



**Summary of 2019 Crown Consultations with BC Métis Federation on the Trans Mountain Expansion Project**

Issue	Accommodation Measures Proposed by BC Métis Federation	Proponent Response / Commitments	Response and Progress Made Over the Course of Consultations
<p><u>Methodology, Process and Consultation</u></p> <p><b>a) Previous consultations</b></p> <ul style="list-style-type: none"> <li>• BCMF believed that their knowledge, comments and concerns had gone unaddressed in the last round of consultations.</li> <li>• BCMF found that meaningful, timely, transparent, and culturally sensitive consultation was not carried out, during the assessment and subsequent decision for the expansion.</li> </ul>	<p>Commitment to a plan that supports meaningful, transparent, and effective communication between the proponent and BCMF members;</p> <p>Commitment to a clear plan of engagement of BCMF members related to Project status and the efforts of the proponent and the government to mitigate effects;</p> <p>Commitment to an Industry Liaison-type position: a professional who can effectively communicate complex technical information in plain language via appropriate means, so that all BCMF members can access the intended message.</p> <p>BCMF put forward their proposal for a 150 member TMX Forum on April 14 in Langley, BC to discuss expected</p>		<p><b>a) Previous consultations</b></p> <p>The Crown Consultation Team participated in a meeting with the Board to present on the reconsideration process, Phase III consultations, and Project details (with TMC).</p> <p>Along with TMC, the Crown discussed and responded to specific questions and concerns raised by BCMF during consultations. For example, with respect to spill response, the impacts of work camps on surrounding communities and related mitigations, and procurement and job opportunities associated with construction.</p> <p>TMC was an active participant in the consultation meetings, and the Crown is of the view that good progress was made to identify and discuss proponent – BCMF relationships, identify areas for improved collaboration and information sharing, and generally improve the relationship between TMC and BCMF. In collaboration with TMC, BCMF developed the community forum to focus on the contracting and employment opportunities associated with each spread, and the opportunity to meet with the prime contractor for each.</p> <p>On March 14, 2019, the BCMF sent a letter to the Minister and Deputy Minister of Natural Resources “to express sincere appreciation” for the Crown consultation team’s work.</p>



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<p><b>b) Capacity funding</b></p> <ul style="list-style-type: none"> <li>• BCMF stated that the Crown had not provided stable capacity support for consultation activities, which impacted their ability to engage with communities.</li> <li>• BCMF finds the reporting processes for NEB, CEAA and IAMC funding programs to be burdensome and unclear, with long wait times for reimbursement, which have impacted their ability to cash manage for the community forum and to consult meaningfully with BCMF membership and Canada.</li> </ul> <p><b>c) Other: Communication</b></p> <ul style="list-style-type: none"> <li>• In terms of communication, BCMF found that members have not been informed about potential impacts, the proponent has not engaged in discussion about how members might be impacted, nor about the role that members might</li> </ul>	<p>Project outcomes, employment, procurement, and future engagement strategies between BCMF, Canada, and industry. The forum has been postponed until May 5, 2019 because of delays in government funding.</p>	<p><b>b) Capacity funding</b></p> <ul style="list-style-type: none"> <li>• Trans Mountain has entered into a mutual benefit agreement with BCMF. NRCan is not privy to the contents of this agreement between BCMF and the proponent.</li> <li>• TMC has contributed \$25,000 to the BCMF Project-wide Forum.</li> </ul> <p><b>c) Other: Communication</b></p> <ul style="list-style-type: none"> <li>• TMC shared with BCMF a diagram that described the various roles and responsibilities of regulatory oversight of crude oil transport operations to share with their members.</li> <li>• TMC indicated it would follow up on potential</li> </ul>	<p><b>b) Capacity funding</b></p> <p>Providing support to BCMF on navigating CEAA and NEB participant funding programs, and passing along concerns about administrative burden to the IAMC and TMX Secretariat for consideration.</p> <p>Natural Resources Canada responded BCMF’s request for additional capacity funds to support a community forum with an additional offer of \$50,000 through the participant funding program.</p> <p><b>c) Other: Communication</b></p> <p>At BCMF’s request, a ‘plain language’ summary document was prepared and shared with BCMF describing the Reconsideration, reinitiated Phase III Consultations, and associated timelines. A deck presentation sharing similar information was provided to the BCMF Board.</p> <p>BCMF’s TMX Forum will bring federal and TMC representatives together to provide an overview of the consultations and Voyage of a Vessel (federal) and spill response (TMC) presentations. The Canadian Coast Guard</p>



