate potential adverse effects on traffic, safety and road use have been found to be effective.</p>	<p>The Project installed the hidden driveway warning signage as reported. No further issues were reported.</p>
<p>Safe turning radius on local roads During construction of the Lundbreck Section, NGTL engaged with the MD of Pincher Creek, landowners and nearby residents on the use of North Burmis Road for Project traffic. In these discussions, the Project proposed the creation of a safe temporary access area with a sufficient turning radius to account for certain types of equipment and materials being</p>	<p>No minimum threshold was exceeded as the Project proactively identified measures to mitigate potential adverse effects to traffic and safety of local road users.</p>	<p>Measures in place to mitigate potential adverse effects on traffic, safety and road use have been found to be effective.</p>	<p>NGTL discussed with the landowner the use of a portion their property for the temporary access. Discussions included the plans for the access (i.e., location and size) and how it would be reclaimed. No further issues were reported.</p>

Indicator Monitoring Results	Was the Threshold Exceeded?	Evaluation of Mitigation Effectiveness	Adaptive Management and Resolution
<p>transported. The Project proposed locating the temporary access area within a private landowner's property.</p> <p>Project traffic at Turner Valley One resident from the community of Turner Valley provided feedback to the Project, Alberta Transportation and the Town of Diamond Valley (the local Municipality) on the potential adverse effects of traffic from the Turner Valley Section. The resident raised concerns about Project traffic going through Turner Valley and not having adequate signage for a blind corner on Sunset Boulevard where pedestrians walk and cross the road. The resident asked for potential alternative routes for Project traffic, adequate signage and a safe passage for pedestrians at the location.</p> <p>Project parking issues A couple of landowners provided feedback regarding Project vehicles parking at locations which were located within private property or created congestion in residential areas.</p>	<p>Yes (no minimum threshold), a resident nearby the Turner Valley Section provided feedback on the potential adverse effects of Project traffic on the safety of pedestrians.</p> <p>Yes (no minimum threshold), concerns have been raised by landowners regarding potential adverse effects of the Project as a result of Project vehicle parking locations.</p>	<p>NGTL construction management and community relations representatives discussed this concern with the complainant and the Town of Diamond Valley and determined that additional measures were necessary to mitigate the potential adverse effects on local traffic and pedestrian safety.</p> <p>NGTL's construction management representatives reviewed the concerns raised and determined that additional mitigation was required to direct workers to park in appropriate parking areas.</p>	<p>NGTL and Midwest discussed the concerns and developed plans to mitigate safety concerns, which included having flaggers present for haul movements, and modifying the Project Traffic Management Plan to use an alternative access route for large equipment hauling. No further issues were reported.</p> <p>NGTL discussed the concern with Project workers and provided direction on where workers could park their vehicles. NGTL emphasized parking Project vehicles within approved workspace only and placed "no parking" signage at applicable locations. No further issues were reported.</p>

