Woodfibre LNG Project Technical Advisory Committee Comments and Proponent Responses - Worker Accommodation Application to Amend Environmental Assessment Approvals

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
DS- 1 -15	1	District of Squamish	S.6.3 - 6.9 No reference is made to the required local government approvals. (1) The Flotel site is not zoned for temporary accommodation, and a Temporary Use Permit will be required to be issued by the District of Squamish Council for this facility. (2) The Flotel site is also within Development Permit Area 1 (Environmental Protection) which applies to both terrestrial and water areas within the District boundaries. Development Permit Area 1 Section 34.8 Aquatic Guidelines (Marine Shoreline) apply to this area. The Amendment indicates the Flotel will result in the loss or alteration of up to an additional 1.34 ha of foreshore and nearshore marine habitat, and further indicates that implementation of mitigation measures is a practical means of preventing or reducing potential adverse effects on marine birds. A Development Permit (or formal exemption by the District) will be required prior to establishing the Flotel to assess impacts on marine/shoreline/upland habitats and establish any mitigation conditions necessary. After conducting a recent site visit, District staff question the appropriateness of the proposed flotel location. The amendment fails to identify the challenges and potential impacts of developing egress between the flotel and the worksite. The shoreline in this area is steep and forested, containing some of the most mature forest on site. The amendment refers to this forest as immature, and fails to characterize the value of this forest. Steep bedrock outcrops exist along the shoreline, posing significant challenges to egress construction that may result in significant environmental impacts. Egress will require removal of environmentally valuable shoreline forest habitat and two creek crossings. District staff question the classification of these impacts as "minor interactions" as stated within the amendment, and question if the long term environmental losses are justified given the temporary nature of accommodation proposed. District staff urge the province to consider relocating the flotel to an already denuded portion of the shoreline within the works area.	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG has made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC), including the District of Squamish (the District), during their review of the amendment application, and to capture continued Project engineering and planning for operation (see Attachment 1 - Design Refinements Memo; Woodfibre LNG 2022). As presented in the Alternatives Memo, Alternative 4 (floating camp) was identified as the preferred option (see Attachment 2 – Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022). To further refine a preferred floatel location and taking into consideration comments received during the TAC's review of the amendment application, Woodfibre LNG, their consultants, and Engineering, Procurement and Construction contractor (McDermott International) undertook a multiple accounts analysis (MAA) that considered five floating camp options (locations). Following completion of the MAA a floatel location north of Woodfibre Creek was selected, as shown in the Alternatives Memo (Stantec 2022). This location will not require vegetation clearing to support worker access to the floatel as it will be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area and will not require a shoreline/forest pedestrian walkway. The pedestrian pathway and associated watercourse crossings over Woodfibre Creek and the unnamed creek are no longer proposed. Woodfibre LNG is working with the District to understand the applicable municipal permitting requirements. Woodfibre LNG and the District of Squamish have had a Pre-Application Meeting for a Temporary Use Permit for the floatel and will continue to engage with the District on the next steps in this permit application process. Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments and Squamish Nation. As components of the CEMP, Woodfibre LNG will prepare several management plans that will be applicable to management of effects resulting from the floatel within the marine and terrestrial environments. References: Stantec Consulting Ltd. 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation. Woodfibre LNG Limited. 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo.	2022-09-26
ECCC- 1 -1	2	Environment and Climate Change Canada	5.1 page 19, Appendix A Construction of the LNG facility includes measures to reduce the potential for bird strikes and bird mortality under mitigation M5.12-9 to avoid incidental take (the inadvertent harming, killing, disturbance or destruction of migratory birds, nests or eggs). As indicated in the Amendment Application, attraction to lights can cause birds to collide with lit structures or their support structures, resulting in injury or death. Further, as it relates to installation of the flotel, there is potential for birds to be disoriented while circling a light source, which may deplete their energy reserves, resulting in either death due to exhaustion or dropping to the ground or vessel deck where they are at risk of predation. ECCC recommends that the proposed monitoring, in both the Amendment Application and the draft Wildlife Management Plan (Section 7.3), be updated to include monitoring for bird mortality/stranding. Currently, the Wildlife Management Plan indicates that monitoring will only be conducted if the QEP (Qualified Environmental Professional) decides the number of incidents reported is too high, however, there is no indication what would be considered too high. Further, the potential for bird stranding's/mortality to be reliably reported is low unless systematic surveys are designed and implemented. Results of systematic surveys should be used to inform adaptive management on the flotel (and for the Project in general), for example through installation of visual cues on windows or a reduction/replacement of potentially problematic lighting sources. Design of all monitoring and mitigation measures for lighting effects should be based on the most current scientific literature and best management practices.	Woodfibre LNG is designing the floatel with consideration to Environmental Assessment Certificate (EAC) conditions, commitments, guidelines and best practices. Lighting will be optimized to the extent required for the operation of the floatel including external lighting on the floatel, along gangways and as necessary to meet safety requirements. Further, Woodfibre LNG will review guidance and best practices with respect to controlling operational lighting (i.e., such as guidance published by the International Commission on Illumination, Illuminating Engineering Society of North America, American Petroleum Institute) to limit potential effects to human health, migratory birds and raptors, and marine fish, and will implement commitments made during the environmental assessment process as well as measures that may be identified during the subsequent permitting process . Woodfibre LNG has committed to using blue or green lighting rather than red or white lighting (subject to safety and operational requirements) to reduce attractiveness to birds (Appendix A, Amendment #3 application). The Wildlife Management and Monitoring Plan for the construction phase of the Project will include appropriate mitigation and monitoring measures aimed at limiting or avoiding the effects of lighting on birds. Measures such as the use of directional lighting with shades to reduce attractiveness of white lighting to birds and wildlife. Regarding monitoring of mortality events, the Environmental Monitor will be responsible for monitoring for wildlife mortality events, including events related to birds. If wildlife conflicts and interactions occur, or if mitigations implemented are shown to be ineffective where targets, thresholds or site objectives are not being met, a Qualified Professional will work with the Woodfibre Environmental Representative and construction team to improve the mitigations and reduce the number of incidents.	2022-09-26

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ECCC- 1 -10	3	Environment and Climate Change Canada	Appendix A: Mitigation M5.12-4 proposes the use of nest surveys in the event that clearing will be conducted during the breeding season. ECCC does not support the use of nest surveys for the proposed tree clearing associated with the Amendment Application. Construction or clearing during the breeding and nesting period for migratory birds carries with it high risks of detrimental effects to migratory birds. In most habitats, even with highly trained observers, the ability to detect nests remains very low while the risk of disturbing active nests is high. Flushing nesting birds increases the risk of predation of the eggs or young, or may cause the adults to abandon the nest or the eggs. In many circumstances, incidental take is still likely to occur during clearing even when active nest searches are conducted prior to these activities. All vegetation clearing or disturbance of potential nesting habitat should be conducted outside the general nesting period. ECCC's avoidance guidelines are available at: https://www.canada.ca/en/environment-climate-change/services/avoiding-harm-migratory-birds.html	Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access to the floatel as it would be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. The pedestrian shore access and clear span bridges are no longer proposed.	2022-09-26
ECCC- 1 -11	4	Environment and Climate Change Canada	Appendix A: The proposed blasting window indicated in Appendix A is summer, and the Proponent indicates that this is to avoid periods of higher bird abundance. However, ECCC recommends the Proponent consider the potential effects to adjacent forested habitat, which includes potentially suitable MAMU nesting habitat, one known active bald eagle nest, and suitable habitat for a variety of migratory birds. ECCC recommends that blasting occur outside the breeding season for these species and that an environmental monitor be onsite to assess the potential for disturbance to wildlife prior to any blasting.	There is no blasting associated with the proposed worker accommodations. The reference to blasting in Appendix A of the Amendment #3 Application is in relation to underwater blasting associated with construction of marine Project components and is not applicable to worker accommodation.	2022-09-26
ECCC- 1 -12	5	Environment and Climate Change Canada	Appendix B: ECCC requests additional information on vegetation communities within the amended Project footprint, including any completed or updated habitat mapping, wetlands classifications, and provincial status (i.e., red- or blue-listed wetland communities with potential to be affected). The assessment of wetlands should also include those adjacent to the Project footprint that may be functionally impaired by the proposed Project activities. ECCC defines ecologically important wetlands based on the Canadian Wetland Classification System (CWCS). This would include estuarine wetland types, provincially red- and blue-listed wetlands, wetlands that are continentally significant to waterfowl, and eelgrass. Wetlands are important to the maintenance of migratory bird populations and for the protection of species at risk, for which ECCC has a responsibility under the Migratory Birds Convention Act (MBCA), and the Species at Risk Act, respectively. While compensation for the loss of wetland functions may be recommended through further consultation, ECCC does not approve nor ensure implementation of Wetland Compensation Plans.	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG have made several refinements to the design to, address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation. Following completion of a Multiple Accounts Analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access as it will be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. If the floatel does not have its own drinking water supply system, a water treatment plant will be provided onshore. In response to comments raised by the TAC during review of the amendment application, the location of the proposed water treatment plant has been revised to an area near the floatel walkway landing area. This area is already cleared of vegetation and is within the Certified Project Area. The water treatment plant is expected to be modular (e.g., 6 m container, plus space for water tanks and storage). Due to the substantially reduced terrestrial footprint (i.e., removal of elevated walkway from the design and relocation of water treatment plant from a vegetated area to an area already cleared of vegetation), and as vegetation clearing will be limited to that required to support placement of the water intake infrastructure, Woodfibre LNG is not planning to complete detailed vegetation mapping in this area. Species-specific pre-construction surveys will be described in the Wildlife Management and Monitoring Plan (construction phase), to meet Woodfibre LNG's Environmental Assessment Certificate Application Table 22 commitments. With respect to eelgrass, multiple marine dive surveys were completed (2015, 2016, 2019 and 2020 [Keystone 2022]) within the Project area. These SCUBA surveys did not document any eelgrass beds in the vicinity of the floatel. References: Keystone Environmental. 2022. Woodfibre LNG Marine Bioinventory. Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
ECCC- 1 -2	6	Environment and Climate Change Canada	5.1 page 20 The amended footprint will require additional riparian vegetation clearing and two new clear-span bridges, which may adversely affect migratory birds, species at risk, and their habitats. ECCC recommends the potential effects to all terrestrial VCs be assessed in this Amendment Application, including Avifauna (Migratory Birds), At-risk Bats (Listed Species at Risk), and Amphibians. The assessment of amphibians should include consideration of wetland habitat (as it relates to western toad and northern red-legged frog) and riverine habitat (as it relates to coastal tailed frog), including associated forested areas (i.e., potential overwintering and migration/dispersal habitat). The Amendment Application should clearly demonstrate where and how all species at risk, including their habitats, were considered and assessed; as well as, mitigation measures to avoid or reduce potential effects to each species. In addition, please back up the following statement with appropriate scientific rationale and references: "The addition of the pedestrian shore access to the project is not expected to result in a material change to the assessment presented in the Application". With respect to the following statement, please indicate which mitigation measures will be applied: "potential effects of approximately 0.11 ha of additional clearing can be effectively reduced by applying the mitigation measures presented in the Application".	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG have made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation. Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access to the floatel as it would be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. The pedestrian shore access and clear span bridges are no longer proposed. Further assessment of avifauna (migratory birds), at-risk bats, and amphibians is therefore deemed not necessary. However, prior to commencing instream work on Woodfibre Creek (e.g., installation of water intake structures if the floatel does not have its own drinking water supply system), a Qualified Professional experienced with amphibians will assess instream habitat to determine if an amphibian salvage and relocation program is required (e.g., for coastal tailed frog, western toad, or northern red-legged frog). Prior to any vegetation clearing within 30 m of Woodfibre Creek, the Qualified Professional will undertake a salvage to relocate adult coastal tailed frogs, using methods consistent with provincial best practices. Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26