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<p>play in addressing those impacts.</p> <p><b>d) Other: Indigenous Advisory and Monitoring Committee</b></p> <ul style="list-style-type: none"> <li>• BCMF would like to see Métis represented in the empty BC Métis seat on the IAMC's Indigenous Caucus.</li> </ul>	<p><b>d) Other: Indigenous Advisory and Monitoring Committee</b></p> <p>BCMF would like to put in place a democratic process to fill the vacant IAMC seat.</p>	<p>Indigenous monitor opportunities with the corporation.</p>	<p>will also be available for the 'trade show' portion of the event to talk about job opportunities.</p> <p><b>d) Other: Indigenous Advisory and Monitoring Committee</b></p> <p>The IAMC is in active dialogue with BC Métis representative organizations to select the individual who would fill the vacant BC Métis seat on the IAMC.</p>
<p><u>Social and Cultural Impacts</u></p> <p><b>a) Traditional land use data</b></p> <ul style="list-style-type: none"> <li>• BCMF would like community knowledge to be taken into consideration by the government and TMC in an ongoing way.</li> </ul> <p><b>b) Revitalizing Cultural Knowledge</b></p> <ul style="list-style-type: none"> <li>• BCMF noted that priority of utmost importance is the maintenance of Métis culture and cultural knowledge</li> </ul>	<p>BCMF would like to complete a Traditional Land Use Study to help revitalize cultural knowledge and ensure community knowledge can be taken into consideration in an ongoing way.</p>		<p><b>a) Traditional land use data and b) Revitalizing Cultural Knowledge</b></p> <p>The Crown's proposed Terrestrial Studies Potential Accommodation will support Indigenous-led studies to better understand the potential land and cumulative impacts, which would potentially inform cumulative effects monitoring and/or construction, operations and maintenance phases of the Project, if approved.</p> <p>The Crown encouraged BCMF to apply for funding for Terrestrial and Traditional Land Use Studies through the Terrestrial Studies proposed accommodation. When discussing the proposed accommodation, BCMF was of the view that the accommodation was responsive to BCMF objectives.</p> <p>BCMF was appreciative of Minister Morneau's letter indicating that Canada would enter into conversations about revenue sharing or equity, as these additional resources could be used to support Métis cultural maintenance and revitalization.</p>