Indicator Monitoring Results	Was the Threshold Exceeded?	Evaluation of Mitigation Effectiveness	Adaptive Management and Resolution
<p>Indicator: Qualitative feedback received regarding sensory disturbances (e.g., dust, air quality, and noise pollution) to nearby residents and land users as a result of the Project</p> <p>Dust issues A few landowners and nearby residents provided feedback on dust created by Project traffic on local roads. The majority of the feedback received was related to dust on the North Burmis Road and Chapel Rock Road (Lundbreck Section).</p>	<p>Yes (no minimum threshold), concerns have been raised by local residents regarding the Project's effects on increased dust along local roads as a result of Project construction activities.</p>	<p>NGTL engaged continuously with landowners, nearby residents and municipal officials, where applicable, to better understand concerns and discuss potential solutions. While mitigation was already in place to suppress and reduce dust generated from Project traffic, additional dust suppressant was used to address concerns from local residents.</p>	<p>For most dust issues raised, the Project implemented standard dust control mitigation, i.e., continuous spray of water and dust suppressant materials on local roads. NGTL's community relations and construction representatives also collaborated with local municipal representatives to manage and address dust concerns around the Project area and access routes.</p>
<p>Light issues A few landowners provided feedback regarding lights generated from Project vehicles at night.</p>	<p>Yes (no minimum threshold), concerns have been raised by landowners regarding the adverse effects arising from lights generated from Project vehicles at night.</p>	<p>NGTL's land and construction management representatives met with landowners to discuss their concerns. No additional mitigation was needed, as most concerns were resolved by engaging with landowners, notifying them on construction schedules, and discussing expectations on lighting generated during construction.</p>	<p>NGTL spoke with construction crews regarding managing the light (e.g., pointing the truck lights away from housing) and maintaining awareness of the light created from equipment back up warning lights, particularly in the evening during maintenance activities. No further issues were reported.</p>
<p>Noise issues A few landowners, nearby residents and local municipal representatives provided feedback on noise generated during construction activities including during road bores, blow-downs, hydrostatic testing and air-drying activities.</p>	<p>Yes (no minimum threshold), concerns have been raised by landowners and nearby residents regarding the noise generated from Project construction activities.</p>	<p>NGTL engaged continuously with landowners, nearby residents and municipal officials, where applicable, to better understand concerns regarding noise. The majority of the concerns raised were resolved through a discussion of the Project construction activities taking place and providing updates of future construction activities which could generate noise. In some cases, issues were resolved through modifications to construction timing.</p>	<p>Additional mitigation to alleviate noise concerns included modifying the construction schedule to work only during daylight shifts, and/or shutting down work earlier in the evening. No outstanding issues or concerns have been raised.</p>

Indicator Monitoring Results		Was the Threshold Exceeded?	Evaluation of Mitigation Effectiveness	Adaptive Management and Resolution
Indicator: Size of workforce and communities where workforce is accommodated, per Project component				
Construction Workforce Size				
Section	Average and Peak (Max. Size)	<p>No, since the number of workers staying in nearby communities did not exceed the estimated accommodations capacity each community can absorb as defined in the SEEMP and the ESA.⁶ All three Project sections housed workers across several communities and through different types of commercial accommodations, thereby avoiding concentrating accommodations use in a few communities. In addition, the size of the construction workforce for each Project section is consistent with the workforce size considered in the SEEMP and the ESA.</p>		
Longview	84 workers – Average 232 workers – Peak			
Turner Valley	306 workers – Average 589 workers – Peak			
Lundbreck	156 workers – Average 270 workers – Peak			
Workforce Accommodation – Communities				
Section	Location			
Longview and Turner Valley	33% workers – Calgary 22% workers – Okotoks 11% workers – Black Diamond 10% workers – Turner Valley 9% workers – High River 4% workers – Longview 3% workers – Nanton 3% workers – Millarville 5% workers – Various other communities			
Lundbreck	25% workers – Fernie 13% workers – Crowsnest Pass 11% workers – Pincher Creek 10% workers – Sparwood 9% workers – Blairmore 7% workers – Elko 5% workers – Coleman 5% workers – Jaffray			

⁶ Filing ID: C09063-11 (ESA Sections 13.5.2 to 13.5.4).

Indicator Monitoring Results		Was the Threshold Exceeded?	Evaluation of Mitigation Effectiveness	Adaptive Management and Resolution
	4% workers – Bellevue 3% workers – Cranbrook 3% workers – Fort Macleod 5% workers – Various other communities			
Workforce Accommodations – Types				
Section	Type			
Longview and Turner Valley	30% workers – Hotel/Motel 28% workers – Rental Units 22% workers – Campgrounds 15% workers – Own Home or with Relatives or Friends 2% workers – Leased Land 3% workers – Other accommodations			
Lundbreck	47% workers – Campgrounds 28% workers – Rental Units 22% workers – Hotel/Motel 2% workers – Own Home or with Relatives or Friends 1% workers – Other accommodations			
Indicator: Percentage of workers that completed the Environmental Orientation, Safety, Harassment Free Workplace and Cultural Awareness Orientations				
100% of workers completed the orientations for each Project section.		No, all workers completed NGTL orientations and the threshold was not exceeded.	Measures in place to mitigate potential adverse effects of the construction workforce and its activities on human health and social and cultural well-being have been implemented.	There were no issues or unpredicted effects to address or resolve.