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ECCC- 1 -3	7	Environment and Climate Change Canada	5.1 page 20 The Amendment Application states that the proposed water treatment plant will divert water from Woodfibre Creek. Coastal tailed frog, listed as Special Concern under Schedule 1 of the SARA, is known to occur in Woodfibre Creek. ECCC recommends that potential effects to amphibians from drinking water treatment construction, operation, and decommissioning be assessed in this amendment. Further, ECCC recommends designing measures to avoid/mitigate impacts of water intake on amphibians at-risk, and specifically amphibian-intake avoidance measures.	If the floatel does not have its own drinking water supply system, a water treatment plant will be provided onshore. In response to comments raised by the TAC during review of the amendment application, the location of the proposed water treatment plant has been revised to an area near the floatel walkway landing area. This area is already cleared of vegetation and is within the Certified Project Area. The water treatment plant is expected to be modular (e.g., 6 m container, plus space for water tanks and storage). Mitigation measures related to amphibians have been incorporated into the Wildlife Management and Monitoring Plan, which will apply to construction and operation of the water treatment plant, including its intake at Woodfibre Creek. Prior to commencing instream work on Woodfibre Creek (e.g., installation of water intake structures), a Qualified Professional experienced with amphibians will assess instream habitat to determine if an amphibian salvage and relocation program is required (e.g., for coastal tailed frog, western toad, or northern red-legged frog). Prior to any vegetation clearing within 30 m of Woodfibre Creek, the Qualified Professional will undertake a salvage to relocate adult coastal tailed frogs, using methods consistent with provincial best practices. If determined to be required (pending design), the intake mechanism (e.g., pipe) will be screened in accordance with the Fisheries and Oceans Canada (DFO) Interim Code of Practice: End-of-pipe fish protection screens for small water intakes in freshwater (DFO 2020). While intended to protect fish, it is expected that the screen(s) would also be effective in limiting potential effects to amphibians. References: Fisheries and Oceans Canada (DFO). 2020. Interim code of practice: End-of-pipe fish protection screens for small water intakes in freshwater Woodfibre LNG Limited. (Woodfibre LNG). 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo.	2022-09-26
ECCC- 1 -4	8	Environment and Climate Change Canada	5.1 page 20 Loss of terrestrial habitat along the proposed pedestrian access corridor may adversely impact at-risk bat species. Mitigation measure M5.12-8 prescribes installation of nesting structures for barn swallows and western screech owls within the Project area. ECCC recommends roosting structures for bats (e.g., bat boxes) also be included in this provision. ECCC also requests further information on the methods and results used to determine potential loss of nesting and roosting features, and how this information will be used to inform the location and number of boxes installed.	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG has made several refinements to the design to address concerns raised by the Technical Advisory Committee, and to capture continued Project engineering and planning for operation. The pedestrian access corridor through the forested area south of Woodfibre Creek is no longer proposed (Stantec 2022) and therefore no adverse impacts to at-risk bat species, including loss of nesting and roosting features, are anticipated in association with the floatel and its supporting infrastructure. Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
ECCC- 1 -5	9	Environment and Climate Change Canada	6.7 page 33 Table 6-8 indicated no interaction between marine birds and "Shore access" and "Treatment of water for domestic purposes", however, the Proponent has included marbled murrelet (MAMU) under the assessment of marine birds, and therefore all terrestrial considerations must be assessed in this section. Alternatively, MAMU can be assessed under a terrestrial VC.	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG has made several refinements to the design to address concerns raised by the Technical Advisory Committee, and to capture continued Project engineering and planning for operation. Following completion of a Multiple Accounts Analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access to the floatel as it would be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. This location does not directly intersect with marbled murrelet critical habitat polygons (see Figure 1 attached to these responses). If the floatel does not have its own drinking water supply system, a water treatment plant will be provided onshore. In response to comments raised by the Technical Advisory Committee (TAC) during review of the amendment application, the location of the proposed water treatment plant has been revised to an area near the floatel walkway landing area. This area is already cleared of vegetation and is within the Certified Project Area and does not intersect with polygons within which the biophysical attributes of critical habitat for marbled murrelet may occur, nor will vegetation be removed from within these polygons (see Figure 1 attached to these responses). Therefore, no interaction between marine birds and “shore access” and “treatment of water for domestic purposes” is anticipated.	2022-09-26

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ECCC- 1 -6	10	Environment and Climate Change Canada	6.7 page 35 The Project will intersect with MAMU critical habitat polygons as identified in the 2014 recovery strategy. Were alternative locations for the flotel considered to avoid tree clearing (e.g., closer to, or within, the existing mill footprint)? ECCC requests additional information on the flotel location selection process, specifically as it relates to avoidance of MAMU critical habitat polygons and potential suitable nesting habitat.	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG has made several refinements to the design to address concerns raised by the Technical Advisory Committee, and to capture continued Project engineering and planning for operation. Following completion of a Multiple Accounts Analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access to the floatel as it would be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. This location does not directly intersect with marbled murrelet critical habitat polygons (see Figure 1 attached to these responses). If the floatel does not have its own drinking water supply system, a water treatment plant will be provided onshore. In response to comments raised by the Technical Advisory Committee (TAC) during review of the amendment application, the location of the proposed water treatment plant has been revised to an area near the floatel walkway landing area. This area is already cleared of vegetation and is within the Certified Project Area and does not intersect with polygons within which the biophysical attributes of critical habitat for marbled murrelet may occur, nor will vegetation be removed from within these polygons (see Figure 1 attached to these responses). If a water treatment plant is needed to support the floatel, intake infrastructure for potable water is planned for Woodfibre Creek and will require limited clearing (extent to be determined during final design; any clearing will be managed in accordance with the Construction Environmental Management Plan). The intake location will not directly overlap with the marbled murrelet critical habitat polygons. Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
ECCC- 1 -7	11	Environment and Climate Change Canada	6.7 page 35 Effects of the proposed water-treatment container to MAMU should be considered in the Amendment Application and appropriate mitigation measures described. The proposed site for the water treatment container is located adjacent to a MAMU critical habitat polygon, as identified in the 2014 recovery strategy. Construction will remove potential MAMU suitable nesting habitat and will emit light and noise during the construction phase. Sensory disturbance (light and noise) from the water treatment container may persist during the operation phase and could negatively affect local MAMU populations. Water-treatment container construction and decommissioning activities should also be avoided during the MAMU breeding season. ECCC requests additional information on MAMU habitat suitability surveys conducted within the Project footprint area and critical habitat polygons. The Amendment Application indicated a habitat suitability rating of low to nil, but Appendix B did not describe the survey methods or results. The vegetation description indicated forested habitat at structural stage 5 and 6, which may provide suitable nesting habitat for MAMU. The most recent guidance should be considered and incorporated into the design of MAMU suitable nesting habitat: Guidance and Tools to Support the Identification of Potential Marbled Murrelet Suitable Nesting Habitat (Manning et al. 2018). ECCC recommends surveys be conducted throughout forested footprint areas, not restricted to critical habitat polygons. Any habitat meeting the biophysical attributes of MAMU habitat has potential to support the species and should be considered in the assessment. These surveys should be conducted well in advance of project construction to allow for adaptive management in the event suitable nesting habitat is identified. If suitable nesting habitat cannot be avoided, compensation for the loss of suitable nesting habitat may be recommended through further consultation. References: Manning, T., P. Chytyk, B. Schroeder, and P. Berst. 2018. Guidance Tools to Support the Identification of Potential Marbled Murrelet Suitable Nesting Habitat. Canadian Wildlife Service Technical Report Series No. 536. Environment and Climate Change Canada, Canadian Wildlife Service, Pacific Region. (Available upon request from ECCC)	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG has made several refinements to the design to address concerns raised by the Technical Advisory Committee, and to capture continued Project engineering and planning for operation. A description and rationale for the design refinements is provided in the memo titled "Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo" included with this response package (Woodfibre LNG 2022; Attachment 1 – Design Refinements Memo). If the floatel does not have its own drinking water supply system, a water treatment plant will be provided onshore. In response to comments raised by the Technical Advisory Committee during review of the amendment, the location of the proposed water treatment plant, has been revised to an area near the floatel walkway landing area. This area is already cleared of vegetation and is within the Certified Project Area. The footprint of the water treatment plant is expected to modular (e.g., 6 m container, plus space for water tanks and storage). With this design refinement, the water treatment plant will be more than 300 m from the nearest marbled murrelet critical habitat polygon (please see Figure 1 attached to this response package). If a water treatment plant is needed to support the floatel, intake infrastructure for potable water is planned for Woodfibre Creek and will require limited clearing (extent to be determined during final design; any clearing will be managed in accordance with the Construction Environmental Management Plan). The intake location will not directly overlap with the marbled murrelet critical habitat polygons. Woodfibre LNG will avoid clearing during the primary nesting season, to the extent feasible and will follow guidelines for restricted activity periods to protect nesting birds to comply with the federal Migratory Birds Convention Act and the provincial Wildlife Act. If clearing is required during the nesting season, pre-clearing surveys for nesting birds will be undertaken and appropriate, species-specific setbacks will be established and maintained around any confirmed or suspected active nests to reduce potential mortality or disturbance. These mitigation measures are predicted to be effective in reducing potential mortality and disturbance of nesting birds. Further, construction of the water treatment plant will be completed in accordance with measures in the Project's Wildlife Management and Monitoring Plan, which will include the previously described bird-specific mitigation measures. Habitat suitability for marbled murrelet nesting was assessed around Woodfibre Creek by surveying the structure of the forest – which was determined to be predominately young forest (structural stage 5) with lesser amounts being mature forest (structural stage 6) (see Appendix B and Hemmera 2020). Biophysical attributes of critical habitat typically occur in old growth forest (structural stage 7) and forest near the water treatment plant was assessed as young and mature. References: Hemmera. 2020. Floatel Pathway - Terrestrial Follow Up. Prepared by Hemmera for Woodfibre LNG. Woodfibre LNG Limited. (Woodfibre LNG). 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo.	2022-09-26
ECCC- 1 -8	12	Environment and Climate Change Canada	6.7.1 page 36 The proposed pedestrian walkway intersects with a MAMU critical habitat polygon so there is a potential interaction between MAMU nesting and construction. ECCC recommends that vegetation clearing for the pedestrian walkway be avoided during MAMU breeding season.	The pedestrian walkway is no longer proposed. Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022) a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access to the floatel as it would be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. This location does not directly intersect with marbled murrelet critical habitat polygons (see Figure 1 attached to these responses) and is more than 300 m from the nearest marbled murrelet critical habitat polygon. Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
ECCC- 1 -9	13	Environment and Climate Change Canada	6.7.1.2 page 37 Please confirm that the mitigation measures to reduce potential adverse effects of sensory disturbance on marine birds, avifauna (migratory birds), and at-risk bat species (listed species at risk) will be implemented during the flotel operation phase as well as construction and decommissioning phases.	Mitigation measures to reduce potential effects of sensory disturbance on marine birds, migratory birds, and at-risk bat species as outlined in the Worker Accommodation Amendment #3 application will be implemented during construction, operations, and decommissioning phases of the Project. Mitigation measures will be included and implemented as per the Project's Wildlife Management and Monitoring Plan.	2022-09-26
FLNR- 1 -3	14	FLNRORD	Page 67, S. 6.15 The approach to manage visuals utilizes jargon and processes that were developed to manage forestry impacts. It is unclear whether the considerations in the amendment are applicable to the established visual quality objectives within visual sensitivity units.	In British Columbia there is no industry-specific guidance for visual impact assessment, therefore, the assessment of effects to the visual environment often relies on forestry guidance. In the absence of other industry-specific guidance, the forestry guidance for British Columbia is considered appropriate for the purposes of the Project.	2022-09-26
FLNR- 1 -4	15	FLNRORD	Page 36, S. 6.7.1 Observation that the flotel is situated close in proximity to identified habitat for Marbled Murrelet.	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG have made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation. Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access to the floatel as it will be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area (i.e., no vegetation clearing will be required). Additionally, this location does not directly intersect with marbled murrelet critical habitat polygons (see Figure 1 attached to these responses) and is more than 300 m from the nearest marbled murrelet critical habitat polygon. Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26