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<p><u>Environmental Impacts</u></p> <p><b>a) Air quality</b></p> <ul style="list-style-type: none"> <li>• BCMF is concerned that tanker emissions will directly affect air quality.</li> </ul> <p><b>b) Water quality</b></p> <ul style="list-style-type: none"> <li>• Bilge water is viewed by BCMF as a potential source of serious contamination (e.g., by sewage, viruses, bacteria, mussels and other crustaceans) and it has</li> </ul>	<p><b>a) Air quality</b></p> <ol style="list-style-type: none"> <li>1) Disrupt the market for low quality diesel fuel and become world leaders in the manufacture and use of clean marine shipping;</li> <li>2) Set firm limits on tanker speed in local waters;</li> <li>3) Limit the distance that product is shipped overseas by piping it eastward, overland, using pipelines, for shipment to ports from Atlantic Canada.</li> </ol> <p><b>b) Water Quality</b></p> <p>Commitment to a plan that supports meaningful, transparent, and effective communication between the proponent and BCMF members about emergency spill response</p>	<p><b>a) Air quality</b></p> <ul style="list-style-type: none"> <li>• Trans Mountain has committed to various procedures for the protection of the environment. Commitments: 36, 683, 2310.</li> <li>• Through a comprehensive review, and in consultation with Indigenous communities and stakeholders, Trans Mountain has made improvements to existing elements of the Emergency Management (EM) Program and added several new components to support emergency preparedness and response to a spill, including the development of an incident Air Monitoring Plan.</li> </ul> <p><b>b) Water quality</b></p> <p>Trans Mountain has committed to taking steps to prevent ship source oil pollution by:</p> <ul style="list-style-type: none"> <li>• Trans Mountain has committed to preventing</li> </ul>	<p><b>a) Air Quality</b></p> <p>Concerns related to operational ship source pollution are addressed through Canada’s existing Marine Safety and Security System, OPP, or proposed accommodations.</p> <p>Additionally, based on consideration of EA material, ECCC determined that emissions are not expected to lead to notable air quality impacts at the Edmonton Terminal, the pumping stations, or along the pipeline route, while emissions from the Burnaby Mountain Terminal area expected to be minor.</p> <p><b>b) Water quality</b></p> <p>VFPA does not allow ballast exchange or black water discharge within its jurisdiction. Grey water can only be discharged within VFPA jurisdiction if authorized to do so.</p> <p>Hull cleaning within VFPA jurisdiction is not permitted unless authorized.</p>



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<p>potential impacts thousands of kilometers away.</p> <ul style="list-style-type: none"> <li>• BCMF is concerned about contamination of the Salish Sea (and beyond) in the event of a spill.</li> </ul>	<p>planning and coastal monitoring; Refine our own oil here in Canada and sell it to Canadians to meet local demand before shipping it overseas and ship safer products.</p>	<p>ship source pollution by screening tankers under Trans Mountain’s Vessel Acceptance Standard prior to their arrival at the Westridge Marine Terminal to ensure that they meet physical, certification, staffing and operating standards and do not have a history of poor operating record, including non-adherence to the Canada Shipping Act, 2001 (CSA) or malfunctions to their pollution prevention equipment.</p> <ul style="list-style-type: none"> <li>• Conducting terminal operations in accordance with global marine terminal procedures</li> <li>• Pre-deploying oil spill boom around every vessel during oil transfers so that in case of an unlikely oil spill, the spill would be contained and not spread to larger areas.</li> <li>• Expanded use of tugs to increase navigation safety of tankers covering the</li> </ul>	<p>Section 8 of Canada’s Marine Safety and Security System document (A95292-23) includes a description of the current domestic regulations and international conventions implemented in Canada’s legislative framework governing ballast water management, biofouling of ships hulls, air emissions from ship engines and other discharges including garbage, sewage, and bilge water.</p>



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		<p>entire shipping route between Westridge and the J Buoy</p> <ul style="list-style-type: none"> <li>• Increased pilotage to Race Rocks</li> <li>• The CSA requires all vessels of 400 GRT or greater (and tankers of 150 GRT or greater) to have an arrangement in place with a response organization, such as the WCMRC, prior to entering Canadian waters. This is to ensure that resources mandated under the CSA are available to provide oil spill response in case of a spill in Canadian waters. TM is making a \$150M investment in WCMRC for implementing an enhanced response regime that will double the required capacity of spill response while substantially decreasing response time for the entire shipping route to the limit of Canada’s territorial waters. WCMRC is also developing Geographic</li> </ul>	



