

It's our choice

**TMEP CONDITIONAL
AGREEMENT**

Trans Mountain Expansion Project - Overview

LNIB members will decide whether or not to accept an agreement regarding the Trans Mountain Expansion Project (TMEP) on February 23-25, 2017. In response to member questions, this document provides an overview of TMEP, not the agreement.

What is the Trans Mountain Expansion Project?

- The original Trans Mountain Pipeline was built in 1953. It carries oil products from Edmonton to Burnaby. The Trans Mountain Expansion Project (TMEP) would mean a new pipe alongside the old one. It would increase capacity from 300,000 to 890,000 barrels per day.
- The existing and proposed new Trans Mountain pipes pass through LNIB territory and our Zoht Indian Reserves 4 and 5 and Joeyaska Indian Reserve 2.
- The federal and provincial governments have now approved TMEP.
- Kinder Morgan plans to begin construction in September 2017 with completion in late 2019.

Will it get built? Who supports it?

With federal and provincial approvals in place, TMEP may be built without agreements in place with LNIB or other First Nations. This is why LNIB members are being asked whether or not they accept a proposed Mutual Benefits Agreement (as opposed to approving the pipeline). If accepted, the agreement would result in LNIB consenting to the project during the term of the agreement, which will be at most 20 years from when the project becomes operational.

There are 96 First Nations communities that must be consulted on the project and TMEP has 41 agreements in place¹¹ – although some of these agreements will include groups of communities that have negotiated together. Groups that have the option of opposing TMEP's approval through the courts because they have filed for a Judicial Review are:

- Aitchelitz (Stó:lō)
- Coldwater Indian Band
- Stk'emlupsemc Te Secwepemc Nation
- Squamish Nation
- Tsleil-Waututh Nation
- Upper Nicola Band
- City of Burnaby
- Raincoast Conservation Foundation & Living Oceans Society

Note: *Some groups may have filed applications while still in negotiations to give them the option of opposing TMEP in the future.*

Benefits and Impacts

There are many different benefits and risks associated with TMEP. Here we highlight just a few.

Benefits

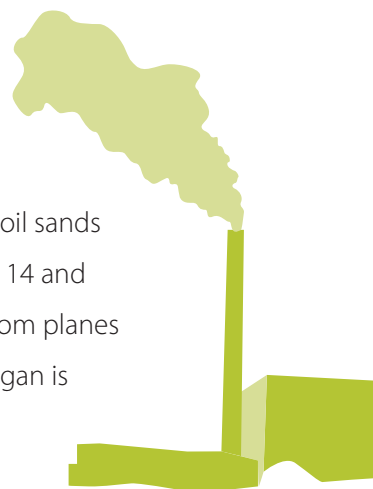
- Moving oil products by pipe is seen as safer than moving them by road or rail.
- According to Kinder Morgan, TMEP will create 15,000 jobs per year during construction, followed by the equivalent of a further 37,000 direct, indirect and induced jobs per year of operations.
- TMEP is forecast to pay \$46.7 billion in federal and provincial taxes during construction and the first 20 years of operation^[2].
- LNIB has the option of accepting a Mutual Benefits Agreement, the first agreement of its kind in Trans Mountain's 60-year history.



Impacts

Upstream

According to Environment and Climate Change Canada^[3], the increase in Alberta's oil sands production as a result of TMEP would increase greenhouse gas emissions between 14 and 17 million tonnes of carbon dioxide equivalent. That's about 2% of the emissions from planes every year^[4], or the equivalent of an extra 3.3 million cars on the road^[5]. Kinder Morgan is required to offset greenhouse gas emissions during construction. Emissions from Alberta's oil sands are the responsibility of oil producers, not the pipeline owner.



Downstream

As well as expanding the pipeline, TMEP would see an expansion of the Burnaby marine terminal. Marine traffic would increase from five tankers and three barges per month to 34 tankers and three barges per month. This is a 14 per cent increase in the Port of Vancouver's marine traffic^[6]. The National Energy Board (NEB) concluded that one spill is likely to occur in 284 years^[7].



Kinder Morgan has agreed to increasing shipping safety, including extended tug escorts. It has also agreed to the 17 recommendations from Transport Canada's Technical Review Process of Marine Terminal Systems and Transshipment Sites (TERMPOL) Review Process Report, which looked at marine transportation related to TMEP^[8].

Transport Canada has said it will implement the World Class Tanker Safety System and Canadian Coast Guard has a series of measures it must put in place, such as an Incident Command Centre^[9].

^[1] <http://vancouver.sun.com/opinion/columnists/vaughn-palmer-impact-of-oil-pipelines-on-first-nations-spills-into-courts>

^[2] <https://www.transmountain.com/project-benefits>

^[3] <http://www.ceaa-acee.gc.ca/050/document-eng.cfm?document=114550>

^[4] <http://www.atag.org/facts-and-figures.html>

^[5] <https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle-0>

^[6] <https://www.transmountain.com/marine-plans>

^[7] National Energy Board (2016). Trans Mountain Expansion Project Report

^[8] Transport Canada (2014) TERMPOL Review Process Report on the Trans Mountain Expansion Project

^[9] National Energy Board (2016). Trans Mountain Expansion Project Report