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MoH- 1 -2	16	Ministry of Health	Section 6.2 The Ministry of Health recommends that the Health Canada 'Guidance for Evaluating Human Health Impacts in Environmental Assessment: Noise' (2017) be applied and consider health impacts to off-duty workers on the flotel and Marine Construction Vessel.	Woodfibre LNG commissioned Stantec Consulting Ltd. (Stantec) to assess the health impacts from noise to off-duty workers on the floatel and Marine Construction Vessels (MCVs) during the construction phase of the Project. The recommended Health Canada "Guidance for Evaluating Human Health Impacts in Environmental Assessment: Noise' (2017) was used to inform this assessment. Since submission of the Worker Accommodation Amendment #3 application (amendment application) Woodfibre LNG and its Engineering, Procurement, Fabrication and Construction contractor have determined that the MCV will not be used as worker accommodation for off-duty non-crew. Only MCV crew will utilize the sleeping quarters. Crew are those personnel who directly support the MCV and its operations; this includes the captain and operators, vessel engineer/maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks. Since the original Environmental Assessment Certificate (EAC) Application and the amendment application were submitted to the BC Environmental Assessment Office, additional detailed Project design information has become available for the construction phase. The EAC Application noise model for the Project construction phase has been revised since submission of the Amendment #3 application, based on current (2022) Project design information for the floatel The revised model accounts for current Project design and includes two floatel layout options (i.e., Options 1 and 2). For Option 1, the predicted daytime and nighttime equivalent sound levels (i.e., Ld and Ln) at the floatel sleeping quarter inside are 59.8 dBA (A-weighted decibel) and 16.2 dBA, respectively. For Option 2, the predicted daytime and nighttime equivalent sound levels (i.e., Ld and Ln) at the floatel sleeping quarter inside are 58.4 dBA and 17.4 dBA, respectively. As an example, the sound level of 30 dBA is similar to the bedroom of a country home or soft whisper at 1.5 m (BC OGC 2021 or attached Table 1 included at the bottom of this sheet/PDF). The assessment considered representative scenarios during later construction phases (Year 1 to 3 or 2022 to 2024, the worst-case scenarios during the construction phase) for the Project. Based on the model results, noise levels are not expected to exceed the 30 dBA indoor threshold for sleep disturbance recommended by the World Health Organization (WHO 1999) and Health Canada. Please refer to the report titled "Construction Phase Noise Assessment Technical Report, May 2022" (Stantec 2022; Attachment 3 – Construction Phase Noise Assessment Technical Report) for additional detail. References: BC OGC 2011. Appendix E: Sound Levels of Familiar Noise Sources British Columbia Noise Control Best Practices Guideline. Version 2.2. July 2021. Health Canada. 2017. Guidance for Evaluating Human Health Impacts in Environmental Assessment: Noise. Available online at: 119378E.pdf (iaac-aeic.gc.ca) World Health Organization (WHO). 1999. Guidelines for Community Noise. Berglund, B., Lindvall, T.and Schwela, D.H (Eds.). Available online at: www.who.int/docstore/peh/noise/guidelines2.html. Stantec Consulting Ltd. (Stantec). 2022. Construction Phase Noise Assessment Technical Report, May 2022.	2022-09-26
MoH- 1 -3	17	Ministry of Health	The original application included assessment an air quality (Section 5.1) and a human health risk assessment (Section 9.1). Condition 4 required development of an air quality mitigation and monitoring plan to address concerns regarding emissions from the proposed project and potential effects on human health. Chemicals emissions were determined to pose a 'not significant' adverse effect to offsite communities in Section 5.1 of the original application. Please update the findings of the air quality assessment and human health risk assessment to include human health receptor locations at the flotel and Marine Construction Vessel. It is expected that this update could also require revisions to the Condition 4 air quality mitigation and monitoring plan as well. At this time the Ministry of Health would also like to offer to help review the scope of work for this revised human health risk assessment and outline our expectations in more detail.	Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor are no longer planning to use the Marine Construction Vessel(s) to house site personnel (off-duty non-crew). Only crew, those personnel who directly support the MCV and its operations, will stay on the MCVs; this includes the captain and operators, vessel engineer / maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks. An assessment of human health risk associated with off-duty workers at the MCV(s) has therefore not been included. Dispersion modelling was used to predict levels of chemicals of concern at the floatel as a result of construction emissions. Dispersion modelling was conducted as described in the letter report titled, Dispersion Modelling of Woodfibre LNG Construction Emissions (see Appendix B in the Human Health Risk Assessment for Off-Duty Workers (Stantec 2022)). These predicted results are the basis of the updated Human Health Risk Assessment of emission effects human health risk for off-duty workers housed on the floatel. A report has been prepared to update the findings of the Human Health Risk Assessment. Overall, exposures to chemicals of concern represent a negligible to minimal, but manageable human health risk for off-duty workers. Please refer to the Human Health Risk Assessment for Off-Duty Workers (Stantec 2022). In accordance with Condition 4 of the Environmental Assessment Certificate (EAC#15-02) an air quality mitigation and monitoring plan will be developed for the Project and will include the floatel. Reference: Stantec Consulting Ltd. (Stantec) 2022. Human Health Risk Assessment for Off-Duty Workers, June 2022.	2022-09-26
MoH- 1 -6	18	Ministry of Health	Table 5-1 The 'atmospheric environment (air quality)' valued components should consider the additional human receptor locations at the flotel and Marine Construction Vessel, which were not previously assessed.	Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor are no longer planning to use the Marine Construction Vessel(s) to house site personnel (off-duty non-crew). Only crew, those personnel who directly support the MCV and its operations, will stay on the MCVs; this includes the captain and operators, vessel engineer / maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks. An assessment of human health risk associated with off-duty workers at the MCV(s) has therefore not been included. MCV personnel are on-duty when working on the MCVs. Dispersion modelling was used to predict levels of chemicals of concern at the floatel as a result of construction emissions. Dispersion modelling was conducted as described in the letter report titled, Dispersion Modelling of Woodfibre LNG Construction emissions (see Appendix B in the Human Health Risk Assessment for Off-Duty Workers (Stantec 2022). These predicted results are the basis of the updated Human Health Risk Assessment of emission effects human health risk for off-duty workers housed on the floatel. A report has been prepared to update the findings of the Human Health Risk Assessment. Overall, exposures to chemicals of concern represent a negligible to minimal but manageable human health risk for off-duty workers. Please refer to the Human Health Risk Assessment for Off-Duty Workers (Stantec 2022). Human Health Risk Assessment for Off-Duty Workers (Stantec 2022). Reference: Stantec Consulting Ltd. (Stantec) 2022. Human Health Risk Assessment for Off-Duty Workers, June 2022.	2022-09-26

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
SLRD- 1 -5	19	Squamish-Lillooet Regional District	Pg. 49/6.10.2.1 Change in Employment due to Project Labour Demand and Capacity of the Labour Force to Address the Incremental Demand. On pg. 49, the amendment states, "The capacity of the labour force in the Local Assessment Area and Regional Assessment Area to meet Project employment requirements is likely to be constrained, based on existing low unemployment and the likelihood of competition for construction and other service workers from major projects." This has changed since the 2014 analysis. Given the changes to the labour market, what percentage of employment is expected to come from the Local Assessment Area and the Regional Assessment Area respectively?	Woodfibre LNG is committed to prioritizing the hiring of qualified local (e.g., from the Squamish / Squamish-Lillooet Regional District area) construction workers, followed by the hiring of workers from the Sea to Sky and Lower Mainland areas (e.g., "regional"). Current modeling indicates that approximately 60% of the construction workforce will be residents from the Sea to Sky and Lower Mainland areas (e.g., "regional"). These numbers may change, influenced by unemployment (which is currently at a historic low), the presence of other major construction projects, and the finalizing of detailed engineering. This is not the case for long-term operations, of which nearly all the 100 permanent jobs are anticipated to be local.	2022-09-26
SQ- 1 -10	20	Squamish Nation	3.1 Hyperlinks in Table 3-1 do not work.	Comment acknowledged. Woodfibre LNG apologizes for the inconvenience; the web address(es) for the references referred to can be copied and pasted for access through a web browser.	2022-09-26
SQ- 1 -12	21	Squamish Nation	6.2.1.1 "Woodfibre LNG will include underwater noise measurement in the vicinity of the flotel sufficient to establish the sound levels as part of the Marine Works Management Plan". This represents a specific commitment that needs to be tracked and carried forward as a potential condition of approval, or as an amendment of the necessary scope of the Marine Works Management Plan in the EAC. Discussion of such monitoring is not found in Section 6.8.1.4 "Mortality and Behavioural Changes from Underwater Noise"	Thank you for your comment. Woodfibre LNG is committed to underwater noise modelling and monitoring in accordance with the existing and any future conditions of approval. Woodfibre LNG will develop and implement a Marine Mammal Management and Monitoring Plan (MMMMP) that meets the Project's Environmental Assessment Certificate (EAC), Federal Decision Statement, and Squamish Nation Environmental Assessment Approval Conditions. For example, this includes Condition 9 of the EAC, whereby Woodfibre LNG is required to identify the geographic areas where, and periods of time when, construction could cause behavioural change to marine mammals; specify the construction activities which must stop or not start if a marine mammal is sighted in the areas of potential injury to marine mammals; and specify mitigation measures for construction underwater noise that will prevent or reduce behavioural change or injury to marine mammals. It is expected that the EAO and IAAC will extend these Conditions (to the extent applicable) to the placement and operation of the floatel should the EAC Amendment (for worker accommodation) be granted. Prior to the start of in-water marine construction activities, underwater acoustic modelling will be undertaken using representative sound source levels for Project activities in combination with Project specific parameters (including the use of potential mitigation measures) to predict the extent of underwater noise. The sound level isopleths that coincide with relevant cetacean thresholds for sensory disturbance and pinniped thresholds for injury will be verified in the field to inform monitoring and the implementation of mitigation measures. Underwater noise monitoring will be conducted as described in the MMMMP for in-water blasting, impact pile driving, vibratory pile driving, and dredging. Other Project activities, including operation of the floatel, are not expected to result in noise levels that would require monitoring.	2022-09-26
SQ- 1 -13	22	Squamish Nation	6.2.1.1 Please explain the additional noise calculations (e.g. how the marginal noise increase values were obtained).	In Section 6.2.1.1 of the Amendment application (Hemmera 2019), the potential changes in predicted construction sound levels were determined by considering the increase in noise sources due to the floatel equipment and water treatment facility. The EAC Application noise model for the Project construction phase has been revised since submission of the Amendment #3 application, based on current (2022) Project design information for the floatel. The MCV is no longer proposed as worker accommodation for off-duty non-crew. Noise levels at the receptors inside the sleeping quarters of the floatel are quantified in an assessment update "Construction Phase Noise Assessment Technical Report 2022" (Stantec 2022; Attachment 3 – Construction Phase Noise Assessment Technical Report). The revised model accounts for current Project design and includes two floatel layout options (i.e., Options 1 and 2). The updated assessment model predicted the daytime and nighttime equivalent sound levels (i.e., Ld and Ln) at the floatel sleeping quarter inside are 59.8 dBA (A-weighted decibel) and 16.2 dBA, respectively for Option 1. The predicted daytime and nighttime equivalent sound levels (i.e., Ld and Ln) at the floatel sleeping quarter inside are 58.4 dBA and 17.4 dBA, respectively. As an example, the sound level of 30 dBA is similar to the bedroom of a country home or soft whisper at 1.5 m (BC OGC 2021). The assessment considered representative scenarios during later construction phases (Year 1 to 3 or 2022 to 2024, the worst-case scenarios during the construction phase) for the Project. The nighttime sound levels for the floatel sleeping quarters are below the 30 dBA indoor threshold for sleep disturbance recommended by the World Health Organization (WHO 1991) and Health Canada. Health Canada also recommends that indoor sound levels not exceed 45 dBA Lmax more than 10 to 15 times per night to provide for a good sleep environment. The construction work shifts are scheduled for the daytime period; therefore, nighttime construction noise effect is reduced to contribution from the continuous noise sources such as the vessel engine and water treatment system on shore only. Other non-continuous noise sources are not expected to contribute maximum noise level above the Health Canada Lmax threshold of 45 dBA. The assessment assumes that most workers will be in the sleeping quarters during the nighttime period. If there are unplanned requirements for nightshift and workers sleeping period is during the daytime, mitigation measures will be implemented. These mitigation measures may include specific rooms and locations where the indoor sound levels (i.e., inner cabins without windows or room with noise attenuation) are in compliance with the Health Canada and WHO sleep disturbance threshold. The predicted noise levels at the receptors (SR1 to SR7) were revised in the assessment update (Stantec 2022). The noise sources and methods are detailed in the report (Stantec 2022). The revised Project-only daytime and nighttime sound levels (Ld and Ln) at the receptors are presented in Table 7 of Attachment 3 – Construction Phase Noise Technical Assessment Report(Stantec 2022). The results indicate and increase in sound levels during the daytime and a decrease in sound levels during the nighttime because Project-related construction activity will be limited during the nighttime. The Health Canada Percentage Highly Annoyance (%HA) was used to quantify the construction noise effect. There is no increase in SR1 and SR2, and the maximum increase of 1.4 at SR6. Please refer to Attachment 3 – Construction Phase Noise Assessment Technical Report for additional detail. Table 8 in the report includes the change in %HA at the noise sensitive receptors (Stantec 2022). References: BC OGC 2011. Appendix E: Sound Levels of Familiar Noise Sources British Columbia Noise Control Best Practices Guideline. Version 2.2. July 2021. Hemmera, an Ausenco Company. (Hemmera). 2019. Woodfibre LNG Worker Accommodation Application to Amend Environmental Assessment Approvals. Prepared for Woodfibre LNG Limited. Stantec Consulting Ltd. (Stantec). 2022. Construction Phase Noise Assessment Technical Report, May 2022.	2022-09-26