Indicator Monitoring Results		Was the Threshold Exceeded?	Evaluation of Mitigation Effectiveness	Adaptive Management and Resolution
Indicator: Project vehicle incident frequency⁷				
Vehicle Incident Frequency (VIF)				
Section	VIF Target	VIF Observed		
Longview	0.5	0.00	<p>Measures in place to mitigate potential adverse effects on traffic safety have been found to be effective for the Longview and Turner Valley sections.</p> <p>For the Lundbreck Section, several motor vehicle incidents occurred during Project construction which increased the VIF rate above the target for the Lundbreck Section. Project and construction management, and safety teams worked with the Prime Contractor to assess safety practices and improve safety for motor vehicle operations until the completion of construction.</p> <p>There were no issues or unpredicted effects to address or resolve regarding traffic safety for the Longview and Turner Valley sections.</p> <p>For the Lundbreck Section, NGTL determined that additional mitigation was needed to reduce the frequency of traffic vehicle incidents. NGTL conducted two safety stand-downs with all Project workers to discuss safety mitigation and best practices and also conducted additional discussions regarding motor vehicle safety at tail gates and safety meetings. The additional safety mitigation implemented was effective in preventing further vehicle incidents for the remainder of construction of the Lundbreck Section.</p>	
Turner Valley	0.5	0.47		
Lundbreck	0.5	1.22		
Indicator: Number of CER reportable incidents⁸ requiring local emergency services (e.g., fire, police, ambulance)				
One CER reportable incident occurred requiring local emergency services during construction of the Lundbreck Section.		No for the Longview and Turner Valley sections since there were no CER reportable incidents requiring emergency services.	Measures in place to mitigate potential adverse effects on the use of local emergency services have been found	There were no issues or unpredicted effects to address or resolve for the Longview and Turner Valley sections.

⁷ Defined as number of recordable vehicle incidents normalized to a common exposure base of 1,000,000 km driven. A recordable vehicle incident is any incident (regardless of fault) involving a fleet, rental motor vehicle, or a personal vehicle being used for NGTL business which results in an injury to any person or damage to any vehicle or property, unless the vehicle was safely and properly parked at the time of the incident.

⁸ As defined by Section 5.0 of the CER Onshore Pipeline Regulations (OPR) available at: <https://www.cer-rec.gc.ca/en/about/acts-regulations/cer-act-regulations-guidance-notes-related-documents/canada-energy-regulator-event-reporting-guidelines>.

Indicator Monitoring Results	Was the Threshold Exceeded?	Evaluation of Mitigation Effectiveness	Adaptive Management and Resolution
	Yes (no minimum threshold) for the Lundbreck Section, given the occurrence of one reportable incident to the CER requiring local emergency services.	<p>to be effective for the Longview and Turner Valley sections.</p> <p>For the Lundbreck Section, given the occurrence of one reportable incident to the CER, the Project and construction management, and safety teams worked with the Prime Contractor to assess safety management plans and improve safety for motor vehicle operations until the completion of construction.</p>	<p>For the Lundbreck Section, NGTL determined that additional mitigation was needed to reduce traffic vehicle incidents. NGTL conducted two safety stand-downs with all Project workers to discuss safety mitigation and best practices and conducted additional discussions regarding motor vehicle safety at tail gates and safety meetings. The additional safety mitigation implemented was effective in preventing further vehicle incidents for the remainder of construction of the Lundbreck Section.</p>
Indicator: Number of workforce occupational injuries and illnesses referred for treatment at local hospitals or other medical facilities			
<p>For the Longview and Turner Valley sections, two people with workforce occupational injuries were referred to local medical facilities for treatment.</p> <p>For the Lundbreck Section, three people with workforce occupational injuries were referred to local medical facilities for treatment.</p> <p>No environmental incidents which have the potential to affect human health occurred during Project mainline construction activities.</p>	<p>No, since the number of workforce occupational injuries and illnesses referred to local health facilities were below the estimated capacity for local medical services.⁹</p> <p>No threshold exceedances as no environmental incidents¹⁰ which have the potential to affect human health occurred.</p>	<p>Measures in place to mitigate potential adverse effects on use of local health facilities have been found to be effective.</p> <p>Measures in place to mitigate potential adverse effects on human health have been found to be effective.</p>	<p>There were no unpredicted effects to address or resolve related to potential adverse effects to local health facilities.</p> <p>There were no issues or unpredicted effects to address or resolve.</p>

