
FACTSHEET

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Environmental Assessment Office

Pacific NorthWest LNG export facility granted environmental assessment approval

VICTORIA – Environment Minister Mary Polak and Natural Gas Development Minister Rich Coleman have issued an Environmental Assessment Certificate for the Pacific NorthWest LNG export facility, which is located on Lelu Island and adjacent water lots in the Port of Prince Rupert.

There are eight conditions that are part of the Environmental Assessment Certificate. Design restrictions are specified in the Certified Project Description. Each of the conditions and the Certified Project Description are legally-binding requirements that Pacific NorthWest LNG Limited Partnership must meet to be in compliance with the certificate.

The certificate conditions were developed following consultation and input from Aboriginal groups, government agencies, communities and the public. Key conditions for the project require Pacific NorthWest LNG to:

- develop an air quality and deposition monitoring program that includes air, soil and water monitoring and mitigation activities, in consultation with the Ministry of Environment, the BC Oil and Gas Commission and the Environmental Assessment Office;
- continue to consult with Aboriginal groups on the project, including opportunities to participate in monitoring programs during project construction;
- develop a traffic impact assessment, traffic management plan and traffic safety analysis to mitigate the potential effects of project-related transportation on Highway 599R (Skeena Drive) from the intersection of the Lelu Island bridge and access road to the intersection with Highway 16;
- develop a tissue sampling program that will assess toxin concentrations in flounder and crabs, in consultation with the Prince Rupert Port Authority, the Ministry of Environment, the Ministry of Health, Health Canada and the Environmental Assessment Office; and
- develop and implement a social and economic effects management plan to ensure strong engagement to minimize effects on local and provincial services.

In addition, Pacific NorthWest LNG proposed a number of important design changes to avoid or decrease potential adverse effects, based on feedback and input from Aboriginal groups and the technical working group during the environmental assessment. Some of the key changes included:

- design modifications to the jetty/trestle infrastructure to eliminate the need for dredging and other in-water construction impacts to Flora Bank;
- a modified design for the marine terminal and berths that includes approximately 100 ha of marine infrastructure, including a clear-span cable suspension bridge and traditional pipe pile jetty from Lelu Island to natural deep-water berths at Chatham Sound. The

modifications will reduce the effects of marine traffic during construction, reduce the length of in-water construction by 21 months and reduce the total volume of dredged material requiring disposal and the dredge area;

- relocation of the worker camp from Lelu Island to locations in the Port Edward or Prince Rupert area to avoid the trenching of utility pipes through Lelu Slough and to reduce emissions from diesel generators;
- a change from industrial gas turbines to aero-derivative gas turbines to reduce greenhouse gas emissions; and
- the removal of bunker refuelling from the project design to eliminate the risk of bunker fuel spills while refuelling and potential effects on marine and terrestrial species and habitats.

The Pacific NorthWest LNG export terminal also requires a federal environmental assessment. The Environmental Assessment Office and the Canadian Environmental Assessment Agency have coordinated the assessments to deliver an efficient and effective process, while maintaining the roles and decision-making responsibilities of their respective authorities.

The project will require various federal and provincial permits. The majority of provincial permits are provided through the BC Oil & Gas Commission, the primary operational regulator of oil and gas activities in BC. The Environmental Assessment Office will work closely with the Ministry of Aboriginal Affairs and Reconciliation and permitting agencies to ensure seamless regulatory oversight, from the environmental assessment through subsequent permitting. The Environmental Assessment Office will co-ordinate compliance management efforts with other government agencies to ensure that the office is satisfied that certificate conditions are met.

Pacific NorthWest LNG Limited Partnership is majority-owned by Petroliam Nasional Berhad (PETRONAS), which is wholly-owned by the Malaysian government. The Japan Petroleum Exploration Co., PetroleumBRUNEI, the Indian Oil Corp. and SINOPEC are minority shareholders in Pacific NorthWest LNG.

The company proposes to construct and operate an LNG export facility that consists of:

- up to three 6 million tonnes per year liquefaction trains;
- up to three 180,000m³ storage tanks;
- a trestle with two berths; and
- ancillary facilities, such as a materials offloading facility, utilities, access roads and bridges, and storage areas.

There would be up to 150 LNG transport vessels per year.

The estimated capital cost is \$11.4 billion. Construction would generate 8,000 person-years of direct employment in B.C. During the 30 years of operations, 650 full-time jobs would be created.

The project required a provincial environmental assessment as it would include a new energy storage facility with the capability to store a quantity of energy resource that yields ≥ 3 petajoules (3×10^{15} joules) of energy by combustion.

British Columbia's environmental assessment process involves a rigorous, thorough review that provides for significant opportunities for Aboriginal groups, government agencies and the public to provide input on the potential for environmental, economic, social, heritage and health effects from a proposed project.