SQ- 1 -14	23	Squamish Nation	6.3.1 (p. 25), Table 6-4 The commitment to retaining a marine riparian buffer for the shore access is a mitigation strategy with respect to light, noise, and foreshore habitat and productivity - but it is important to explain the setback distance from Natural Boundary or HHW level. A minimum of 10m is a recommended setback; Fig 2 suggests currently its about 7- 10m Please provide more detail on the footpath and this mitigation strategy. For example, size of the buffer, whether it a continuous width (and if not, how a variable-width buffer was determined) and confirmation that it is sufficient to avoid direct or indirect adverse habitat changes to marine shoreline.	As part of continued Project engineering and planning, and following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing (marine riparian or upland) to support worker access to the floatel as it would be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area and will not require a shoreline/forest pedestrian walkway. The pedestrian shore access (walkway along the shoreline and through the forest) and clear span bridges are no longer proposed, and therefore the setback (marine riparian buffer) for the pedestrian walkway referred to in the Worker Accommodation Amendment #3 is no longer applicable. A description and rationale for the design refinements is provided in the Design Refinements Memo included with this response package (see Attachment 1 – Design Refinements Memo; Woodfibre LNG Ltd. 2022). References: Stantec Consulting Ltd. 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation. Woodfibre LNG Limited. 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo.	2022-09-26

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
SQ- 1 -15	24	Squamish Nation	6.3.1 (p. 25) Pg. 25 provides a bulleted list of mitigation actions to minimize light impacts. Please add to this list specific lighting information designed to reduce overwater lighting for the Flotel and access walkways in the area between shore and the flotel as this could be an important movement corridor for out-migrating juvenile salmon, which are sensitive to rapid changes in light levels.	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG has made several refinements to the design to enable greater flexibility to address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation. Following completion of a Multiple Accounts Analysis (MAA) to determine a preferred floatel location (see Attachment 2 – Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require an access pathway adjacent to the shore as was previously proposed. The floatel will be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. This location is adjacent to the primary Project construction area, which will be subject to construction lighting. Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments and the Squamish Nation. The CEMP, will incorporate measures aimed at avoiding or limiting effects from lighting, including effects to fish. Some of the specific measures that will be considered in the CEMP and supporting management to limit potential effects of lighting on wildlife, marine birds and marine fish include: •Lighting will be focused away from surrounding areas to reduce light pollution and disturbance to fish. •If lighting cannot be directed away from surrounding areas, additional mitigation measures to reduce light spill (e.g., light shielding) will be added •The lighting system at the Project site will utilize both green/blue and white colour lighting fixtures. Use of green and blue lighting will help to limit environmental exposure to white light. White lights will be switched off during the night and when operations personnel are not present in specific operational areas. Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
SQ- 1 -16	25	Squamish Nation	Section 6.3.1, page 25 The Application cites development of a Marine Bird Management Plan (M5.17-8) within the Wildlife Management Plan. The most recent draft of the Wildlife Management Plan reviewed by Squamish Nation did not meaningfully implement M5.17-8, as it gave very little focus to marine birds and relied only on passive monitoring (incident reporting). With expanded marine footprint proposed in this Application, WLNG are advised to revisit the Wildlife Management Plan and to provide a Marine Bird Management Plan that aligns with M5.17-8.	Woodfibre LNG has revised the Wildlife Management and Monitoring Plan that addresses the requirements specified in M5.17-8. including: •The means by which federal, provincial and Squamish Nation environmental requirements specific to marine birds will be met • Areas and time of year when marine birds may be present in the vicinity of the Certified Project Area (CPA) • Project-related construction activities that may affect marine birds • Mitigation measures related to potential effects on marine birds • Monitoring (verification and effectiveness) and reporting requirements Of note, pre-construction marine bird monitoring, per M5.17-8, was commenced in early 2022 and will continue, seasonally, throughout the year. As per M5.17-8. Woodfibre LNG will develop and implement a Marine Bird Management Plan prior to the initiation of the construction phase of the Project.	2022-09-26
SQ- 1 -17	26	Squamish Nation	Section 6.4.1.1 Please explain the 0.11ha vegetation loss for the shoreline access trail. This calculation would require assumptions about clearing boundaries that are not provided in the Application.	Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access to the floatel as it will be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. The shoreline access trail (pedestrian access) is no longer proposed. Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
SQ- 1 -18	27	Squamish Nation	Section 6.4.1.1 It is unclear where the more mature forest (at or nearing Stage 6) is found. Appendix B only mentions "to the south of Woodfibre Creek". What design-level mitigation has Woodfibre LNG explored about keeping the access path and the water treatment unit out of Stage 6(ish) forest?	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG have made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation. Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access to the floatel as it would be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. The pedestrian shore access and clear span bridges are no longer proposed. If the floatel does not have its own drinking water supply system, a water treatment plant will be provided onshore in an area near the floatel walkway landing area. As described above, this area is already cleared of vegetation and is within the Certified Project Area.	2022-09-26
SQ- 1 -19	28	Squamish Nation	6.4.1.2 Please provide design details for the construction of the pedestrian trail. Will it be bare ground or covered in imported gavel or mulch? If left as bare ground the potential for invasive species invasion is high and should be considered. If gravel, mulch or other material is being imported for the path is should be inspected prior to shipment.	Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access to the floatel as it will be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. The shoreline access trail (pedestrian access) is no longer proposed. As a result, there will be no requirement for imported gravel or mulch associated with the shoreline access trail that was originally proposed. Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
SQ- 1 -2	29	Squamish Nation	Section 1.2 Four alternatives were ostensibly considered. Three are dismissed from further consideration based on very short, sweeping statements. One of those options is a land based camp within the CPA. A terrestrial camp was not considered further because of "limited suitable land" and the "significant clearing and earthworks" that would be required. Both "limited" and "significant" are subjective conclusions. The CPA has at times supported a larger residential workforce than the estimated 600 capacity for the WLNG camp, and even the flotel proposes clearing through riparian areas. To better support WLNG's opinion that the flotel is the more sensible option, please provide documentation about feasibility constraints and environmental concerns (e.g. spatial area needed, and minimum extent of clearing that would be required) for a terrestrial camp, as compared to the flotel.	To address comments raised by the Technical Advisory Committee (TAC) and the public during their review of the Worker Accommodation Amendment #3 application (amendment application), Woodfibre LNG has prepared a memo titled “Alternative Means of Undertaking the Proposed Construction Worker Accommodation” (Stantec 2022) to provide clarity around the decision-making process for selecting temporary worker accommodation for the construction phase of the Project (see Attachment 2 – Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022). The Alternatives memo presents the potential constraints considered for each alternative (i.e., socio-economic effects, environmental effects and regulatory requirements, technical feasibility, and economic feasibility). Woodfibre LNG has considered and evaluated several options as alternative means for providing temporary worker accommodation. To support the necessary accommodation requirements during construction, several alternatives were considered. Specific alternative options to temporarily house workers during the construction phase of the Project include: •Alternative 1—Land-based worker camp operated by a third party outside the Certified Project Area (CPA) •Alternative 2—Land-based worker camp inside the CPA •Alternative 3—Community housing in local communities, including the District of Squamish and North Vancouver •Alternative 4—Floating camp As presented in the Alternatives Memo, Alternative 4 (floating camp) was identified as the preferred option. To further refine a preferred location for the floating camp option and taking into consideration the comments received from the TAC during its review of the amendment application, Woodfibre LNG, their consultants, and Engineering, Procurement, Fabrication and Construction contractor undertook a multiple accounts analysis (MAA) that considered five floating camp locations. Following completion of this MAA a floatel location north of Woodfibre Creek was selected, as shown in the Alternatives Memo. Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
SQ- 1 -22	30	Squamish Nation	Section 6.6.1.1 Bottom paragraph of p. 31 states pile placements in gravelly areas will minimize sediment mobilization, however the seabed assessment (Appendix C) suggests that is not an available mitigation option for the flotel. This likely does not affect any conclusions but WLNG should be cautious about misleading readers regarding available mitigation. Please clarify if this is a feasible mitigation measure.	Woodfibre LNG agrees that it is not likely that all of the dolphins or piles to support the floatel can be placed within gravel substrates. It is expected that piles will be placed primarily in sandy cobble and soft substrates. Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG has made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation (see Attachment 1 Design Refinements Memo, WLNG 2022). Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 Alternative Means of Undertaking the Proposed Construction Worker Accommodation, Stantec 2022), a floatel location north of Woodfibre Creek was selected. Marine substrates within the subtidal zone of the Certified Project Area are primarily soft sediments with patches of cobble and boulder, and areas with large amounts of woody debris; the substrate in which the floatel (and associated mooring) is planned is predominantly sandy cobble and soft substrates with woody debris (Keystone 2022). To meet Condition 3.2 of the Federal Decision Statement, and Conditions 6 and 8 of the Environmental Assessment Certificate, Woodfibre LNG is developing a Marine Water Quality Management and Monitoring Plan and a Marine Fish and Fish Habitat Management and Monitoring Plan that will describe the measures intended to mitigate adverse environmental effects of the Project on fish and fish habitat from changes to water quality. Piles and mooring structures associated with the floatel will be installed in accordance with these plans. Additionally, work will be completed in accordance with conditions outlined in any regulatory permits (e.g., Fisheries Act authorization). References: Woodfibre LNG Limited. (WLNG). 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo. Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation. Keystone Environmental. 2022. Woodfibre LNG Marine Bioinventory. Prepared for Woodfibre LNG Limited.	2022-09-26
SQ- 1 -23	31	Squamish Nation	Section 6.7 The bottom paragraph of page 33 references Appendix B to support discussion of marbled murrelet (MAMU) habitat quality. It is unclear how Appendix B is being used in support of page 33 as Appendix B does not discuss MAMU. Please elaborate. Regardless, it is unclear why the access path cannot be field-fitted to avoid any construction within the MAMU critical habitat shown on Figure 3.	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG have made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation. Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access to the floatel as it would be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. Further, this location does not directly intersect with, nor is it adjacent to, marbled murrelet critical habitat polygons (see Figure 1 attached to these responses). Although Appendix B does not provide a discussion of marbled murrelet specifically, it does provide a description of forest structure and age in the original terrestrial construction footprint for the access trail. The forest in this area was primary young forest with patches of mature forest (Section 3.0 in Appendix B). Biophysical attributes of suitable nesting habitat for marbled murrelet are characteristic of old growth forest and old growth forest was not identified in this area. Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
SQ- 1 -24	32	Squamish Nation	Section 6.7.1.1 Please explain origin of the statement that 1.34ha of foreshore and nearshore marine habitat that will be lost or altered.	The 1.34 hectares (ha) of foreshore referred to is the area comprised of the gangways to shore (including supporting piles), mooring piles and dolphins, and the 'footprint' of the floatel itself, and would be comprised of both alteration or loss of both intertidal and subtidal habitat. However, this 1.34 ha is no longer applicable to the planned floatel. Since the amendment application was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG have made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation. Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 Alternative Means of Undertaking the Proposed Construction Worker Accommodation, Stantec 2022), a floatel location north of Woodfibre Creek was selected. A description and rationale for the design refinements is provided in the Design Refinements Memo included with this response package (WLNG 2022). The area in which the floatel will be located is anticipated to be up to 180L x 65W (dimensions in m), or 1.17 hectares (ha). This area excludes the mooring system(s). Mooring of the floatel will depend on final floatel selection. It is conservatively assumed that there will be up to five monopile breasting dolphins and four mooring dolphins, each with a maximum outside diameter (OD) of 2 m. Two walkways to shore will each be supported by six 24-inch OD piles. The total footprint of the mooring infrastructure is estimated to be up to 31.76 m2, or 0.0032 ha. The total footprint of the floatel and mooring infrastructure is therefore assumed to be 1.1732 ha. Both the placement of the floatel and the mooring infrastructure are subject to approval by Fisheries and Oceans Canada (DFO) through a Fisheries Act Authorization. Approval will be subject to appropriate mitigation measures and habitat offsetting. Woodfibre LNG plans to decommission the floatel (remove from Site) following completion of construction. The mooring infrastructure may remain in place following construction to support operations. This use would be subject to approval by the District of Squamish as the mooring infrastructure will overlap seabed within their jurisdiction and may be subject to a Temporary Use Permit. Construction and use of the mooring infrastructure beyond the construction phase will be included in Woodfibre LNG's application to DFO for a Fisheries Act Authorization. References: Woodfibre LNG Limited. (WLNG). 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo. Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