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		<p>Response Strategies for various locations along the shipping route.</p> <ul style="list-style-type: none"> <li>Additional information about the pollution prevention measures can be found in Volume 7, Section 4 for spills at the Westridge Marine Terminal [A3S4V5] and Volume 8A, Section 5 [A3S4Y2, A3S4Y3] for spills from marine transportation of the Project Application.</li> </ul>	
<p><u>Health and Human Safety</u></p> <p><b>a) Contamination of water/air/traditional foods</b></p> <ul style="list-style-type: none"> <li>BCMF is concerned about the direct effects of tanker emissions on air quality and human health. BCMF believes that dirtier air will lead to a dirtier environment for humans, more pollution, and more deaths.</li> <li>In particular, BCMF believes that a marginal increase in the incidence of pulmonary disease could be reasonably anticipated.</li> </ul>	<p><b>a) Contamination of water/air/traditional foods</b></p> <p>Fund the First Nations Health Authority and other Indigenous health organizations to provide primary prevention education and primary care, including robust screening, for Indigenous people, including Métis.</p> <p>Commitment to a clear plan of engagement of BC Métis members related to marine shipping, spill risk, and</p>	<p><b>a) Contamination of water/air/traditional foods</b></p> <ul style="list-style-type: none"> <li>TMC has agreed to explore areas of importance to BCMF with regards to geographic response plans (GRP) for land-based spills in a one-on-one meeting.</li> <li>Trans Mountain’s robust Emergency Management (EM) Program has been developed for the existing pipeline and facility network based on a combination of regulatory compliance, operational need, industry</li> </ul>	<p><b>a) Contamination of water/air/traditional foods</b></p> <p>In response to BCMF’s questions about health effects, Health Canada replied that it has no publicly-available guidance on dilbit or synbit. However, for crude oil, Section 2 of the <i>Guidance for the Environmental Public Health Management of Crude Oil Incidents</i> (Guidance) that Health Canada published in 2018 provides a general overview of the principal toxic constituents of crude oil, human exposure routes, the potential for acute or chronic health effects due to spill exposure, and health-protection standards and guidelines, and shared the link to Health Canada’s Guidance, at: <a href="https://www.canada.ca/en/health-canada/services/environmental-workplace-health/contaminated-sites/guidance-documents/guidance-environmental-public-health-management-crude-oil-incidents.html">https://www.canada.ca/en/health-canada/services/environmental-workplace-health/contaminated-sites/guidance-documents/guidance-environmental-public-health-management-crude-oil-incidents.html</a></p>



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<ul style="list-style-type: none"> <li>• BCMF believes that a potential spill will have devastating effects on marine habitat, wildlife, and people who fish.</li> </ul>	<p>emergency spill response planning.</p>	<p>practice, community input and lessons learned through regular exercises and actual incidents. It is a maturing program as regulations evolve; plans and protocols are updated; equipment is supplemented, and retired pieces replaced; and lessons are learned and implemented. The EM Program is an all-hazards program of mitigation, preparedness and response designed to provide a continual cycle of improvement as mandated by the <i>National Energy Board Onshore Pipeline Regulations</i>.</p> <ul style="list-style-type: none"> <li>• TMC representatives met with the BCMF to explain the TMC Emergency Management Program and shared with the BCMF the “Pipeline Emergency Response Guidelines for Indigenous Communities”.</li> <li>• Consultation and engagement with Indigenous communities, including BCMF, is of key importance in the</li> </ul>	<p>Health Canada stated that Sections 2 (Exposure and health effects considerations) and 3 (Public health risk management) (pages 18 to 44) of <a href="#">the report</a> related specifically to the questions asked by BCMF.</p> <p>Finally, Health Canada shared information on another useful reference through the US Agency for Toxic Substances and Disease Registry (ATSDR), which produced a Public Health Statement for Total Petroleum Hydrocarbons (TPH), a term used to describe a broad family of several hundred chemical compounds that originally come from crude oil. It includes a section on “How can TPH affect my health?” and is available online at: <a href="https://www.atsdr.cdc.gov/phs/phs.asp?id=422&amp;tid=75">https://www.atsdr.cdc.gov/phs/phs.asp?id=422&amp;tid=75</a></p> <p>First Nations Health Authority (FNHA) provides environmental public health services to BC First Nations communities, including services aimed to assess impacts to human health from food, water, air and sanitation. As part of its services to BC First Nations communities, the FNHA may be able to review any Provincial consumption advice as it pertains to community specific factors and work with health authorities to ensure relevant and community-specific advice.</p> <p>Representatives from the CCG attended several meetings with BCMF, answered questions, and provided a deck presentation titled “Canadian Coast Guard Environmental Response”.</p> <p>WCMRC participated in one meeting, answered questions, shared information on job opportunities, and provided a</p>



