
TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Environmental Assessment Certificate Condition	1
1.2	Scope.....	1
1.3	Regulatory and Policy Framework	2
1.4	Linkages to Other Plans	3
2.0	CONSULTATION	5
2.1	Construction Preparation Phase	7
2.2	Construction Phase.....	8
2.3	Post-Construction Phase	8
3.0	OVERVIEW OF PROJECT ACCESS REQUIREMENTS.....	9
3.1	Temporary Project Components	9
3.2	Permanent Project Components.....	9
3.3	Access	10
3.3.1	Rationale for New Access.....	10
3.3.2	New Long-Term, All-Weather Access Roads	10
3.3.3	New Temporary Access Roads	11
3.3.4	Existing Access Roads.....	12
3.3.5	Deactivation of Oil and Gas Roads.....	12
4.0	IMPLEMENTATION OF ACCESS CONTROL MANAGEMENT MEASURES	15
4.1	Access Control Management Guide	16
4.2	Planning Access Control Management Measures.....	19
4.3	Construction Preparation Phase	27
4.3.1	Detailed Project Planning	27
4.3.2	Selection of Candidate Access Control Locations.....	28
4.4	Construction Phase.....	31
4.4.1	Existing Access.....	31
4.4.2	New Access.....	32
4.5	Post-Construction.....	33
4.5.1	Existing and New Access.....	33
5.0	REPORTING	37
6.0	REFERENCES	39

LIST OF APPENDICES

Appendix A	Summary of Candidate Access Control Locations (Appendix A Updated September 2021)
Appendix B	Access Control Management Mapbook

LIST OF FIGURES

Figure 4-1: Access Control Management Guide	17
Figure 4-2: Natural Regeneration of Vegetation to Create Line-of-Sight Breaks	35

LIST OF TABLES

Table 2-1: Indigenous Groups Traditional Territories and Project Overlap.....	5
Table 2-2: Stakeholder Groups in the Project Area	6
Table 3-1: Existing Access Road Upgrade Categories	12
Table 4-1: Summary of Options for Access Control Management Measures	21
Table 4-2: Candidate Access Control Location Priority Ranks.....	30

1.0 INTRODUCTION

1.1 ENVIRONMENTAL ASSESSMENT CERTIFICATE CONDITION

1 The purpose of the Access Control Management Plan (ACMP) is to satisfy Condition
2 #15 of the Coastal GasLink Environmental Assessment Certificate (EAC) issued by
3 the British Columbia (BC) Environmental Assessment Office (BC EAO) (2014),
4 which states:
5

The Holder must develop and implement an Access Control Management Plan to meet the objectives stated in the Application Appendix 2-A, Appendix D.3:

- control public access along the pipeline ROW, especially where new access is created or existing access is improved;
- reduce line-of-sight and ease of access along the ROW for natural predators (e.g., wolves), as well as hunters and anglers;
- reduce disturbance to high quality, sensitive wildlife habitat;

and the following additional objectives:

- avoid prohibiting access for Aboriginal Groups to harvest medicinal and food source plants, or to carry out other traditional use activities identified in TUS provided to the Holder prior to Construction; and
- avoid prohibiting access for Aboriginal Groups and non-aboriginal trap line holders.

The Access Control Management Plan must include:

- (i) information (written and mapped), including a rationale to demonstrate that new access proposals are limited to the extent practicable, and that defines what types of access will be required, including new permanent access roads, temporary access roads and existing access road upgrades for Construction;
- (ii) information about the types of access control management measures implemented during Construction; and
- (iii) information about the types of access control management measures proposed for access identified in (i) during Operations.

The Access Control Management Plan must be developed in consultation with OGC, FLNR and MOTI. In order to allow for a 60 day review and comment period the plan must be submitted to EAO at least 90 days prior to the Holder's planned date to commence Construction.

1.2 SCOPE

6 The ACMP was developed by Coastal GasLink to safely manage access issues that
7 are anticipated as a result of construction and operation of the Coastal GasLink
8 Project (the Project).

The scope of the ACMP includes:

- Consultation methods that identify parties to be consulted and a plan for engaging the relevant regulatory authorities, Indigenous groups and stakeholders (Section 2.0).
- A description of access and components required to construct and operate the Project, including rationale to demonstrate that Coastal GasLink limited the creation of new access (Section 3.0).
- An access control management guide (i.e., flowchart) as a visual tool for navigating the ACMP (Section 4.1).
- Selection and prioritization methods for candidate access control locations (Section 4.3.2).
- A description of access control management measures (i.e., toolbox of options) that will be implemented during construction (Section 4.4) and post-construction (Section 4.5), including selection criteria and factors to consider before implementation.
- A plan for reporting on the implementation of the ACMP, including the schedule, content and recipients of reports (Section 6.0).

Monitoring and adaptive management for access control measures are not specified requirements of Condition #15. However, monitoring and adaptive management are important elements of the Grizzly Bear Mitigation and Monitoring Plan (GBMMP), the Caribou Mitigation and Monitoring Plan (CMMP), and Section 8.4 (Moose Monitoring Program) of the Wildlife and Wildlife Habitat Management Plan (WWHMP). Therefore, information on effectiveness monitoring and adaptive management in relation to access control objectives for those plans is provided therein.

1.3 REGULATORY AND POLICY FRAMEWORK

The development of the ACMP includes consideration of the EAC Application (including the Environmental Management Plan [EMP] Sections 7, 8 and 9), standard practices, provincial and industry guidelines for managing access, and access management objectives described in provincial Land and Resource Management Plans (LRMPs) for areas traversed by the Project. Provincial and industry guidelines that were used to develop the ACMP include: A Compendium of Wildlife Guidelines for Industrial Development Projects in the North Area, British Columbia (BC Ministry of Forests, Lands, Natural Resource Operations and Rural Development [BC MFLNRORD] 2014) and the Environmental Protection and Management Guideline (BC OGC 2018).

1 LRMPs provide strategic direction for resource management decisions, and
2 Sustainable Resource Management Plans (SRMPs) provide specific direction for
3 translating broad LRMPs into more specific, tangible guidelines and objectives.
4 Management objectives identified in LRMPs and SRMPs that relate to access and
5 wildlife are summarized in Coastal GasLink's CMMP, GBMMP and WWHMP.

1.4 LINKAGES TO OTHER PLANS

6 Access management is an important component of the EAC Application and the
7 EMP, which includes several other Coastal GasLink management plans, including the
8 CMMP, GBMMP, WWHMP and the Traffic Control Management Plan. The ACMP,
9 CMMP, GBMMP and WWHMP share similar implementation frameworks that
10 address the selection and prioritization of candidate access control locations, access
11 control management measures, the role of consultation, and reporting. The objectives
12 of the ACMP will be met by integrating them with the objectives of the CMMP,
13 GBMMP and the WWHMP. The ACMP, CMMP GBMMP and the WWHMP will be
14 integrated in the following ways:

- 15 • **ACMP** – The plan for access control management of the Project incorporates
16 objectives from the CMMP, GBMMP and the WHMMP. Regulators, Indigenous
17 groups and stakeholders will be engaged throughout the implementation of the
18 ACMP, and Coastal GasLink will gather site-specific information during this
19 process to inform the selection of access control locations (Section 2.0). The
20 Access Control Management Guide (Figure 4-1) is mirrored in the CMMP and the
21 GBMMP.
- 22 • **CMMP** – The plan contains mitigation to avoid sensory disturbance (including
23 during critical timing windows) and increased mortality risk to caribou; access
24 control management is the main component of the CMMP. The ACMP includes
25 candidate access control locations selected through the development of the
26 CMMP (Appendix A).
- 27 • **GBMMP** – The plan contains mitigation to avoid sensory disturbance (including
28 during cautionary timing windows) and increased mortality risk to grizzly bear;
29 access control management is the main component of the GBMMP. The ACMP
30 includes candidate access control locations selected through the development of
31 the GBMMP (Appendix A).
- 32 • **WWHMP** – The plan contains a summary of all mitigation pertinent to wildlife,
33 including information on how and when the mitigation will be implemented.
34 Specifically related to access control, the WWHMP includes access management
35 objectives to avoid increased mortality risk to moose and includes a description of
36 potential access control locations based on important moose habitat. The plan also
37 includes mitigation to avoid sensory disturbance during critical timing windows.

1 Candidate access control locations selected through consultation on the ACMP will
2 be combined with locations selected through the CMMP, GBMMP and the
3 WWHMP. Because candidate access control locations may have been selected to
4 address multiple objectives, some locations might have more than one access
5 objective (e.g., one location may satisfy objectives for both grizzly bear and caribou).

6 The Traffic Control Management Plan includes mitigation to reduce disruption
7 caused by Project-related traffic and a framework to manage Project-related traffic
8 incidents.

9 The Reclamation Program summarizes access control measures to reduce potential
10 Project effects on plants and plant communities at risk, wetlands, and wildlife habitat.
11 The program will implement measures in the ACMP during construction and
12 reclamation.

13 The Post-Construction Monitoring (PCM) Plan describes post-construction
14 monitoring aspects of the ACMP, CMMP, GBMMP and the WWHMP. The PCM
15 program will document the effectiveness of access control measures.

2.0 CONSULTATION

Coastal GasLink has consulted with relevant regulatory authorities (i.e., BC MFLNRORD, the BC Oil and Gas Commission [BC OGC] and the BC Ministry of Transportation and Infrastructure [BC MOTI]) on the development of the ACMP. Coastal GasLink has also engaged affected Indigenous groups (Table 2-1) and stakeholders (Table 2-2) regarding development of the ACMP.

Coastal GasLink will continue to engage with relevant regulatory agencies, Indigenous groups and stakeholders on the development and implementation of the ACMP. A summary of consultation activities is provided below.

Table 2-1: Indigenous Groups Traditional Territories and Project Overlap

Indigenous Group ¹	Approximate Overlap of Project and Traditional Territory
West Moberly First Nations	KP 0 to KP 215.0
Saulteau First Nations	KP 0 to KP 136.6
McLeod Lake Indian Band	KP 0 to KP 223.3
Blueberry River First Nation ²	KP 0 to KP 54.8
Doig River First Nation ³	KP 0 to 246.6 (Consultation Area)
Ts'il Kaz Koh First Nation (Burns Lake Band)	KP 400.8 to KP 450.4
Haisla Nation	KP 614.0_R1 to KP 666.6_R0
Kitselas First Nation	KP 613.6_R1 to KP 624.3_R1
Lheidli-T'enneh First Nation	KP 242.1 to KP 291.6
Nadleh Whut'en First Nation	KP 329.1_R0 to KP 408.3
Nak'azdli Whut'en	KP 230.7 to KP 346.4_R0
Nee-Tahi-Buhn Band	KP 393.8 to KP 571.9
Office of the Hereditary Chiefs of the Wet'suwet'en	KP 423.8 to KP 614.5_R1
Dark House	KP 561.0 to KP 586.3_R6
Saik'uz First Nation	KP 320.1 to KP 347.9_R0
Skin Tyee Nation (Skin Tyee First Nation)	KP 424.0 to KP 428.7 and KP 437.2 to KP 618.4_R4
Stellat'en First Nation	KP 366.7_R0 to KP 514.0
Wet'suwet'en First Nation	KP 429.3 to KP 613.5_R1
Yekooche First Nation	Asserted traditional territory does not currently cross the route.

¹ Indigenous groups included in the ACMP are those identified on the Schedule B Order issued under Section 11 of the *BC Environmental Assessment Act* for the Project.

² Blueberry River First Nation was added to Schedule B of the Section 11 Order on February 21, 2014.

³ Doig River First Nation was added to Schedule B of the Section 11 Order on February 21, 2014.

Table 2-2: Stakeholder Groups in the Project Area

Stakeholder Group	Description of Stakeholder Group
Road User Groups	Timber tenure holders, other industrial interests, such as registered mineral interest holders, and other industrial road user group(s)
Recreational Users	<ul style="list-style-type: none"> • Users of recreational trails and sites that may intersect with the Project footprint • Associations related to recreational activities, including fishing, hunting, hiking, skiing, boating, all-terrain vehicle (ATV) riding and snowmobiling • Other recreational groups that may not be listed above
Trapline Holders and Guide Outfitters	Registered trapline holders and guide outfitters, including both Indigenous and non-Indigenous citizens
Landowners	Landowners that have access planned for use by Coastal GasLink on their property

1 Building on engagement activities conducted through the preparation of the EAC
2 Application and subsequent review period, as well as engagement during the review
3 of the draft ACMP, Coastal GasLink will continue to engage on Project related access
4 requirements throughout the construction preparation, construction and operation
5 phases of the Project.

6 During the development of the ACMP, Coastal GasLink engaged with relevant
7 regulatory authorities, Indigenous groups and stakeholders.

8 The purpose of this engagement was to:

- 9 • **Share information:** Regulators, Indigenous groups and stakeholders were
10 provided with applicable information and materials that describe changes to
11 access that are expected as a result of the Project.
- 12 • **Gather information:** Following the timely distribution of information and
13 materials, Coastal GasLink facilitated follow-up and feedback from the relevant
14 regulatory authorities, Indigenous groups and stakeholders.

15 Ongoing engagement with Indigenous groups during the implementation of the
16 ACMP will include:

- 17 • Over the duration of construction, participants in the Construction Monitoring and
18 Community Liaison Program will have the opportunity to review and discuss with
19 the Environmental Inspector and the Construction Manager the type and location
20 of access control sites within their traditional territory.
- 21 • Coastal GasLink will continue to implement the Aboriginal Consultation Plan,
22 which provides the opportunity to identify and discuss issues and concerns,
23 including areas of particular importance (i.e., traditional use areas), with

Indigenous groups regarding the final location and implementation of access control measures within their traditional territory.

- Coastal GasLink will continue to implement the Aboriginal Consultation Plan, which provides the opportunity to identify and discuss any issues and concerns. This would include discussion about the PCM Program and annual reports for those Indigenous groups that express interest in receiving the PCM Program reports.

Coastal GasLink engaged with registered trapline holders and guide outfitter tenure holders as part of the ongoing Project consultation efforts and the notification process required by BC OGC. Registered trapline holders will be contacted at least ten days before construction to confirm the timing and location of Project activities within their tenures, in accordance with the BC Registered Trapper and Petroleum Industry Agreement on Notification and Compensation. Guide outfitters and grazing tenure holders will be notified of pending construction start and construction activities.

2.1 CONSTRUCTION PREPARATION PHASE

The objectives of engagement during the construction preparation phase include sharing information about Project-related changes to access with the relevant regulatory authorities, Indigenous groups and stakeholders, and considering feedback from those groups. Coastal GasLink has considered, and will continue to consider, input and recommendations received from these groups regarding the identification of candidate access control locations and the type of access control measure to be implemented (Section 4.2).

Coastal GasLink will notify parties and provide applicable information before scheduled engagement meetings.

The scope of the assessment presented in the EAC Application and the Certified Project Description of the EAC Application includes the potential expansion scenario. If Coastal GasLink pursues the expansion scenario, Coastal GasLink will continue to consult with relevant regulatory authorities to update the ACMP, as appropriate, to include additional access required for future compressor stations and satisfy the objectives identified in Condition 15 of Schedule B to the EAC.

Coastal GasLink consultation with Indigenous groups has included discussion about compressor station locations to identify and address concerns. If Coastal GasLink pursues expansion scenario facilities, Indigenous groups will be consulted regarding facilities within their respective traditional territories to inform an update to the ACMP.

2.2 CONSTRUCTION PHASE

1 Coastal GasLink will provide advance notification, per Section 5.0 of the EMP, of
2 construction activities to the relevant regulatory authorities and affected Indigenous
3 groups and stakeholders. Information regarding scheduled activities will be provided
4 directly to affected parties before the start of work. Notifications will include
5 information regarding new access routes and any alterations to existing access routes
6 requiring regulatory approval.

7 During construction, Coastal GasLink will provide information on the Project through
8 updates to the Project website (www.coastalgaslink.com) and through communication
9 with local government representatives. Interested individuals and groups will be able
10 to contact Coastal GasLink by email (coastalgaslink@tcenergy.com) or by telephone
11 (1-855-633-2011) with questions or concerns regarding the Project, including the
12 ACMP.

13 Coastal GasLink will maintain access to trails, traditional land use areas, recreation
14 sites, and trapline or guide outfitting tenures during pipeline construction. In addition,
15 for trails traditionally used by Indigenous groups and trails used by trappers that are
16 affected by construction, Coastal GasLink will restore access to these trails to
17 construction preparation conditions in compliance with applicable BC OGC Permit
18 Conditions. Access-related issues will be addressed through ongoing consultation and
19 stakeholder engagement activities.

2.3 POST-CONSTRUCTION PHASE

20 Coastal GasLink will continue to engage with the relevant regulatory authorities,
21 Indigenous groups and stakeholders throughout the operations phase of the Project, to
22 facilitate discussion regarding access control concerns.

23 A TC Energy contact email and telephone will remain active throughout operations.

3.0 OVERVIEW OF PROJECT ACCESS REQUIREMENTS

1 Access requirements for the Project are influenced by the location and type of Project
2 components (e.g., temporary workspace and permanent infrastructure), as well as the
3 availability and condition of existing access. Project components and the types of
4 access that are anticipated for the Project are described in this section.

3.1 TEMPORARY PROJECT COMPONENTS

5 Temporary project components (ancillary sites and temporary workspace) will be
6 used during construction of the Project and will require the use of existing access or
7 new temporary access. All temporary project components will be decommissioned by
8 Coastal GasLink, consistent with BC OGC requirements and the Reclamation
9 Program. Temporary project components are:

- 10 • **Ancillary facilities:** These include staging and stockpile sites, rail sidings,
11 contractor storage yards, laydown areas, construction office sites, equipment
12 storage sites, material storage sites, construction workforce accommodations and
13 borrow pits.
- 14 • **Temporary workspace:** Temporary workspace will be necessary at select
15 locations, such as at road, rail, buried utility line and water crossings; sidebends;
16 tie-ins; and locations where extra depth of cover, deep topsoil, three-lift handling
17 or heavy grading is necessary.

18 Temporary project components that may result in changes to access are mapped in
19 Appendix B.

3.2 PERMANENT PROJECT COMPONENTS

20 Permanent Project components will be used during the operation phase of the Project
21 and will require access by Coastal GasLink throughout the life of the Project for
22 inspection and maintenance activities. Coastal GasLink, to meet objectives of the
23 ACMP, GBMMP, CMMP and WWHMP, will implement access control measures to
24 manage access into and along these permanent Project components during operations,
25 as specified in the respective plans. Permanent Project components are:

- 26 • **Permanent ROW:** This will be approximately 32 m wide in most locations and is
27 required for maintenance activities through the operation phase. For operations,
28 approximately 10 m across the pipeline will be kept clear of large woody
29 vegetation. At specific locations, such as riparian areas and wetlands, appropriate
30 vegetation cover may be maintained to achieve habitat reclamation and
31 line-of-sight objectives.

- 1 • **Compressor stations:** Up to eight compressor stations are proposed for the
- 2 Project in the expansion scenario.
- 3 • **Meter stations:** Meter stations at two locations are proposed for the Project.
- 4 Permanent project components that may result in changes to access are mapped in
- 5 Appendix B.

3.3 ACCESS

6 This section defines the types of access that will be required, including new
7 permanent access (i.e., long-term, all-weather roads), new temporary access and
8 existing access that will require upgrades. In addition, rationale is provided to
9 demonstrate that Coastal GasLink has avoided creating new access, to the extent
10 practical. The regulatory framework for access road development includes the Oil and
11 Gas Road Regulation (OGRR) and the Road Permit Application and Operations
12 Manual, which provides the application requirements for new roads and the upgrade
13 of existing oil and gas roads.

3.3.1 Rationale for New Access

- 14 Coastal GasLink may need to construct new access for the purpose of constructing
15 and operating the Project. Criteria for assessing the need to create new access include:
- 16 • providing access to the ROW at key locations where no access currently exists
 - 17 • using a short section of new road (i.e., less than 500 m) to connect to an existing
18 road to the ROW
 - 19 • creating safe access for Project vehicles and equipment to the ROW in areas of
20 steep or rough terrain
 - 21 • avoiding a major watercourse or feature on the ROW (e.g., to eliminate the need
22 to construct a large bridge)

23 Much of the new access developed for construction is expected to be temporary and
24 will, therefore, be deactivated upon completion of construction, consistent with
25 BC OGC requirements, unless otherwise approved by the relevant regulatory
26 authority. However, some roads will be required for Project personnel to safely access
27 portions of the Project during the operation phase; these roads will be considered new
28 long-term, all-weather access roads.

3.3.2 New Long-Term, All-Weather Access Roads

29 New long-term, all-weather access roads (roads surfaced with gravel) will be required
30 for the maintenance and operation of permanent infrastructure (e.g., compressor

1 stations and meter stations) and will be established during construction of the Project.
2 Long-term, all-weather roads are permitted under the *Oil and Gas Activities Act* and
3 will be used where there is no existing access or where existing access is limited. At
4 the end of the Project's life, long-term, all-weather roads will be deactivated in a
5 manner consistent with BC OGC requirements at that time, unless otherwise directed
6 by the relevant regulatory authority.

7 Construction of new long-term, all-weather access roads may include the following
8 construction activities:

- 9 • clearing vegetation and stripping topsoil and other surficial materials
- 10 • salvaging and storing topsoil or surface material
- 11 • cutting and filling in side slope areas
- 12 • grading and surfacing
- 13 • applying road surface material (e.g., gravel) of various sizes, where necessary
- 14 • installing culverts, where warranted, in the road bar ditches
- 15 • installing watercourse crossings, such as culverts and bridges, where necessary,
16 using appropriate mitigation for watercourses (refer to Section 8 of the EMP)
- 17 • conducting cleanup and reclamation
- 18 • applying erosion control measures to road surfaces, road shoulders and back
19 slopes, where required

3.3.3 New Temporary Access Roads

20 New temporary access roads will be required to provide access to the ROW and
21 temporary infrastructure (e.g., construction workforce accommodations) during
22 construction of the Project. Construction of new temporary access roads will follow
23 activities described for new long-term, all-weather access roads (Section 3.3.2), and
24 Coastal GasLink will deactivate temporary access roads developed for construction
25 purposes consistent with BC OGC requirements and the Reclamation Program, unless
26 otherwise approved by the relevant regulatory authority.

27 Deactivation may include the following activities:

- 28 • ripping and restoring side slopes
- 29 • seeding disturbed areas, as appropriate, using an appropriate seed mix
- 30 • removing and disposing of any debris, in compliance with applicable regulations
- 31 • removing associated gravel
- 32 • installing access control measures, such as rollback

3.3.4 Existing Access Roads

Existing access roads (e.g., old logging roads) may require upgrades before they can be safely used by Project vehicles and equipment. Existing ROWs that are used by third parties (e.g., other pipeline ROWs) may also be used to reduce disturbance, with agreement from the third party as necessary. Categories of upgrades and the types of activities associated with each are described in Table 3-1.

Table 3-1: Existing Access Road Upgrade Categories

Upgrade Category	Activities
Minor	<ul style="list-style-type: none">• Brushing• Ditch clearing• Surface grading• Signage repair• Minor culvert repair• Pullout improvement
Moderate	<ul style="list-style-type: none">• Minor culvert replacement• Road base rehabilitation• Resurfacing
Significant	<ul style="list-style-type: none">• Construction of additional pullouts• Road widening• Cut/fill slope stabilization
Major Works and Realignment	<ul style="list-style-type: none">• Vertical realignment• Horizontal realignment

3.3.5 Deactivation of Oil and Gas Roads

Following construction, road deactivation will be carried out consistent with guidance provided in Chapter 6 of the BC OGC Oil and Gas Activity Operations Manual (BC OGC 2018), in accordance with applicable requirements of the BC OGC Environmental Protection and Management Regulation (EPMR) and contractual agreements that may be in place. Part 6 of the OGRR and Section 19 of the EPMR include requirements that apply to deactivation of oil and gas roads, including:

- completion of a Notice of Intent to Deactivate (a Notice)
- deactivation requirements
- hazards associated with deactivation activities
- restoration using native seeds
- declaration of completed deactivation

1 If deactivation occurs within an Agricultural Land Reserve (ALR), applicable
2 reclamation standards of Schedule B of the delegation agreement between the
3 BC OGC and the ALR must be followed. If deactivation occurs on private land,
4 activities are subject to the applicable landowner or surface lease agreements.
5 Coastal GasLink will provide a Notice to the BC OGC, known road users, affected
6 Indigenous groups and affected landowners before starting deactivation activities.
7 Notice review by the BC OGC will consider current and future road use and may
8 result in an extension of the 14-day notification period, prohibit deactivation activities
9 or may release Coastal GasLink from deactivation obligations.

4.0 IMPLEMENTATION OF ACCESS CONTROL MANAGEMENT MEASURES

Access control management measures for the Project will include physical barriers to manage for human or predator access, and line-of-sight barriers (i.e., a visual screen using vegetation or other materials) to deter human or predators from travelling on an access feature. The type of access control management measure to be implemented will be determined on a site-by-site basis by the construction management team in consultation with a Qualified Professional as appropriate. Determination will consider guidance from provincial documents, anticipated Project activities and species-specific objectives outlined in related management plans (e.g., for caribou, grizzly bear and moose). In addition to species-specific objectives described in related management plans, the following will be considered:

- availability of on-site materials for rollback, and wood or soil berms. If appropriate material is not available at the site and material is brought in from elsewhere, Coastal GasLink will use the same species or otherwise acceptable species of tree that was cleared from the site for construction
- historical fire regime of the area (to reduce risk of fire in certain areas, large-diameter logs are preferred)
- pest management issues (for example, certain tree species, such as live, “green” spruce and Douglas-fir, will be avoided for use in rollback in some Forest Districts to reduce the risk of spreading insect pests). Pest management guidelines are included in the Forest Pest Management Plan.
- availability of space and appropriate terrain for storage of rollback and berm materials
- location of new access (roads or ROW) in relation to existing disturbances (e.g., existing disturbances may parallel or intersect the Project footprint)
- site-specific safety objectives may require that access is either maintained or controlled with a temporary measure, such as with signage or a gate (e.g., at emergency egress locations)
- terrain and ground conditions (e.g., some restoration methods may be restricted to certain seasons or ground conditions)
- existing access routes that are currently used by Indigenous groups or other stakeholders (e.g., recreational users) may not be appropriate sites for access control measures

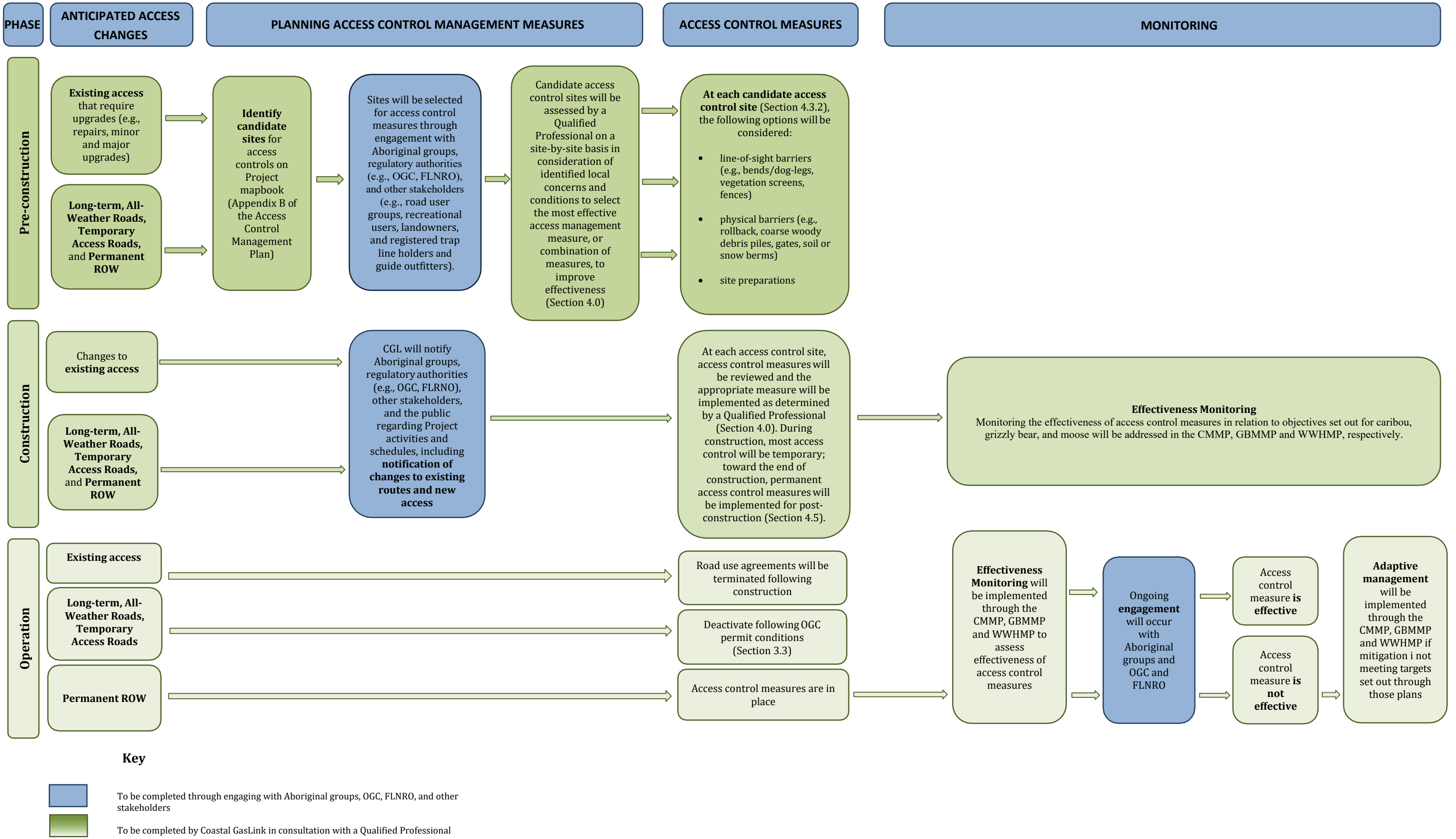
The following section describes access control management options that may be implemented during the construction preparation, construction, and post-construction phases of the Project. It includes an ACMP Guide, which outlines the process by which the ACMP will be executed (Section 4.1; Figure 4-1), a review of available access control management measures (Section 4.2), construction preparation access

1 control management planning considerations (Section 4.3) and access control
2 management measure implementation options for the various Project phases
3 (Sections 4.4 and 4.5).