SQ- 1 -26	33	Squamish Nation	9.0 The amendment application repeatedly states that no new or additional mitigation is required, and yet numerous new or refined mitigation measures are revealed through the assessment. For instance, marine riparian setbacks (which need to be more specifically defined), underwater acoustic monitoring, or transportation measures that would prohibit flotel occupants from visiting town other than for medical reasons (as a measure to reduce social conflict). These are examples only and there are likely others stated or implied in the amendment application. Please create a working list of new or refined mitigation commitment that arise from the amendment application. This list can be further polished through the regulatory review process.	Woodfibre LNG is in the process of developing management plans in accordance with the Environmental Assessment Certificate, Federal Decision Statement and Squamish Nation Environmental Assessment Approval Conditions. In accordance with Squamish Condition #6 (Environmental Management Programs), Woodfibre LNG is committed to collaborating with Squamish Nation in the development of the Project environmental management plans. This includes both Regulated plans (where Squamish Nation approval is required) and Non-Regulated plans (where Squamish Nation consultation is required). These management plans will incorporate mitigation measures that are applicable to construction and operation of the floatel and its supporting components, where appropriate. While Squamish Nation is correct that new or revised measures were presented in the amendment application, some of these are no longer applicable or have been further refined based on advancement of Project planning and the revised floatel location; mitigation measures and commitments as they relate to the current planned floatel location, supporting components, and workforce composition, logistics, and community access are provided within this information request response package. Woodfibre LNG looks forward to further discussing with Squamish Nation the environmental management plans and mitigation measures as they relate to worker accommodation, as per Squamish Condition #6.	2022-09-26
SQ- 1 -3	34	Squamish Nation	Section 1.2 "... during review of the Application and in subsequent discussions with Squamish, concerns were expressed regarding increased demand on local services if workers were housed in the community". No citation is given to this statement. Please provide supporting evidence, or summarize how this statement represents first-hand accounts.	During meetings with the District of Squamish and local community organizations in December 2019, attendees raised points such as: 'I felt very relieved when I saw the floatel. With how much we are struggling with vacancy rates and rental prices. This is being done so it doesn't strain us or our existing infrastructure' and 'pressure on services like the dock area and retailers'. Woodfibre LNG trust this adds context as to how the statement around 'increased demand on local services' came about.	2022-09-26
SQ- 1 -4	35	Squamish Nation	Section 2.0 to 2.5 Section 2 does not provide a sub-heading describing the pedestrian access path, despite it being one of the four specific amendments requested. Section 2.4 ("Flotel Access") simply mentions two gantries and two clear-span bridges, but does not describe the access trail. Is it a gravel path? Raised boardwalk? Fenced? It is designed only for foot traffic or will it be used as a vehicle roadway? How is it being constructed? Perhaps most importantly, why does Figure 2 imply such a substantial clearing area (40m wide) for an access path? Design level mitigation should ensure this walkway is as minimal as possible and avoids portions of mature forest in that area. Please provide further details and design-level mitigation.	The pedestrian access path and associated clear span bridges are no longer proposed. Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG have made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation. Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access to the floatel as it will be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26

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TW- 1 -10	36	Tsleil-Waututh Nation	pg. 34 Will light from the Flotel affect the eagle's nest that is located by Woodfibre Creek? Increased light, noise and other sensory disturbances could behaviorally impact the eagles. Please update this information and appropriate mitigation measures in the Amendment.	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG have made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation. Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. The preferred floatel location (Figure 1) is located approximately 100 m beyond the boundary of the 200 m setback recommended for an occupied bald eagle nest during the breeding season to mitigate sensory disturbance, per provincial guidance (MOE 2013). Reference: Ministry of Environment (MOE). 2013. Guidelines for Raptor Conservation during Urban and Rural Land Development in British Columbia. Available at: https://www2.gov.bc.ca/assets/gov/environment/natural-resource-stewardship/best-management-practices/raptor_conservation_guidelines_2013.pdf Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
TW- 1 -11	37	Tsleil-Waututh Nation	pg. 34 10,000 lumens was mentioned as the maximum light needed for overnight work. How does this relate to other lighting needs for construction and operation activities? Please include this information in the Amendment.	Woodfibre LNG would like to clarify the text on page 34 of the Worker Accommodation Amendment #3 application (amendment application) (Hemmera 2019). The text reads as follows: “Two artificial lights for overnight work were estimated to produce 4,300 lumens (lm) and 10,000 lm”. This lighting reference is in relation to the anticipated lighting requirements as discussed in the original Environmental Assessment Certificate Application (Woodfibre LNG 2015), which states, regarding operations phase lighting: “The preliminary lighting design includes 36 wall-pack lighting fixtures, which produce 4,300 lumens, and 66 flood lights, which produce 10,000 lumens”. This description of lighting is not in reference to lighting requirements for the floatel and is not indicative of lighting requirements for the floatel. Pending final floatel selection and layout, lighting to support the safe operation of the floatel will be substantially less than the lighting requirements described above for the operations phase of the Project. Lighting will be optimized to the extent required for the operation of the floatel including external lighting on the floatel and along the walkway(s) and as necessary to meet safety requirements. References: Hemmera, an Ausenco Company. (Hemmera). 2019. Woodfibre LNG Worker Accommodation Application to Amend Environmental Assessment Approvals. Prepared for Woodfibre LNG Limited. Woodfibre LNG Limited. (Woodfibre LNG). 2015. Application for an Environmental Assessment Certificate, Woodfibre LNG.	2022-09-26
TW- 1 -2	38	Tsleil-Waututh Nation	The Amendment was an opportunity to propose other alternatives to house construction workers but only the flotel option was presented. This amendment makes a slew of statements that this project has a lot of positive benefits but cannot be held up by the facts, or lack thereof, contained within this assessment. Tsleil-Waututh expects a full alternatives assessment to be provided outlining the impacts and benefits of various housing options for construction workers. This is necessary for TWN to be able to make an informed decision on whether the Flotel is the best workcamp option. Please include this in the Amendment.	To address comments raised by the Technical Advisory Committee (TAC) and the public during their review of the Worker Accommodation Amendment #3 application (amendment application), Woodfibre LNG has prepared a memo titled “Alternative Means of Undertaking the Proposed Construction Worker Accommodation” (Stantec 2022) to provide clarity around the decision-making process for selecting temporary worker accommodation for the construction phase of the Project (see Attachment 2 – Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022). Woodfibre LNG has considered and evaluated several options as alternative means for providing temporary worker accommodation. To support the necessary accommodation requirements during construction, several alternatives were considered. Specific alternative options to temporarily house workers during the construction phase of the Project include: •Alternative 1—Land-based worker camp operated by a third party outside the Certified Project Area (CPA) •Alternative 2—Land-based worker camp inside the CPA •Alternative 3—Community housing in local communities, including the District of Squamish and North Vancouver •Alternative 4—Floating camp As presented in the Alternatives Memo, Alternative 4 (floating camp) was identified as the preferred option. To further refine a preferred location for the floating camp option and taking into consideration comments received during the TAC’s review of the amendment application, Woodfibre LNG, their consultants, and Engineering, Procurement, Fabrication and Construction contractor undertook a multiple accounts analysis (MAA) that considered five floating camp locations. Following completion of this MAA a floatel location north of Woodfibre Creek was selected, as shown in the Alternatives Memo. Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
TW- 1 -7	39	Tsleil-Waututh Nation	pg. 23 80 decibels can negatively affect human health if exposed to the noise over a long period of time. Please indicate how noise from the electric water pump and bilge pumps can be minimized. Please also indicate how atmospheric sound will be monitored and what corrective measures will be put in place to ensure no impact on workers.	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG has made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation. Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 - Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022a), a floatel location north of Woodfibre Creek was selected. Additionally, in response to comments raised by the TAC during review of the amendment application, the location of the proposed water treatment plant has been revised to an area near the floatel walkway landing area. The water treatment plant is expected to be modular (e.g., 6 m container, plus space for water tanks and storage). This will only be required if the floatel does not have an onboard drinking water supply system. In the amendment application (Hemmera 2019), the floatel equipment sound pressure level (i.e., electric water pump 80 dBA and bilge pumps 85 dBA) represent the noise level at a distance of 1 m away from the equipment. The water treatment system will be located onshore, in the vicinity of the floatel. It is expected that pumps on board the floatel will be located above deck and the operation will be intermittent. Pumps will be contained in fireproof enclosures to mitigate risk of fire and noise. Typically, containers will provide a minimum of 30 dB noise reduction. Off-duty worker sleeping quarters will be located more than 10 m away from the equipment. Noise levels decrease by 6 dB each time the distance away from the noise source doubles (BC OGC 2021). For example, a pump located 1m away would produce 85 dBA; this would be reduced to 67 dBA at distance of 8 m. The sleeping quarter wall and the equipment enclosure will provide an additional 30 dBA of noise attenuation each (e.g., total of 60 dB reduction). The noise effect from this equipment is predicted to be negligible when considering attenuation from the equipment enclosure, distance, and sleeping quarter wall. Please refer to the report titled “Construction Phase Noise Assessment Technical Report, May 2022” (Stantec 2022b; Attachment 3 – Construction Phase Noise Technical Assessment Report) for additional detail regarding potential effects of noise on off-duty workers. Based on the modelling results as presented in the “Construction Phase Noise Assessment Technical Report” (Stantec 2022), it is not expected that noise monitoring targeted at operation of the floatel will be required; the noise effect will be negligible. References: BC OGC 2011. Appendix E: Sound Levels of Familiar Noise Sources British Columbia Noise Control Best Practices Guideline. Version 2.2. July 2021. Hemmera, an Ausenco Company. (Hemmera). 2019. Woodfibre LNG Worker Accommodation Application to Amend Environmental Assessment Approvals. Prepared for Woodfibre LNG Limited. Stantec Consulting Ltd. (Stantec). 2022a. Alternative Means of Undertaking the Proposed Construction Worker Accommodation. Stantec. 2022b. Construction Phase Noise Assessment Technical Report, May 2022.	2022-09-26

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TW- 1 -8	40	Tsleil-Waututh Nation	pg. 23 Transmission of sound through the hull of the Flotel was not assessed prior to the writing of the Amendment -- sound is to be measured once the Flotel has been installed. This is not acceptable to TWN as this information is necessary to understand the impacts of sound transmission through the hull and the resulting underwater noise impacts. TWN requests that this information be provided prior to any approval of the Amendment in order to be able to fulsomely assess any significant effects. Please also include what contingency measures would be in place should sound levels exceed established thresholds.	Transmission of sound through the hull has not been assessed as the floatel will utilize power supplied from grid power (BC Hydro) via shore connection; therefore, there will be no noise emission due to power generation or engine propulsion through the hull. floatel equipment (e.g., from kitchen facilities, washrooms) is expected to be above the water level (i.e., pumps located above deck), therefore, noise emissions associated with equipment operation, and its transmission through the floatel deck, floors, and hull into the marine environment is expected to be negligible. Thresholds for potential behavioural disturbance or hearing injury effects on marine fish and marine mammals are not anticipated to be exceeded due to the negligible contribution of underwater noise from vessel-based equipment to existing conditions. Woodfibre LNG will develop and implement a Marine Mammal Management and Monitoring Plan (MMMMP) that meets the Project's Environmental Assessment Certificate (EAC), Federal Decision Statement, and Squamish Nation Environmental Assessment Approval Conditions. For example, this includes Condition 9 of the EAC, whereby Woodfibre LNG is required to identify the geographic areas where, and periods of time when, construction could cause behavioural change to marine mammals; specify the construction activities which must stop or not start if a marine mammal is sighted in the areas of potential injury to marine mammals; and specify mitigation measures for construction underwater noise that will prevent or reduce behavioural change or injury to marine mammals. It is expected that the EAO and IAAC will extend these Conditions (to the extent applicable) to the placement and operation of the floatel should the EAC Amendment (for worker accommodation) be granted.	2022-09-26