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<p><b>b) Community impacts of workcamps</b></p> <ul style="list-style-type: none"> <li>• BCMF had questions about the impacts of workcamps on communities, including with respect to transient populations, or healthcare pressures on small communities.</li> </ul>	<p><b>b) Community impacts of workcamps</b></p> <p>Provide camp workers with access to Elders.</p>	<p>enhancement of the GRP's. As such the BCMF was invited and participated in the emergency management focused engagement sessions in Valemount, (March 10, 2016) Clearwater (March 9, 2016), Chilliwack (April 19, 2016), Abbotsford (April 27, 2016) and Burnaby (April 28, 2016).</p> <ul style="list-style-type: none"> <li>• GRP were shared with the BCMF January 24, 2018.</li> <li>• BCMF and TMC discussed improved communication, and confirmed that a BCMF was on TMC's incident notification list.</li> </ul> <p><b>b) Community impacts of workcamps</b></p> <ul style="list-style-type: none"> <li>• TMC provided BCMF information on the supports available to camp workers to promote health and wellness.</li> <li>• TMC also shared information about workcamp requirements, including that they be fully self-sufficient, including with respect to on-site</li> </ul>	<p>deck presentation titled "Marine Spill Response on the West Coast".</p> <p>A "Compensation Fact Sheet for Communities" was shared, which describes the federal liability and compensation from Ship-Source Oil Spills regime.</p> <p><b>b) Community impacts of workcamps</b></p> <p>The Consultation Team directed the BCMF to the IAMC's Socio-Economic sub-committee, which the consultation team understood was considering the question of workcamps. NRCan shared with the IAMC Secretariat the contact information for BCMF's representative.</p>



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		<p>health care professionals so as not to burden community health services.</p> <ul style="list-style-type: none"> <li>Additional information can be found in TMC's response to BC Environmental Assessment Office (EAO) Condition 23 and NEB Condition 59 (Worker Accommodation Strategy), which summarizes the cross-cutting mitigation in place to help mitigation potential effects associated with camps and temporary workforce hosting.</li> </ul>	
<p><u>Marine Impacts</u></p> <p><b>a) Mammals</b></p> <ul style="list-style-type: none"> <li>BCMF is concerned about impacts on Southern Resident Killer Whales (SRKW) related to increased marine shipping.</li> </ul>	<p><b>a) Mammals</b></p> <p>Set firm limits on tanker speed in the Salish Sea and local waters.</p> <p>Pay close attention to the migratory patterns of whales and focus activity around times when we know their distance from the tankers.</p> <p>Fund conservation research.</p>	<p><b>a) Mammals</b></p> <ul style="list-style-type: none"> <li>TMC conducted a quantitative assessment which showed the risk of a marine mammal strike by a Project-related tankers would be low, and that in the region, there have been no instances on record of a marine mammal whale strike involving a tanker [A4K8Q0].</li> <li>TMC has proposed instituting its Marine Mammal Protection</li> </ul>	<p><b>a) Mammals</b></p> <p>The Port of Vancouver's Enhancing Cetacean Habitat and Observation (ECHO) program administered voluntary slowdown trials in Haro Strait and identified optimum speeds for different vessel types to reduce underwater noise levels and maximize vessel participation. Results demonstrate that reducing vessel speeds is an effective way of reducing the underwater noise and reduces the effect on marine mammals in case of a ship strike.</p> <p>Additional actions underway to protect SRKW include but are not limited to legislative and regulatory amendments, conservation agreements with Industry to commit them to actions, voluntary slowdowns to obtain immediate noise</p>