4 Much of the planning for access management takes place during the construction
5 preparation phase when detailed project design and construction footprint refinement
6 occurs. As detailed design progresses, interactions with valued components and land
7 use interests are identified and candidate locations for access control are selected. The
8 selection of final locations for access control measures to be implemented during the
9 post-construction phase will require site-specific information collected during
10 construction, as well as input from Coastal GasLink construction and
11 operation/maintenance staff, a Qualified Professional and relevant regulatory
12 authorities.

4.1 ACCESS CONTROL MANAGEMENT GUIDE

13 To describe implementation of the ACMP, an Access Control Management Guide (a
14 flowchart) has been developed (Figure 4-1). The Access Control Management Guide
15 illustrates how the ACMP will be implemented at each Project phase (refer to
16 Sections 8 and 9 of the EMP), how engagement and notification will be incorporated
17 into the implementation process (refer to Section 5 of the EMP) and when access
18 control measures will be put into place.



4.2 PLANNING ACCESS CONTROL MANAGEMENT MEASURES

1 Multiple measures may be used to manage access. Physical barriers can be used to
2 deter human or predator access; examples of barriers include gates, rock, rollback,
3 and soil or slash berms. Locations that are appropriate for implementing physical
4 barriers include areas where it is desirable to deter humans (i.e., motorized vehicle
5 access) or predators (e.g., in caribou habitat identified in the CMMP and in grizzly
6 bear habitat identified in the GBMMP) from accessing the ROW. In the design of
7 timber handling for the Project, Coastal GasLink will identify potential locations and
8 volume of material and storage locations for measures, such as rollback and berms.

9 Line-of-sight barriers can be used to create visual screens that may deter human or
10 predator access. Examples of line-of-sight barriers include rollback and vegetation
11 screens. Locations that are appropriate for implementing line-of-sight barriers include
12 areas where the ROW intersects an existing road or other linear feature, or where the
13 ROW creates new linear disturbance on level terrain or on hilltops with long
14 sightlines. For example, it is recommended in Interim Operating Practices for Oil and
15 Gas Activities in Identified Boreal Caribou Habitat in British Columbia (BC Ministry
16 of Environment and Climate Change Strategy 2011) that line-of-sight management
17 measures be implemented every 500 m on linear features that do not share a ROW
18 boundary with a road. Coastal GasLink will limit lines of sight to 500 m or less on
19 new cut segments of the ROW in caribou, grizzly bear and moose range. Extending
20 planned bored crossings of foreign dispositions (e.g., pipelines or roads), and using
21 either alternative or reduced access at bored crossings, will result in retaining existing
22 vegetation and providing effective line-of-sight and access barriers.

23 Options for access control management measures are summarized in Table 4-1:
24 Summary of Options for Access Control Management Measures.

Table 4-1: Summary of Options for Access Control Management Measures

Access Control Management Measures	Project Phase	Mitigation Hierarchy Level	Objective(s)	Specifications and Comments	Links to Other Plans
Rollback (woody debris)	Post-construction (operation)	Minimize and Restore	<ul style="list-style-type: none"> Minimize human and/or predator use of the ROW, access roads, and trails Appropriate for human access control during snow free periods Minimize erosion (particularly along steep slopes) Protect planted seedlings from extreme weather, wildlife trampling, and damage from vehicles Provide nutrients to introduced planted seedlings as the slash decomposes over time Provide microsites for natural seed ingress Facilitation of furbearer (e.g., fisher, marten) movement 	<ul style="list-style-type: none"> The use and length of a rollback segment is dependent on sufficient quantities of slash during clearing of new disturbance and the trade-off between its use and the ability/space to store it during construction. Feasibility of rollback may depend on approval from provincial authorities and/or forestry operators to retain and pile slash or timber onsite, and availability of material. Acceptable woody material will be brought to access control sites as required, and will be stored in existing temporary work space until needed for placement. When moving woody material, the same tree species or other acceptable species will be used, and the volume of material and potential for pest transfer and fire risk will be considered. In an effort to reduce the risk of fire and insect pests, only larger-diameter logs should be used, and where alternative species are available, certain tree species, such as live, "green" spruce and Douglas-fir will be avoided for use in rollback in some Forest Districts to reduce the risk of spreading insect pests. Longer segments of rollback are expected to be more effective Rollback can also conserve soil moisture, moderate soil temperatures and provide nutrients as debris decomposes, prevent soil erosion, provide a source of seed for natural revegetation, provide microsites for seed germination and protection for introduced tree seedlings, and protect seedlings from wildlife trampling and browsing. 	<ul style="list-style-type: none"> CMMP GBMMP

Table 4-1: Summary of Options for Access Control Management Measures (cont'd)

Access Control Management Measures	Project Phase	Mitigation Hierarchy Level	Objective(s)	Specifications and Comments	Links to Other Plans
Same as above	Same as above	Same as above	<ul style="list-style-type: none"> Same as above 	<ul style="list-style-type: none"> Rollback is effective immediately following implementation provided an adequate amount of material is available and it is properly applied. At the specified location, debris should be spread evenly across the entire footprint width at a coverage/density that will not restrict ability to plant seedlings or limit planted or natural seedling growth. Where sufficient material is available, the target woody debris coverage at selected locations is 100 m³/ha, to both mimic natural processes and control access (Vinge and Pyper 2012). Although higher volumes may be more effective at precluding access and will be considered (up to 150 m³/ha), the amount and placement of wood needs to consider reducing ladder fuels from a forest fire perspective (Vinge and Pyper 2012). Locations where rollback is considered effective include the following: <ul style="list-style-type: none"> on each side of an intersection with a linear feature that is not an all-season road for 100 - 400 m on each side of roads and permanent watercourses crossed by the ROW, depending on site suitability on segments of the ROW that deviate from paralleling existing linear features (i.e., new cut) to discourage new access trails from developing on slopes > 10% on temporary access (i.e., shooflies) and false rights-of-way (e.g., pull-back sections) 	<ul style="list-style-type: none"> Same as above

Table 4-1: Summary of Options for Access Control Management Measures (cont'd)

Access Control Management Measures	Project Phase	Mitigation Hierarchy Level	Objective(s)	Specifications and Comments	Links to Other Plans
Berms	Post-construction (operation)	Minimize and Restore	<ul style="list-style-type: none"> Minimize the availability of the ROW, access roads, and trails to human and/or predator use Reduce line-of-sight Create microsites and protection for natural seed ingress and vegetation growth 	<ul style="list-style-type: none"> Berms may be constructed of woody slash and timbers, or earth. Supported berms resemble log fences or walls, constructed using timber cleared from the ROW. Feasibility of slash/timber berms may depend on approval from provincial authorities and/or forestry operators to retain and pile slash or timber onsite, and availability of material. Availability of source material is unlikely sufficient for earth berm construction in areas where minimal disturbance construction techniques are used. Earth berms should not be located in peatlands to avoid potential for settling and alteration of surface hydrology. Berms are effective immediately following implementation. For effective line-of-sight breaks, berms should be constructed to an approximate height of 1.5 m. Shrub/tree regeneration can be promoted at the ends of berms (e.g., shrub staking, seedling planting) to increase effectiveness as access control. 	<ul style="list-style-type: none"> CMMP GBMMP

Table 4-1: Summary of Options for Access Control Management Measures (cont'd)

Access Control Management Measures	Project Phase	Mitigation Hierarchy Level	Objective(s)	Specifications and Comments	Links to Other Plans
Excavator mounding	Post-construction (operation)	Minimize and Restore	<ul style="list-style-type: none"> Minimize human use of access roads and trails Create conditions conducive to tree/shrub establishment 	<ul style="list-style-type: none"> Mounding has been used as an access control measure on old roads and seismic lines to discourage off-road vehicle activity. It is effective immediately following implementation. For access control purposes, mounds should be created using an excavator and should be approximately 0.75 m deep. The excavated material is dumped right beside the hole. Target density of mounding for access control and/or microsite creation purposes can vary from 1,400 to 2,000 mounds/ha. For the purposes of enhancing microsites for planted seedlings, mounding is a well-researched and popular site preparation technique in the silviculture industry. It is commonly used in wet, low-lying areas to create better-drained microsites for seedlings. Mounding treed wetlands (e.g., bogs, fens) can enhance a site to promote natural revegetation over time, as higher, drier spots are created that seed can eventually settle into and germinate. 	<ul style="list-style-type: none"> CMMP GBMMP
Line-blocking	Post-construction (operation)	Minimize and Restore	<ul style="list-style-type: none"> Minimize human and predator use of the ROW, access roads and trails Reduce line-of-sight for humans and predators Facilitate natural vegetation recovery 	<ul style="list-style-type: none"> Individual trees at the edges of roads, shooflies, or the ROW can be felled into the cleared areas at regular intervals along the linear feature. Felled trees reduce line of site and make travel for humans and predators more difficult. Trees have been felled across seismic lines to successfully reduce wolf travel along the lines (Neufeld 2006). Seeds from trees bent over the linear feature drop into the cleared area and promote local seed establishment. Line-blocking is more effective in snow-free conditions. Best applied where the length of trees bent from both sides of the linear feature overlap in the middle. Requires retaining some trees within the allowable work space for felling post-construction. 	<ul style="list-style-type: none"> CMMP GBMMP WWHMP Reclamation Program

Table 4-1: Summary of Options for Access Control Management Measures (cont'd)

Access Control Management Measures	Project Phase	Mitigation Hierarchy Level	Objective(s)	Specifications and Comments	Links to Other Plans
Fladry (flags)	Construction and post-construction (operation)	Minimize	<ul style="list-style-type: none"> Minimize predator use of the ROW, access roads and trails 	<ul style="list-style-type: none"> Flags hanging horizontally from a rope, fence, or gate across an access point may be effective in deterring wolf movement (Musiani et al. 2003). Fladry is most effective on a local scale and is considered a temporary measure (Musiani et al. 2003). 	<ul style="list-style-type: none"> CMMP
Gate	Construction and post-construction (operation)	Minimize	<ul style="list-style-type: none"> Minimize human use of the ROW, access roads and trails 	<ul style="list-style-type: none"> Gates will control motorized vehicle access and may control foot access. Requires approval from relevant regulatory authority where there is a statutory requirement or the landowner on private lands. Gates will not control predator movement. If gates are successful at deterring human use, they may be removed once forest vegetation on restored areas reaches a pole sapling or young forest stage (Sherrington 2003). Motion-triggered cameras deployed on roads closed by gates had significantly fewer detections of humans than cameras on open roads in the northern Rocky Mountains (Switalski and Nelson 2011). 	<ul style="list-style-type: none"> CMMP GBMMP
Conifer seedling planting	Post-construction (operation)	Restore	<ul style="list-style-type: none"> Minimize human and predator use of the ROW, access roads and trails Reduce line-of-sight 	<ul style="list-style-type: none"> Conifer tree species will be determined based on the biophysical characteristics of the site, adjacent forest stand composition and restoration objectives (e.g., low palatability for deer, elk, moose and therefore may be appropriate in caribou range). Seedling planting is considered a long-term reclamation treatment (effectiveness is expected to take more than 10 years). May be implemented in combination with other access controls that will deter humans and vehicles from accessing the planting area. 	<ul style="list-style-type: none"> CMMP Reclamation Program

Table 4-1: Summary of Options for Access Control Management Measures (cont'd)

Access Control Management Measures	Project Phase	Mitigation Hierarchy Level	Objective(s)	Specifications and Comments	Links to Other Plans
Biostabilization and shrub staking (only applies to watercourse crossings)	Post-construction (operation)	Restore	<ul style="list-style-type: none"> Minimize human and predator use of the ROW, access roads and trails Reduce line-of-sight Erosion control 	<ul style="list-style-type: none"> Bio-stabilization is the use of live vegetation to revegetate a site (e.g., transplants, installed cuttings), and is often implemented in combination with slope or bank restructuring or stabilization measures, such as soil wraps. Species and densities utilized are site dependent. Vegetation used is typically collected either from the disturbance site (i.e., before or during clearing), or from the adjacent area, in the form of cuttings. Willows and poplar species may be used, but not in caribou range. Alder is most appropriate in caribou range because it is less palatable to other ungulates. Bio-stabilization is considered a medium to long-term reclamation treatment. May be implemented in combination with other access control management measures that will keep humans and vehicles out of the planning area. 	<ul style="list-style-type: none"> CMMP Reclamation Program
Deactivate Temporary Access Roads	Post-construction (operation)	Restore	<ul style="list-style-type: none"> Minimize human use of temporary access roads 	<ul style="list-style-type: none"> Deactivation includes site-level techniques (e.g., removing culverts) to full elimination (e.g., extensive re-contouring). To achieve specific objectives, a combination of techniques is often used during deactivation. 	<ul style="list-style-type: none"> CMMP GBMMP Reclamation Program
Signage and bulletins	Construction and post-construction (operation)	Minimize	<ul style="list-style-type: none"> Minimize human use of the ROW, access roads and trails. 	<ul style="list-style-type: none"> Public awareness of the reasons for access restrictions may influence effectiveness of access control measures. For this reason, Coastal GasLink will install signs at select locations, as and where appropriate. Coastal GasLink will install appropriately located and worded signage (in consultation with BC MFLNRORD) within caribou range. 	<ul style="list-style-type: none"> CMMP GBMMP

4.3 CONSTRUCTION PREPARATION PHASE

1 Access control management considerations were identified and assessed in the EAC
2 Application. Implementation of the ACMP begins in the construction preparation
3 phase. Detailed design available during the construction preparation phase facilitates
4 site-specific decisions about access control management measure implementation.
5 These decisions include analyzing opportunities and considerations for access control
6 locations, selecting and prioritizing candidate access control locations, and
7 identifying appropriate access control management measures or line-of-sight barriers.

8 This section describes how locations for access roads were selected during initial
9 Project route planning and siting, and Project design (Section 4.3.1). Further, this
10 section provides site-specific examples to guide the evaluation of opportunities and
11 constraints for access control management measure implementation (Section 4.3.2),
12 describes methods for selecting and prioritizing candidate access control locations
13 (i.e., how candidate sites become final sites) (Section 4.3.3), and describes access
14 control management measure options that can be planned at the construction
15 preparation phase.

4.3.1 Detailed Project Planning

16 During detailed pipeline construction footprint planning, Coastal GasLink considered
17 the following criteria, which may have implications for changes to access:

- 18 • follow or use existing clearings and linear disturbances (e.g., pipeline, utility, and
19 road ROWs) to the extent practical
- 20 • avoid or reduce traversing environmentally sensitive areas, such as parks,
21 protected areas, endangered or sensitive vegetation and wildlife habitat,
22 archaeological or heritage sites, and other environmentally sensitive areas, where
23 practical
- 24 • avoid or reduce crossings at waterbodies, railways, roads, pipelines, power lines
25 and water lines
- 26 • avoid identified socially and culturally important areas, such as parks, natural
27 areas, Traditional Land Use (TLU) sites, trapper cabins and areas with existing
28 infrastructure that could create land use conflicts to the extent practical
- 29 • input from the public, Indigenous groups, trappers, disposition holders,
30 landowners and relevant regulatory agencies in selecting the route to limit
31 potential adverse effects

1 During detailed road planning, Coastal GasLink selected access road locations based
2 on the following criteria:

- 3 • closest direct access from existing highway to the pipeline ROW
- 4 • preferential selection of existing roads over constructing new access roads
- 5 • suitability of the condition of existing access road
- 6 • existing bridges and culverts have adequate rating for heavy loads
- 7 • preferential selection of route with the least number of bridges and culverts
- 8 • cost to upgrade existing access road to acceptable standards to support
9 construction
- 10 • low traffic volume by other users during construction
- 11 • ability to obtain road use arrangement
- 12 • avoidance of:
 - 13 • areas of native vegetation by maximizing the use of previously cleared lands
14 or lands currently under industrial land use
 - 15 • known locations that provide site-specific habitat for wildlife species of
16 concern
 - 17 • known sites that support vascular plant species of concern
 - 18 • steep slopes, organic soils, and poorly drained areas
 - 19 • known areas with heritage resources or TLU sites
- 20 • where practical use areas previously disturbed (e.g., pipeline, utility, and road
21 ROWs) where new access roads are needed
- 22 • where practical, avoid environmentally sensitive, and socially or culturally
23 important areas where new access roads are required

24 In addition, during detailed road planning, Coastal GasLink will avoid or reduce
25 crossings at waterbodies.

4.3.2 Selection of Candidate Access Control Locations

26 Coastal GasLink selected candidate access control locations based on objectives in
27 the ACMP (Section 1.1) and the GBMMP, CMMP and WWHMP (Section 1.4). The
28 candidate locations are listed in Appendix A and illustrated in the Access Control
29 Management Mapbook (Appendix B). The process for selecting candidate and final
30 access control locations (i.e., the actual locations where access control measures will
31 be implemented) is described in this section.

1 During the construction preparation phase, candidate access control sites will be (or
2 have been) selected in the following ways:

- 3 • candidate locations were identified during the EAC Application phase of the
4 Project, including through the BC EAO-led process to develop the EAC
5 Application Information Requirements, at Working Group meetings and through
6 the Issue-Response process
- 7 • selection of candidate locations for the ACMP will be (or has been) informed by
8 engagement with the relevant regulatory authorities, Indigenous groups and
9 stakeholders
- 10 • Coastal GasLink will select, or has selected, candidate locations for access control
11 consistent with objectives of the CMMP, GBMMP and WWHMP

12 The final decision on the location and type of access control measure to be
13 implemented will be determined by the construction management team in
14 consultation with a Qualified Professional.

15 Examples of candidate access control locations include:

- 16 • areas where the Project intersects with existing linear features (e.g., roads, trails,
17 seismic lines, utility ROWs and other pipeline ROWs)
- 18 • areas where human and predator access may improve as a result of construction
19 and operation of the Project
- 20 • sections of the ROW that are not paralleled by existing disturbances
- 21 • watercourse crossings, including those currently used for fishing, recreational use,
22 commercial activities, tourism, and transportation
- 23 • watercourses with known important fish habitat that may be at risk of increased
24 angling pressure
- 25 • areas where the Project intersects with known areas for hunter access and usage

26 Candidate access control locations will be prioritized by Coastal GasLink into high,
27 medium and low categories based on ranking criteria used in the ACMP, CMMP and
28 GBMMP (Table 4-2).

Table 4-2: Candidate Access Control Location Priority Ranks

Candidate Access Control Location Priority Ranks ⁴	Candidate Access Control Location Priority Rank Criteria
High	<ul style="list-style-type: none"> • Project ROW intersects high use linear features (e.g., primary and secondary roads) • Major watercourses that are used for recreational activities • Watercourses with known important fish habitat (e.g., known spawning areas, overwintering areas, or other habitats that support life requisites for species of concern) • High-priority locations identified in the WWHMP, CMMP and GBMMP
Medium	<ul style="list-style-type: none"> • Project ROW intersects other ROWs that are accessible by off-road vehicles (e.g., transmission line, pipeline) • Medium-priority locations identified in the WWHMP, CMMP and GBMMP
Low	<ul style="list-style-type: none"> • Project ROW parallels an existing linear feature that is accessible to vehicles; access control management measures are not expected to be effective, but a review of the site will be completed before Coastal GasLink makes a final determination regarding access control implementation • Low-priority locations identified in the WWHMP, CMMP and GBMMP

1 If access control measures cannot be implemented at a pre-selected site, Coastal GasLink
2 will clearly document the reasons why and present the rationale to BC MFLNRORD and
3 BC OGC for discussion. Coastal GasLink may also implement access control at new
4 locations based on local conditions at the time of construction, available input from
5 participants in the Construction Monitoring and Community Liaison Program and in
6 consultation with a Qualified Professional.

7 Before construction, candidate access control locations that may require access
8 control planning activities (e.g., retention of timber for rollback) during the
9 construction phase will be included on Environmental Worksheets. In sensitive
10 wildlife habitats identified in the CMMP and GBMMP, candidate access control
11 locations for line-of-sight barriers and woody debris rollback will be selected and
12 identified on the Environmental Worksheets.

13 In locations where rollback or slash/timber berms are expected to be the suitable
14 access control measure, timber cleared from the surrounding area will need to be
15 retained during construction. In situations where biostabilization is identified as a
16 preferred measure, typically appropriate live vegetation that is collected from the
17 disturbed site will be used.

⁴ Site-specific priority rankings are included in the Summary of Candidate Access Control Locations (Appendix A) and displayed on the Access Control Management Mapbook (Appendix B).

4.4 CONSTRUCTION PHASE

1 During construction, Coastal GasLink will manage and mitigate changes to existing
2 access attributable to the Project. Anticipated changes include disruptions to the use
3 of existing access by Indigenous groups, stakeholders and the public, and also
4 unauthorized use of new access created by the Project, including the ROW.

4.4.1 Existing Access

5 During construction, mitigation related to changes in existing access during the
6 construction period will focus on maintaining existing access for resource users
7 (e.g., Indigenous groups, trappers and guide outfitters) and discouraging unauthorized
8 use of new access created by the Project. The following access control management
9 measures (and combinations thereof) will be implemented during construction as
10 follows:

- 11 • Where existing access intersects with the project ROW, flagging and signage will
12 be used to discourage public use.
- 13 • Maintain public use of existing access routes, where safe, through engagement
14 with road user groups and recreational user groups to communicate construction
15 activity schedules and locations, and discuss options to mitigate changes where
16 conflicts arise.
- 17 • Maintain existing access routes for Indigenous groups, trappers, guide outfitters
18 and recreational user groups that have been identified to Coastal GasLink, where
19 safe. Coastal GasLink expects to engage with these groups to determine options,
20 such as alternative routes, creating and flagging breaks in rollback at intersections
21 with trails used to access traditional use areas (e.g., hunting, fishing, or medicinal
22 and food source plants), traplines or hunting trails, or other options to reduce
23 access disruptions.
- 24 • Coastal GasLink will notify the public of potential access disruptions through
25 local newspapers or other lines of communication.
- 26 • All Project vehicular traffic will be restricted to the approved and marked pipeline
27 route, work space and access roads.
- 28 • Project personnel and other visitors to the project ROW will participate in
29 environmental awareness training, as applicable, which will include expectations
30 of personnel with respect to access.
- 31 • Coastal GasLink, contractors and all subcontractor personnel will avoid areas that
32 are fenced or otherwise marked and abide by any restrictions on in/out privileges
33 that are implemented in areas requiring access or special protection. Daily
34 construction management meetings will be used to convey any site-specific access
35 issues.

4.4.2 New Access

During construction, potential adverse effects related to creating new access are expected to be avoided by implementing one or more of the following access control measures:

- All vehicular traffic will be restricted to the approved and flagged pipeline route, work space and access roads.
- Newly created access points will be controlled using measures to manage and prevent unauthorized public access, unless otherwise directed by Coastal GasLink (for safety and maintenance) or the relevant regulatory authority. Existing disturbed areas will be utilized, where practical, (e.g., logged areas) to reduce the overall area of new clearing required during construction.
- The clearing width will be reduced to the minimum required for safe construction.
- Project personnel and other Project-related visitors to the Project ROW will participate in environmental awareness training, as applicable, which will include expectations of personnel with respect to access.
- The recreational use of all-terrain vehicles (ATVs) or snowmobiles by construction personnel on the Project footprint (i.e., pipeline ROW, temporary work spaces and associated facilities) will be prohibited.
- Incidents with wildlife or collisions between wildlife and Project vehicles will be reported to the RAPP hotline/FNLRORD and the local police detachment, as required (refer to the Human-Wildlife Conflict Management Plan). All incidents will be reviewed by the Environmental Inspector(s) and the Construction Manager/construction management team. Remedial measures will be determined by the construction management team and implemented to reduce the likelihood of future incidents occurring.
- All personnel on the Project are prohibited from, and Coastal GasLink's Suppliers or Contractors will ensure that no personnel:
 - hunt, trap, fish or gather plants on any Project lands, including ROWs, temporary working space, Coastal GasLink controlled access roads, or workforce accommodations
 - hunt, trap, fish or gather plants during working hours
 - possess or store firearms, bows or crossbows on any Project lands, including rights-of-way, temporary working space, Coastal GasLink controlled access roads, or workforce accommodations, or in any work vehicles except for firearms expressly permitted by Coastal GasLink and relevant regulatory authorities for wildlife safety purposes

4.5 POST-CONSTRUCTION

With the appropriate regulatory authorities, Coastal GasLink will coordinate post-construction efforts to control vehicular use of the ROW, in accordance with applicable permit conditions. Access control management measures may include the use of woody debris as rollback, mounding, placing boulders across the ROW, and installing gates and signs. The final location where site-specific measures will be implemented will be determined by the construction management team in consultation with a Qualified Professional. This determination will include consideration of information received during engagement with relevant regulatory authorities, and potentially affected Indigenous groups or stakeholders. Current candidate access control locations for the implementation of access control measures are provided in Attachments A and B.

4.5.1 Existing and New Access

Following construction, access developed specifically for the Project on non-tenured roads and improvements to existing non-tenured roads will be restored to pre-disturbance conditions, unless otherwise required by the relevant regulatory authority. Access to trails traditionally used by Indigenous groups and known trapper trails identified before the notice of construction start will be reclaimed to construction preparation conditions, in compliance with BC OGC permit conditions. As candidate access control locations were selected during the construction preparation phase, final locations for access control will be determined during construction by the construction management team with advice from the appropriate resource specialists and in consultation with a Qualified Professional. The final decision will take into consideration as-built conditions and input received through engagement.

Reclamation and access management will be achieved by implementing one or more of the following mitigation:

- Minimize ground disturbance during construction (e.g., no grading and no topsoil salvage, where applicable) to foster rapid regeneration of existing seed and root beds.
- Place rollback timber and slash across the width of the ROW for approximately 100 to 400 m on either side of the intersection of existing access (e.g., access trails, ROWs and seismic lines) to deter travel by both humans and predators.
- Complete final cleanup and reclamation, including the implementation of access control along portions of the ROW adjacent to environmentally sensitive features, such as wetlands.
- Remove road bar ditch ramps and reclaim all temporary access trails and shooflies to stable conditions. Re-contour to pre-disturbance conditions and seed with

1 Certified No. 1 seed mix or native species in accordance with the Reclamation
2 Program.

- 3 • If these measures are not feasible, Coastal GasLink will discuss alternative
4 measures with the relevant regulatory authority.
- 5 • Re-grade to pre-disturbance profile, where practical, to deter vehicle and
6 ATV/ARGO traffic along the ROW.
- 7 • Work with relevant regulatory authorities, Indigenous groups and potentially
8 affected stakeholders during final cleanup and implementation of access control
9 measures for the operation phase along the ROW.
- 10 • Maintain routine access to the ROW for operations, maintenance and monitoring
11 activities by way of pre-existing roads and trails. Where travel along the ROW
12 near sensitive vegetation (e.g., plant species or ecological communities or species
13 of concern, or vegetation that is re-establishing) is required (e.g., during
14 reclamation monitoring), foot travel will be used, although ATV/ARGOs will be
15 used, if necessary. Project personnel using an ATV/ARGO will refrain from
16 churning the soil and driving through wet areas, to improve vegetation recovery.
- 17 • Access management measures specific to caribou are described in the CMMP, for
18 grizzly bear in the GBMMP and for moose in the WWHMP, and include:
 - 19 • Project footprint and temporary work spaces will be reclaimed as soon as
20 practical following completion of construction activities in areas that will not
21 have permanent above-ground infrastructure.
 - 22 • Reclamation will include re-contouring terrain, replacement of surface
23 material, and natural re-establishment of vegetation cover, and will be
24 conducted in accordance with regulations, policies and industry best
25 management practices.
 - 26 • Brush piles will be placed strategically on the ROW to facilitate movement of
27 certain wildlife (e.g., marten, fisher, small mammals) across and within the
28 pipeline footprint, and to provide screening for other species crossing within
29 or moving across the ROW.
 - 30 • Line-of-sight barriers may be created by allowing for natural regeneration of
31 vegetation (i.e., no brushing or clearing of vegetation) in a staggered pattern
32 across the pipeline centreline along portions of the ROW (example provided
33 in Figure 4-2). However, the allowance of regeneration of vegetation over the
34 pipeline will only be permitted after considering pipeline integrity, safe
35 operation and regulatory requirements.



Figure 4-2: Natural Regeneration of Vegetation to Create Line-of-Sight Breaks

If the above mitigation cannot be effectively implemented, Coastal GasLink will consult with a Qualified Professional to identify alternative measures for discussion with relevant regulatory authorities.

5.0 REPORTING

1 Coastal GasLink will provide annual reports to the BC EAO, BC OGC, BC
2 MFLNRORD and BC MOTI, and to interested Indigenous groups and other
3 interested parties, on the implementation of the ACMP. Reporting will include
4 information regarding access control locations and access control management
5 measures implemented.

6 Monitoring the effectiveness of access control measures in relation to objectives set
7 out for caribou, grizzly bear, and moose will be addressed in the CMMP, GBMMP,
8 and WWHMP, respectively. Monitoring considerations, such as study design,
9 sampling effort, precision analysis, targets and analytical techniques, are provided in
10 the effectiveness monitoring sections of those plans. Moreover, reporting on the
11 effectiveness of implemented measures, and the use of an adaptive management
12 framework to address measures that are not achieving the predicted results, will be
13 dealt with through those plans.

14 The reporting content, format and frequency (if it differs from an annual schedule)
15 will be determined in consultation with the relevant regulatory authorities.