TW- 1 -9	41	Tsleil-Waututh Nation	pg. 25 It's important to understand how the flotel will affect visual quality, but also potentially affect marine fish (especially herring) mammals and wildlife as lighting will need to always be on for safety. Please model the Flotel during nighttime conditions and discuss the potential impacts of light on visual quality and fauna. Herring are sensitive to lighting and their population recovery is of particular concern to Tsleil-Waututh Nation.	Following completion of a Multiple Accounts Analysis (MAA) to determine a preferred floatel location (see Attachment 2 – Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require an access pathway (and associated lighting) adjacent to the shore as was previously proposed. The floatel will be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. This location is adjacent to the primary Project construction area, which will be subject to construction-related lighting. Woodfibre LNG is designing the floatel with consideration to the EAC conditions, commitments, guidelines and best practices. Lighting will be optimized to the extent required for the safe operation of the floatel, including external lighting at the floatel and its walkway(s) as necessary to meet safety requirements. As per Condition 6.3 of the Federal Decision Statement, Woodfibre LNG "shall install and manage exterior lighting from all components of the Designated Project and during all phases of the Designated Project to prevent excessive emanation of light, by following the International Commission on Illumination's CIE 150:2003 Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations, while meeting marine transportation and aviation safety requirements." This Condition will be applicable to the floatel, to the extent feasible. Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments. The CEMP is being developed in accordance with the EAC conditions and will incorporate measures aimed at avoiding or limiting effects from lighting on fish and terrestrial receptors. Some of the specific measures that will be considered in the CEMP and supporting management plans to limit potential effects of lighting on wildlife, marine birds and marine fish include: •Lighting will be focused away from surrounding areas to reduce light pollution and disturbance to fish. •If lighting cannot be directed away from surrounding areas, additional mitigation measures to reduce light spill (e.g., light shielding) will be added •The lighting system at the Project site will utilize both green/blue and white colour lighting fixtures. Use of green and blue lighting will help to limit environmental exposure to white light. White lights will be switched off during the night and when operations personnel are not present in specific operational areas. To manage bird strikes on buildings (which would include the floatel), the contractor will review the design of the building facilities with a Qualified Professional (QP) experienced in avian biology and include mitigation measures to reduce the potential for bird strikes and bird mortality, where feasible and where recommended by the QP. As per EAC Condition 21, the CEMP will be submitted to Indigenous nations (referred to as "Aboriginal groups" in the EAC) no less than 30 days prior to the planned date to commence Construction. While some species may be adversely affected by the addition of artificial light, the negative impact of artificial lighting produced during operation of the floatel is expected to be limited following the implementation of mitigation measures (e.g., focusing lighting away from surrounding areas, implementing light shielding). The intensity of artificial illumination of surface waters from the floatel is expected to be low and limited to a small radius around lighting fixtures (assumed up to approximately 10 m from the edge of the floatel). Overall, the effects of artificial lighting are considered reversable and there are no anticipated long-term shifts in species interactions. References: American Bird Conservancy. 2019. Bird-friendly Building Design. Available at: https://abcbirds.org/glass-collisions/architecture-planning/. Accessed August 2021 Jarchow, T., J.D. Brown, and J. Rosenbloom (eds.). 2021. Bird-friendly window and lighting standards. Available at: https://sustainablecitycode.org/brief/bird-friendly-window-and-lighting-standards/#_ednref30. Accessed August 2021 Pollard, N.E., W. van Bommel, J. Diaz Castro, J. Lecocq, B.-J. Pong, and A. Walkling. 2017. Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations (2nd edition). International Commission on Illumination Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
VCH- 1 -4	42	Vancouver Coastal Health-Health Protection	The amendment proposes the flotel would be supplied with electrical power from existing BC Hydro service. VCH supports power provision which does not create additional emissions. However, the marine construction vessels would be powered by diesel which would create emissions for a period of 14 to 20 months. Although minimal details related to the services on these vessels are provided it would appear the ongoing need for power for infrastructure on the marine construction vessels (refrigeration, and drinking water systems) may result in the ongoing need to burn diesel fuel throughout the 14-20 month period. Where possible it would be beneficial to reduce emissions . The following link relates to the health effects of diesel emissions. https://www.canada.ca/en/health-canada/services/publications/healthyliving/human-health-risk-assessment-diesel-exhaust-summary.html The amendment concludes that emissions during the construction phase would be less than the operation phase, however it may be useful to provide air quality monitoring on site at an early stage (including on the flotel) to monitor air quality throughout the construction phase as well as the operations phase.	Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor are no longer planning to use the Marine Construction Vessel(s) (MCVs) to house site personnel (off-duty non-crew). Only crew, those personnel who directly support the MCV and its operations, will stay on the MCVs; this includes the captain and operators, vessel engineer / maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks. However, Woodfibre LNG has worked closely with their construction contractor to update the construction schedule. To support dispersion modelling, it was estimated that the MCVs will be on site for two six-month periods in the second and third year of construction. The MCVs will be on site from August to February. After which they will leave site and return the following August for the second visit and leave again in the following February. At this time there is no alternative that can be used in place of the MCVs for the specific tasks they will be used for. However, dispersion modelling was completed to predict levels of chemicals of concern from the MCVs as a result of construction emissions, including on board auxiliary diesel engines used for power. Dispersion Modelling was conducted as described in the letter report titled, Dispersion Modelling of Woodfibre LNG Construction emissions (see Appendix B in the Human Health Risk Assessment for Off-Duty Workers (Stantec 2022)). These predicted results are the basis of the updated Human Health Risk Assessment of emission effects human health risk for off-duty workers housed on the floatel. A report has been prepared to update the findings of the Human Health Risk Assessment. Overall, exposures to chemicals of concern represent a negligible to minimal but manageable human health risk for off-duty workers. Please refer to the Human Health Risk Assessment for Off-Duty Workers (Stantec 2022). Reference: Stantec Consulting Ltd. (Stantec) 2022. Human Health Risk Assessment for Off-Duty Workers, June 2022.	2022-09-26
VCH- 1 -6	43	Vancouver Coastal Health-Health Protection	The amendment concludes that noise levels during the construction phase would be less than the operation phase, however it may be useful to provide monitoring on site at an early stage (including on the flotel) to monitor noise levels throughout the construction phase as well as the operations phase. VCH supports the use of the Health Canada "Guidance for Evaluating Human Health Impacts in Environmental Assessment: Noise". Minor interactions with atmospheric sound were identified for the flotel and water treatment facility. The addition of shore access and worker accommodation on the marine construction vessels were not anticipated to result in any new interaction with atmospheric sound. Noise generation from ships can vary depending on a variety of factors. https://www.neptunes.pro/wp-content/uploads/2019/03/19.0043_BestPracticeReport_Geheel.pdf Best practices for noise mitigation should be considered to minimize human health impacts.	Health impacts to off-duty workers on the floatel have been assessed for the construction phase in the report titled "Construction Phase Noise Assessment Technical Report" (Stantec 2022; Attachment 3) using sleep disturbance thresholds recommended in the Health Canada "Evaluating Human Health Impacts in Environmental Assessment: Noise" (Health Canada 2017)". The results indicate compliance with the sleep disturbance threshold during the construction phase. Best practices for noise mitigation will be considered for the construction phase of the Project. References: Stantec Consulting Ltd. (Stantec). 2022. Human Health Risk Assessment for Off-Duty Workers. Woodfibre LNG Project. Construction Phase. Health Canada. 2017. Guidance for Evaluating Human Health Impacts in Environmental Assessment: Noise. Available online at: 119378E.pdf (iaac-aeic.gc.ca)	2022-09-26

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VCH- 1 -7	44	Vancouver Coastal Health-Health Protection	The amendment describes the flotel as a self-contained accommodation facility. Limited details are provided on the Marine Construction Vessels other than that they will act as accommodation for workers during construction of the flotel. VCH would apply the requirements of the Public Health Act, Sewerage System Regulation, Drinking Water Protection Act and the Industrial Camp Regulations to the design and operation of both the flotel and the Marine Construction Vessels where appropriate. The concept of creating self-contained accommodation facilities has potential to be positive in minimizing impacts on the receiving environment. The amendment application indicates food service would be provided for workers on both the flotel and the marine construction vessels. VCH supports the provision of healthy food which meets the Canada Food Guide. Further details on how solid and liquid waste will be transported from the vessels to approved facilities should be provided. It is important to ensure the solid waste plan aligns with District of Squamish zero waste goals. https://squamish.ca/our-services/garbage-and-waste-diversion/zerowaste/	The floatel will be designed and operated to meet applicable statutory requirements including the *Public Health Act* , Industrial Camps Regulation, Sewerage System Regulation, *Drinking Water Protection Act* , and Drinking Water Protection Regulation requirements (as regulated by Vancouver Coastal Health). There will be no discharge of waste or sewage to Howe Sound. The Marine Construction Vessels are no longer proposed as worker accommodation for off-duty non-crew. The floatel will include onboard kitchen facilities and will provide a range of healthy food options for personnel. The floatel will be subject to the requirements of the Industrial Camps Regulation; the BC Guidelines for Industrial Camps Regulation includes considerations for food safety. Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments and Squamish Nation. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address waste management and comply with the CEMP. This will be applicable to the floatel. I. Solid and liquid wastes will be managed and disposed of consistent with the Waste Management Plan for the Project. It is estimated that a 600-person floatel will generate approximately 164 cubic meters per day (m3/d) of sewage. Sewage will be stored onboard and collected and barged off-site by service vessels approximately two to three times per week for disposal at an approved facility. Holding tank size will depend on the procured floatel; wastewater storage tank size is anticipated to be sufficient to provide storage for multiple days. Woodfibre LNG and its contractors will rely on licensed third-party specialty contractors for the disposal of waste generated during construction, including construction wastes, domestic waste, and hazardous materials. Each contractor will have a central waste management facility to support their work activity. Woodfibre LNG is unable to provide specific details around potential disposal facility locations at this time; the disposal options of each waste type will depend on the contractors selected and options available. Woodfibre LNG and the Engineering, Procurement, Fabrication and Construction (EPFC) contractor will work with the third-party vendor to align Project waste management with the District of Squamish Zero Waste Policy.	2022-09-26
DS- 1 -1	45	District of Squamish	p.8, S.2.1 and 2.2. The proposed worker accommodations on the Flotel and Construction Vessel are generally supported by the District as a better solution than use of local housing or a land-based work camp. Details on the functioning of the floating accommodation will need to be strictly spelled out in the CSIMP, Traffic and Emergency Management Plans. The District is seeking formal confirmation from the proponent with respect to drug / alcohol policies for the flotel, and whether policies will ensure it is "dry," "damp or "wet."	While kitchen, lounge and recreational facilities will be available on the floatel, no alcohol, marijuana, or other recreational substances will be permitted on the floatel. Woodfibre LNG will work with the EPFC contractor and floatel operator to develop a code of conduct for employees that is consistent with relevant polices and employment legislation; this document will outline conduct expectations both onsite and during shift transfer to/from site and will include remedial measures for not adhering. Cultural awareness and other training will also be provided, and Woodfibre LNG is committed to working with Indigenous Nations and local service providers to do this. Policies and procedures for the operation of the floatel will be developed in partnership with the floatel operator, with Woodfibre LNG providing governance regarding floatel requirements. Site security will be in operation 24 hours per day, seven days per week. Development and implementation of a Community Services and Infrastructure Management Plan (CSIMP) is a condition (Condition 14) of Woodfibre LNG's Environmental Assessment Certificate (#E15-02). Woodfibre LNG is in the process of developing the CSIMP with input from the District of Squamish,Indigenous Groups and other community stakeholders. The CSIMP describes Woodfibre LNG's activities to manage and monitor effects on services and infrastructure that are directly attributable to the Project. Similarly, the Traffic Management Plan and Emergency Response Plan are being developed and Woodfibre LNG is committed to engaging with the District of Squamish in their development. Each of these plans will address operation of the floatel, where applicable.	2022-09-26
DS- 1 -10	46	District of Squamish	p.59, S.6.12.1.2. This option is "being explored". We require further detail on this option. Will another EA Amendment be needed? Will this be reflected in the Traffic Management Plan? The applicant has verbally indicated that this "lower mainland ferrying" is what will be pursued. This needs to be confirmed by the Proponent. Will there be substantial numbers of (temporary) foreign workers in the work force on the flotel. If so, will there be ESL or other language issues to be addressed by the proponent? If planned, how will these services be provided? What are the comparative GHGe emissions resulting from (presumably) diesel based ferries bringing staff to the flotel in comparison to prior bussing plans along the Sea to Sky Highway to Darrell Bay?	Transportation of workers to/from the floatel at the start/end of their rotation may be provided by a third party in the lower mainland. This is expected to be on a passenger vessel with capacity for up to 600 persons and occur once every seven days to support a planned 2 weeks on, 1 week off rotation. Bussing personnel from the Lower Mainland to the site remains an option as well. The plan for the transportation of passengers and materials during construction is expected to be refined through the development of the Marine Transportation Management and Monitoring Plan and the Traffic Management Plan. Numbers of temporary foreign workers are anticipated to be low; it is not expected that there will be language issues that will need to be addressed. Woodfibre LNG is committed to prioritizing the hiring of qualified local (e.g., from the Squamish / Squamish-Lillooet Regional District area) construction workers, followed by the hiring of workers from the Sea to Sky and Lower Mainland areas (e.g., "regional"). Outside of local and regional hiring, Woodfibre LNG will then look more broadly (across Canada), and then internationally. These numbers may change, influenced by unemployment (which is currently at a historic low), the presence of other major construction projects, and the finalizing of detailed engineering. Based on one round-trip pre week between Vancouver and the floatel, the annual GHG emissions from the proposed ferry (able to accommodate up to 600 passengers)is 189 t/y CO2e. The switch to ferry service from bus service will not significantly change the conclusions of the GHG assessment (Golder 2014) for the Project.	2022-09-26