⁹ Filing ID: C09063-11 (ESA Sections 13.5.2 to 13.5.4).

¹⁰ As defined in the CER's *Onshore Pipeline Regulations (SOR/99-294)*, and internal and external feedback regarding social and cultural well-being, the environment and health.

6.1 Community Infrastructure and Services

6.1.1 Traffic, Safety and Road Use

Throughout Project construction, NGTL received feedback regarding increases in traffic levels around the Project or Project access routes, as well as road delays due to construction in the area, associated with both Project and non-Project related construction. No specific issues with road delays were raised which required issue resolution, however, a Project-specific Traffic Management Plan and Access Management Plan were developed ahead of construction, taking into consideration the ways to best accommodate local traffic and reduce the impact of the Project on local road use. The following includes several examples where NGTL took initiative to resolve potential issues, or proactively addressed concerns that were raised:

- In consideration of the overlap of the construction schedule with back-to-school traffic in the fall, school bus routes were mapped out prior to school commencing, and measures were put in place to avoid, where possible, overlap with back-to-school traffic.
- At the Frank Slide Interpretive Centre, traffic construction signs were placed at appropriate locations in order to address concerns previously raised regarding the Project's potential impacts on traffic and access to the Interpretive Centre
- NGTL engaged with a local tourism company who operate their tours on the Lille trail and were looking to maintain use of the trail. NGTL committed to minimizing road disruption timelines to the extent feasible, and modified the traffic access management plan so that the access road to the Lille trail could remain open to traffic.
- In discussions with the County and a landowner, NGTL installed a hidden driveway warning sign to improve safety along the North Burmis Road.
- A temporary access area with a larger turning radius was created to account for Project vehicles which may be carrying longer loads.

Several issues which required issue resolution and adaptive management involved parking and traffic safety:

- A few incidents of parking concerns were raised by residents living close to the construction footprint or construction access, for example, when Project vehicles were gathered at the end a cul-de-sac in front of homes, or where workers unknowingly parked in privately owned areas. In these cases, Project construction management informed and instructed all Project workers to park their vehicles within the Project workspace, and also put up 'no parking' signs where appropriate.
- One issue was raised by a local resident about a blind corner at the intersection of Sunset Boulevard and Highway 546, who noted the safety risks at this intersection,

particularly for pedestrians. To address this, NGTL worked with the Prime Contractor to develop plans to mitigate these safety concerns, including having flaggers present for future pipe haul movements, and modifying the Access Management Plan to involve using a different access road once access through the area was no longer required.

- NGTL received a few concerns from local residents regarding Project personnel speeding in the area, including an incident involving disrespectful behavior while driving. This specific incident was addressed by the Project construction team through a discussion with workers regarding the importance of adhering to speed limits. The complainant was advised to let the Project know if any further issues, and none were further reported.

Throughout construction, the vehicle incident frequency was tracked and monitored for each of the Project sections. While the VIF for the Longview and Turner Valley sections was 0, and 0.47, respectively, the VIF for the Lundbreck Section was 1.22, which exceeded the VIF target of 0.5. To address the rising VIF, two safety stand-down events were held following a few vehicle related incidents. Topics discussed during the stand-downs included a review of incidents which occurred to date, identification of any common themes and corrective actions or best practices to prevent future similar incidents, discussions of behaviors to improve safety, a review of key safety practices including improving situational awareness, preparing effective field level hazard assessments, and proper training and use of off-highway vehicles.