6.0 REFERENCES

- 1 British Columbia Ministry of Environment and Climate Change Strategy. 2011.
2 Interim operating practices for oil and gas activities in identified boreal
3 caribou habitat in British Columbia. September 2011. Available at:
4 [http://www.env.gov.bc.ca/wld/speciesconservation/bc/documents/Operating%](http://www.env.gov.bc.ca/wld/speciesconservation/bc/documents/Operating%20Practices.pdf)
5 [20Practices.pdf](http://www.env.gov.bc.ca/wld/speciesconservation/bc/documents/Operating%20Practices.pdf). Accessed: December 2018.
- 6 British Columbia Ministry of Environment and Climate Change Strategy. 2014a.
7 Policy for Mitigating Impacts on Environmental Values. Province of British
8 Columbia, Victoria, BC. Available at:
9 [https://www2.gov.bc.ca/assets/gov/environment/natural-resource-policy-](https://www2.gov.bc.ca/assets/gov/environment/natural-resource-policy-legislation/environmental-mitigation-policy/em_policy_may13_2014.pdf)
10 [legislation/environmental-mitigation-policy/em_policy_may13_2014.pdf](https://www2.gov.bc.ca/assets/gov/environment/natural-resource-policy-legislation/environmental-mitigation-policy/em_policy_may13_2014.pdf).
11 Accessed: December 2018.
- 12 British Columbia Ministry of Environment and Climate Change Strategy. 2014b.
13 Procedures for Mitigating Impacts on Environmental Values. Province of
14 British Columbia, Victoria, BC. Available at:
15 [https://www2.gov.bc.ca/assets/gov/environment/natural-resource-policy-](https://www2.gov.bc.ca/assets/gov/environment/natural-resource-policy-legislation/environmental-mitigation-policy/em_procedures_may27_2014.pdf)
16 [legislation/environmental-mitigation-policy/em_procedures_may27_2014.pdf](https://www2.gov.bc.ca/assets/gov/environment/natural-resource-policy-legislation/environmental-mitigation-policy/em_procedures_may27_2014.pdf).
17 Accessed: December 2018.
- 18 British Columbia Ministry of Forests, Lands and Natural Resource Operations and
19 Rural Development (BC MFLNRORD). 2014. A compendium of wildlife
20 guidelines for industrial development projects in the north area, British
21 Columbia - Interim Guidance. 206 pp. Available:
22 <http://www.env.gov.bc.ca/wld/BMP/bmpintro.html#third> Accessed:
23 December 2018.
- 24 British Columbia Oil and Gas Commission (BC OGC). 2018. Environmental
25 Protection and Management Guideline. Available at:
26 <http://www.bcogc.ca/node/5899/download>. Accessed: December 2018.
- 27 British Columbia Oil and Gas Commission (BC OGC). 2018. Oil and Gas Activity
28 Operations Manual. Available at: [https://www.bcogc.ca/industry-](https://www.bcogc.ca/industry-zone/documentation/oil-and-gas-activity-operations-manual)
29 [zone/documentation/oil-and-gas-activity-operations-manual](https://www.bcogc.ca/industry-zone/documentation/oil-and-gas-activity-operations-manual). Accessed:
30 December 2018.
- 31 Musiani, M., Mamo, C., Boitani, L., Callaghan, C., Gates, C. C., Mattei, L., and
32 Volpi, G. 2003. Wolf depredation trends and the use of fladry barriers to
33 protect livestock in western North America. *Conservation Biology*,
34 17(6):1538-1547.

- 1 Neufeld, L.M. 2006. Spatial dynamics of wolves and woodland caribou in an
2 industrial forest landscape in west-central Alberta. M.Sc. Thesis, Wildlife
3 Ecology and Management, Department of Renewable Resources, University
4 of Alberta, Edmonton, Alberta. 155 pp.
- 5 Sherrington, P.M. 2003. Measuring boreal forest fragmentation change in response to
6 seismic line, wellsite and road revegetation with scanned false-colour infrared
7 aerial photography. Master of Science Thesis, Department of Geography,
8 University of Calgary, Calgary, AB.
- 9 Switalski, T.A. and C.R. Nelson. 2011. Efficacy of road removal for restoring
10 wildlife habitat: Black bear in the Northern Rocky Mountains, USA.
11 Biological Conservation 144(11): 2666 – 2673.
- 12 Vinge, T. and M. Pyper. 2012. Managing woody materials on industrial sites:
13 Meeting economic, ecological, and forest health goals through a collaborative
14 approach. Department of Renewable Resources, University of Alberta,
15 Edmonton, Alberta. 32 pp.

Appendices – Contents

Appendix A	Summary of Candidate Access Control Locations
Appendix B	Access Control Management Mapbook

Appendix A Summary of Candidate Access Control Locations

Location Identification Number ¹	Nearest KP ²	Site-Specific Objective ³	Priority Rank	Relevant Management Plan
1	10_R0	physical barrier	medium	GBMMP
2	12_R0	physical barrier	medium	GBMMP
432	16	physical barrier	medium	GBMMP
3	24_R3	physical barrier	high	GBMMP, WWHMP
9	25	line of sight barrier	high	WWHMP
10	26	line of sight barrier	high	WWHMP
374	27_R0	physical barrier	medium	WWHMP
375	27_R0	physical barrier	medium	GBMMP, WWHMP
4	28_R0	physical barrier	high	GBMMP, WWHMP
350	32_R0	physical barrier	medium	GBMMP
349	34_R0	physical barrier	low	GBMMP, WWHMP
5	35_R1	physical barrier	medium	GBMMP
348	37_R0	physical barrier	medium	GBMMP, WWHMP
347	37_R0	physical barrier	medium	GBMMP, WWHMP
6	40_R1	physical barrier	high	GBMMP
7	42	physical barrier	high	GBMMP
346	44	physical barrier	medium	GBMMP
345	58	physical barrier	medium	GBMMP, WWHMP
12	59	physical barrier	medium	GBMMP
344	61_R2	physical barrier	medium	WWHMP
343	62_R3	physical barrier	medium	WWHMP
13	63_R3	physical barrier	medium	GBMMP
227	66	line of sight barrier	medium	GBMMP, CMMP
226	66	physical barrier	low	GBMMP, CMMP
431	67	physical barrier	medium	GBMMP
393	68	physical barrier	high	GBMMP
342	69	physical barrier	medium	GBMMP
341	70	physical barrier	high	GBMMP
340	72	physical barrier	medium	GBMMP
407	74	physical barrier	medium	GBMMP
376	76	physical barrier	medium	GBMMP
339	78	physical barrier	medium	GBMMP
338	79	physical barrier	medium	GBMMP
409	82	physical barrier	medium	GBMMP, WWHMP
18	82	physical barrier	medium	GBMMP, WWHMP
430	86	physical barrier	high	GBMMP, WWHMP
412	88	physical barrier	High	GBMMP, WWHMP

Location Identification Number ¹	Nearest KP ²	Site-Specific Objective ³	Priority Rank	Relevant Management Plan
337	90_R2	physical barrier	medium	GBMMP, WWHMP
335	94	physical barrier	medium	GBMMP, WWHMP
334	95	physical barrier	medium	GBMMP, WWHMP
398	97	physical barrier		
333	97	physical barrier	high	WWHMP
20	98	physical barrier	medium	GBMMP
378	98	physical barrier		
429	100	physical barrier	medium	GBMMP
21	100	physical barrier	medium	GBMMP
22	103	physical barrier	medium	GBMMP
332	104	physical barrier	medium	GBMMP
411	105	physical barrier	High	GBMMP
330	106	physical barrier	medium	GBMMP
329	108	physical barrier	medium	GBMMP
23	110	physical barrier	medium	GBMMP
24	113	physical barrier	medium	GBMMP
328	114	physical barrier	medium	GBMMP
25	115	physical barrier	high	GBMMP
327	119	physical barrier	medium	GBMMP
326	120	physical barrier	medium	GBMMP
324	122	physical barrier	medium	GBMMP
323	127	physical barrier	medium	GBMMP
26	128	physical barrier	high	GBMMP
27	128	physical barrier	high	GBMMP, CMMP
98	130	line of sight barrier	medium	CMMP
97	130	line of sight barrier	medium	CMMP
96	131	line of sight barrier	medium	CMMP
28	132	line of sight barrier	high	CMMP
29	132	line of sight barrier	high	CMMP
30	133	line of sight barrier	high	CMMP
102	134	line of sight barrier	high	CMMP
101	135	line of sight barrier	high	CMMP
100	136	line of sight barrier	high	CMMP
192	137	line of sight barrier	low	GBMMP, CMMP
191	142_R0	line of sight barrier	low	GBMMP, CMMP
105	143	line of sight barrier	high	CMMP
104	144	line of sight barrier	high	CMMP

Location Identification Number ¹	Nearest KP ²	Site-Specific Objective ³	Priority Rank	Relevant Management Plan
35	144	line of sight barrier	high	CMMP
103	145	line of sight barrier	high	CMMP
34	146	line of sight barrier	medium	CMMP
371	147	line of sight barrier	medium	CMMP
33	147	line of sight barrier	medium	CMMP
32	148	line of sight barrier	medium	CMMP
31	149	line of sight barrier	medium	CMMP
95	150	line of sight barrier	low	CMMP
93	152	line of sight barrier	low	CMMP
94	152	line of sight barrier	low	CMMP
92	153	line of sight barrier	low	CMMP
91	154	line of sight barrier	low	CMMP
90	154	line of sight barrier; physical barrier	low	CMMP
188	155	physical barrier	high	GBMMP, CMMP
194	156	physical barrier	high	CMMP
193	157	physical barrier	high	CMMP
427	158	physical barrier	high	GBMMP, CMMP
413	159	physical barrier	low	GBMMP, CMMP
195	159	physical barrier	low	GBMMP, CMMP
190	161	physical barrier	medium	GBMMP, CMMP
322	162	line of sight barrier	high	CMMP
410	172	line of sight barrier	medium	GBMMP, CMMP
321	173	physical barrier	medium	CMMP
200	182	physical barrier	medium	GBMMP, CMMP
390	183_R0	physical barrier	low	GBMMP, CMMP
41	184_R0	line of sight barrier	high	GBMMP, CMMP
40	185	line of sight barrier	high	GBMMP, CMMP
426	186	physical barrier	high	GBMMP, CMMP
39	186	line of sight barrier	high	GBMMP, CMMP
389	186	physical barrier		
201	186	physical barrier	low	GBMMP, CMMP
203	187	physical barrier	high	GBMMP, CMMP
202	188	physical barrier	medium	GBMMP, CMMP
38	189	physical barrier	medium	GBMMP, CMMP
414	191	physical barrier	high	GBMMP, WWHMP
204	192	physical barrier	low	GBMMP, WWHMP

Location Identification Number ¹	Nearest KP ²	Site-Specific Objective ³	Priority Rank	Relevant Management Plan
43	197	physical barrier	low	GBMMP, WWHMP
318	200	physical barrier	medium	GBMMP, WWHMP
317	201	physical barrier	medium	GBMMP, WWHMP
44	202	physical barrier	medium	GBMMP, WWHMP
372	204	physical barrier	medium	GBMMP, WWHMP
316	207	physical barrier	medium	GBMMP, WWHMP
315	209_R1	physical barrier	medium	GBMMP, WWHMP
425	209_R1	physical barrier	high	GBMMP, WWHMP
47	212	physical barrier	medium	GBMMP, WWHMP
403	212	physical barrier		
424	213	physical barrier	high	GBMMP, WWHMP
312	215	physical barrier	medium	GBMMP, WWHMP
402	215	physical barrier	low	GBMMP, WWHMP
205	218	physical barrier	low	GBMMP, WWHMP
311	219_R3	physical barrier	medium	GBMMP, WWHMP
310	220_R3	physical barrier	medium	GBMMP, WWHMP
53	222	line of sight barrier	medium	GBMMP, WWHMP
309	223	physical barrier	medium	GBMMP, WWHMP
52	224	physical barrier	medium	GBMMP, WWHMP
51	225	physical barrier	medium	GBMMP, WWHMP
308	227	physical barrier	medium	GBMMP, WWHMP
307	227	physical barrier	medium	GBMMP, WWHMP
54	230	physical barrier	medium	GBMMP, WWHMP
306	232	physical barrier	medium	GBMMP, WWHMP
59	233	line of sight barrier	medium	GBMMP, WWHMP
305	233	physical barrier	medium	GBMMP, WWHMP
206	235	physical barrier	high	GBMMP, WWHMP
303	239	physical barrier	low	GBMMP, WWHMP
61	242	physical barrier	low	GBMMP
302	245	physical barrier	medium	GBMMP, WWHMP
62	248	physical barrier	low	GBMMP
63	252	physical barrier	medium	GBMMP, WWHMP
301	254	physical barrier	medium	GBMMP, WWHMP
385	254	physical barrier	medium	GBMMP, WWHMP
67	256	physical barrier	medium	GBMMP, WWHMP
300	257	physical barrier	medium	GBMMP, WWHMP
68	258	physical barrier	medium	GBMMP, WWHMP

Location Identification Number ¹	Nearest KP ²	Site-Specific Objective ³	Priority Rank	Relevant Management Plan
69	258	physical barrier	medium	GBMMP, WWHMP
299	259	physical barrier	medium	GBMMP, WWHMP
298	260	physical barrier	medium	GBMMP, WWHMP
423	262	physical barrier	high	GBMMP, WWHMP
422	262	physical barrier	high	GBMMP, WWHMP
70	263	physical barrier	medium	GBMMP, WWHMP
297	268	physical barrier	medium	GBMMP
296	273	physical barrier	medium	GBMMP
295	278_R1	physical barrier	medium	GBMMP, WWHMP
400	293	physical barrier	medium	GBMMP, WWHMP
291	293	physical barrier	medium	GBMMP, WWHMP
391	294	physical barrier	medium	GBMMP, WWHMP
221	297	physical barrier	medium	GBMMP, WWHMP
76	297	physical barrier	medium	GBMMP, WWHMP
220	298	line of sight barrier	medium	GBMMP, WWHMP
219	299	physical barrier	high	GBMMP, WWHMP
415	300	physical barrier	medium	GBMMP, WWHMP
287	322	dependent on on-site conditions physical barrier	low	GBMMP, WWHMP
416	345_R0	physical barrier	medium	GBMMP, WWHMP
86	353_R0	physical barrier	medium	GBMMP, WWHMP
216	359_R0	physical barrier	medium	GBMMP, WWHMP
421	370_R0	physical barrier	medium	GBMMP
417	371_R0	physical barrier	medium	GBMMP
138	379_R0	physical barrier	low	GBMMP
278	380_R0	physical barrier	medium	GBMMP
139	384	physical barrier	low	GBMMP
277	388	physical barrier	low	GBMMP
276	389	physical barrier	low	GBMMP
140	409	physical barrier	medium	GBMMP, WWHMP
275	410	physical barrier	low	GBMMP, WWHMP
143	412	physical barrier	medium	GBMMP, WWHMP
145	416	physical barrier	medium	GBMMP, WWHMP
274	421	dependent on on-site conditions physical barrier	medium	GBMMP, WWHMP
405	423	physical barrier	medium	GBMMP, WWHMP
147	424	line of sight barrier	low	GBMMP, WWHMP
148	425	line of sight barrier	low	GBMMP, WWHMP

Location Identification Number ¹	Nearest KP ²	Site-Specific Objective ³	Priority Rank	Relevant Management Plan
149	426	line of sight barrier	low	GBMMP, WWHMP
273	427	physical barrier	high	GBMMP, WWHMP
150	428	physical barrier	high	GBMMP, WWHMP
155	445	physical barrier	low	GBMMP, WWHMP
406	446	physical barrier	low	GBMMP, WWHMP
272	448	physical barrier	medium	GBMMP, WWHMP
271	450	physical barrier	medium	GBMMP, WWHMP
270	456	physical barrier	medium	GBMMP
157	461	physical barrier	high	GBMMP, WWHMP
158	462	line of sight barrier	low	GBMMP, WWHMP
159	463	line of sight barrier	low	GBMMP, WWHMP
160	463	line of sight barrier	low	GBMMP, WWHMP
161	S_0	physical barrier	high	GBMMP, WWHMP
162	S_0	physical barrier	high	GBMMP, WWHMP
163	S_1	physical barrier	high	GBMMP, WWHMP
269	S_12	physical barrier	medium	GBMMP, WWHMP
164	S_17	physical barrier	medium	GBMMP
165	S_20	physical barrier	medium	GBMMP
266	S_20	physical barrier	medium	GBMMP
267	S_20	physical barrier	medium	GBMMP
166	S_20	physical barrier	medium	GBMMP
263	S_41	physical barrier	medium	GBMMP, WWHMP
167	507	physical barrier	medium	GBMMP, WWHMP
168	508	line of sight barrier	low	GBMMP, WWHMP
169	508	line of sight barrier	low	GBMMP, WWHMP
387	509	physical barrier		
170	509	physical barrier	medium	GBMMP, WWHMP
171	510	physical barrier	low	GBMMP
264	511	physical barrier	medium	GBMMP, WWHMP
265	512	physical barrier	medium	GBMMP, WWHMP
265B	513	physical barrier		
172	517	physical barrier	low	GBMMP
262	520	physical barrier	high	GBMMP
261	521	physical barrier	high	GBMMP
173	522	physical barrier	high	GBMMP
174	522	physical barrier	high	GBMMP
259	524	physical barrier	high	GBMMP, CMMP

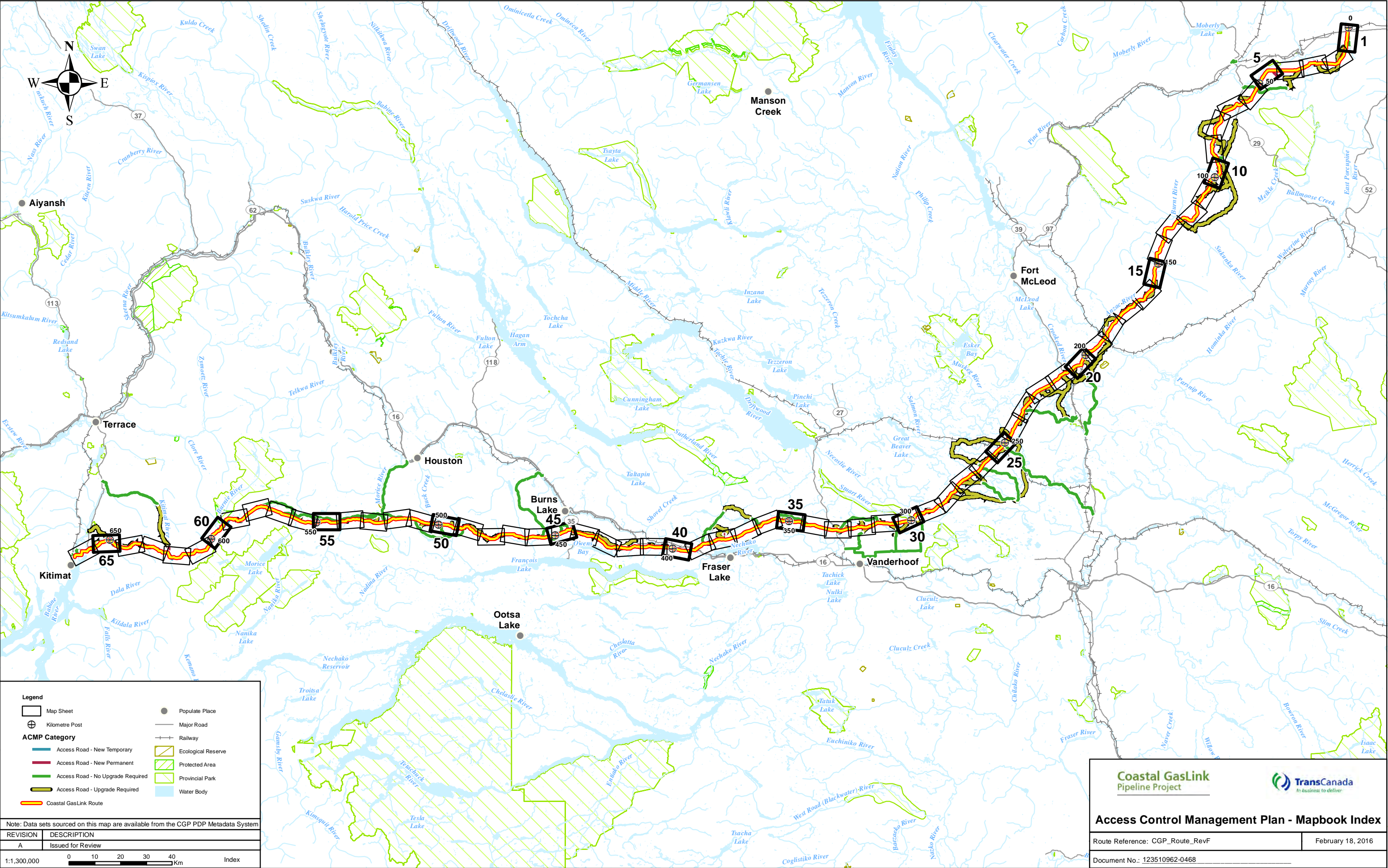
Location Identification Number ¹	Nearest KP ²	Site-Specific Objective ³	Priority Rank	Relevant Management Plan
408	526	physical barrier	medium	GBMMP, CMMP
260	527	physical barrier	high	GBMMP, CMMP
404	533	physical barrier	high	CMMP
107	533	physical barrier	low	CMMP
108	534	physical barrier	low	CMMP
258	538	physical barrier	medium	CMMP
257	539	physical barrier	medium	CMMP
109	539	physical barrier	low	CMMP
355	540	physical barrier		
110	541	physical barrier	low	CMMP
113	543	line of sight barrier; physical barrier	medium	GBMMP, CMMP
112	543	line of sight barrier	low	CMMP
420	544	physical barrier	medium	CMMP
114	545	physical barrier	medium	GBMMP, CMMP
115	545	line of sight barrier; physical barrier	medium	GBMMP, CMMP
176	546	line of sight barrier	medium	CMMP
177	546	line of sight barrier	medium	CMMP
116	547	physical barrier	medium	GBMMP, CMMP
117	547	physical barrier	medium	GBMMP, CMMP
118	548	line of sight barrier	low	CMMP
119	549	line of sight barrier	low	CMMP
120	550	line of sight barrier	low	CMMP
121	551	line of sight barrier	low	CMMP
122	552	physical barrier	medium	GBMMP, CMMP
123	552	physical barrier	medium	GBMMP, CMMP
255	553	physical barrier	high	CMMP
212	554	dependent on on-site conditions		GBMMP, CMMP
256	555	dependent on on-site conditions	high	CMMP
213	556	dependent on on-site conditions		GBMMP, CMMP
124	558	physical barrier	medium	GBMMP, CMMP
125	559	physical barrier	medium	GBMMP, CMMP
126	560	physical barrier	medium	GBMMP, CMMP
127	561	physical barrier	medium	GBMMP, CMMP

Location Identification Number ¹	Nearest KP ²	Site-Specific Objective ³	Priority Rank	Relevant Management Plan
128	562	line of sight barrier	low	CMMP
129	562	line of sight barrier	low	CMMP
130	563	line of sight barrier	low	CMMP
379	564_R0	Physical barrier		
131	564_R0	line of sight barrier	low	CMMP
132	564_R0	physical barrier	low	GBMMP, CMMP
133	565	physical barrier	medium	GBMMP, CMMP
134	565	physical barrier	medium	GBMMP, CMMP
135	566	physical barrier	medium	GBMMP, CMMP
254	568	dependent on on-site conditions	medium	GBMMP, CMMP
136	569	physical barrier	medium	GBMMP, CMMP
137	572	physical barrier	medium	GBMMP, CMMP
252	574	physical barrier	medium	GBMMP, CMMP
253	576	physical barrier	high	CMMP
214	578	physical barrier	low	GBMMP, CMMP
250	582_R0	physical barrier	low	GBMMP, WWHMP
251	583	physical barrier	low	GBMMP
178	584	physical barrier	low	GBMMP
384	586_R6	physical barrier		
179A	586_R6	physical barrier		
179	587_R6	physical barrier	medium	GBMMP
215A	588_R7	physical barrier		
215B	588_R7	physical barrier		
215	589_R7	physical barrier	high	GBMMP
180	593_R0	line of sight barrier	medium	CMMP
360	594_R0	physical barrier		
246	595_R0	physical barrier	medium	GBMMP
247	596_R0	physical barrier	medium	GBMMP
248	598_R7	physical barrier	medium	GBMMP
249	599_R7	physical barrier	medium	GBMMP
239	602_R1	physical barrier	medium	GBMMP
240	603_R2	physical barrier	medium	GBMMP
241	605_R1	physical barrier	medium	GBMMP
242	605_R1	physical barrier	medium	GBMMP
243	609	physical barrier	medium	GBMMP
244	610	physical barrier	medium	GBMMP

Location Identification Number ¹	Nearest KP ²	Site-Specific Objective ³	Priority Rank	Relevant Management Plan
245	612	physical barrier	medium	GBMMP
233	616_R1	physical barrier	medium	GBMMP
234	618_R1	physical barrier	medium	GBMMP
235	620_R1	physical barrier	medium	GBMMP
236	621_R1	physical barrier	medium	GBMMP
396	621_R1	physical barrier		
181	624_R1	physical barrier	high	GBMMP
397	624_R1	physical barrier		
237	624_R1	physical barrier	medium	GBMMP
238	624_R1	physical barrier	medium	GBMMP
231	628_R1	physical barrier	medium	GBMMP
182	631_R1	physical barrier	high	GBMMP
386	632_R1	physical barrier		
419	633_R1	physical barrier	medium	GBMMP
418	638_R1	physical barrier	medium	GBMMP
395	643_R1	physical barrier		
228	643_R1	physical barrier	high	GBMMP
184	650_R1	physical barrier	high	GBMMP
183	651_R1	physical barrier	high	GBMMP
185	652_R1	physical barrier	high	GBMMP
186	652_R1	physical barrier	high	GBMMP
186B	654_R1	physical barrier		
186C	656_R1	physical barrier		

Appendix B Access Control Management Mapbook

*"Please note that these maps currently show Rev F
Please note that SHAR is no longer a proposed route but a finalized route for the Project"*