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		<p>Program (NEB Condition 132), which includes a series of initiatives that TMC has supported or undertaken, a discussion of outcomes or progress, and how this program aligns with the objectives of applicable Fisheries and Oceans recovery strategies and action plans. This program requires collaboration with local stakeholders, including Indigenous communities. Further details can be found in the Marine Transportation, section 4.3.13 of Volume 8A of the Project Application [A3S4Y3].</p> <ul style="list-style-type: none"> <li>TMC has committed to reduce the risk of a tanker striking a marine mammal by including best practices from ongoing research under the ECHO Program to its Marine Mammal Protection Program and including such items to its Vessel Acceptance Standard. In the NEB Reconsideration process, subject to support from</li> </ul>	<p>reductions, expansion of automatic identification system to smaller vessels to better target noise reduction measures, the development of a policy on Underwater Noise Management Plans for fleet operators, and the development of measures targeting smaller vessels, including whale watching operations. Some of these initiatives include ECHO, Green Marine, and DFO-led initiatives under the Oceans Protection Plan, and the Whales Initiative, and SRKW Action Plan.</p> <p>Voluntary vessel slowdown trials in recent years in vicinity of the shipping lanes (e.g., Haro Strait) although aimed at reducing underwater noise, resulted in reduced vessels speeds, which in turn likely reduced the potential of lethal ship strikes of large whales.</p> <p>The use of onboard marine mammal observers on vessels in coordination with whale sighting networks may also provide benefits in terms of reducing strike risk to large whales.</p> <p>Through proposed Crown accommodations, the federal government will collaborate with Indigenous groups to develop an Aquatic Habitat Restoration Fund that would provide funding and capacity support for projects related to habitat restoration to address direct and indirect threats posed by the Project on aquatic habitats and species.</p> <p>Through the Quiet Vessel Initiative (QVI) proposed accommodation, the Government of Canada will also fund research into testing safe and effective quiet vessel technologies and operational practices. The research will leverage traditional knowledge and will result in practical approaches to reduce underwater noise at its source.</p>



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		<p>federal authorities, TMC committed to requesting Project-related vessels skirt recently designated critical habitat for Southern and Northern Resident Killer Whales off southwest Vancouver Island by including a Deviation Point in the vessel's passage plan, and request that they proceed at not more than 12 knots between the Deviation Point and Buoy J [A6J6F4].</p> <ul style="list-style-type: none"> <li>TMC has noted that its NEB Condition 132 compliance filing is required three months prior to commencing Project operations; however, it has plans to commence a process to solicit and obtain feedback and comments from Indigenous communities on a draft version of the MMPP no later than 18 months prior to the commencement of Project operations.</li> </ul>	<p>Finally, the Salish Sea Initiative (SSI) proposed accommodation would provide a collaborative governance structure and funding for Indigenous Organizations to develop capacity and fully engage on addressing cumulative effects in the Salish Sea, in collaboration with other stakeholders, through monitoring, management activities and research.</p>



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<p><u>Cumulative Effects</u></p> <p><b>a) Climate Change</b>            BCMF has concerns about the Project’s potential impact on climate change.</p>	<p><b>a) Climate Change</b>            Disrupt the market for low quality diesel fuel and become world leaders in the manufacture and use of clean marine shipping.</p> <p>Set firm limits on tanker speed in local waters to reduce GHG emissions.</p>	<p><i>(This cell contains a large diagonal watermark reading "DRAFT")</i></p>	<p><b>a) Climate Change</b>            The Pan-Canadian Framework on Clean Growth and Climate Change is Canada’s plan – developed with the provinces and territories and through engagement with Indigenous peoples – to meet our emissions reduction targets, grow the economy, and build resilience to a changing climate. The plan includes a pan-Canadian approach to pricing carbon pollution, and measures to achieve reductions across all sectors of the economy. It aims to drive innovation and growth by increasing technology development and adoption to ensure Canadian businesses are competitive in the global low-carbon economy. It also includes actions to advance climate change adaptation and build resilience to climate impacts across the country.</p> <p>Canada is on track to meets its Paris Agreement target to reduce greenhouse gas emissions by 30% from 2005 levels by 2030.</p> <p>In January 2016, the Government of Canada announced five interim principles to guide federal decision-making on environmental assessments which included a commitment to assess direct and upstream GHG emissions. Consistent with those principles, ECCC conducted a GHG assessment for this Project. The final report was published in November 2017 and was considered as part of the TMX Project review.</p>