Overall, the feedback received from local residents and local municipality representatives on driver behavior and respect has been positive. During a meeting with the MD of Pincher Creek, NGTL provided an overview of how construction crews receive direction on safe and respectful driving measures during Project onboarding and how continual reminders are provided at Project safety meetings throughout construction. The MD confirmed that there have been no concerns reported to them regarding speeding or dangerous driving complaints to date. In addition, positive feedback was received from landowners, primarily regarding the courteousness and friendliness of the workers driving through the area.

6.1.2 Local Accommodations Use

The construction workforce for mainline construction of the Turner Valley, Longview, and Lundbreck sections had an average size of about 306, 84 and 156 workers, respectively. Peak construction workforce occurred in August 2023 for all Project sections, with the workforce numbering approximately 589, 232 and 270, respectively, at that time.

During council presentations and general Project engagement activities with local municipal representatives, NGTL received several questions regarding the anticipated peak workforce numbers and timing for the Project. These requests were typically in

relation to resource planning, for example, accommodations and food provider planning for the influx of people. Community members noted that they were aware that workers were staying in town or in campgrounds and expressed that they were pleased that hotels and restaurants were being used. No issues or concerns were raised during the reporting period regarding observed adverse effects of Project construction on the use of local accommodations.

As per the SEEMP, in order to address the potential impacts of the Project on local accommodations use, NGTL collected and tracked information on workforce numbers, where workers were staying (i.e., closest town or community), and the type of accommodations that were being used (e.g., hotel, rental, or campground). For the Turner Valley and Longview sections, most workers stayed in the communities of Calgary and Okotoks. Approximately 30% of workers stayed in hotels/motels, 28% in rental units, 22% in campgrounds, 15% continued living in their own homes or staying with family or friends, and the remainder of workers stayed at a mix of commercial accommodations. For the Lundbreck Section, workers stayed in a mix of several communities including primarily Fernie, Crowsnest Pass, Pincher Creek, Sparwood and Blairmore. Approximately 47% of workers stayed in campgrounds, 28% in rentals and 22% in hotels/motels and the remainder of the workforce stayed at a mix of commercial accommodations.

NGTL notes that with the exception of Sparwood, housing in the Fernie area was not anticipated to be utilized for worker accommodation given the distance to the Project. However, a portion of the workforce from another recently constructed nearby TC Energy project¹¹ who were staying in Fernie transferred over to the Lundbreck Section and continued to stay in Fernie rather than change accommodations. SMJV (the Prime contractor for both projects) maintained communication with local municipal representatives from Fernie and confirmed that no issues or concerns had been raised regarding use of local accommodations by Project workers.

6.1.3 Local Health Care and Emergency Response Services Use

In a meeting with EVMN in September 2023, EVMN re-iterated their concerns regarding potential adverse effects on local healthcare and emergency services and discussed the importance of conducting direct outreach to local authorities in order to gain information on the potential issues as a result of the Project. NGTL confirmed that prior to construction, local fire and emergency response departments were provided a Project notification outlining construction timing, what to expect during construction, and who the point of contact was for questions or concerns. In August 2023 (during peak workforce), NGTL sent a notification letter to Alberta Health Services, local first responders, and bylaw officials to provide a Project update and to request feedback for the SEEMP. To date, no feedback has been received regarding

¹¹ Foothills Pipe Lines (South BC) Ltd. Foothills Zone 8 West Path Delivery 2023 Project.

adverse effects of the Project on the capacity of local health care/emergency service providers.

As part of continuous engagement with municipalities, the MD of Pincher Creek and the Project met and received feedback on the positive collaboration with emergency response contacts in the area. No emergency response concerns have been raised. The Project will continue to keep the RCMP and emergency responders apprised as construction (final clean-up) continues and the Project transitions into operations.