Legend

Map Sheet

Kilometre Post

ACMP Category

Access Road - New Temporary

Access Road - New Permanent

Access Road - No Upgrade Required

Access Road - Upgrade Required

Coastal GasLink Route

Populate Place

Major Road

Railway

Ecological Reserve

Protected Area

Provincial Park

Water Body

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:1,300,000

0

10

20

30

40

Km

Index

Coastal GasLink

Pipeline Project

TransCanada

In business to deliver

Access Control Management Plan - Mapbook Index

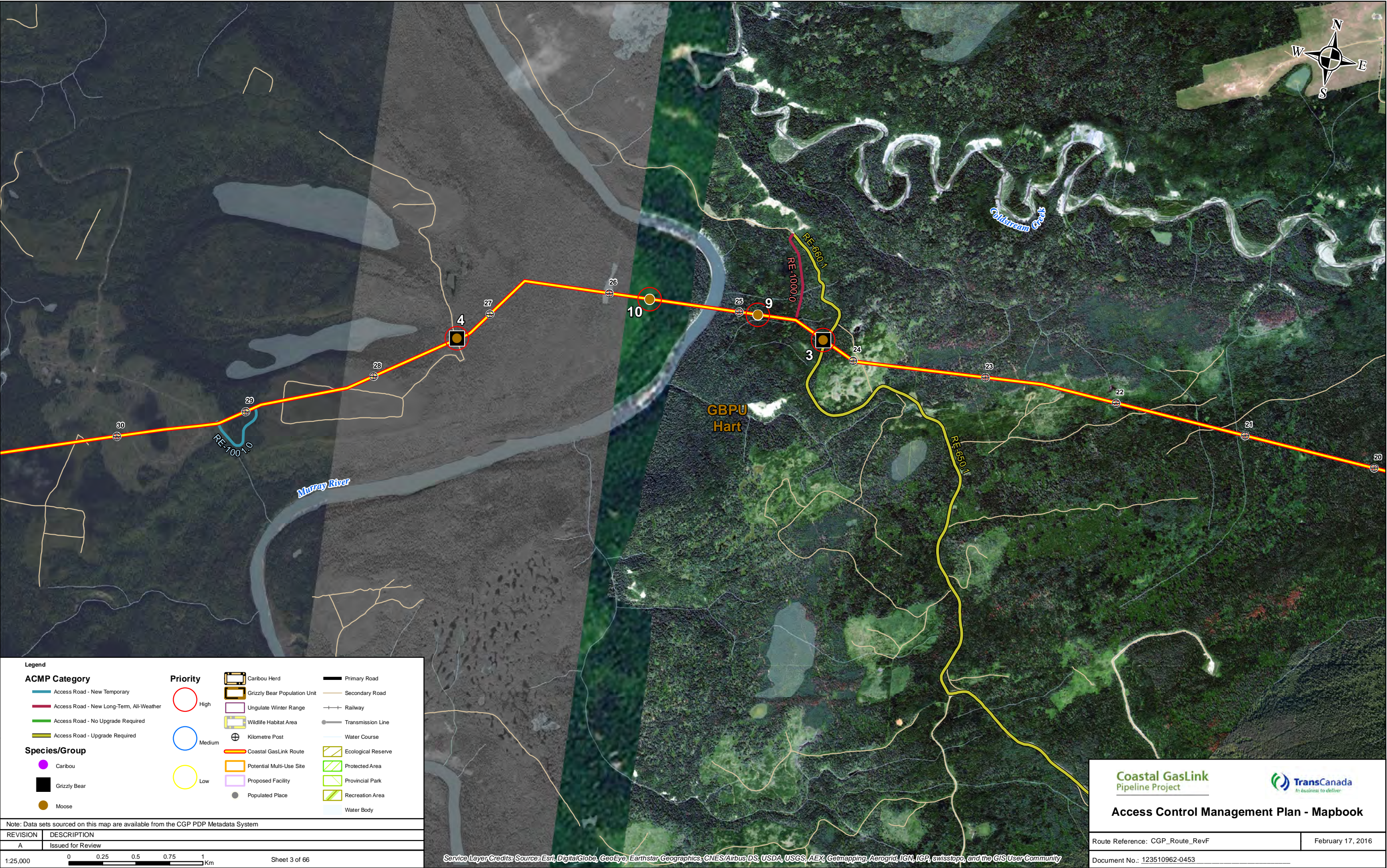
Route Reference: CGP_Route_RevF

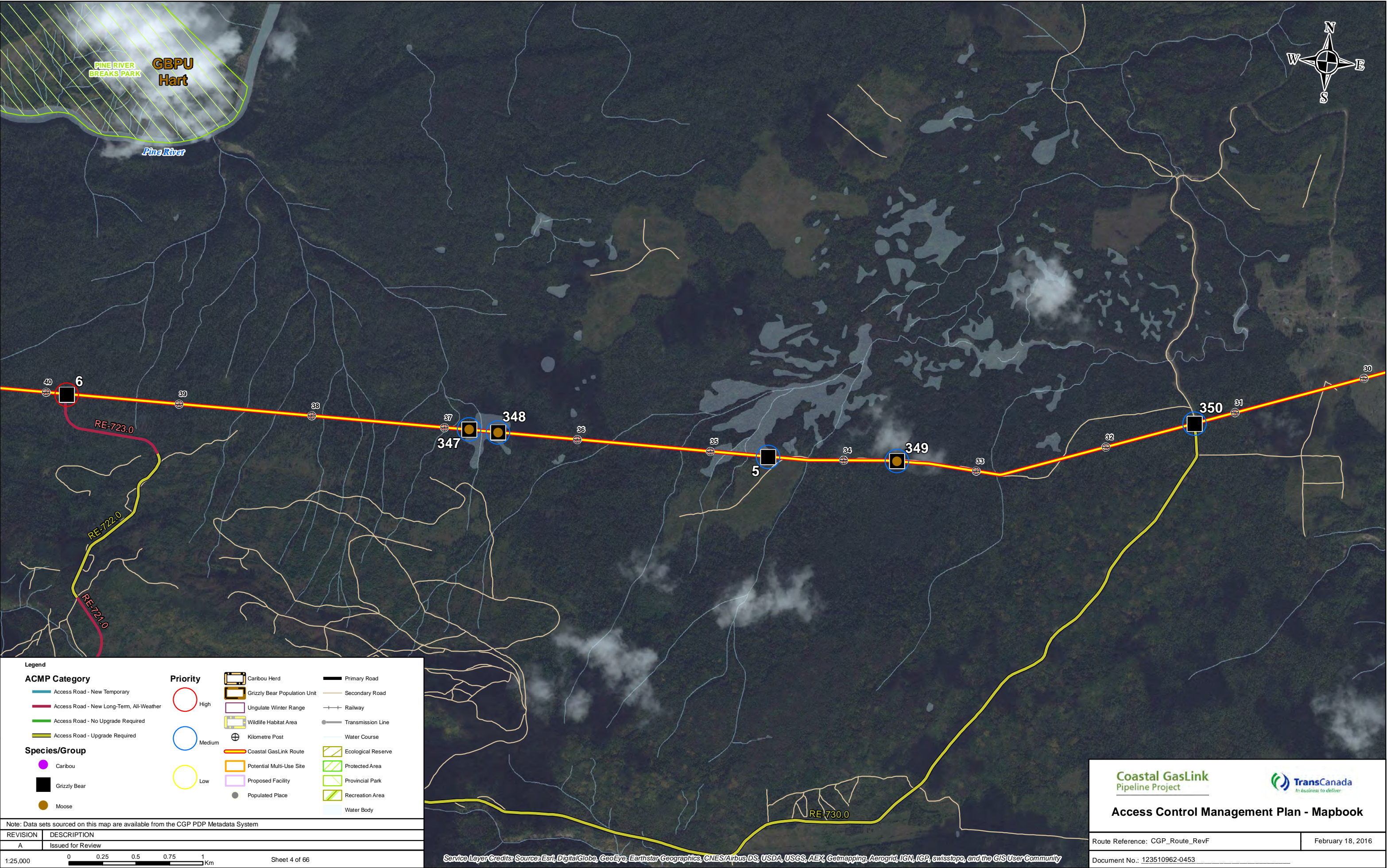
February 18, 2016

Document No.: 123510962-0468









Coastal GasLink
Pipeline Project

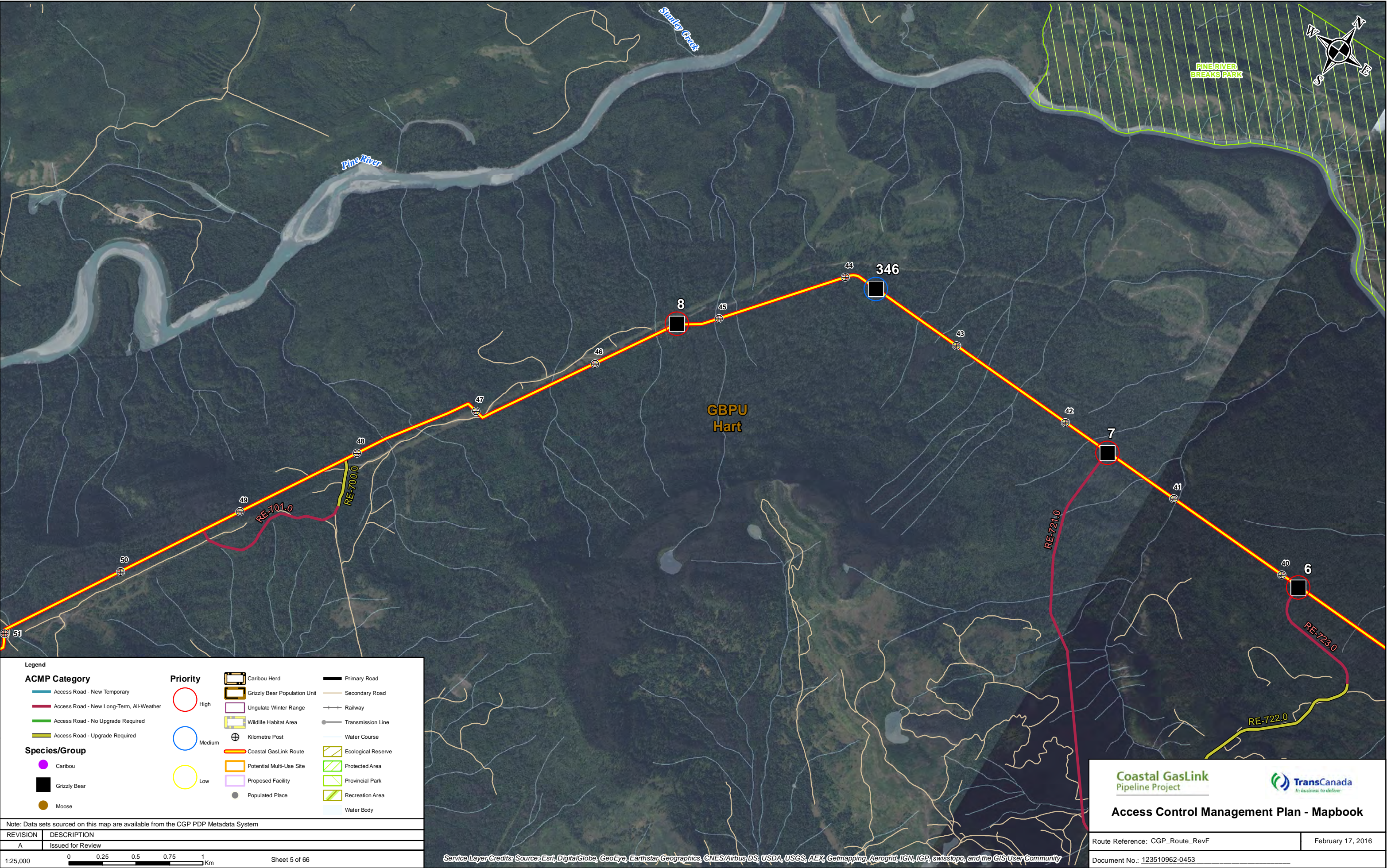
TransCanada
In business to deliver

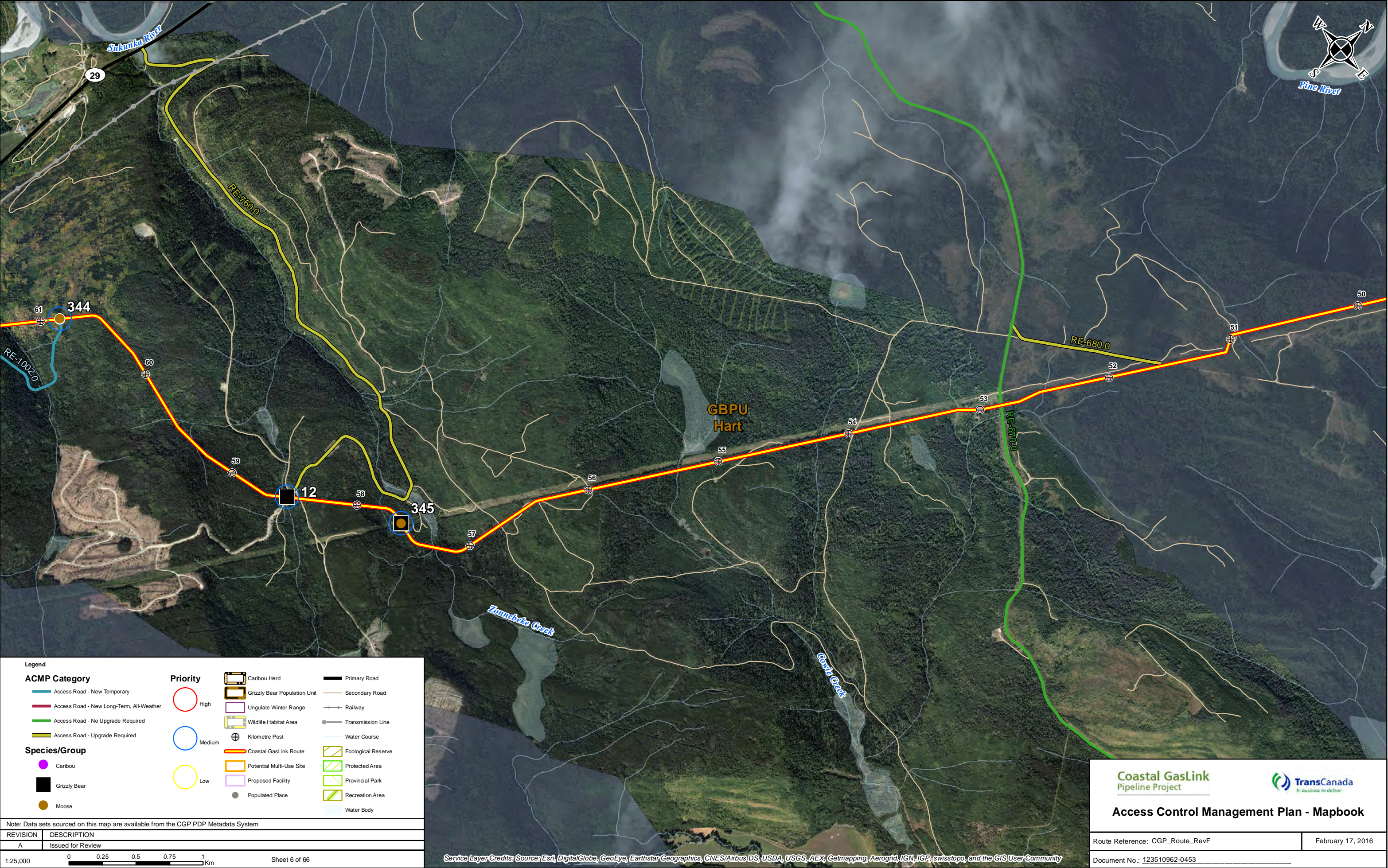
Access Control Management Plan - Mapbook

Route Reference: CGP_Route_RevF

February 18, 2016

Document No.: 123510962-0453





Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Species/Group

- Caribou
- Grizzly Bear
- Moose

Priority

- High
- Medium
- Low

Legend

- Caribou Herd
- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area
- Kilometre Post
- Primary Road
- Secondary Road
- Railway
- Transmission Line
- Water Course
- Ecological Reserve
- Protected Area
- Provincial Park
- Recreation Area
- Water Body

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000 0 0.25 0.5 0.75 1 Km Sheet 6 of 66

Coastal GasLink Pipeline Project

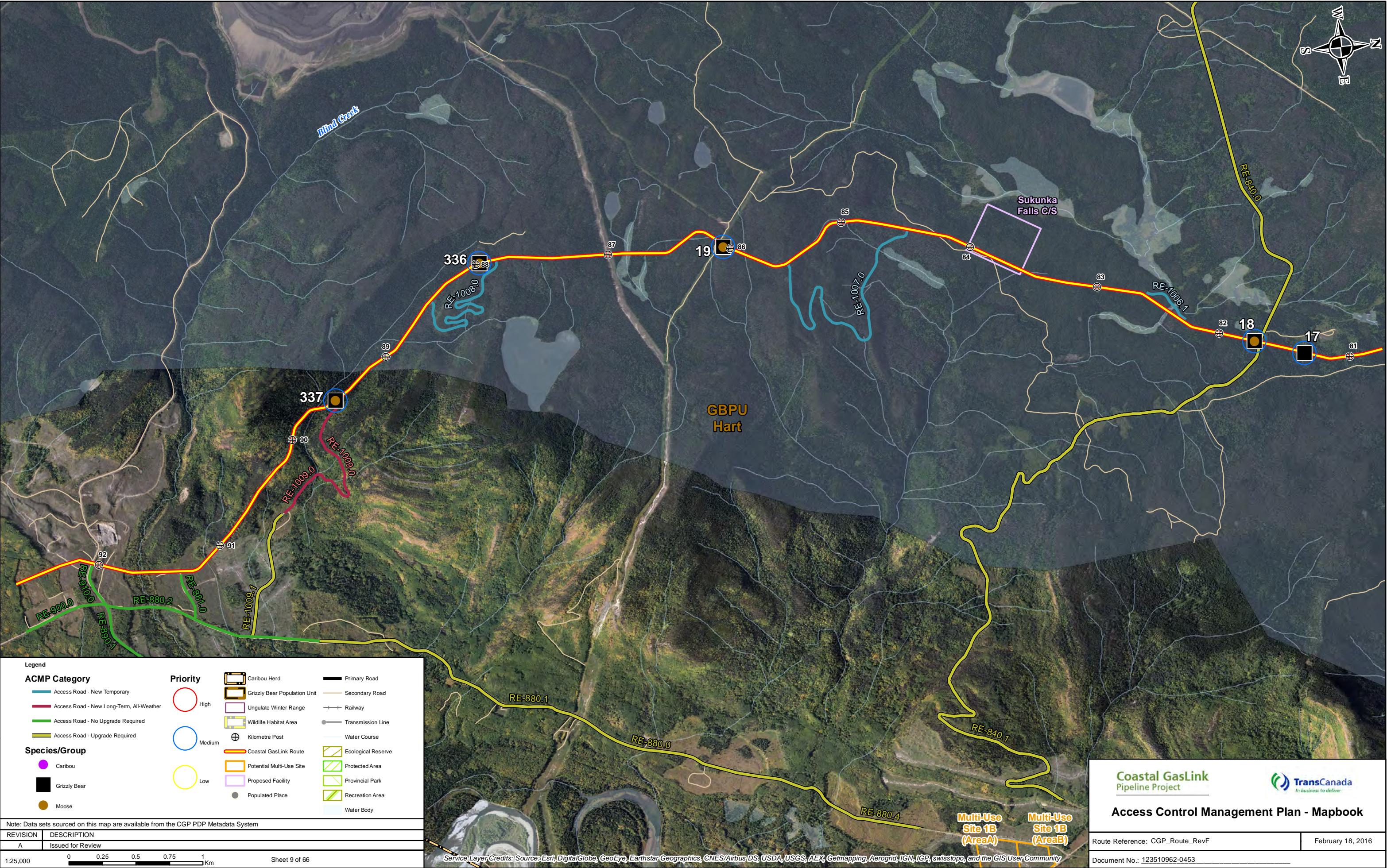
TransCanada
In business to deliver

Access Control Management Plan - Mapbook

Route Reference: CGP_Route_RevF	February 17, 2016
Document No.: 123510962-0453	







Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Species/Group

- Caribou
- Grizzly Bear
- Moose

Priority

- High
- Medium
- Low

Infrastructure

- Caribou Herd
- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area
- Kilometre Post
- Primary Road
- Secondary Road
- Railway
- Transmission Line
- Water Course
- Ecological Reserve
- Protected Area
- Provincial Park
- Recreation Area
- Water Body

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000

0

0.25

0.5

0.75

1

Km

Sheet 9 of 66

Coastal GasLink
Pipeline Project



TransCanada
In business to deliver

Access Control Management Plan - Mapbook

Route Reference: CGP_Route_RevF

February 18, 2016

Document No.: 123510962-0453





Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Species/Group

- Caribou
- Grizzly Bear
- Moose

Priority

- High
- Medium
- Low

Caribou Herd

Grizzly Bear Population Unit

Ungulate Winter Range

Wildlife Habitat Area

Kilometre Post

Primary Road

Secondary Road

Railway

Transmission Line

Water Course

Ecological Reserve

Protected Area

Provincial Park

Recreation Area

Water Body

Potential Multi-Use Site

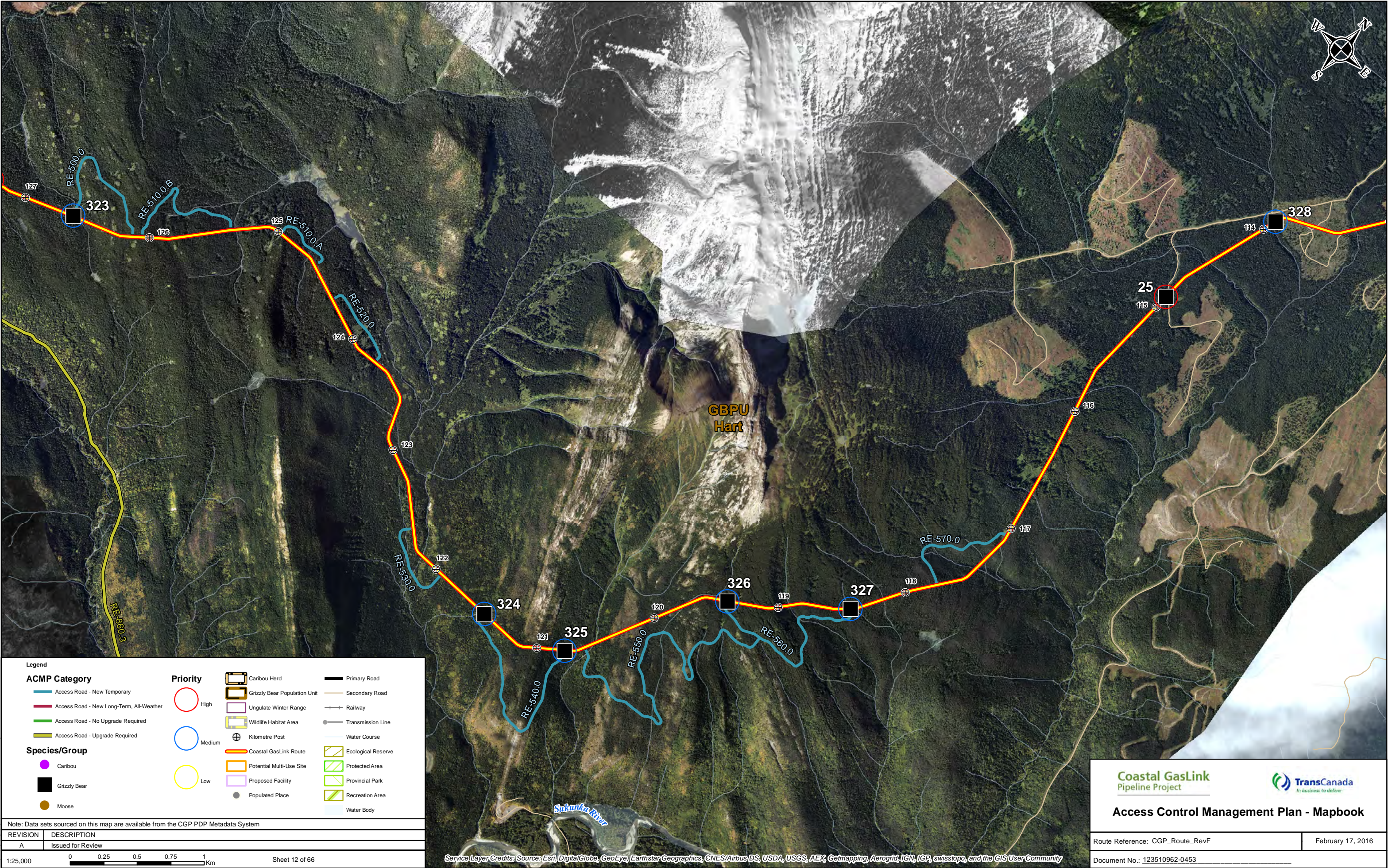
Proposed Facility

Populated Place

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000 0 0.25 0.5 0.75 1 Km Sheet 11 of 66



Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Species/Group

- Caribou
- Grizzly Bear
- Moose

Priority

- High
- Medium
- Low

Geographical Features

- Caribou Herd
- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area
- Kilometre Post
- Primary Road
- Secondary Road
- Railway
- Transmission Line
- Water Course
- Ecological Reserve
- Protected Area
- Provincial Park
- Recreation Area
- Water Body
- Potential Multi-Use Site
- Proposed Facility
- Populated Place

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000 0 0.25 0.5 0.75 1 Km Sheet 12 of 66

Coastal GasLink
Pipeline Project

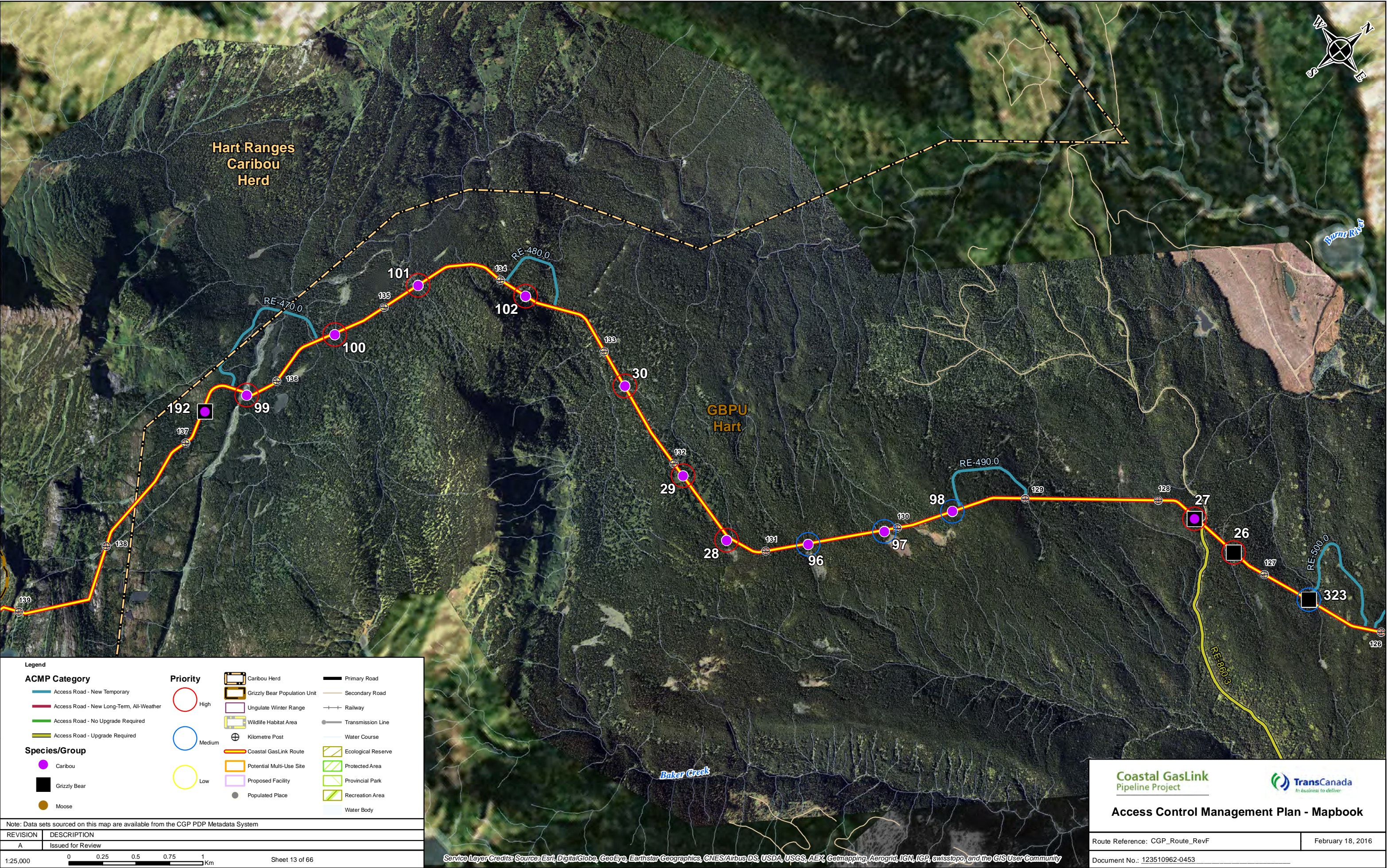
TransCanada
In business to deliver

Access Control Management Plan - Mapbook

Route Reference: CGP_Route_RevF

February 17, 2016

Document No.: 123510962-0453



Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Species/Group

- Caribou
- Grizzly Bear
- Moose

Priority

- High
- Medium
- Low

Caribou Herd

- Caribou Herd
- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area
- Kilometre Post

Infrastructure

- Primary Road
- Secondary Road
- Railway
- Transmission Line
- Water Course
- Ecological Reserve
- Protected Area
- Provincial Park
- Recreation Area
- Water Body

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000

0

0.25

0.5

0.75

1

Km

Sheet 13 of 66

Coastal GasLink
Pipeline Project

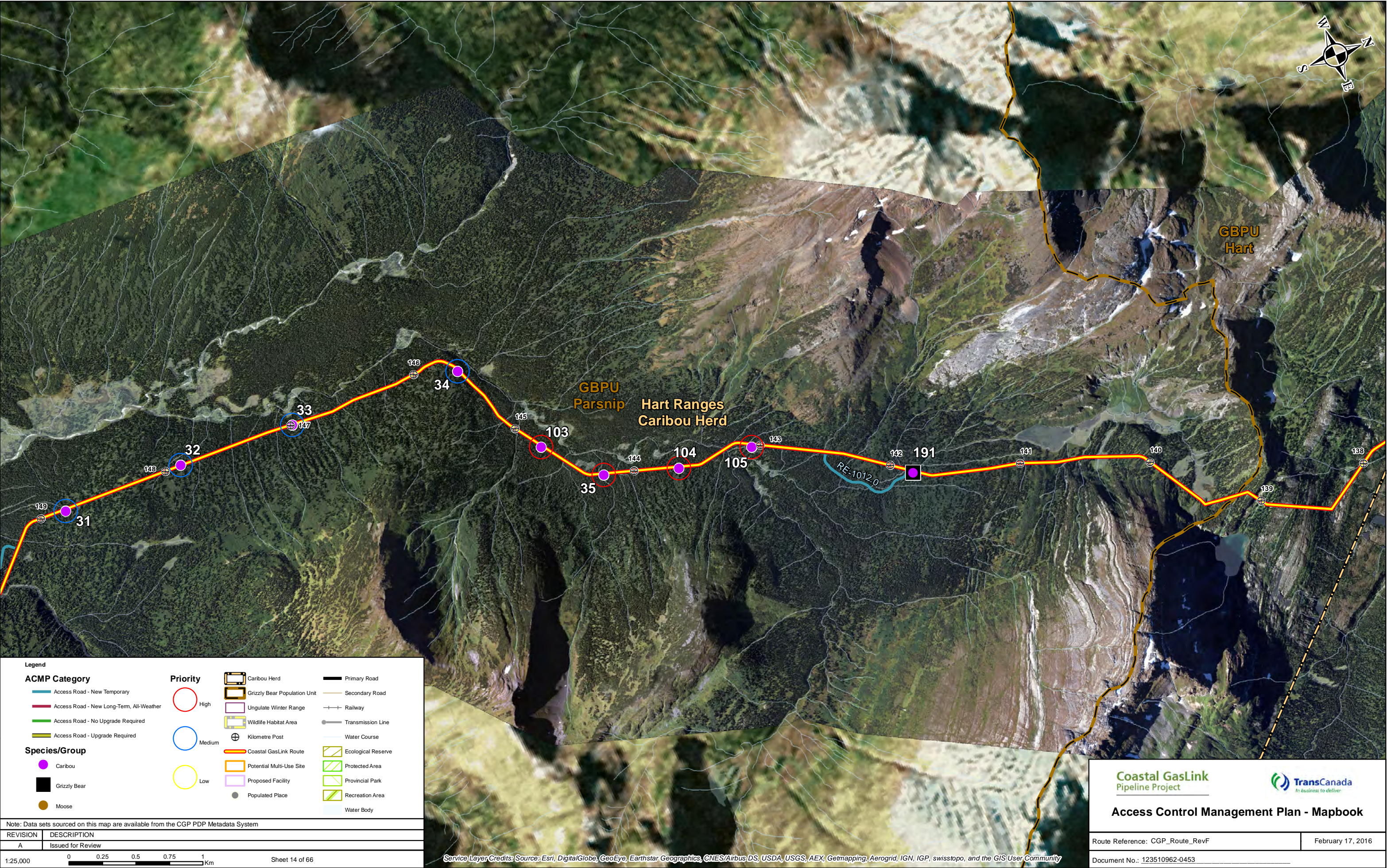
TransCanada
In business to deliver

Access Control Management Plan - Mapbook

Route Reference: CGP_Route_RevF

February 18, 2016

Document No.: 123510962-0453





Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Species/Group

- Caribou
- Grizzly Bear
- Moose

Priority

- High
- Medium
- Low

- Caribou Herd
- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area
- Kilometre Post
- Coastal GasLink Route
- Potential Multi-Use Site
- Proposed Facility
- Populated Place

- Primary Road
- Secondary Road
- Railway
- Transmission Line
- Water Course
- Ecological Reserve
- Protected Area
- Provincial Park
- Recreation Area
- Water Body