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
DS- 1 -11	47	District of Squamish	P. 58, S. 6.12.1.2. The revised application is silent on when, if or how staff at the flotel will be able to access the community outside of their working hours. Verbally the proponent has indicated plans to have a water taxi service available to transport employees to the government dock. This creates the concern of how employees will interact with the community, at what times and in what numbers. There are concerns with respect to late night access in larger numbers of employees in the downtown area, and that this has the potential for being the most significant social impact on the community. The District also needs to coordinate access from the flotel with potential access from other planned Fortis work camps. As noted below, there are collective effects from multiple work camps that need to be understood to be able to manage collective impacts. Fortis has three possible work locations, and an unknown number of work camps planned. The District needs to be able to plan around these multiple sites.	Woodfibre LNG and the EPFC contractor are committed to working with the floatel operator to design the floatel to include a range of key services and recreation facilities, with the objective of mitigating impacts from construction workers on the local community. It is not expected that off-duty workers residing on the floatel will frequently access Squamish, however inflows and outflows of workers will occur on a weekly basis due to shift patterns. Site access will be controlled. It is Woodfibre LNG's intention to develop an approach to community access in consultation with the District of Squamish and community stakeholders and will incorporate feedback from further community consultation sessions. Daily amenities, including recreation, medical and food services, would be available for workers at the floatel and on site, thereby limiting the need to travel into the community for activities of daily living. The Project site will provide emergency medical services, including on-site medical personnel and resources that meet or exceed all regulatory requirements and meet the needs of the worksite during construction. This will also include emergency evacuation for egress, including an emergency helipad. As a local economic opportunity, where the impacts can be managed, workers may be interested in accessing local businesses for shopping, dining or recreation services during their days off, depending on their place of residence, when not on shift. In order to maximize Project benefits to the local supply chain, opportunities for local businesses to supply the floatel with catering / services will also be explored. The primary means of worker transportation to/from the Woodfibre Site will be via Darrell Bay, or a suitable alternative, through a license agreement with the Ministry of Transportation and Infrastructure (MOTI) (underway) and terms of use subject to agreement with the District of Squamish. The plan for the transportation of passengers and materials during construction is expected to be refined through the development of the Marine Traffic Management Plan. To meet EAC Condition 14 Woodfibre LNG is preparing a Community Services and Infrastructure Management Plan (CSIMP) in consultation with the District of Squamish, Indigenous Nations, Vancouver Coastal Health, provincial government, and infrastructure and service providers. The CSIMP describes Woodfibre LNG's activities to manage and monitor effects on services and infrastructure that are directly attributable to the Project. Woodfibre LNG recognizes the District of Squamish's concern with multiple worker camps operating concurrently and is committed to ongoing engagement with the District in order to provide current information related to Woodfibre LNG's worker accommodation.	2022-09-26
DS- 1 -12	48	District of Squamish	p. 64, S.6.12 and elsewhere. Several references are made to access and transport of employees via Darrell Bay, but no plans or agreement is in place for use of this area involving District of Squamish owned lands. The application should be explicit about this issue. What are the alternate plans for transport if Darrell Bay is not utilized? Again, the proponent has indicated that employee transportation to and form the flotel will be largely conducted via ferry to the lower mainland. This needs confirmation and resulting clarification about what residual transportation demands will remain on the Darrel Bay terminus.	Woodfibre LNG is engaging with the DOS on the DOS-owned lands for planned workforce passenger transportation activities at Darrell Bay. To reduce traffic effects on the Sea to Sky Highway, Woodfibre LNG is exploring the option of transporting workers to/from site at the start/end of shifts either via a bus service or a third-party ferry service operating from the lower mainland; the specific details will depend on contractual arrangements and are yet to be decided. The transport of workers to/from the floatel at the start/end of their rotation is expected to be on a passenger ferry with capacity for approximately 600 persons (will range from 200 – 600 depending on construction phase) and occur approximately once every 7 days. Woodfibre LNG is committed to engaging with the District of Squamish should Squamish owned lands be part of the proposed passenger transportation activities at Darrell Bay. As per Condition 15 of the Environmental Assessment Certificate (EAC), Woodfibre LNG is completing a Traffic Impact Assessment and developing a Traffic Control Management Plan in consultation with MOTI and the District of Squamish (DOS). This Plan will identify measures to reduce the number of Project personnel vehicles commuting on Highway 99 and to/from the Darrell Bay ferry location. As per Condition 16 of the EAC, a Marine Transport Management and Monitoring Plan prepared for the construction phase of the Project will set out the planning, operating, and monitoring procedures for vessel transits including passenger, service, and material vessels to/from the site. This plan must be developed in consultation with the District of Squamish, Indigenous nations and other parties as identified in the EAC Condition. As per Condition 17 of the EAC, a Marine Transport Management and Monitoring Plan will also be prepared for the operation phase of the Project. This plan must be developed in consultation with Indigenous nations, Transport Canada and other parties. The final plan will be shared with the District of Squamish, Indigenous nations and other parties as identified in the EAC Condition.	2022-09-26
DS- 1 -13	49	District of Squamish	p.68, S. 6.12.1.3 The Amendment application concludes that no additional demands will be made on emergency services due to the Flotel, **this was an erroneous conclusion that is not supported by the District** but the District remains concerned that policy and fire services have very limited/no capacity to respond to issues at the Flotel. More detail is needed on how these issues are being addressed. How will police respond to criminal or civil issues at the Flotel? How will any potential emergency evacuation be handled? Currently the RCMP has no marine transportation appropriate to provide policing services to a flotel. How does the proponent propose that policing services can be provided a the flotel. How does the proponent propose to address possible communicable disease outbreaks at the flotel, and is there local health care capacity for this level of health care issues? Can care be provided either at the site or at the local hospital?	The Emergency Response Plan (ERP) is being developed to meet Environmental Assessment Certificate conditions and will address the potential for the complete evacuation of the floatel. Woodfibre LNG will engage with the District of Squamish in development of the ERP and is committed to sharing the draft with the District of Squamish for review and comment prior to issue. Woodfibre LNG is committed to working with the floatel operator to develop applicable safety and operational plans and policies including the following: •The ERP and health plans will be developed in line with relevant health guidance (e.g., Industrial Camps Regulation) and will be reviewed and updated periodically. •Specific details for quarantining and transferring ill workers from site will be specified in the ERP or in the floatel operator's operational plans. •The Project site will provide emergency medical services, including on-site medical personnel and resources that meet or exceed all regulatory requirements and meet the needs of the worksite during construction. This will also include emergency evacuation for egress, including an emergency helipad. •During night-time hours first aid coverage will be available on the floatel and Marine Construction Vessel. •Site security will be in operation 24 hours per day, seven days per week. •Site access controls will be in place at all departure locations (e.g., Darrell Bay, Squamish Harbour, or Vancouver/Lower Mainland [passenger ferry]). •A site security plan will address general site security. To meet EAC Condition 14 Woodfibre LNG is preparing a Community Services and Infrastructure Management Plan (CSIMP) in consultation with the District of Squamish, Indigenous Nations, Vancouver Coastal Health, provincial government, and infrastructure and service providers. The CSIMP describes Woodfibre LNG's activities to manage and monitor effects on services and infrastructure that are directly attributable to the Project.	2022-09-26

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
DS- 1 -14	50	District of Squamish	p.58, 6.12.1.1 The Amendment application does not specify how or whether staff will be permitted to access the community. Will access be prohibited, or will they be allowed to access the commercial services in Squamish during off-hours for groceries, pharmaceuticals, etc. etc. How will this be managed? Water taxi service to the harbour? Frequency? Timing? Details should be provided, including how this affects emergency response planning.	Woodfibre LNG is committed to working with the floatel operator to design the floatel to include a range of key services and recreation facilities, with the objective of mitigating impacts from construction workers on the local community. It is not expected that off-duty workers residing on the floatel will frequently access Squamish, however, inflows and outflows of workers will occur on a weekly basis due to shift patterns (e.g., shift changes three times per week, expected to be 100 workers on each of Tuesday, Wednesday and Thursday). This approach will be monitored by site access controls subject to review with the local community in Squamish (e.g., District of Squamish, Squamish-Lillooet Regional District, and Indigenous Nations). It is Woodfibre LNG's intention to develop an approach to community access in consultation with the District of Squamish and will incorporate feedback from further community consultation sessions. All daily amenities would be available for workers at the floatel and on site. The Project site will provide emergency medical services, including on-site medical personnel and resources that meet or exceed all regulatory requirements and meet the needs of the worksite during construction. This will also include emergency evacuation for egress, including an emergency helipad. Medical attention that can be administered at site will be, however dependent on the severity of the medical condition hospital access may be needed. As an economic opportunity where the impacts can be managed, workers may be interested in accessing local businesses for shopping, dining or recreation. In order to maximize Project benefits to the local supply chain, opportunities for local businesses to supply the floatel with catering / services will be explored by the Construction contractor. To meet Environmental Assessment Certificate Condition 14 Woodfibre LNG is preparing a Community Services and Infrastructure Management Plan (CSIMP) in consultation with the District of Squamish, Indigenous Nations, Vancouver Coastal Health, provincial government, and infrastructure and service providers. The CSIMP describes Woodfibre LNG's activities to manage and monitor effects on services and infrastructure that are directly attributable to the Project. The Emergency Response Plan for the Project is being developed. Individual contractors engaged on the Project, including the floatel operator, will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address emergency response and comply with the ERP where applicable. Woodfibre LNG is committed to working with the District of Squamish to develop the ERP.	2022-09-26
DS- 1 -16	51	District of Squamish	The WLNG and Fortis Eagle Mountain Pipeline projects have been and are continuing to be addressed separately and in isolation from each other by the EAO. The projects are not independent. One does not happen without the other, and if one (WLNG) proceeds, then so does the other. The impacts on the community are therefore collective, and cannot be considered in isolation from each other by the District, particularly with respect to staff / employee housing. While WLNG can accommodate most of its' employees on the flotel, the employees required by the Eagle Mountain cannot and are not being accommodated, and will have to find another solution, that will bring the same, if not more impacts than the flotel. The District also has limited information about when peaks will occur with employee numbers in the community related to both projects. The District is becoming increasingly tired and frustrated that we have to deal with the impacts in a piecemeal and fragmented fashion. Both proponents point to the EAO requiring the projects to be addressed separately, and skirt the issue, and are being facilitated by the EAO's continued separation of the projects. The District is asking the EAO to take a leadership role, and to direct both proponents to address their impact management plans jointly, in a coordinated fashion, so that the District can understand address the collective community impacts.	Woodfibre LNG is working closely with FortisBC and is in turn meeting with the District of Squamish jointly to present workplans and temporary workforce accommodation requirements with the objective of identifying potential concerns and synergies.	2022-09-26