In addition to implementing effective mitigation for potential adverse effects on local healthcare and emergency services, NGTL also demonstrated its commitment to local communities' safety and well-being by providing medical assistance to multiple non-Project members of the public presenting medical distress from incidents not related to the Project.

6.2 Social and Cultural Well-being

6.2.1 Recreational Use

In consideration of the timing of Project construction overlapping with the hunting season, NGTL initiated engagement with the Hillcrest Fish and Game Society (HF&GS) in an effort to limit the disruption of hunting activities, and to maintain the safety of both hunters and Project crews in the area. In July 2023, a meeting was held between NGTL and HF&GS to discuss various topics, including the preparation of a hunting awareness postcard and other Project information materials, as well as Project access control measures. The hunting awareness postcard was a joint safety initiative between the Lundbreck Section of the Project and the HF&GS, which was sent out approximately two weeks prior to the hunting season to advise people about the ongoing construction activities in the area and to provide safety information regarding hunting in the backcountry. NGTL also provided an electronic notification (including a map and schedule), which could be sent to the HF&GS's member distribution list, to address the concerns that crews would be in the areas where wildlife (e.g., bighorn sheep) may be present. Regarding access control, HF&GS expressed that they would like NGTL to maintain access pathways for recreational users. NGTL confirmed that while rollback may be installed for slope stability and erosion control, no rollback access control would be placed which may impede access for recreational users.

6.2.2 Indigenous Construction Participation Program

The purpose of NGTL's ICPP is to address Indigenous group's interest in monitoring during Project construction, facilitate Indigenous employment and training opportunities, and incorporate traditional knowledge into construction monitoring and mitigation. The ICPP for the Project was initiated during the clearing phase and was re-commenced in June – October 2023 for the mainline construction phase. NGTL held SEEMP overview meetings with ICPP crews at the beginning of clearing and

mainline construction on all Project sections. During these meetings, the SEEMP indicators were reviewed and the importance of gathering feedback and perspectives from the ICPP crews was discussed.

Feedback on the Project from the ICPP crews was generally positive, particularly with regards to the learning and mentorship opportunities available. During construction, ICPP Participants had the opportunity to monitor the major construction phases and activities, build practical understanding of NGTL's construction activities and mitigation measures, share knowledge and feedback with NGTL, and report back to their respective communities. Based on feedback received from previous ICPP programs, NGTL also arranged for several cultural and team building activities as part of the ongoing cultural awareness component of the ICPP, including a tour of the Head Smashed in Buffalo Jump World Heritage site, the attendance of a Pow Wow hosted by Tsuut'ina Nation, and a visit to the Okotoks "Big Rock", where the origin and significance of the rock to the Indigenous peoples of the area was discussed. Near the end of construction activities, close-out meetings were held to allow Participants the opportunity to provide their feedback, discuss their experiences on the Project, and provide recommendations for areas of improvement for future ICPPs. No concerns were raised by ICPP Participants during the reporting period regarding observed adverse socio-economic effects of Project construction.

6.2.3 Archaeological, Palaeontological or Sites of Cultural Significance

On August 19, 2023, a small bone (potential dinosaur rib) was found during Project trenching activities. In accordance with the Project Cultural Resource Discovery Contingency Plan, work at the site was halted upon discovery and the area was flagged to mark the location where the bone was found. The discovery was immediately reported to the Royal Tyrell Museum, and on August 21, 2023, clearance was provided to the Project to continue work in the area. No adverse effects to potential archaeological, paleontological or sites of cultural significance as a result of Project construction were reported during the reporting period.

6.3 Human Health

6.3.1 Environmental Incidents

No environmental incidents occurred during Project construction activities which had the potential to affect human health. No reportable releases occurred during Project construction, and all minor spills were contained and cleaned up immediately, with no adverse effects to people or the environment. NGTL also conducted water well testing for landowners with properties adjacent to the Project right-of-way, where testing was requested. Representatives for the Project reviewed water well testing results with landowners to make sure that they understood and were comfortable with the results. No issues of contamination occurred as a result of the Project, and all testing results were found to be acceptable.