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000

0

0.25

0.5

0.75

1

Km

Sheet 15 of 66

Coastal GasLink
Pipeline Project

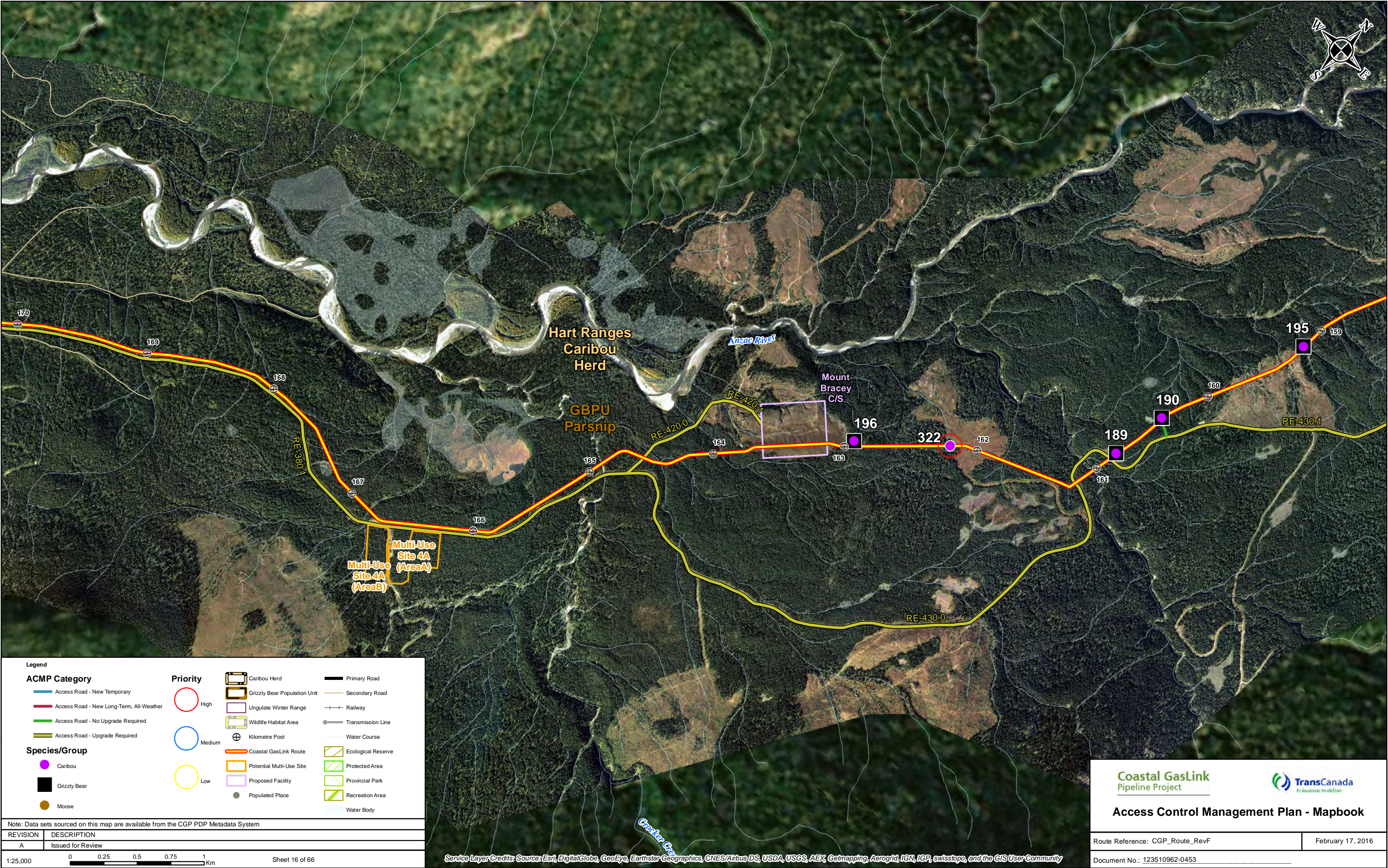
TransCanada
In business to deliver

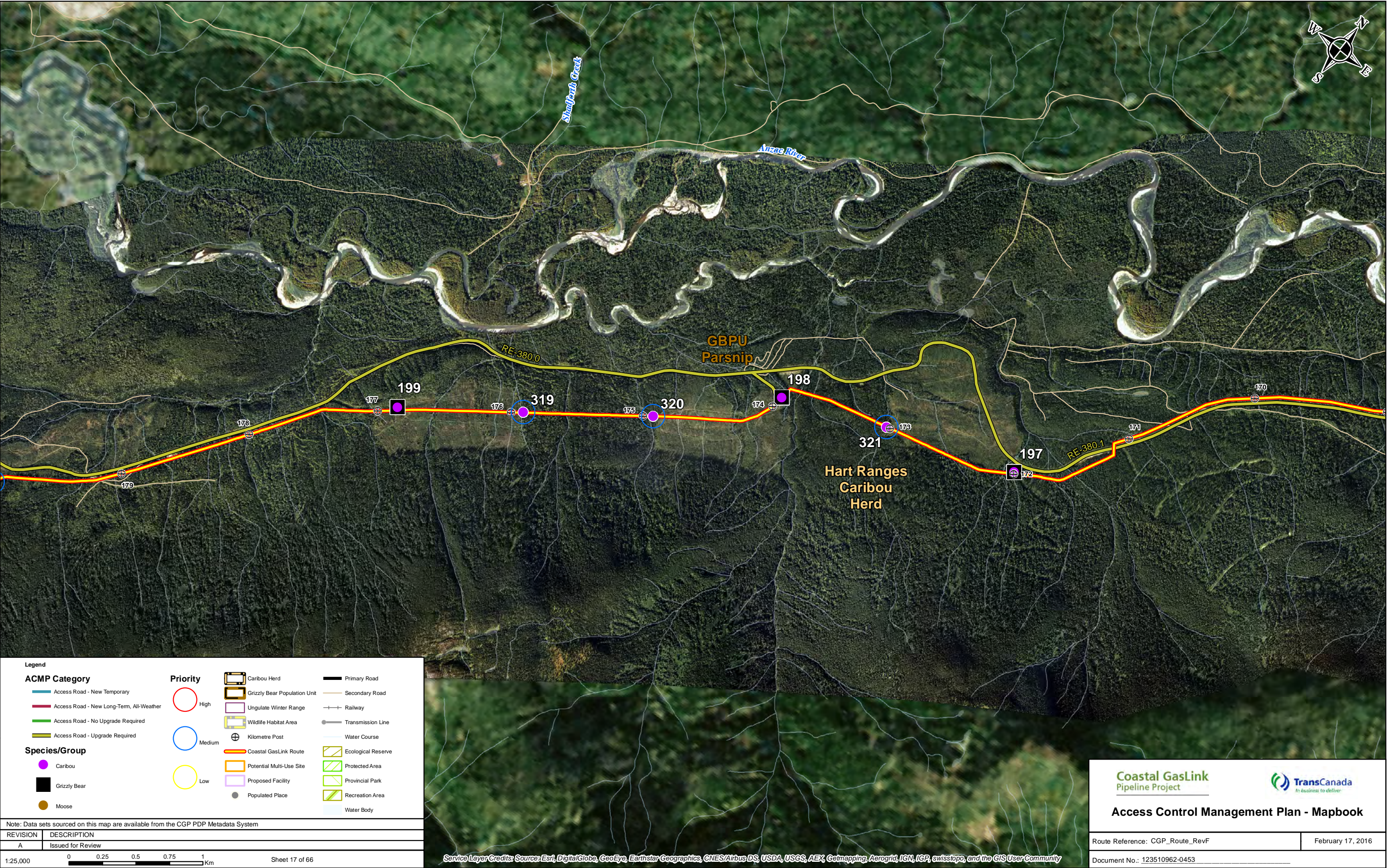
Access Control Management Plan - Mapbook

Route Reference: CGP_Route_RevF

February 17, 2016

Document No.: 123510962-0453





Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Priority

- High
- Medium
- Low

Species/Group

- Caribou
- Grizzly Bear
- Moose

- Caribou Herd
- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area
- Kilometre Post
- Coastal GasLink Route
- Potential Multi-Use Site
- Proposed Facility
- Populated Place

- Primary Road
- Secondary Road
- Railway
- Transmission Line
- Water Course
- Ecological Reserve
- Protected Area
- Provincial Park
- Recreation Area
- Water Body

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000

0

0.25

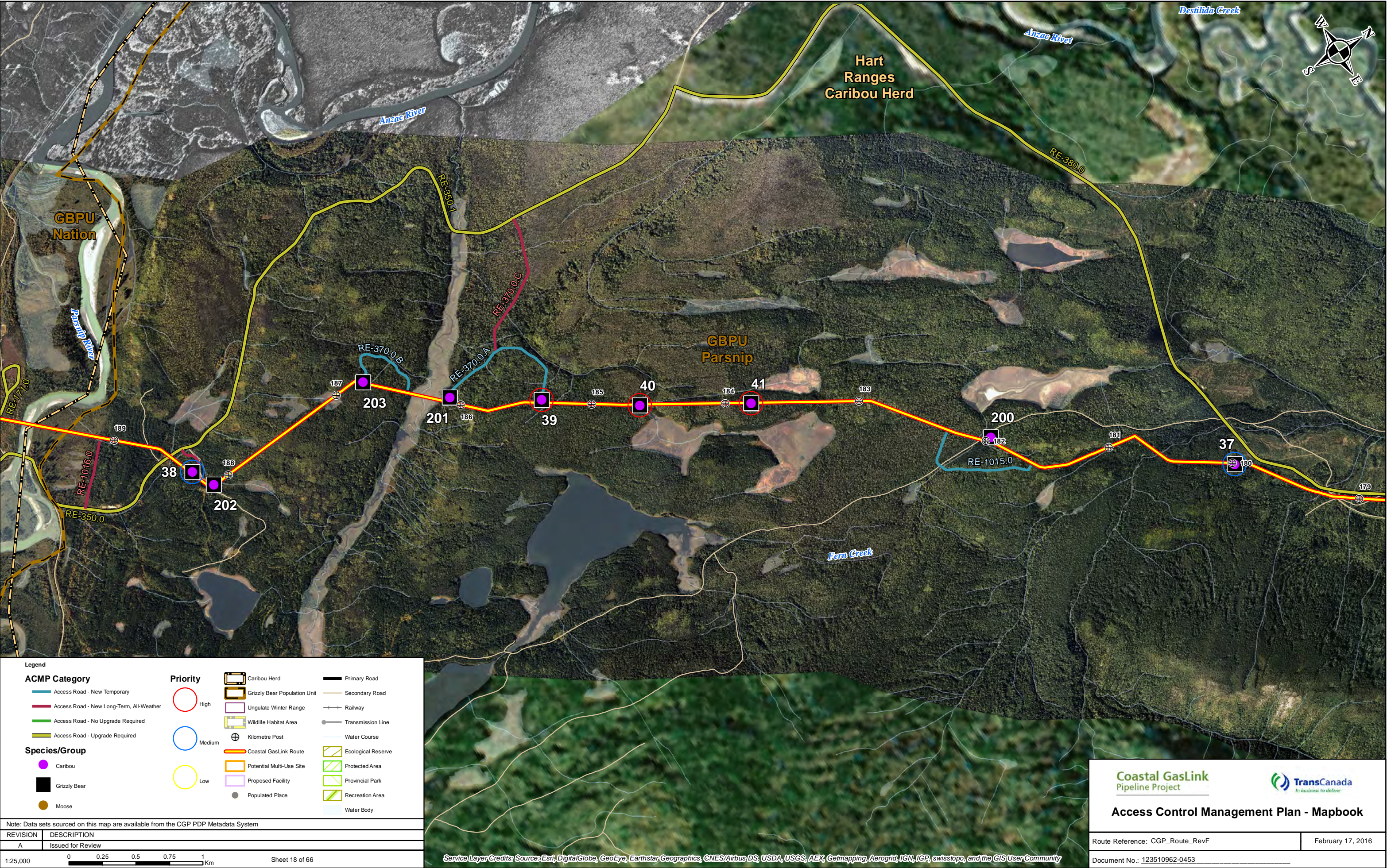
0.5

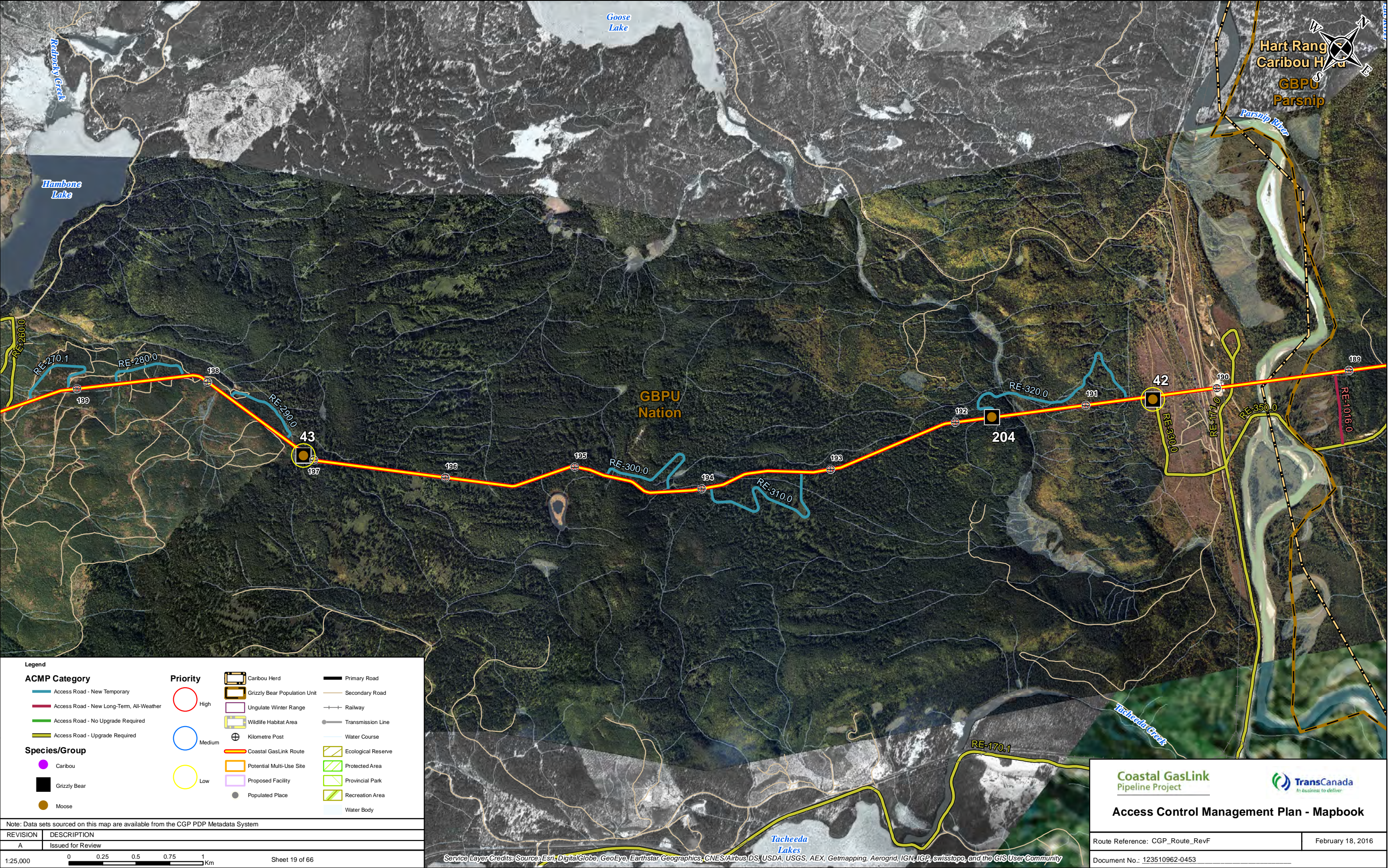
0.75

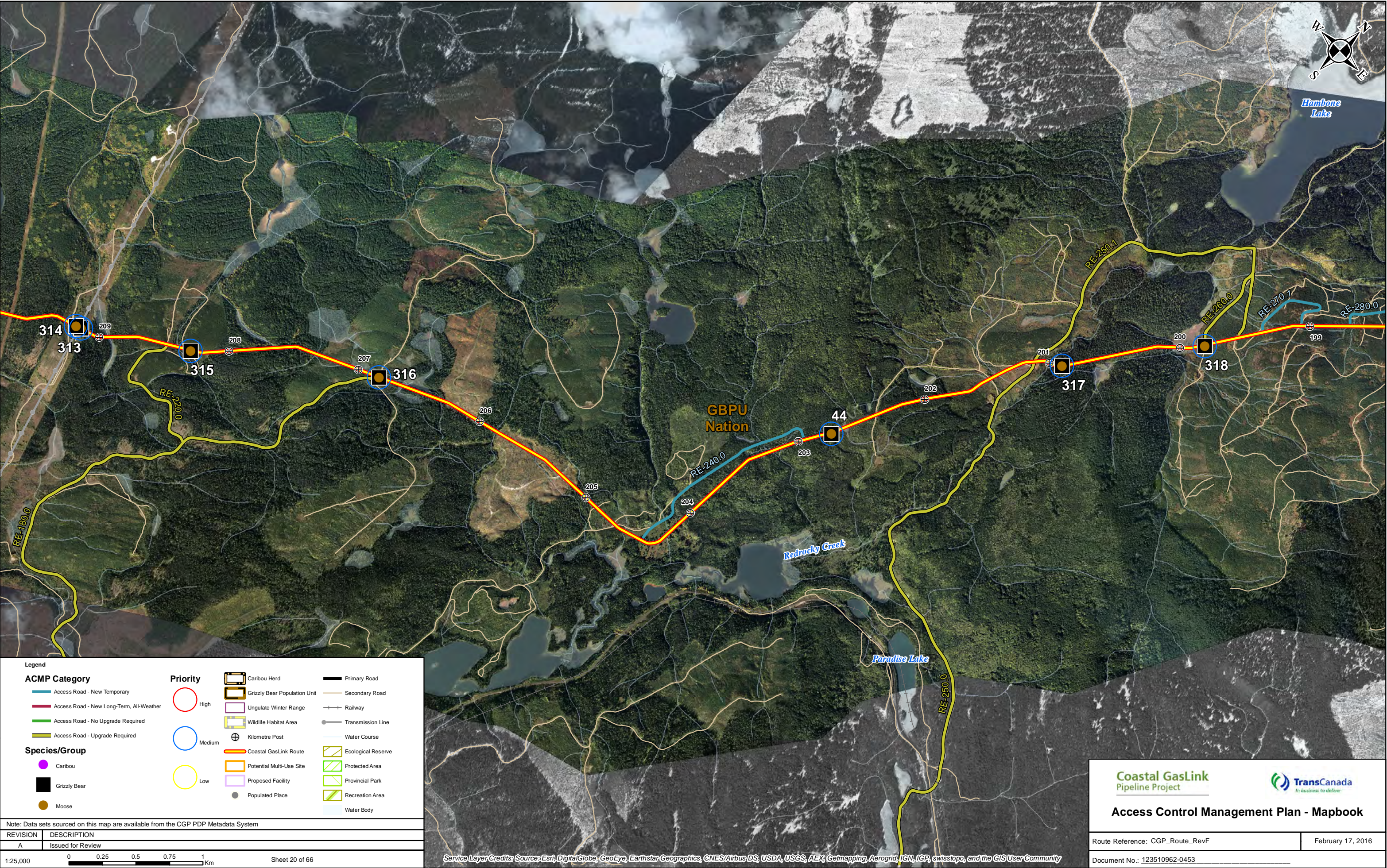
1

Km

Sheet 17 of 66







Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Species/Group

- Caribou
- Grizzly Bear
- Moose

Priority

- High
- Medium
- Low

- Caribou Herd
- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area
- Kilometre Post

- Primary Road
- Secondary Road
- Railway
- Transmission Line
- Water Course

- Coastal GasLink Route
- Potential Multi-Use Site
- Proposed Facility
- Populated Place

- Ecological Reserve
- Protected Area
- Provincial Park
- Recreation Area
- Water Body

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000

0

0.25

0.5

0.75

1

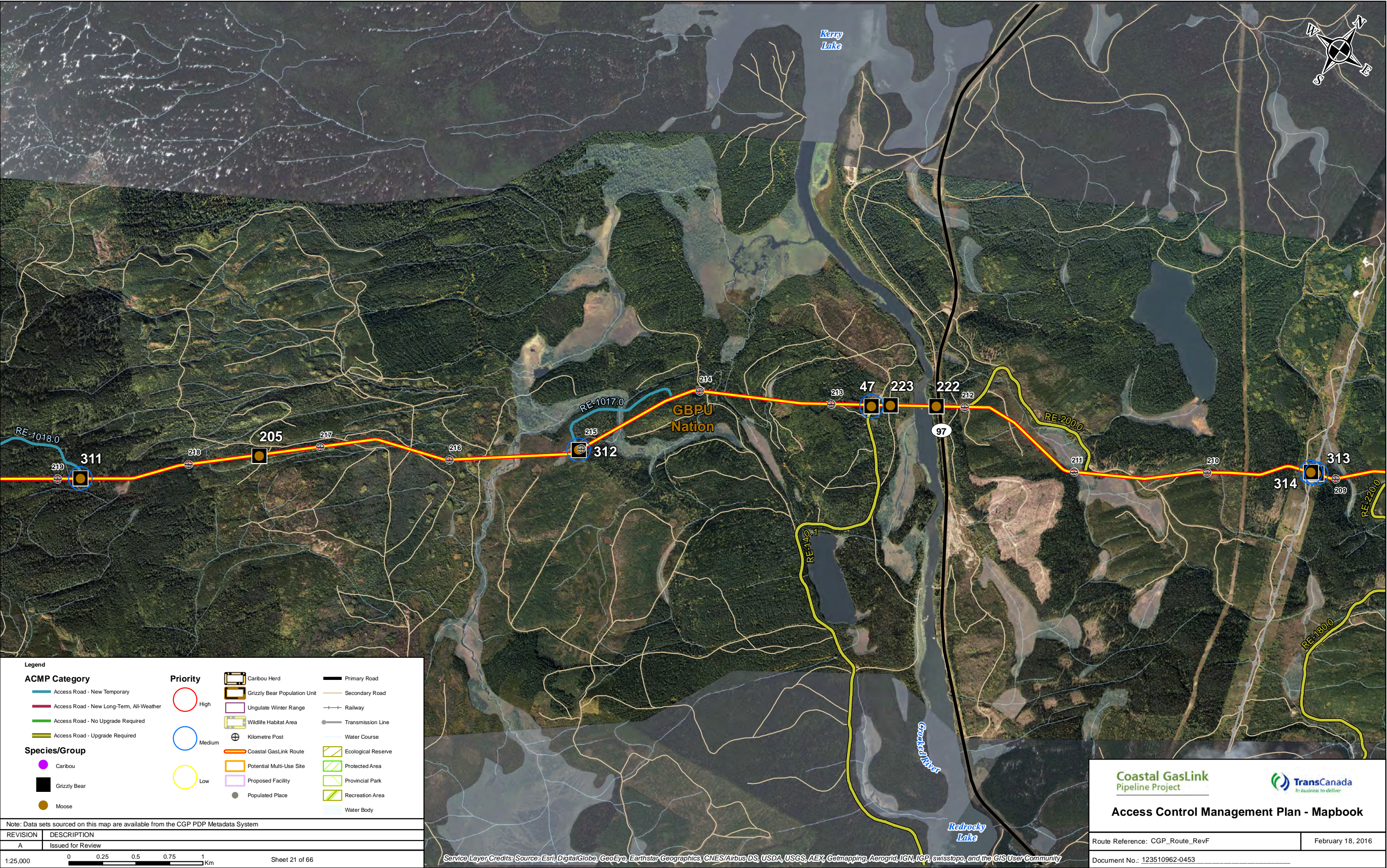
Km

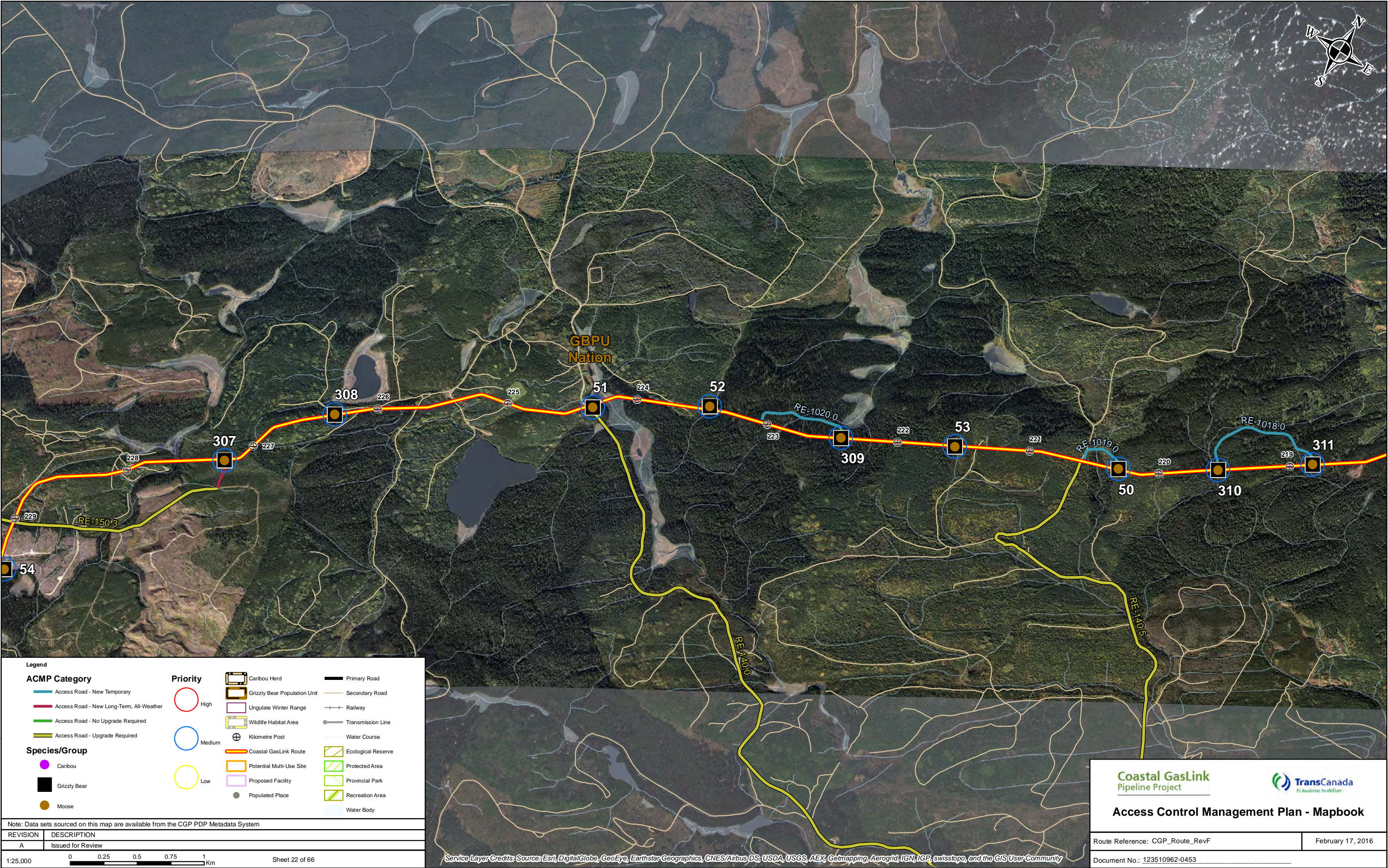
Sheet 20 of 66

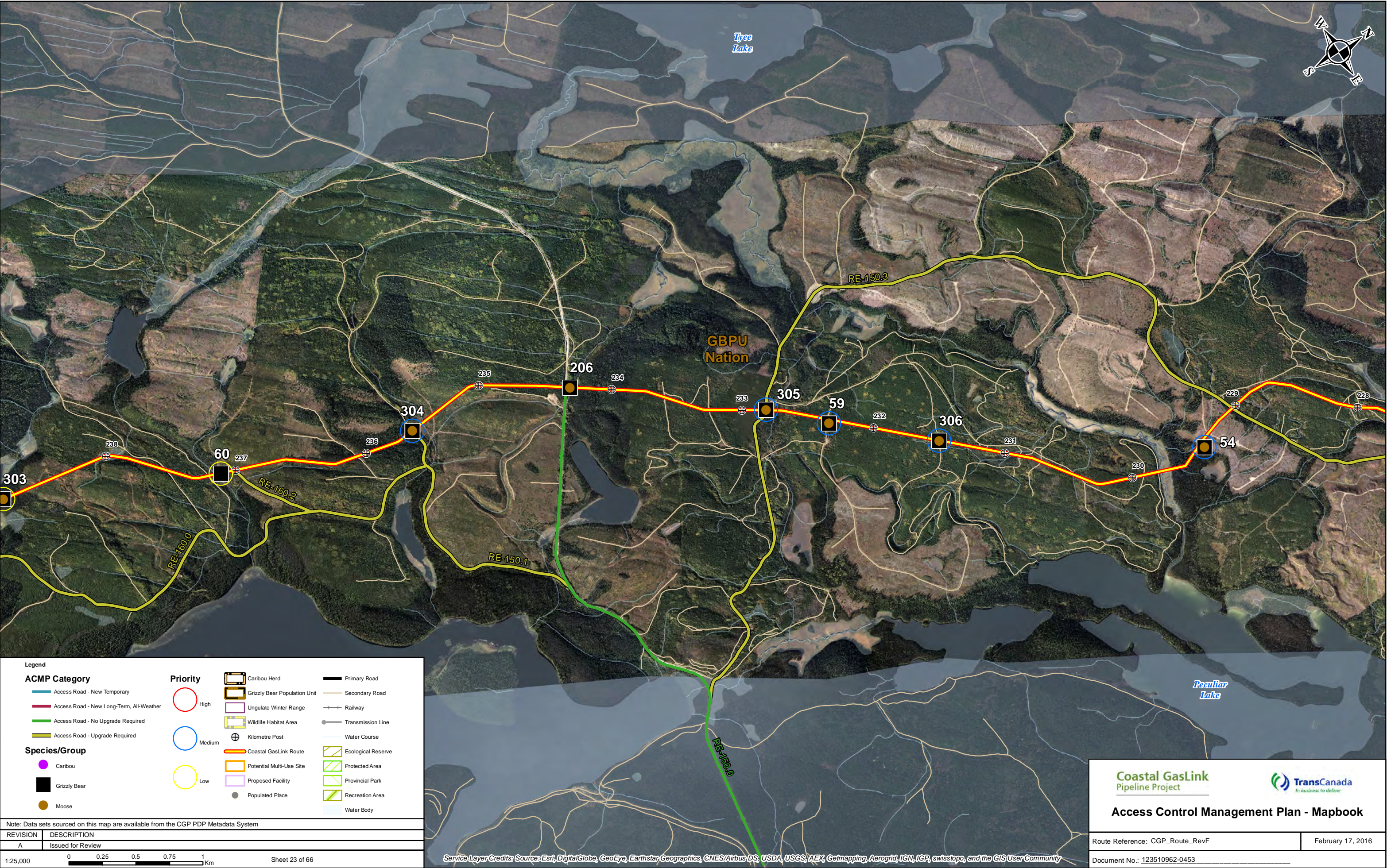
STANTEC: W:\Clients\TransCanada\Coastal_GasLink\Figures\General\123510962-0453.mxd
Revision 5
September 21, 2021