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<p><u>Economic Impacts</u></p> <p><b>a) Employment or Training opportunities</b></p> <ul style="list-style-type: none"> <li>• BCMF has an MBA with TMC, but has not seen progress because Project construction has not proceeded.</li> </ul> <p><b>b) Contracting opportunities</b></p> <ul style="list-style-type: none"> <li>• Procurement is a key objective for BCMF. BCMF has an MBA with TMC, but has not seen progress because Project construction has not proceeded.</li> </ul>	<p>Improved access to employment and procurement opportunities for BCMF members.</p>	<p><b>a) Employment or Training opportunities</b></p> <p>At the April 4 meeting, TMC committed to look into pipeline monitor employment opportunities with the Corporation.</p> <p>Progress made with TMC</p> <p>Commitments: 952, 972, 973, 1644, 1645, 1646, 3582</p> <p><b>b) Contracting opportunities</b></p> <p>Trans Mountain will implement their Aboriginal Procurement Policy, which provides guidance and allowances to help Aboriginal groups and businesses take advantage of Project related procurement opportunities. As part of this policy, Project staff will work with Indigenous groups to identify Indigenous businesses that are interested in contracting opportunities.</p>	<p><b>a) Employment or Training opportunities</b></p> <ul style="list-style-type: none"> <li>• CCG, TMC, and WCMRC all shared information about potential job opportunities with each of their respective organizations, and committed to be available to discuss at the trade show portion of the community forum.</li> <li>• At BCMF’s request, CCG shared information about West Coast Training Institutes, fleet training requirements and associated accredited institutions.</li> <li>• At BCMF’s request, CCG shared information about how to apply for positions as Fishing Masters and Deckhands, including information on levels and rates of pay, minimum requirements, key contacts, and application processes.</li> </ul> <p><b>b) Contracting opportunities</b></p> <ul style="list-style-type: none"> <li>• TMC participation at Crown Consultations facilitated linkages being made, and communication between the BCMF and TMC on procurement and job opportunities associated with the Project. In collaboration with TMC, BCMF developed the community forum to focus on the contracting and employment opportunities associated with each spread, and the opportunity to meet with the prime contractor for each. Notably, the individual responsible for supply management met with the BCMF, and there had been continued dialogue between the two since</li> <li>• TMC explained that the Corporation is in a Request for Information (RFI) process right now, and that there will be no Requests for Proposal (RFPs) because there is no valid Certificate of Public Convenience and Necessity for</li> </ul>



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<p><b>c) Equity</b></p> <ul style="list-style-type: none"> <li>• BCMF is interested in equity participation or royalty payments.</li> </ul>			<p>the expansion. TMC noted that BCMF members were not in jeopardy of losing opportunities.</p> <ul style="list-style-type: none"> <li>• TMC keeps a list of Indigenous businesses that have registered with them and they get sent RFI requests and have gone through a prequalification process.</li> <li>• TMC offered to go through the list of Métis businesses with BCMF and they would connect to arrange that call. TMC also agreed to make introductions between BCMF and general contractors.</li> </ul> <p><b>c) Equity</b></p> <p>On March 15, 2019, a letter was sent from the Minister of Finance to BCMF and other communities regarding equity and revenue sharing related to the Project. In this letter, the Crown stated that engagement related to equity and revenue sharing in relation to the Project will take place after Phase III consultations for the Project are concluded, if and only if the Project receives approval from the Governor in Council.</p>