6.3.2 Sensory Disturbances – Dust

Dust control measures for the Project were implemented throughout mainline construction, however, issues related to dust, particularly on public gravel roads were especially prominent during the months of June and July. For the Turner Valley and Longview sections, calcium was initially applied as a dust control agent, however due to the periodic heavy rains during the season, the calcium was quickly washed away. To address this, the Project used water trucks instead. Similarly, on the Lundbreck Section, dust control measures were ongoing, with the MD of Pincher Creek applying calcium and the Project subsequently spraying the road with water trucks. In cases where dust control issues persisted, both dust suppressant and water were re-applied.

During mainline construction, NGTL received several complaints regarding issues with excessive dust from roads, which were exacerbated as a result of the increase in Project related construction traffic. Key locations where the majority of dust concerns were raised included the North Burmis Road and Chapel Rock Road. In addition, NGTL received feedback from nearby residents that dust control was only applied to short stretches in front of their homes facing the road rather than the entire road. To address this, NGTL worked with the MD to put a rush on re-application in front of all the yards, and extended the dust suppression measures an additional 100 m on either side of the standard MD application. NGTL also received feedback from a local resident via the County of Foothills regarding safety concerns related to the decreased visibility of flaggers and traffic due to dust. This was addressed immediately through the application of dust suppressant.

By mid-July, the majority of issues with dust had been resolved, with some residents providing positive feedback on how well dust was being managed. NGTL maintained ongoing collaboration with the MD of Pincher Creek on dust control applications and exchanged information on the Project's access routes to re-confirm the efficacy of plans to meet typical municipal dust control standards along the Project's access routing. NGTL and the MD affirmed that dust control and mitigation do not equate to 'elimination', as the MD roads are dusty by nature of the aggregates and soils in the region, and as such, dust is a controllable but expected presence. NGTL re-confirmed their commitment to continuing to support dust mitigation by the MD on public roads being used for construction access, and received the MD's authorization to continue operating water trucks in the area in order to minimize effects to local residents.

6.3.3 Sensory Disturbances – Noise and Light

During construction, several complaints were received as a result of noise and light coming from construction activities. Issues with noise were more frequent particularly during activities which generated louder or more continuous noise, for example during road bores, blow-downs, hydrostatic testing, and air-drying activities. The majority of local residents sought information on how long activities would take, and asked to be included in future notifications so that they could be better informed

regarding activities that would cause higher levels of noise. NGTL committed to providing more details about timing in the future, and added interested individuals to the distribution list for future notifications. Concerns regarding light were primarily associated with lights from construction related vehicles. To address this, NGTL spoke with crews regarding equipment and trucks and their lights and back up warning signals, particularly in the evenings to conduct maintenance. The Project made the crews aware of the landowner concerns, and worked to manage their maintenance operations accordingly. No further concerns were raised.

7.0 CONCLUSIONS

The results from the monitoring conducted identified several issues related to traffic safety and road use, dust, light, noise, vehicle incident frequency and safety incidents requiring local emergency services for which an evaluation of the effectiveness of mitigation was necessary. NGTL addressed the concerns raised using the monitoring and evaluation process as described in the SEEMP and resolved the concerns through the Project's existing mitigation measures. NGTL will continue to engage with nearby residents, municipal representatives and other potentially affected stakeholders on Project related issues or concerns during Project final clean-up activities for the Turner Valley and Lundbreck sections, scheduled to be completed in Q3 to Q4 2024.

Based on the feedback received to date and the results of the indicator monitoring data, the measures implemented to mitigate potential adverse effects from the Project on infrastructure and services, social and cultural well-being, and human health have, overall, been effective. Consistent with the findings of the ESA, Project mainline construction activities were not observed to affect diverse groups of people disproportionately and no unanticipated disproportionate effects were reported through engagement to date.