Issued for Use

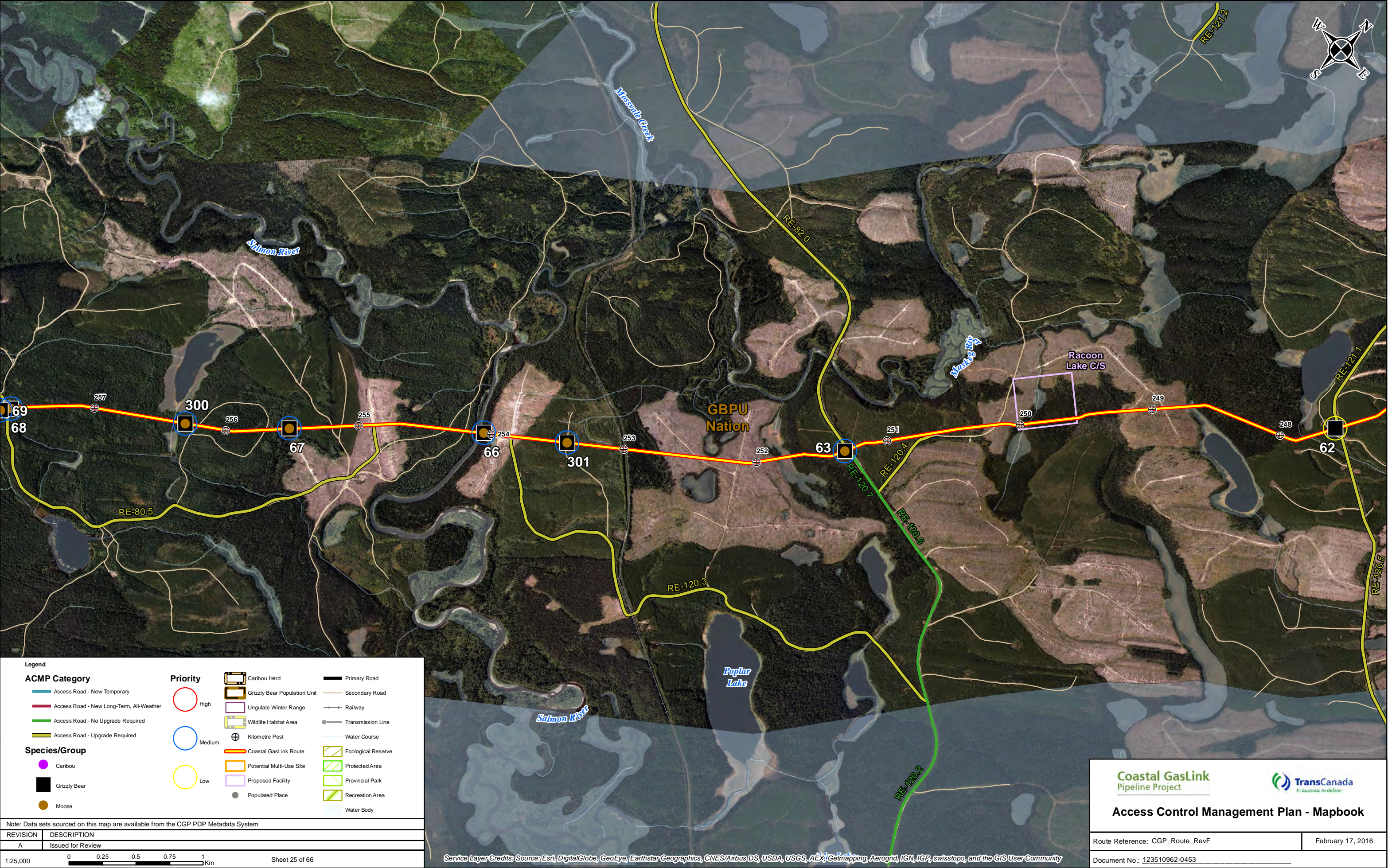
CGL4703-CGP-ENV-PLN-008

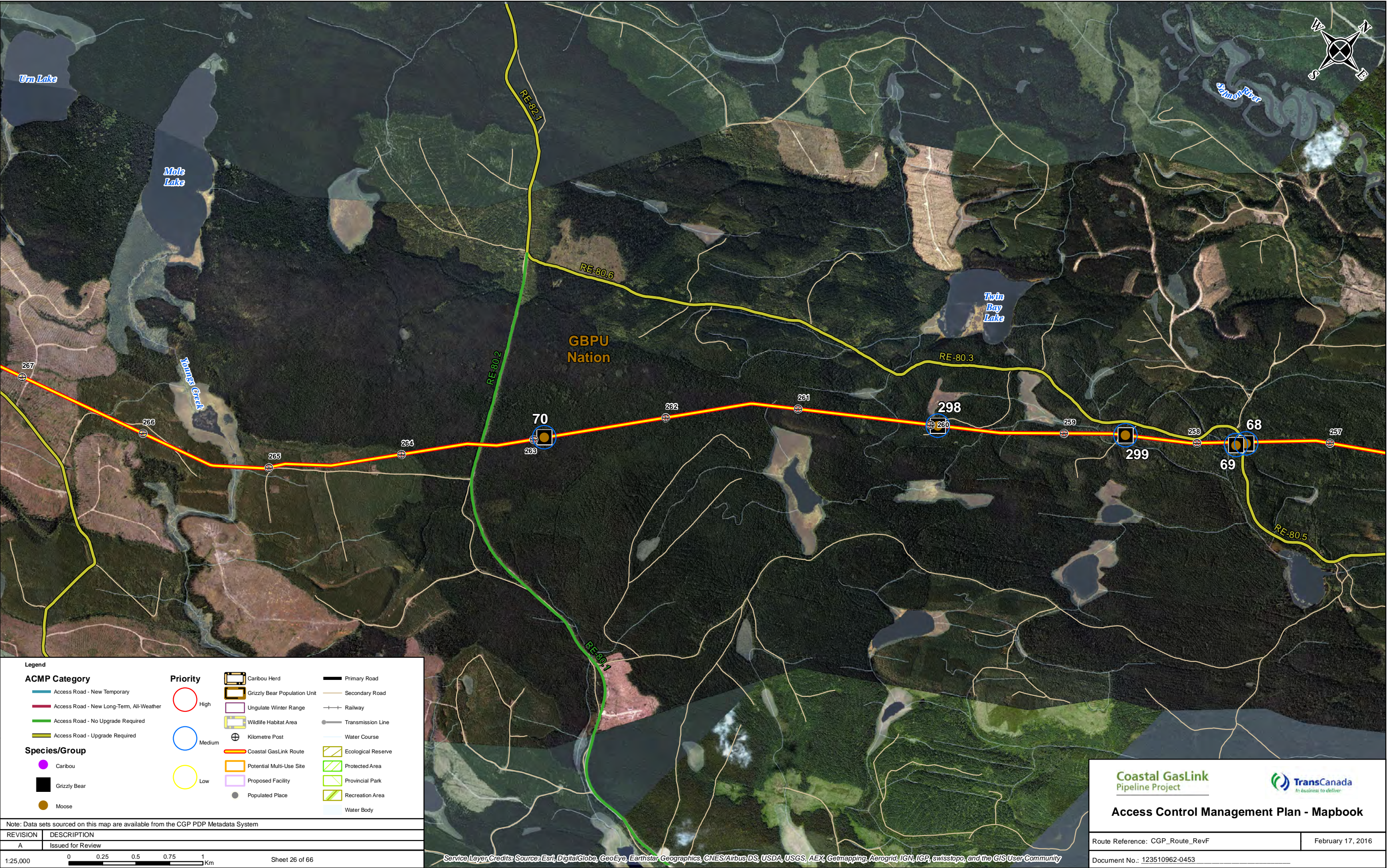


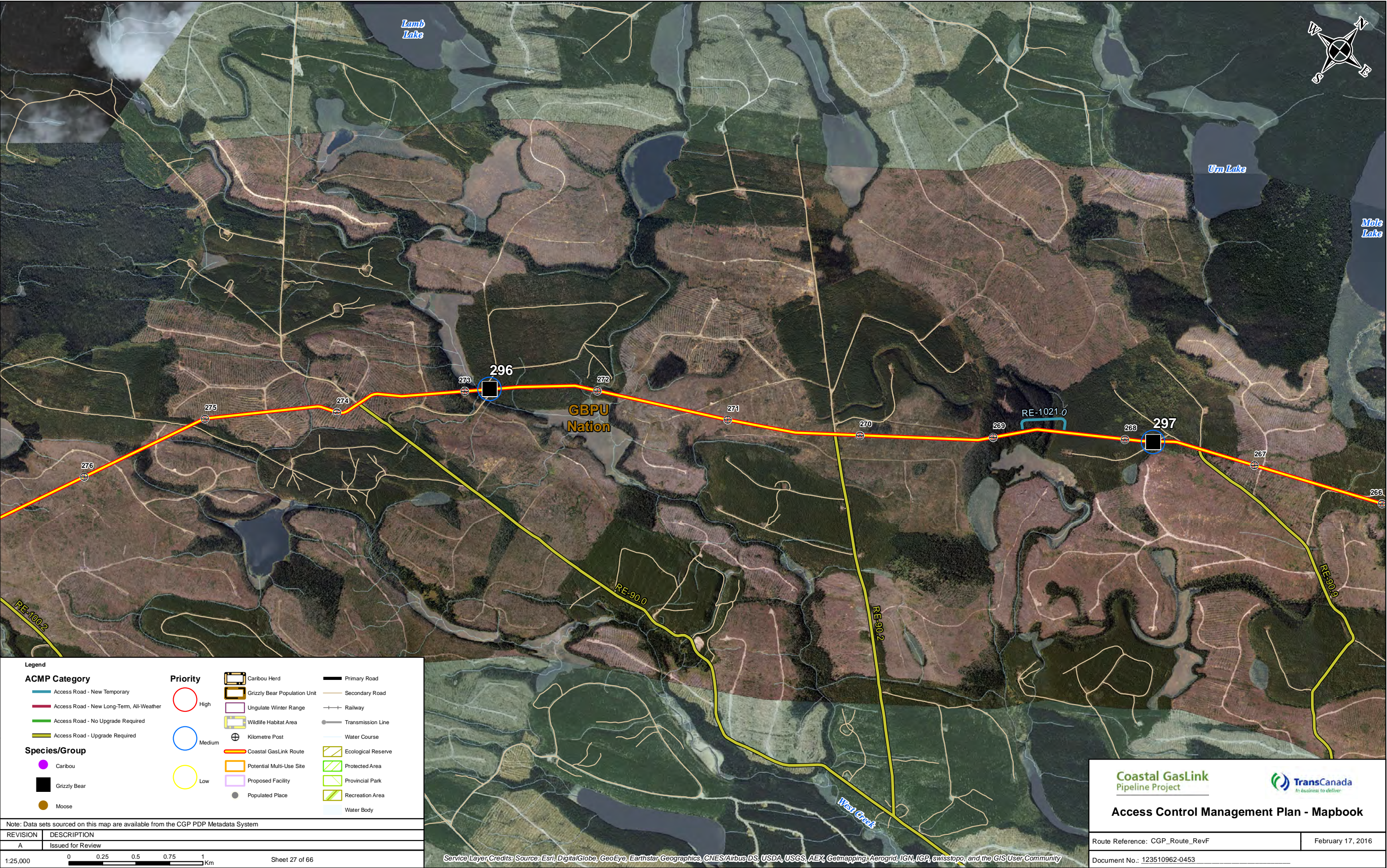


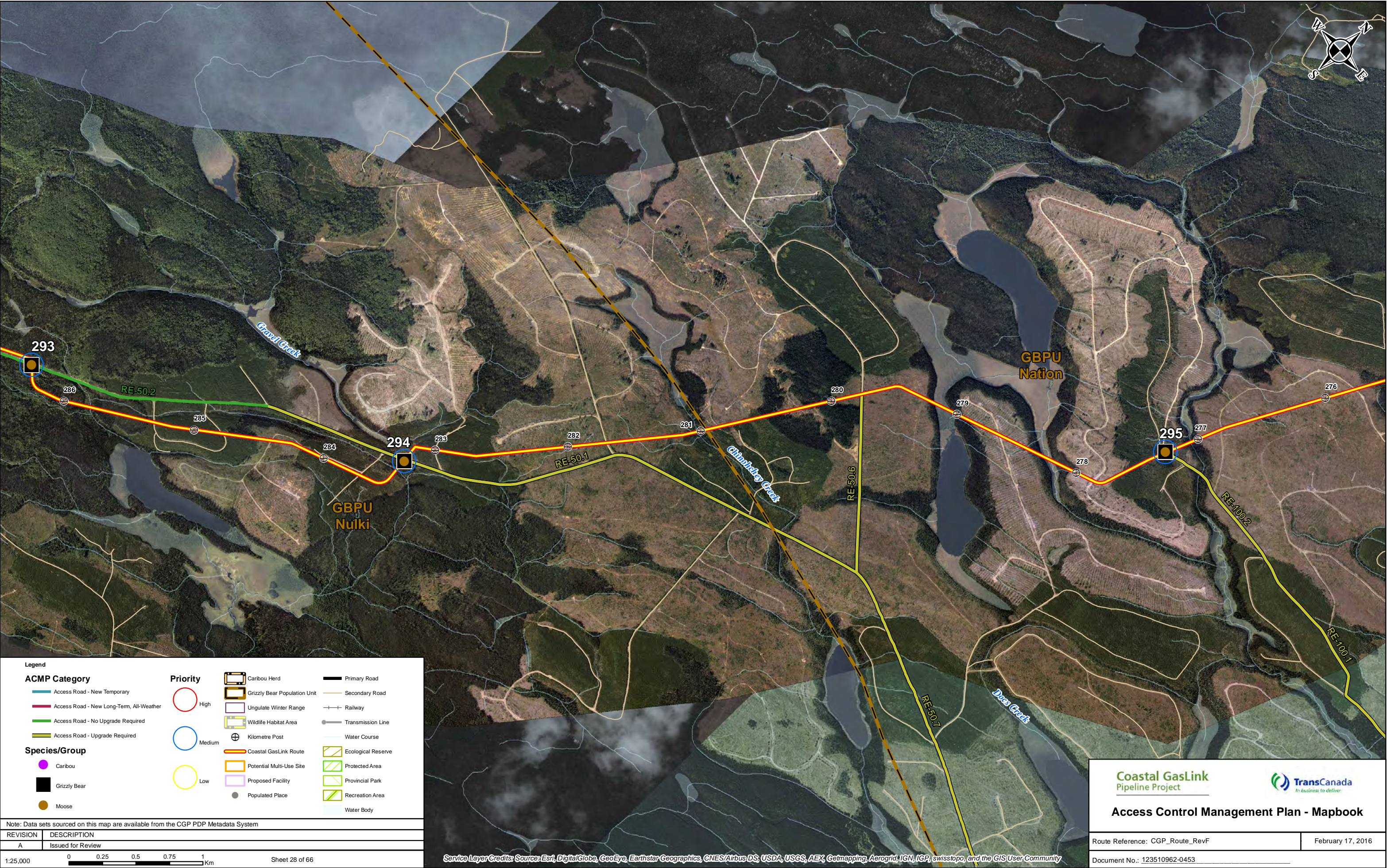




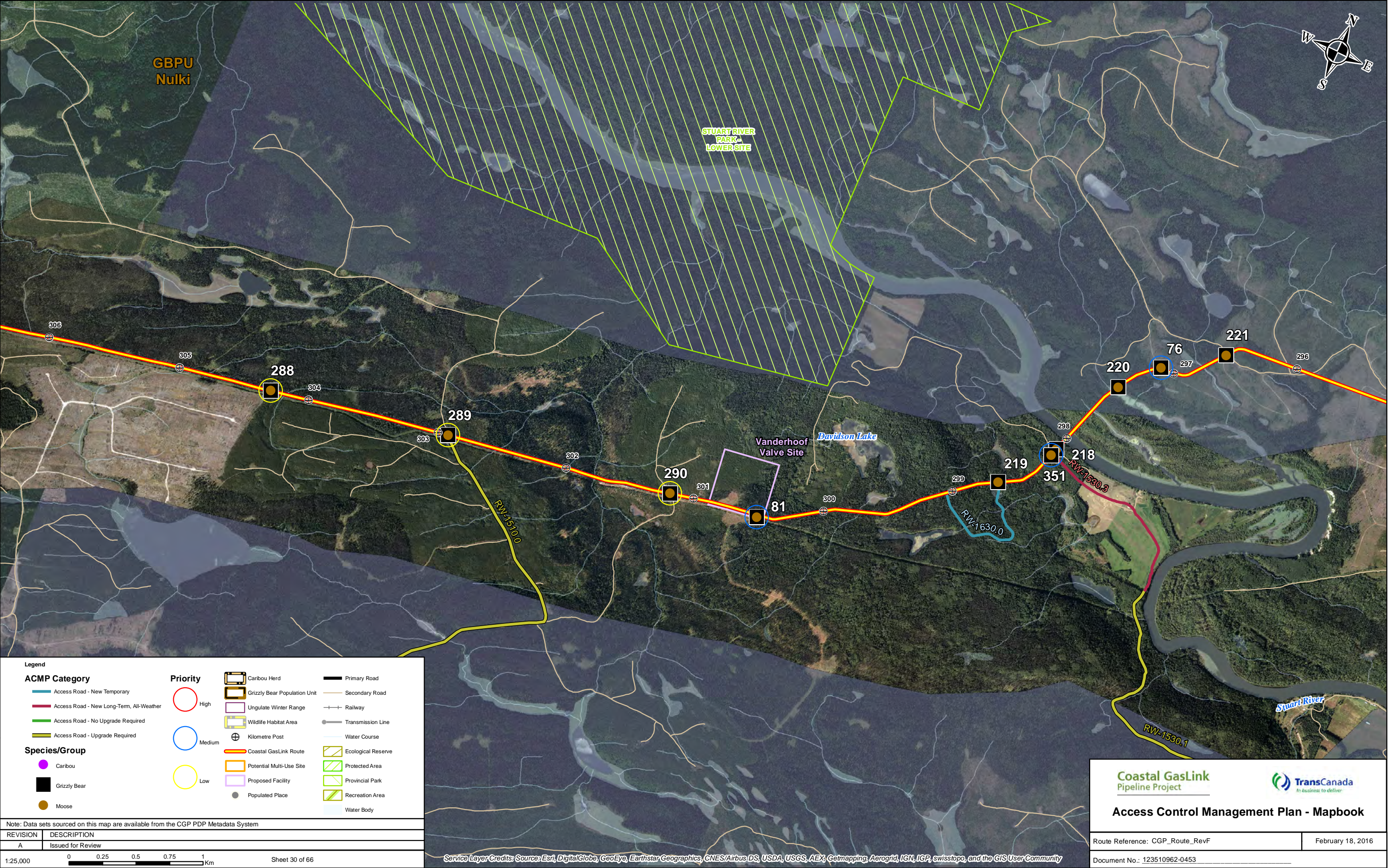


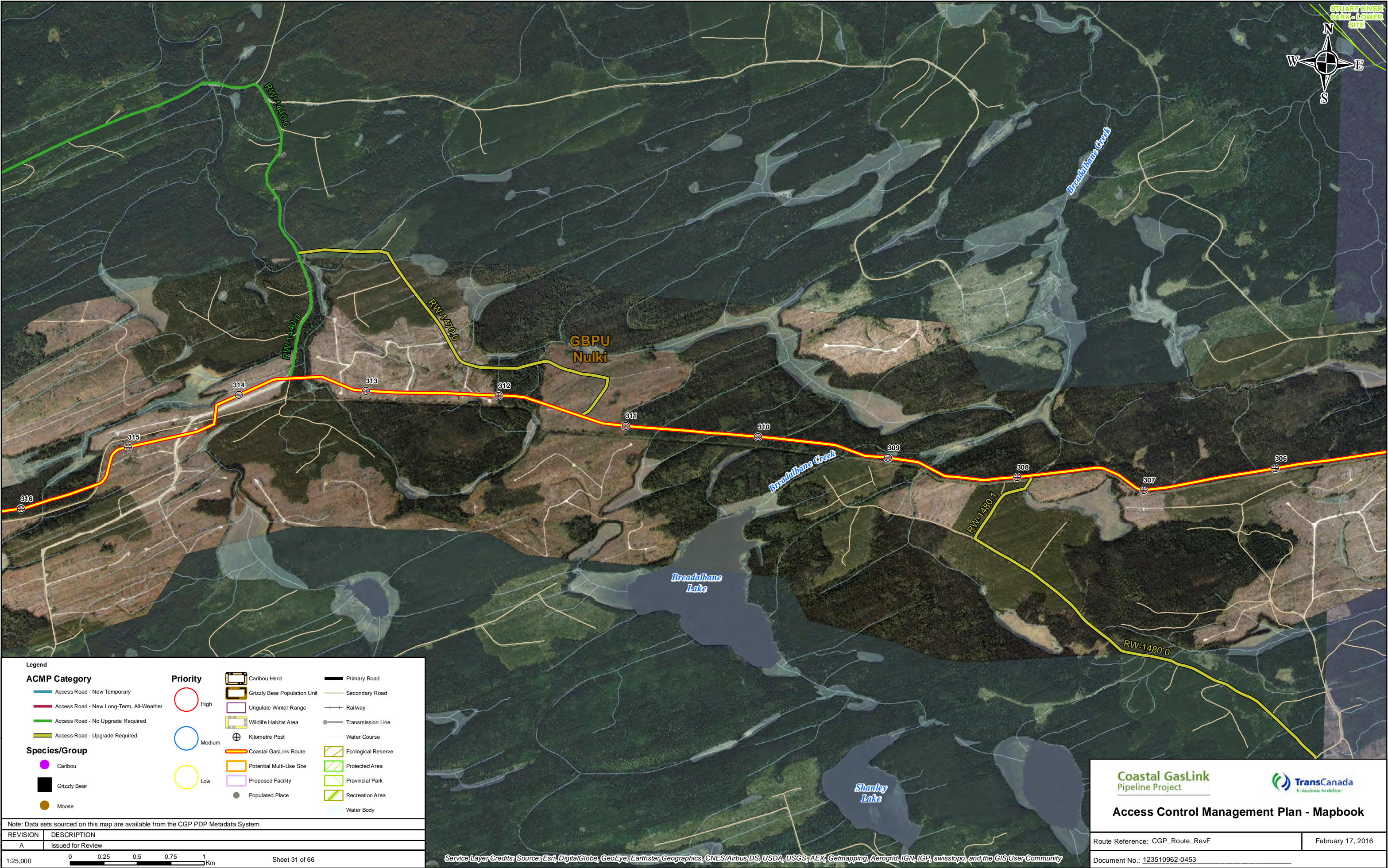


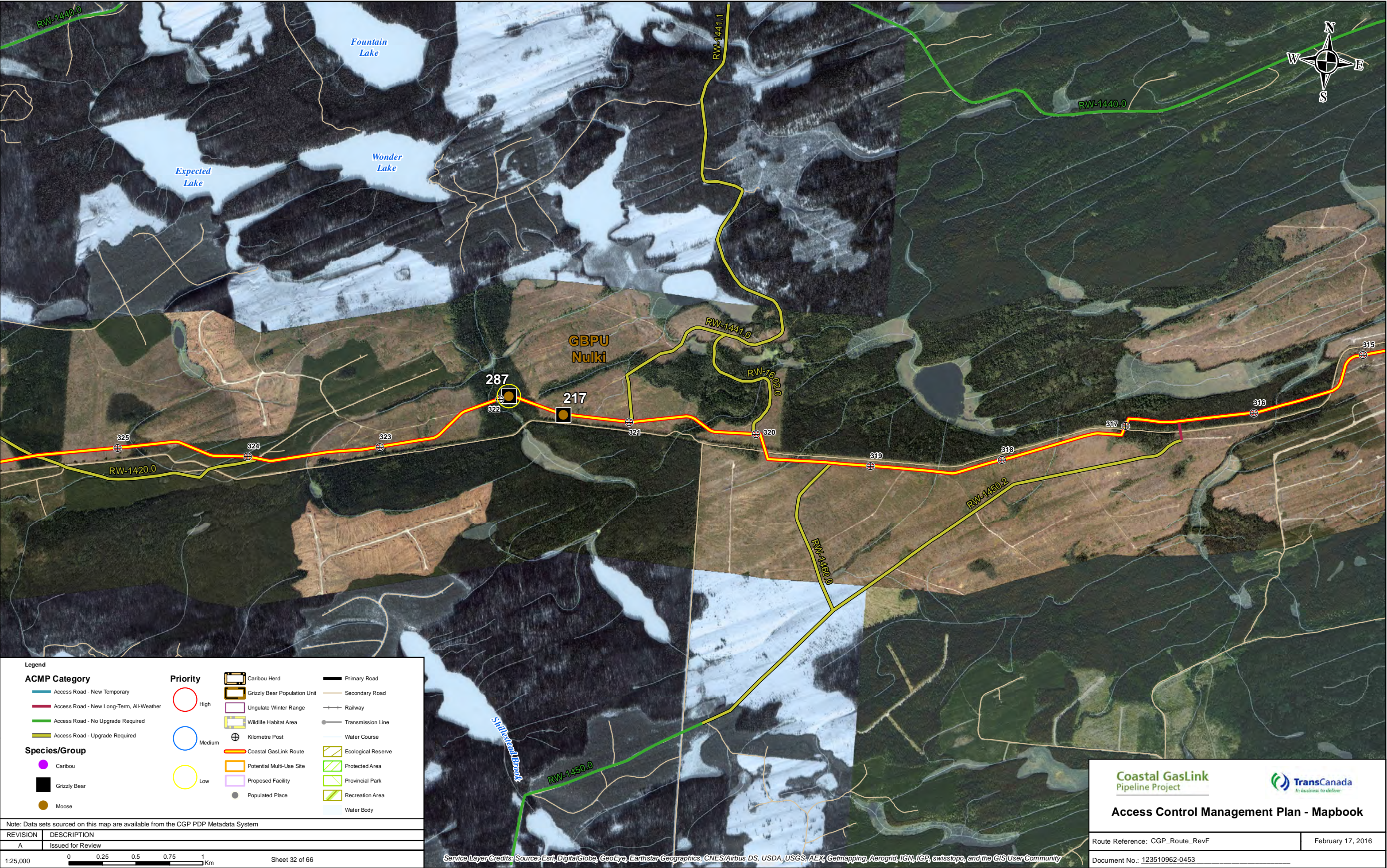


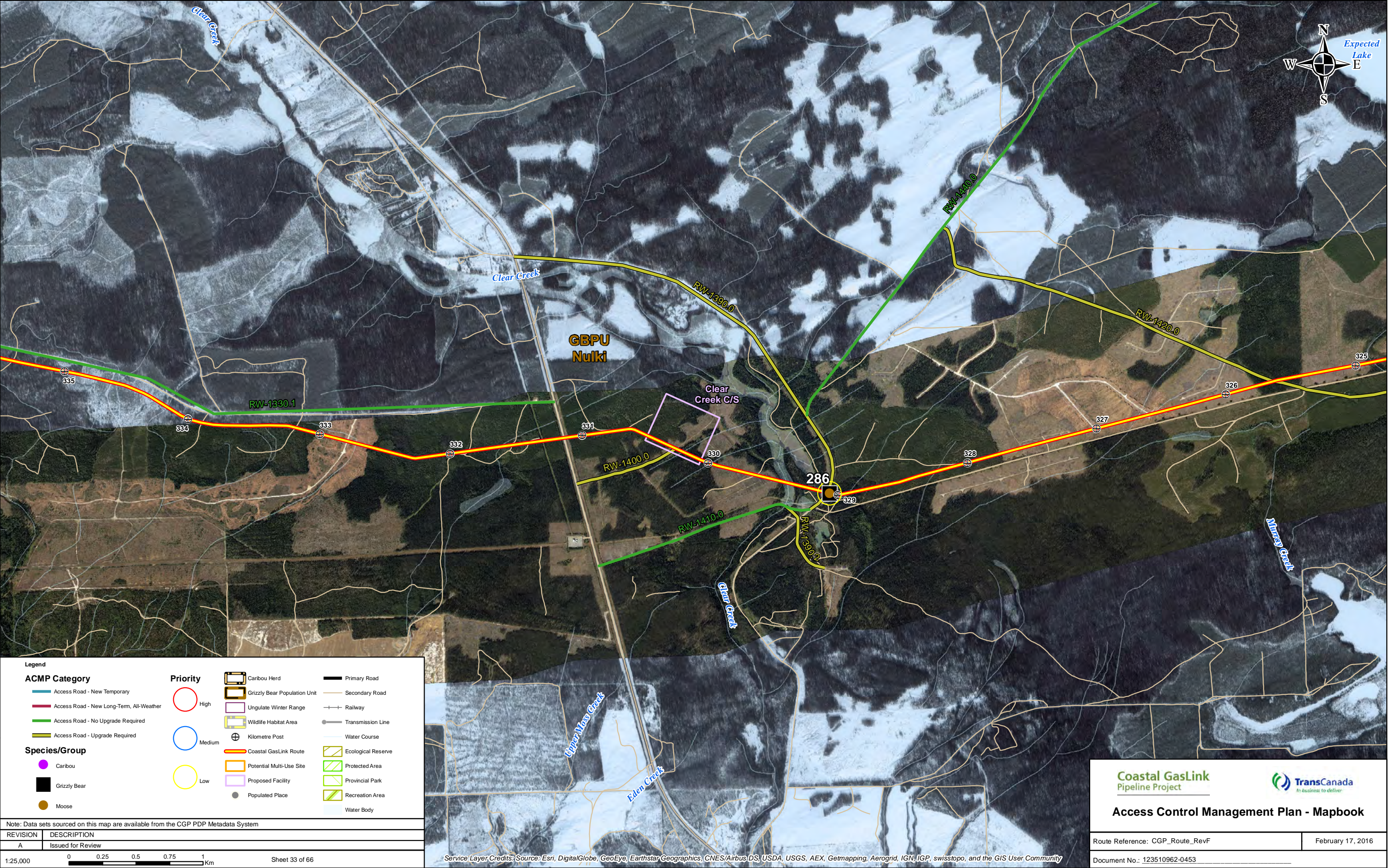


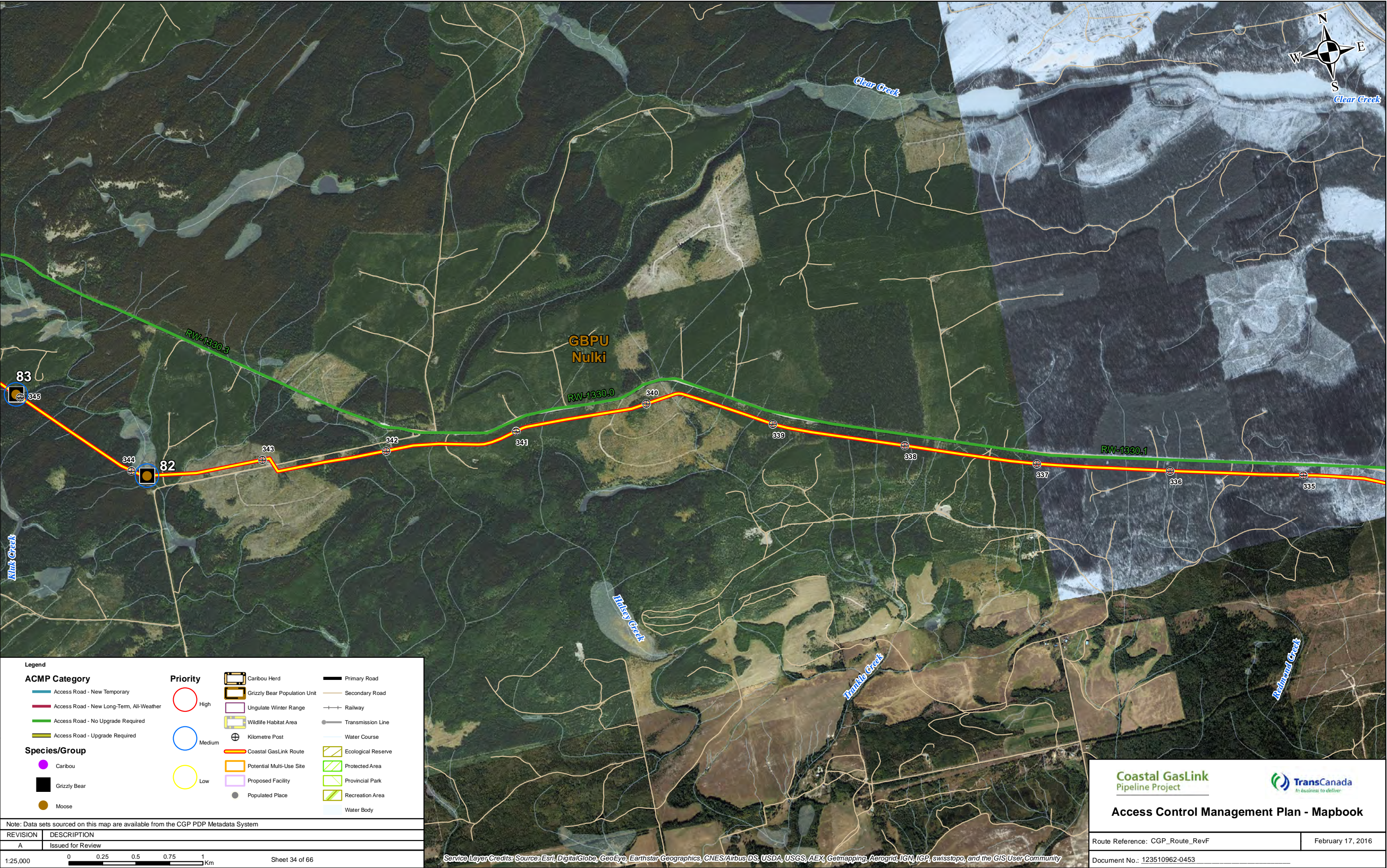












Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Species/Group

- Caribou
- Grizzly Bear
- Moose

Priority

- High
- Medium
- Low

Other Features

- Caribou Herd
- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area
- Kilometre Post
- Primary Road
- Secondary Road
- Railway
- Transmission Line
- Water Course
- Ecological Reserve
- Protected Area
- Provincial Park
- Recreation Area
- Water Body

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000

0

0.25

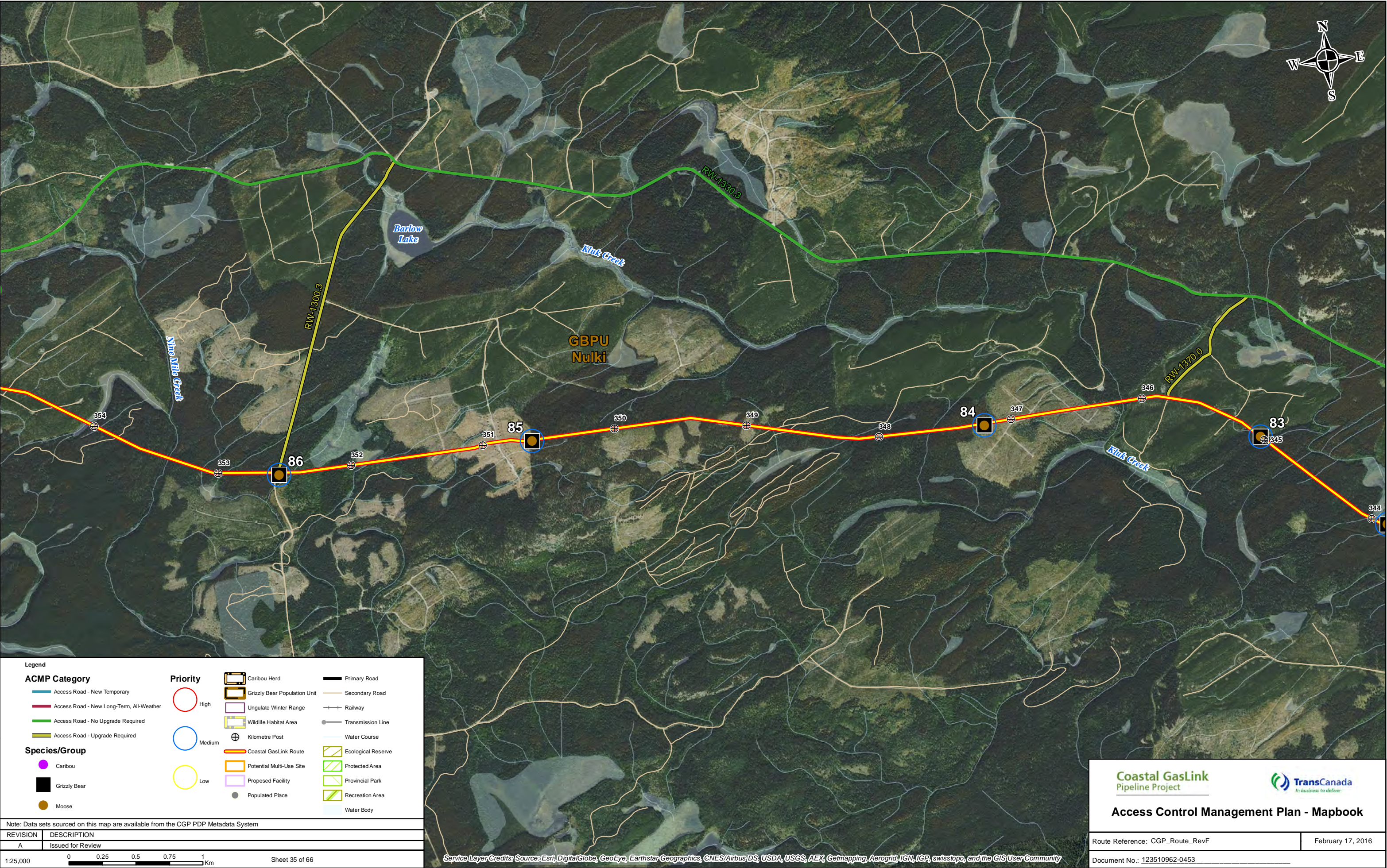
0.5

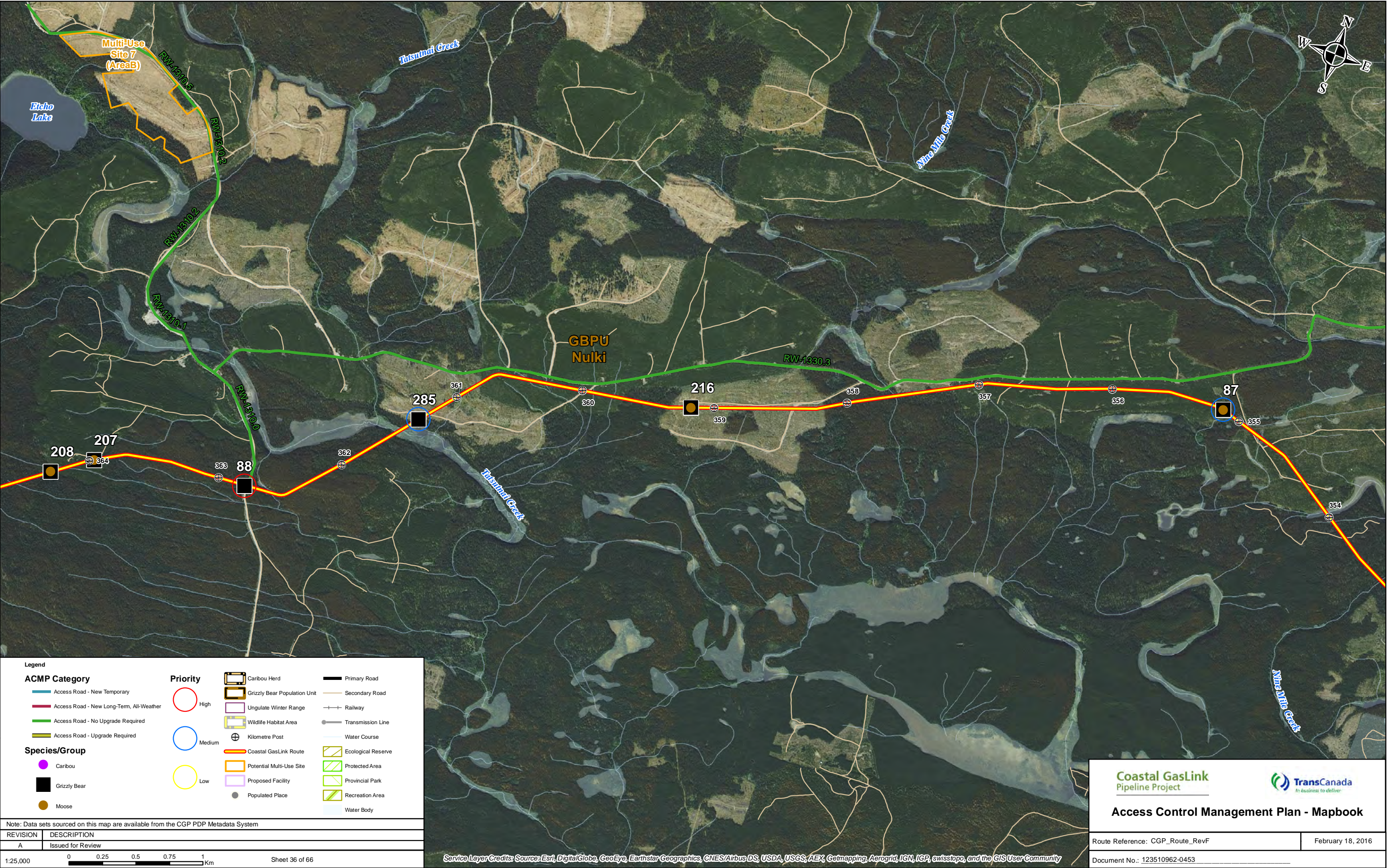
0.75

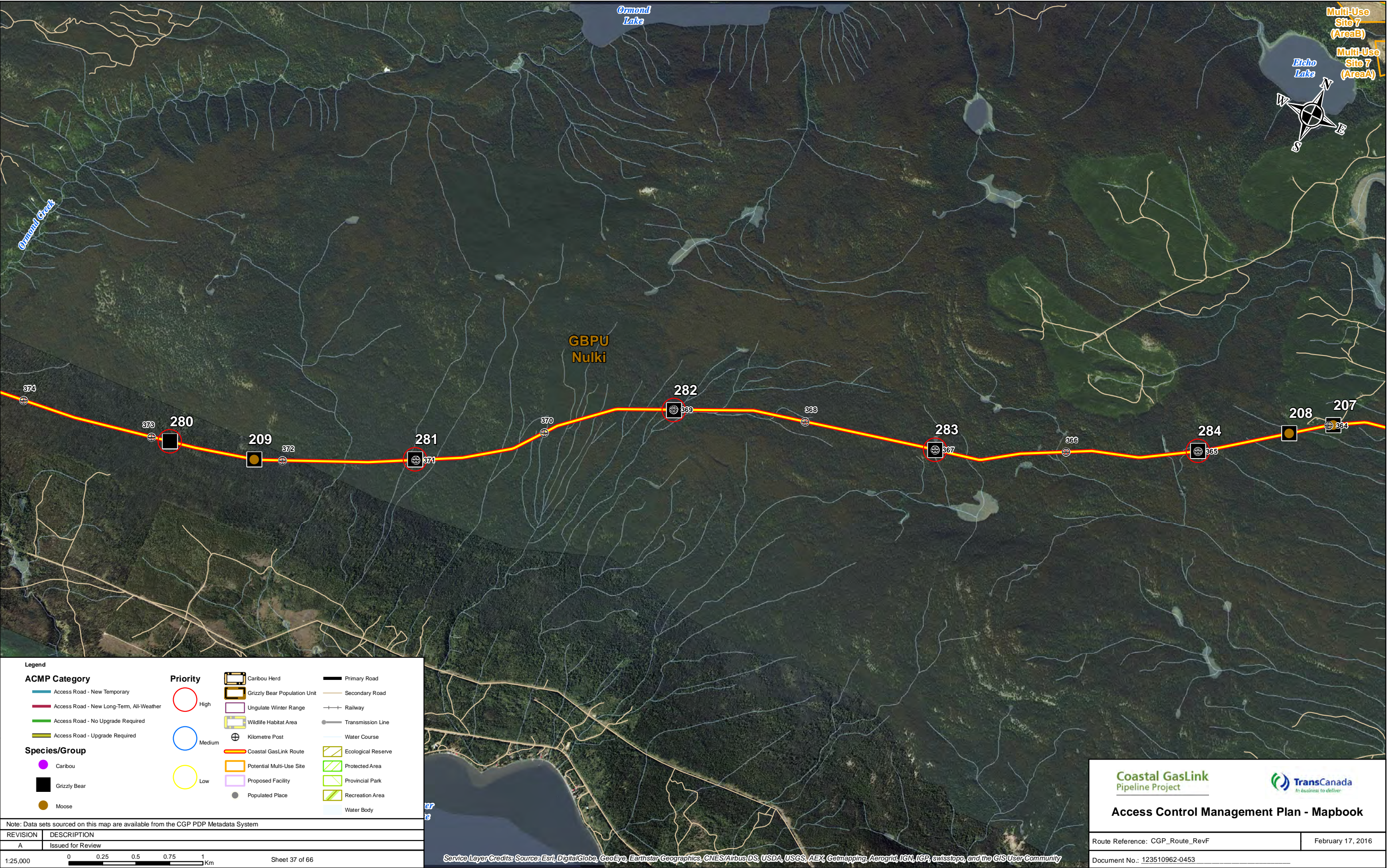
1

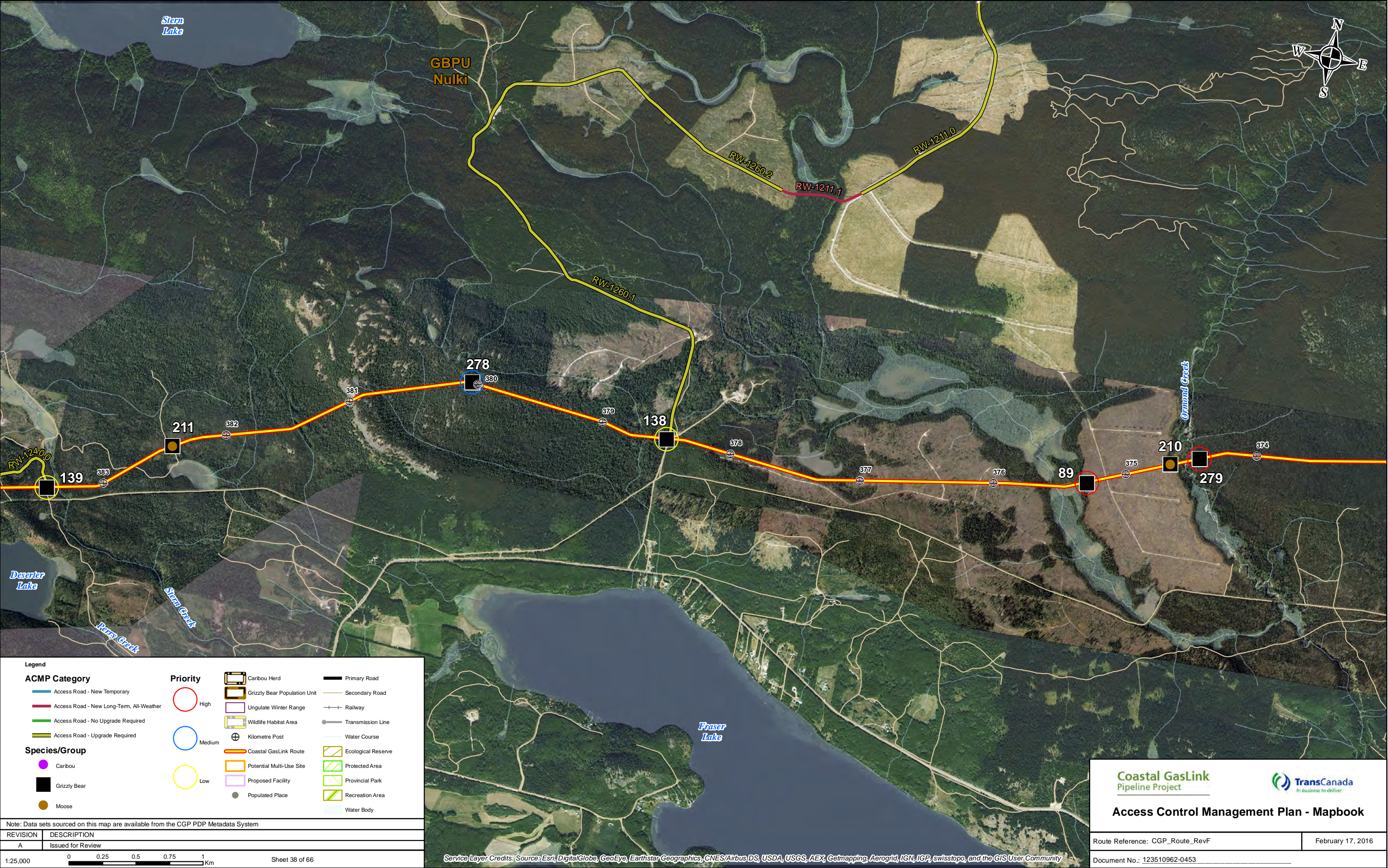
Km

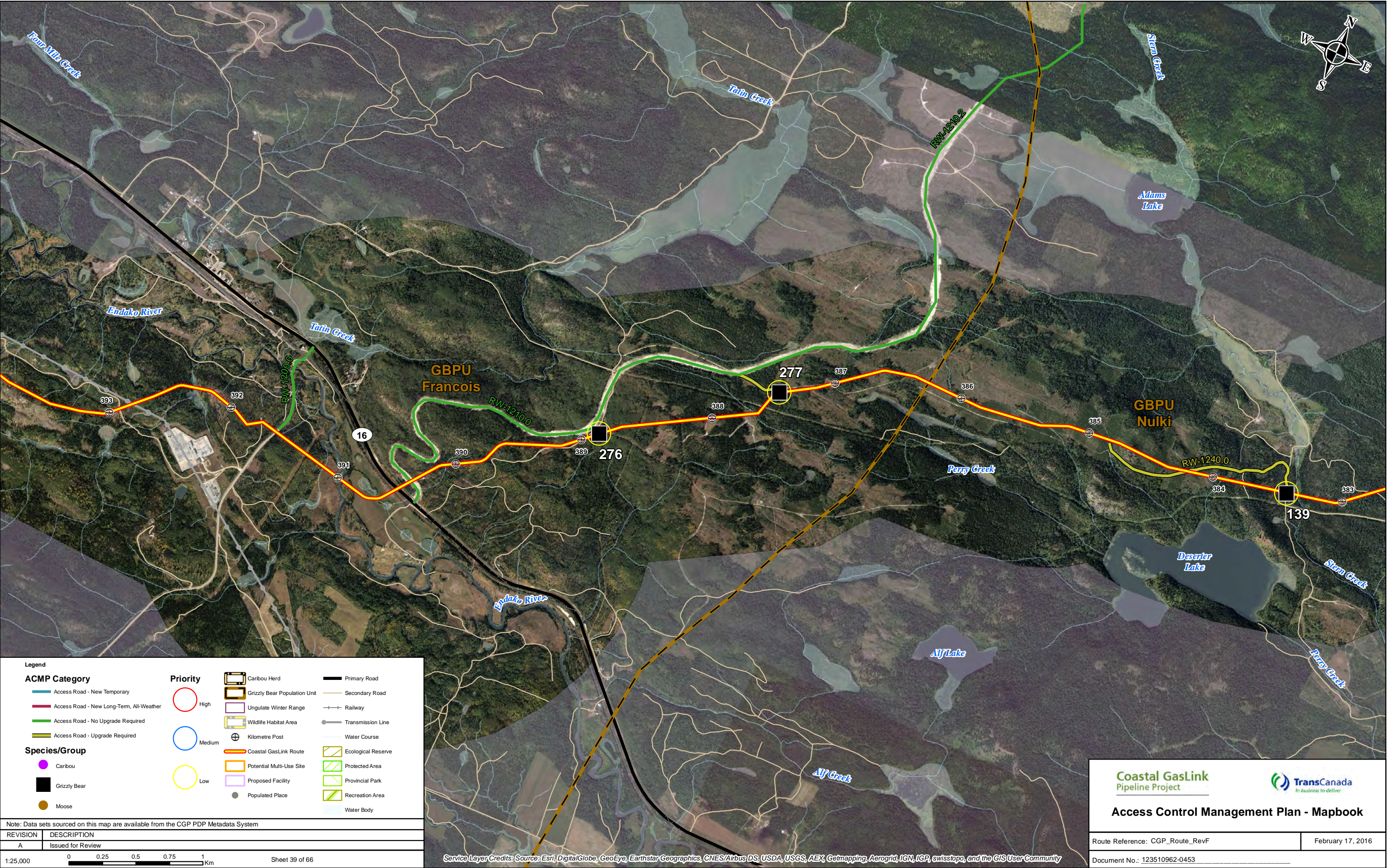
Sheet 34 of 66

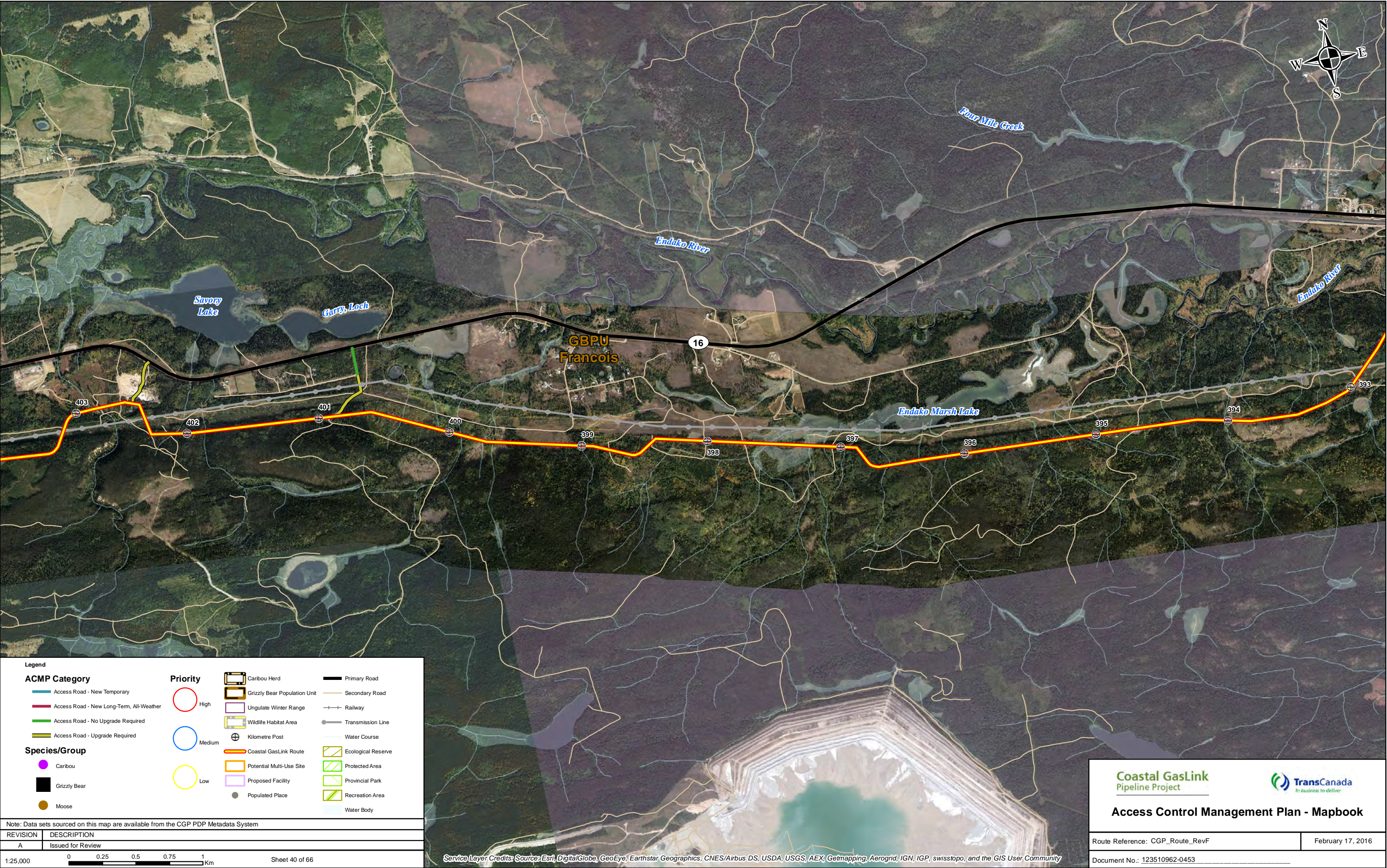












Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Species/Group

- Caribou
- Grizzly Bear
- Moose

Priority

- High
- Medium
- Low

Other Features

- Caribou Herd
- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area
- Kilometre Post
- Primary Road
- Secondary Road
- Railway
- Transmission Line
- Water Course
- Ecological Reserve
- Potential Multi-Use Site
- Proposed Facility
- Populated Place
- Protected Area
- Provincial Park
- Recreation Area
- Water Body

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

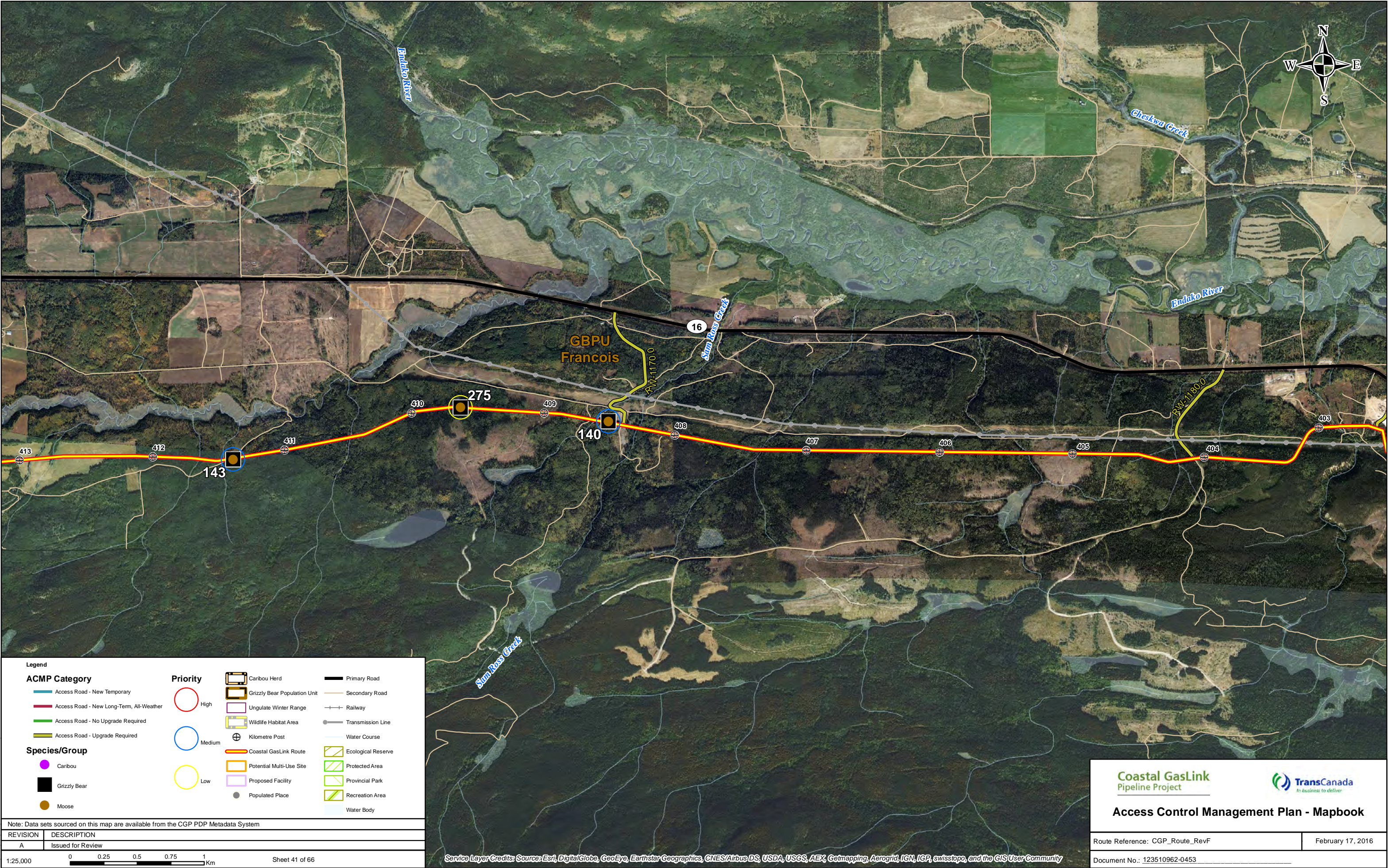
1:25,000 0 0.25 0.5 0.75 1 Km Sheet 40 of 66

Coastal GasLink Pipeline Project

TransCanada
In business to deliver

Access Control Management Plan - Mapbook

Route Reference: CGP_Route_RevF	February 17, 2016
Document No.: 123510962-0453	



Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Priority

- High
- Medium
- Low

Species/Group

- Caribou
- Grizzly Bear
- Moose

Caribou Herd

- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area

Other Features

- Kilometre Post
- Primary Road
- Secondary Road
- Railway
- Transmission Line
- Water Course
- Ecological Reserve
- Protected Area
- Provincial Park
- Recreation Area
- Water Body

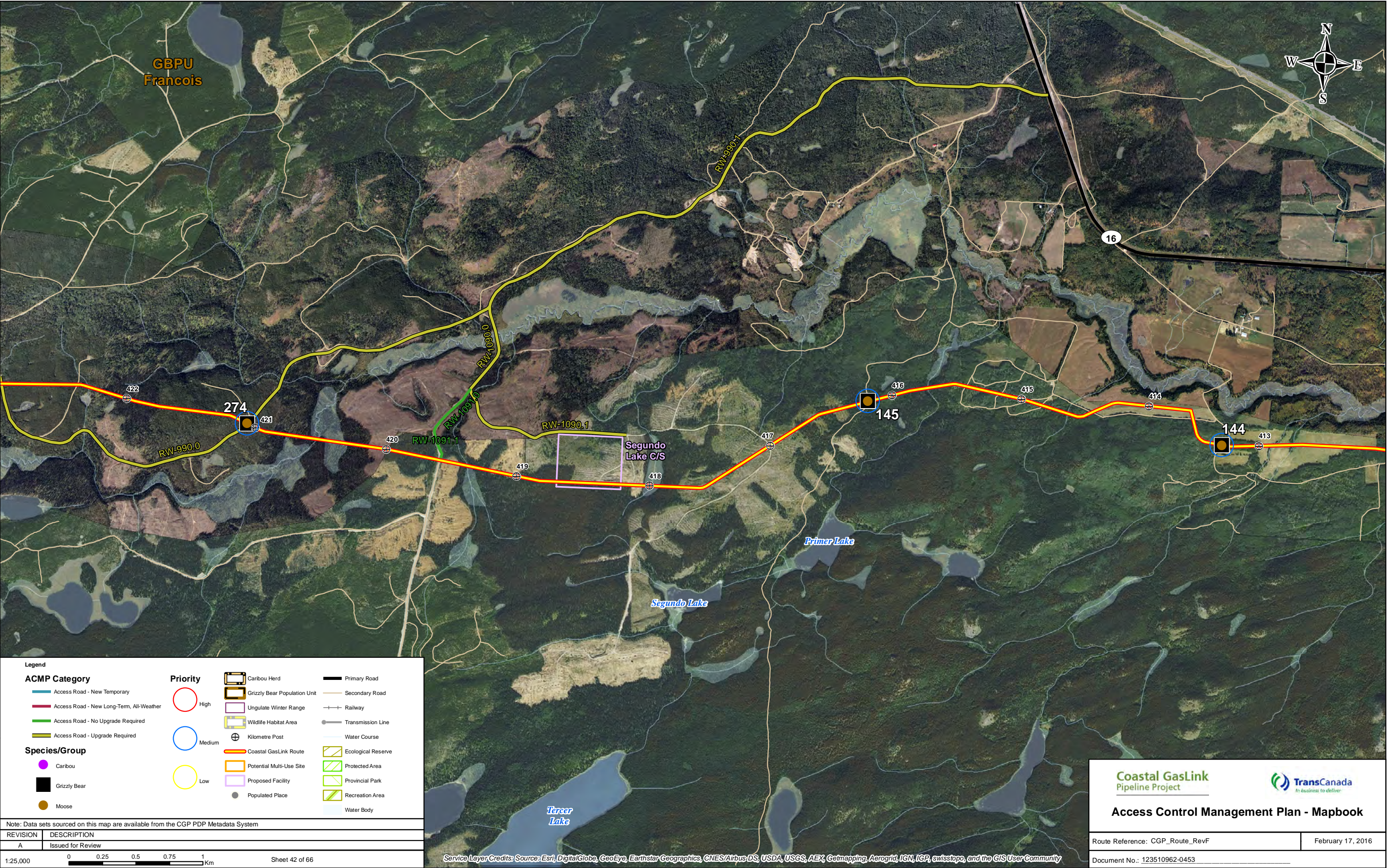
Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000

0 0.25 0.5 0.75 1 Km

Sheet 41 of 66





Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Priority

- High
- Medium
- Low

Species/Group

- Caribou
- Grizzly Bear
- Moose

Caribou Herd

- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area
- Kilometre Post

Primary Road

- Secondary Road
- Railway
- Transmission Line
- Water Course

Ecological Reserve

- Protected Area
- Provincial Park
- Recreation Area
- Water Body

Potential Multi-Use Site

- Proposed Facility
- Populated Place

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000 0 0.25 0.5 0.75 1 Km Sheet 43 of 66

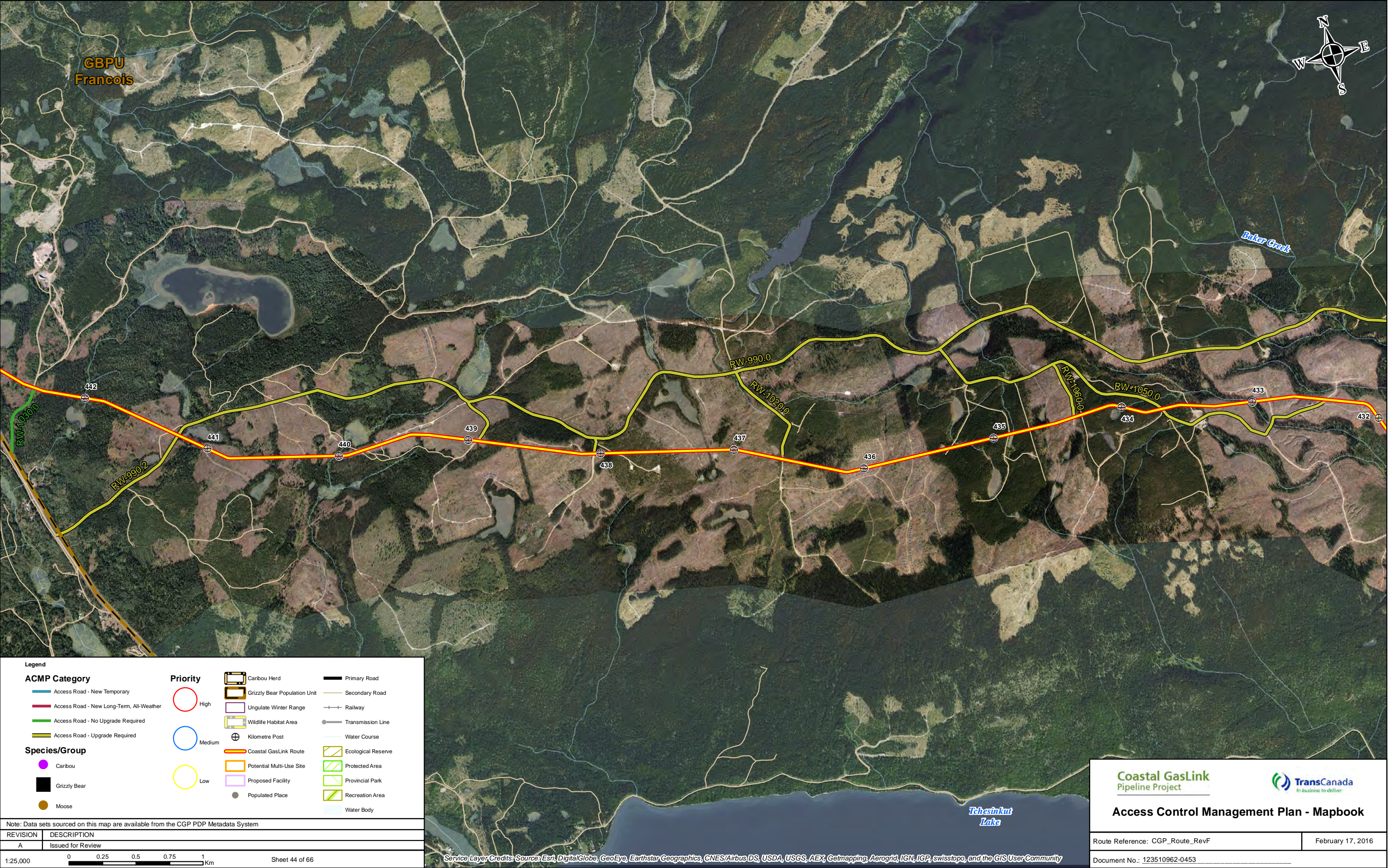
Coastal GasLink Pipeline Project

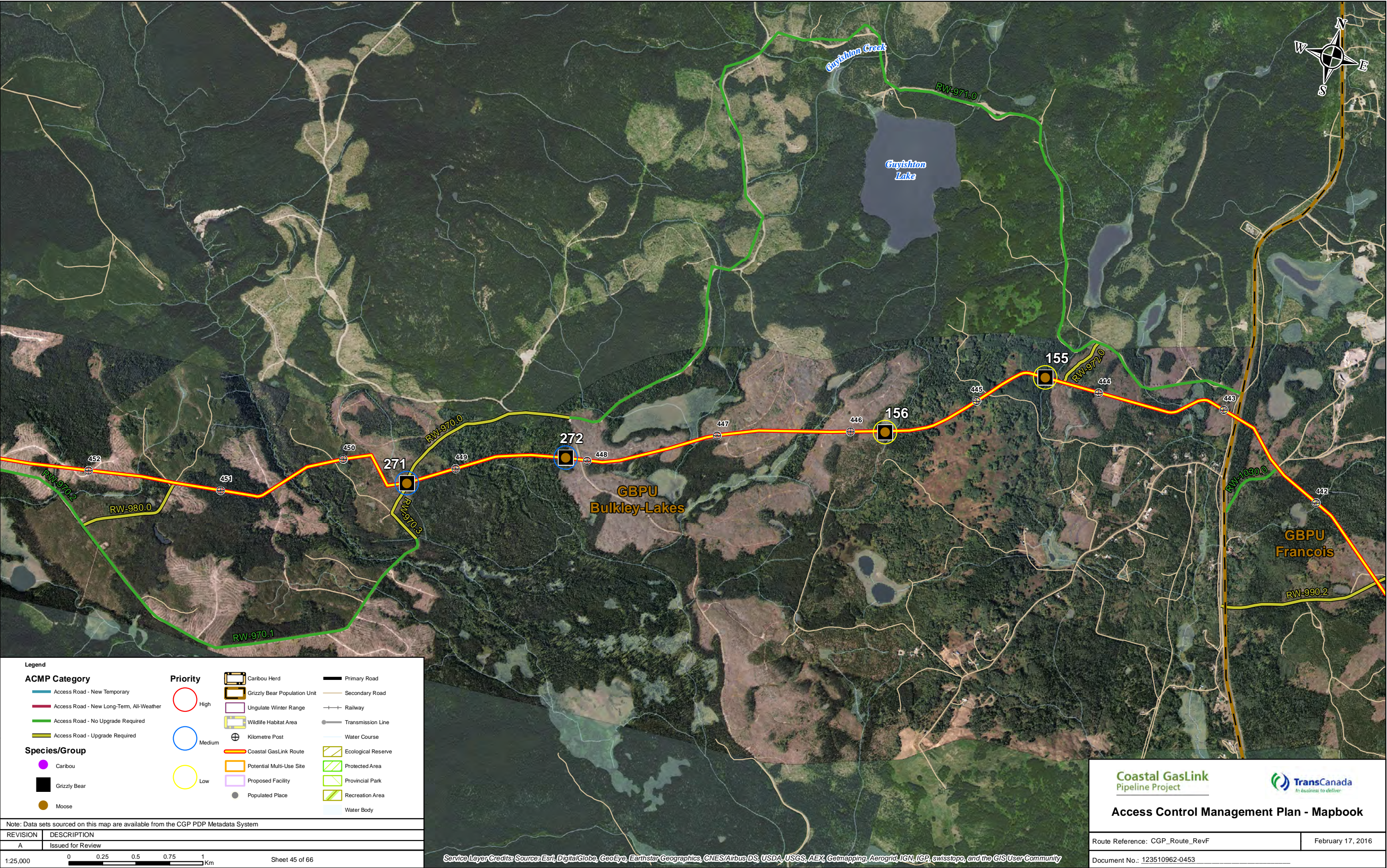
TransCanada
In business to deliver

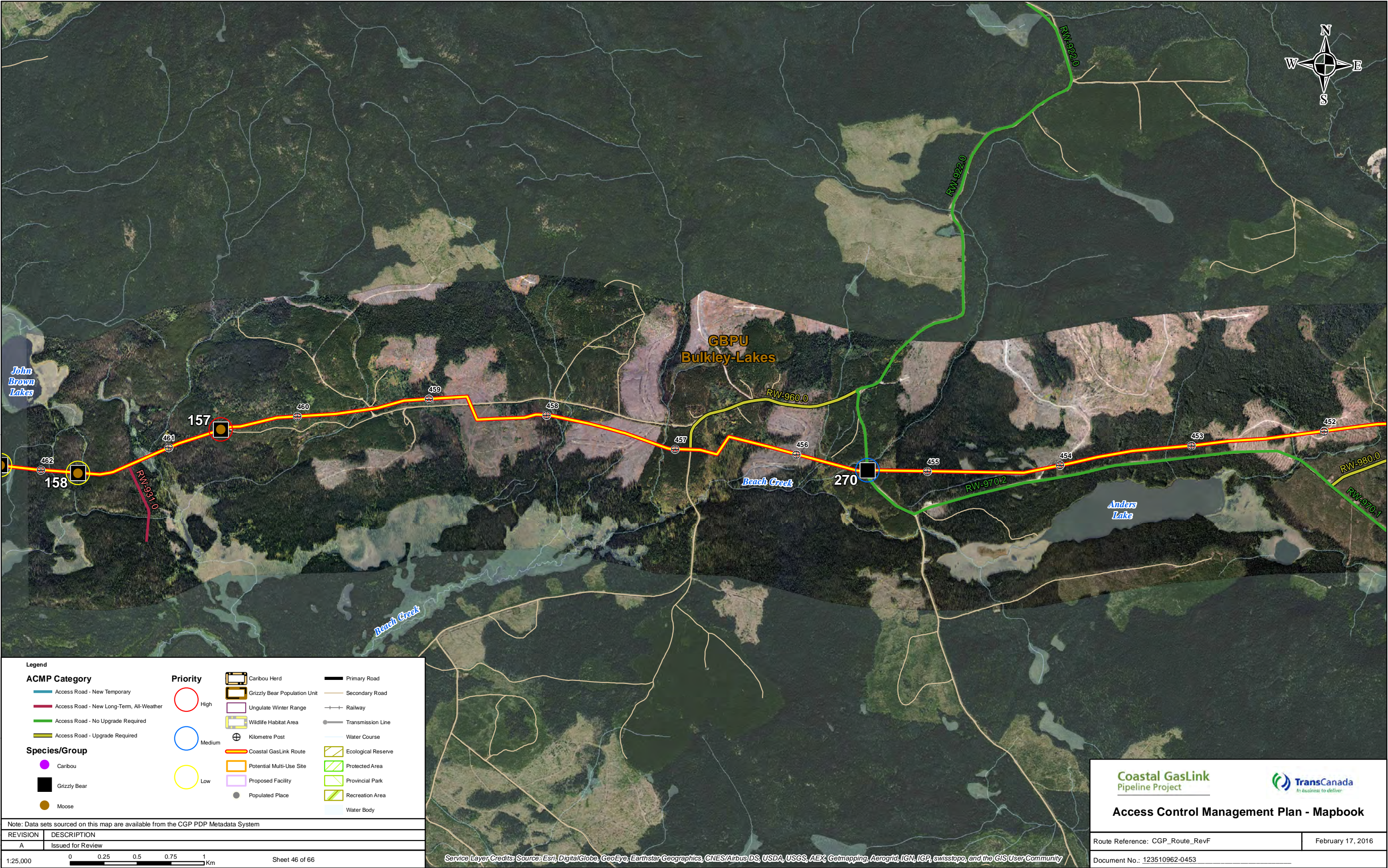
Access Control Management Plan - Mapbook

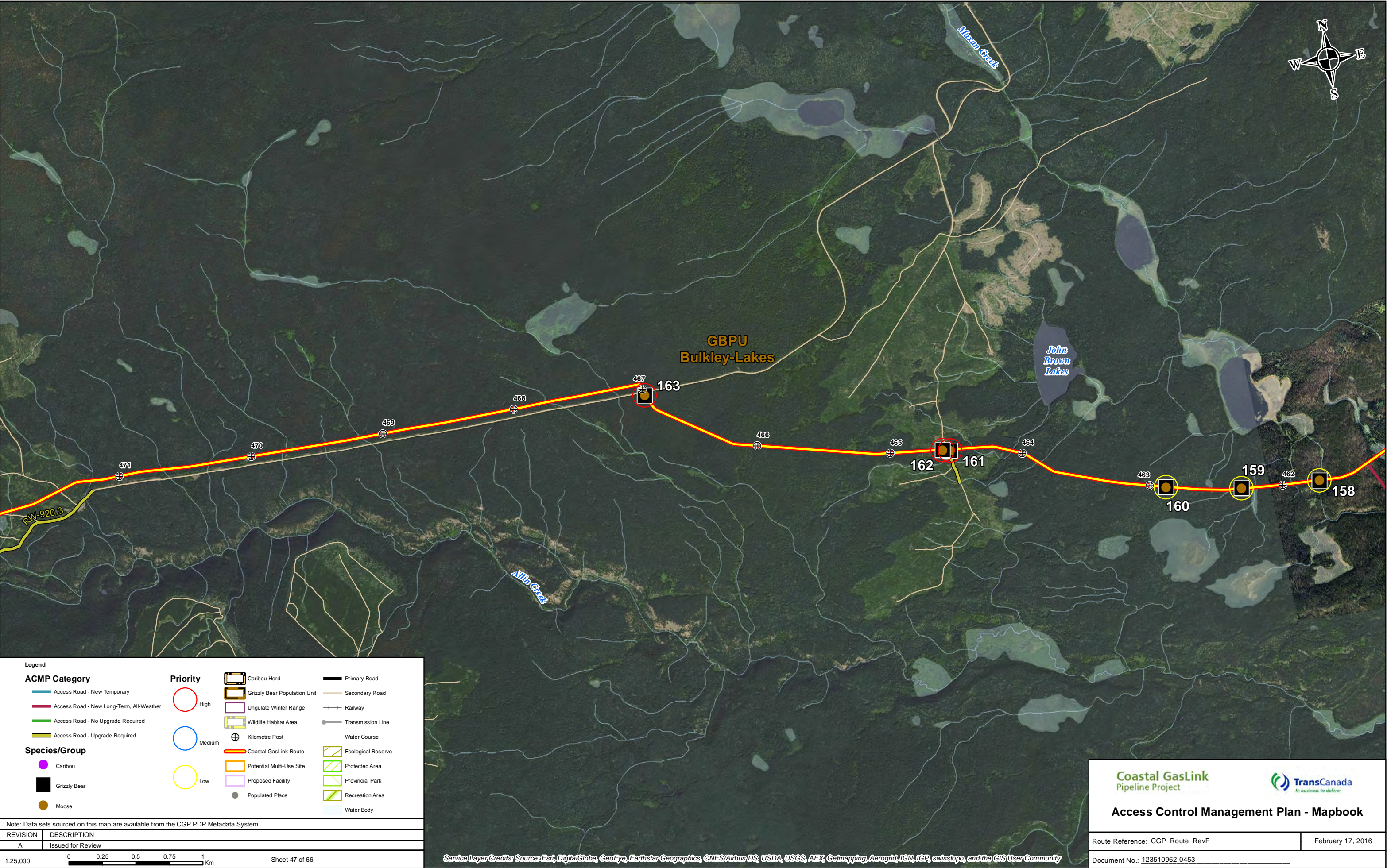
Route Reference: CGP_Route_RevF February 17, 2016

Document No.: 123510962-0453









Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Species/Group

- Caribou
- Grizzly Bear
- Moose

Priority

- High
- Medium
- Low

Caribou Herd

- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area

Infrastructure

- Primary Road
- Secondary Road
- Railway
- Transmission Line
- Water Course

Other Features

- Coastal GasLink Route
- Potential Multi-Use Site
- Proposed Facility
- Populated Place
- Ecological Reserve
- Protected Area
- Provincial Park
- Recreation Area
- Water Body

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000

0

0.25

0.5

0.75

1

Km

Sheet 47 of 66

Coastal GasLink
Pipeline Project

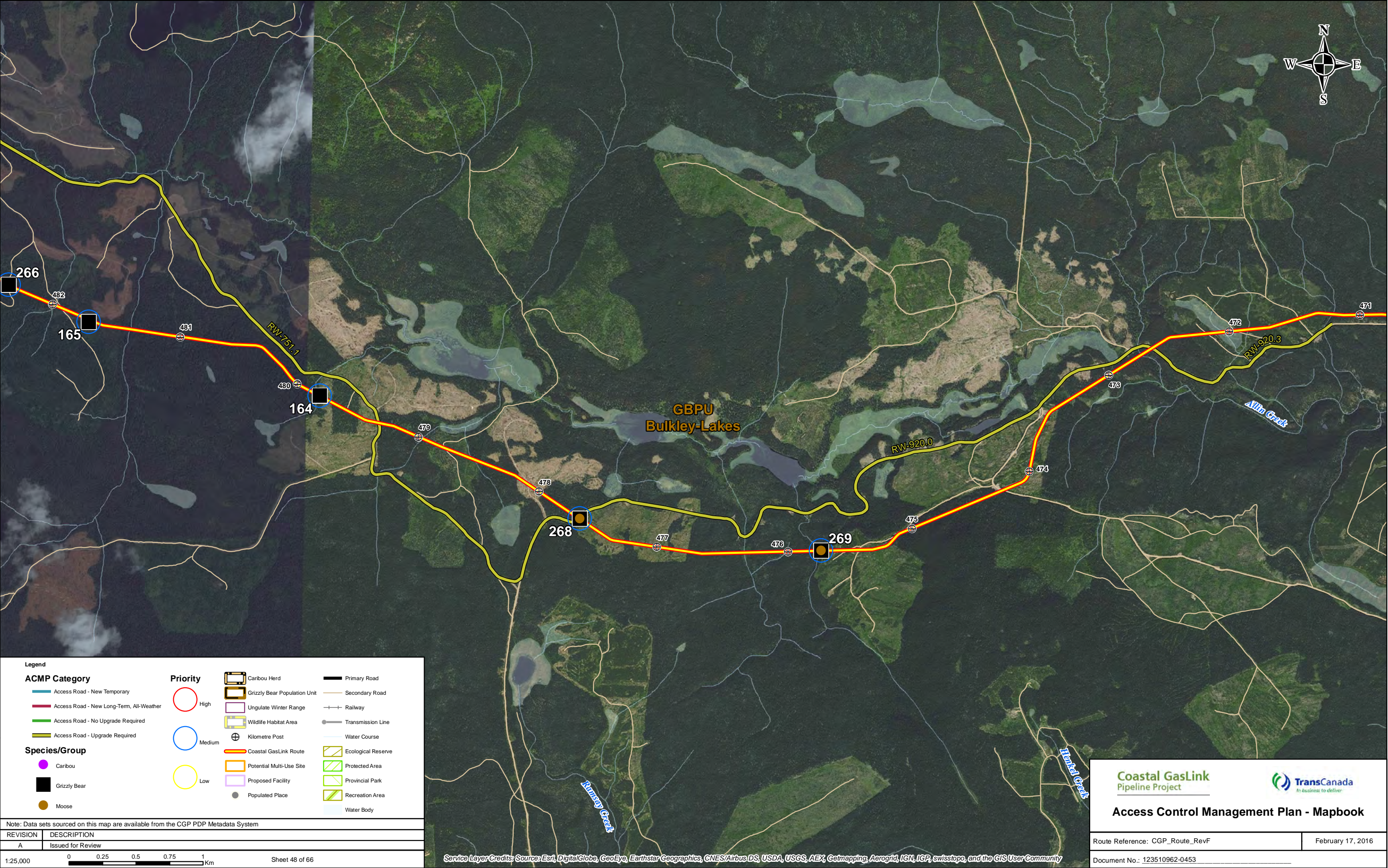
TransCanada
In business to deliver

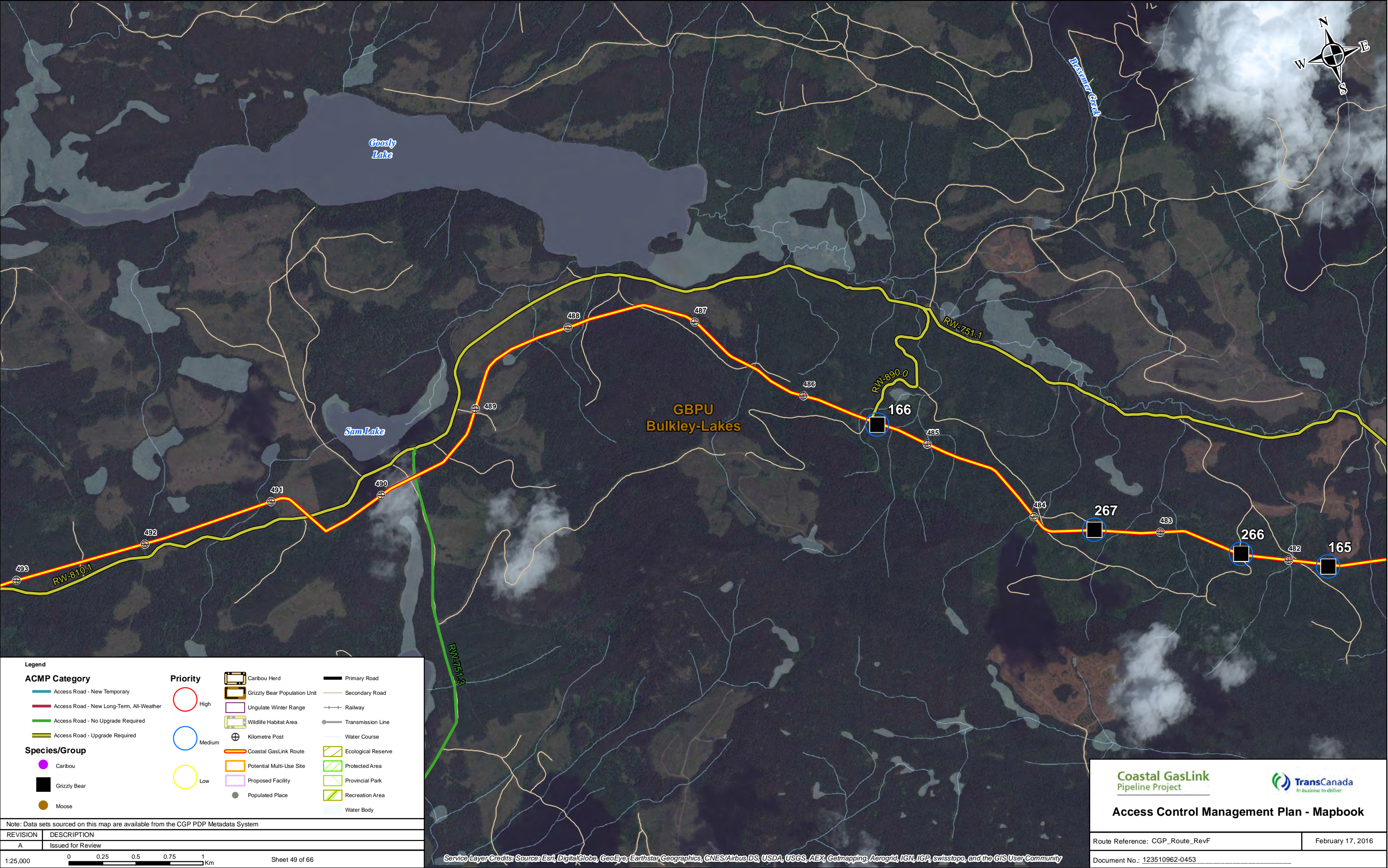
Access Control Management Plan - Mapbook

Route Reference: CGP_Route_RevF

February 17, 2016

Document No.: 123510962-0453





Legend

ACMP Category

- Access Road - New Temporary
- Access Road - New Long-Term, All-Weather
- Access Road - No Upgrade Required
- Access Road - Upgrade Required

Species/Group

- Caribou
- Grizzly Bear
- Moose

Priority

- High
- Medium
- Low

- Caribou Herd
- Grizzly Bear Population Unit
- Ungulate Winter Range
- Wildlife Habitat Area
- Kilometre Post
- Populated Place

- Primary Road
- Secondary Road
- Railway
- Transmission Line
- Water Course
- Ecological Reserve
- Protected Area
- Provincial Park
- Recreation Area
- Water Body

Note: Data sets sourced on this map are available from the CGP PDP Metadata System

REVISION	DESCRIPTION
A	Issued for Review

1:25,000 0 0.25 0.5 0.75 1 Km Sheet 49 of 66