DS- 1 -2	52	District of Squamish	Page 11, S.1.1The District of Squamish performed a housing needs assessment in 2018 which should form the basis of discussions on housing supply and future requirements. It is unclear why this detailed and recent report was not cited, yet the upcoming SLRD report is mentioned. The report and background can be viewed here: https://squamish.ca/yourgovernment/projects-and-initiatives/affordable-housing/. Further, WLNG report notes housing as a fairly recent issue, however the District alerted the EAO office to housing supply/affordability issues during the original EA process. The report should reflect that awareness is dated, but the response to the issue is recent. The District, based on CMCH data readily available at the time of the application, made these concerns known to the applicant, and claims of recent awareness are not accurate. The Flotel Amendment also does not reference the workforce housing and other community services required by the concurrent Eagle Mountain/Woodfibre gas pipeline and the impacts the two projects may have on housing supply, emergency services and other services (i.e. the cumulative impacts). This remains a major concern for the District which views these projects as a single major project with significant combined impacts. Please see comments at the end of this document regarding collective impacts. The proponent has verbally indicated that some of its' workforce will be housed in an apartment building located in the District on the Mamquam Blind Channel - the "Sirocco" building. Some formal clarity on this proposal is required on the scope of this proposal, the magnitude of the workers at Sirocco, how it ties in the with the flotel program, and how will marine transportation be changed or effected from the Sirocco building..	Woodfibre has undertaken a recent review of baseline labour and housing conditions of communities along the Sea-to-Sky corridor, the North Shore and Greater Vancouver to inform the Project's accommodations strategy. This review has taken into consideration findings from the District of Squamish 2018 housing needs assessment, as well as the SLRD 2020 housing needs assessment and the potential requirements of the Fortis Eagle Mountain project. Personnel requiring offsite accommodation is expected to be highest when the floatel isn't available (i.e., during early works and commissioning/start-up), albeit for a short duration (approx. 4 months and 9 months, respectively). Contingency measures during this period of short-term demand during early works includes the use of 46 suites (with approximately 95 bedrooms) at the "Sirocco" building in Squamish (with a lease that can be renewed until April 30, 2025), construction sequencing to slow the increase in headcount, and advancing the floatel availability. Woodfibre LNG continues to explore options to address the period during commissioning/start-up when the floatel will not be available. The Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction. This includes strategies to link construction labour with information about housing / accommodation options. Woodfibre LNG is currently reviewing the role and responsibilities of the Housing and Accommodations Advisor. Woodfibre LNG defers further comments on the environmental assessment process and the Eagle Mountain project to the Environmental Assessment Office.	2022-09-26
DS- 1 -3	53	District of Squamish	Page 8, S.2.1 and 6.13.1.3. Several references are made to sewage disposal and solid waste disposal at "licensed off-site facility" by service vessels. This needs more detail, particularly to identify the disposal point. Will waste(s) be barged or transferred to trucks? Are the licensed facilities in Squamish or Metro Vancouver? If Squamish, what are the impacts on the landfill and/or sewage treatment plant capacity? What volumes and quality of wastewater will be disposed of? Will it be chemically treated to prevent anerobic conditions, and if so, are the proposed chemicals suitable for the Squamish WWTP? The typical chemical treatment for porta potties can damage the District's biological systems in sufficient volumes, and if the process uses the same chemicals in large quantities, the District may not be able to accept it. The applicant has verbally indicated that both liquid and solid waste will be collected and disposed via barge / tanker to the lower mainland. This needs to be confirmed in writing with the District. What are the proponent's spill control plans with respect to sewage spills during servicing operations. How long will spill response take to reach the site in case of an incident?	Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments, and Squamish Nation. The CEMP will describe key mitigation measures for waste management. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address waste management, spill prevention and response, and comply with the CEMP. These will be applicable to the floatel. Solid and liquid wastes will be managed and disposed of in a manner consistent with the CEMP and the individual contractors' environmental protection plans. Wastes (e.g., solid wastes, sewage) will be stored onboard and collected and barged off-site by service vessels approximately two to three times per week for disposal at an approved facility. Woodfibre LNG and its contractors will rely on licensed third-party specialty contractors for the disposal of waste generated during construction, including construction wastes, domestic waste, and hazardous materials. Woodfibre LNG is unable to provide specific details around potential chemical treatment of wastewater or disposal facility locations at this time; the treatment/disposal options of each waste will depend on the contractors selected and options available. It is estimated that a 600-person floatel will generate 164 cubic meters per day (m3/d) of sewage which will be barged offsite approximately two to three times per week. Woodfibre LNG commits to providing the District of Squamish with further details of sewage treatment and disposal once contractual arrangements are advanced. Any spill of sewage from the floatel will be reported in accordance with the BC Environmental Management Act Spill Reporting Regulation (i.e., 200 L as a substance not covered elsewhere in the Regulation).	2022-09-26

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
DS- 1 -4	54	District of Squamish	Page 8, S.2.2 and elsewhere 1. It is unclear whether this workforce (150) will have the same busing program to prevent individual vehicle access as the Flotel? This needs to be spelled out. 2. This vessel is proposed to use diesel generators for power for 14-20 months, full time. This creates significant GHG emissions in Howe Sound - the Amendment should specify the emissions and consider whether electric power be used as per the Flotel? Have the applicant review and consider alternate fuel / power options that decrease / eliminate GHGe emissions and lessen air quality concerns. If diesel is used, what are the proponent's spill response plans and timing to address a diesel spill during refueling?	1. Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor are no longer planning to use the Marine Construction Vessel(s) to house site personnel (off-duty non-crew). Only crew, those personnel who directly support the MCV and its operations, will stay on the MCVs; this includes the captain and operators, vessel engineer / maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks. To reduce traffic effects on the Sea to Sky Highway Woodfibre LNG is exploring the option of transporting workers to/from site at the start/end of shifts either via a bus service or a third-party ferry service operating from the lower mainland; the specific details will depend on contractual arrangements and are yet to be decided. However, at this time, the transport of workers to/from the floatel, or MCV crew not arriving with the vessel itself, at the start/end of their rotation is expected to be on a passenger ferry from the lower mainland, with up to approximately 600 persons (will range from 200 – 600 depending on construction phase) and occur approximately once every 7 days. 2. Greenhouse gas (GHG) emissions from the Marine Construction Vessel were considered in the original environmental assessment (Section 5.3.3.2.2.2 Table 5.3-14 and Table 5.3-15). The Marine Construction Vessel is a mobile unit anchored at various locations offshore within the Certified Marine Terminal Area (as per the Certified Project Description) as construction progresses; this would not be affected if the MCV were used as worker accommodation. Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor are no longer planning to use the Marine Construction Vessel(s) to house site personnel (off-duty non-crew). It is not practicable to use onshore electricity for power purposes for the MCV. 3. Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments and the Squamish Nation. The CEMP will include spill prevention and spill reporting requirements. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address spill prevention and response and comply with the CEMP. Spill prevention, emergency response and reporting requirements will be applicable to operation of the floatel.	2022-09-26
DS- 1 -5	55	District of Squamish	Page 13, 14, Section 3.2. Table 3-1 is an extremely selective summary of public comments. The fact that this seems to be based on four public comments seems to indicate the need for a more robust public consultation program. Outside of the stakeholder engagement proposed by the proponent as part of their "community table," what public engagement or opportunity for public comment is planned?	In accordance with Conditions #24 and #25 of the Environmental Assessment Certificate for the Project, Woodfibre LNG is committed to continuing to engage with the public for the life of the Project and is committed to establishing and maintaining a dedicated publicly available Project website. The following public awareness forums and events to date include: regular local media print newspaper ads, social media posts, radio advertising, digital billboard advertising, "ASK Woodfibre LNG" website, newsletters, media releases and updates on the Project, and consultation roundtables. In 2019, Woodfibre LNG held roundtable consultation with affected stakeholder groups in Squamish, including the District of Squamish, health and safety personnel, women's advocates, and Indigenous communities. The feedback from these groups has been taken into consideration in the ongoing worker accommodation planning. For example, the feedback from these groups was a desire for Woodfibre LNG to limit late-night, recreational interactions between workers and the community. In order to meet this expectation, the floatel would include accommodation as well as onboard kitchen facilities, recreation areas, medical staff, and security personnel. In addition, Woodfibre LNG will hold a community open house, the fall of 2022 and socioeconomic management plan-focused roundtables in the fall/winter 2022.	2022-09-26
DS- 1 -6	56	District of Squamish	P.48, S.6.10.2.1. The Amendment includes considerable discussion on changing labour market conditions, but there is no clear picture or estimate of local employment (LAA). How many of the jobs indicated in Table 6-13 will be local vs. outside employment?	Woodfibre LNG is committed to prioritizing the hiring of qualified local (e.g., from the Squamish / Squamish-Lillooet Regional District area) construction workers, followed by the hiring of workers from the Sea to Sky and Lower Mainland areas (e.g., "regional"). Current modeling indicates that approximately 60% of the construction workforce will be residents from the Sea to Sky and Lower Mainland areas (e.g., "regional"). These numbers may change, influenced by unemployment (which is currently at a historic low), the presence of other major construction projects, and the finalizing of our detailed engineering. This is not the case for long-term operations, of which nearly all the 100 permanent jobs are anticipated to be local.	2022-09-26
DS- 1 -7	57	District of Squamish		Woodfibre LNG and the District of Squamish are currently undergoing commercial discussions related to a tax agreement.	2022-09-26
DS- 1 -8	58	District of Squamish	P.57, S.6.12.1.1. The Flotel and marine construction vessel are anticipated to accommodate an average of 87% of the construction workers between 2021 and 2024. Where will the remainder be housed? Given the zero vacancy rate in Squamish, these other workers will potentially be competing with local residents for rental housing. Mitigation M7.2-2 appears to indicate that the housing advisor will direct workers toward hotel/motel accommodation. This needs more detail.is unacceptable, as during the summer months, District hotels operate at capacity and cannot accommodate these employees without displacing visitors and so diminishing the local tourism economy.	Personnel requiring offsite accommodation is expected to be highest prior to the floatel being available (i.e., during early works and commissioning/start-up), albeit for a short duration (approx. 4 months and 9 months, respectively). Contingency measures during this period of short-term demand during early works includes the use of 46 suites (with approximately 95 bedrooms) at the "Sirocco" building in Squamish (with a lease that can be renewed until April 30, 2025), construction sequencing to slow the increase in headcount, and advancing the floatel availability. Woodfibre LNG continues to explore options to address the period during commissioning/start-up when the floatel will not be available. The Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction. This includes strategies to link construction labour with information about housing / accommodation options. Woodfibre LNG is currently reviewing the role and responsibilities of the Housing and Accommodations Advisor.	2022-09-26
DS- 1 -9	59	District of Squamish	P.58-59, S.6.12.1.2. The Amendment application outlines a significant reduction in traffic on the Sea to Sky Highway through use of up to six weekly buses in and out of Darrell Bay. The District supports the reduction in the use of single occupancy vehicles and will rely on the Traffic Management Plan to implement strict protocols to limit employee parking. The proponent has indicated that employee transportation to and form the flotel will be largely conducted via ferry to the lower mainland. This needs confirmation and resulting clarification about what residual transportation demands will remain on the Darrel Bay terminus.	As per Condition 15 of the Environmental Assessment Certificate (EAC), Woodfibre LNG is completing a Traffic Impact Assessment and developing a Traffic Control Management Plan in consultation with the Ministry of Transportation (MOTI) and the District of Squamish (DOS). The Traffic Control Management Plan will provide details for a site access parking approach. To reduce traffic effects on the Sea to Sky Highway Woodfibre LNG is exploring the option of transporting workers to/from site at the start/end of shifts either via a bus service or a third-party ferry service operating from the lower mainland; the specific details will depend on contractual arrangements and are yet to be decided. It is anticipated that personnel staying on the floatel will work on two-week rotations (14 days on / 7 days off). Shift changes for personnel staying on the floatel are anticipated to occur three times per week (mid-week).	2022-09-26

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ECCC- 1 -13	60	Environment and Climate Change Canada	The Proponent proposes the construction of mooring structures to anchor the floating worker accommodation (flotel). The Proponent proposes installing two dolphins (with 3 pilings per dolphin) to moor the flotel. Construction of the dolphins should be included as an activity under the Marine Works Management Plan (as provided in Appendix A) for the Woodfibre LNG Project.	To meet Condition 3.2 of the Federal Decision Statement, and Conditions 6 and 8 of the Environmental Assessment Certificate, Woodfibre LNG is developing a Marine Water Quality Management and Monitoring Plan and a Marine Fish and Fish Habitat Management and Monitoring Plan that will describe the measures intended to mitigate adverse environmental effects of the Project on fish and fish habitat from changes to water quality. Piles and mooring structures associated with the floatel will be installed in accordance with these plans. Additionally, work will be completed in accordance with conditions outlined in any regulatory permits (e.g., *Fisheries Act* authorization). References: Woodfibre LNG Limited. (WLNG). 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo. Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
ECCC- 1 -14	61	Environment and Climate Change Canada	Page 8, Section 2.1, Section 2.2 The Proponent proposes to collect all sewage in holding tanks for the floating worker accommodations on both the flotel and construction vessel. The Proponent proposes that all sewage will be stored on the vessels and collected periodically by service vessels for disposal at a licensed offsite facility. Sewage can be a deleterious substance under the Fisheries Act. The Proponent has not included details on the size of the sewage holding tanks at this stage of the Project Amendment Application. ECCC notes that the tanks need to be sufficiently large enough to hold all water used and consumed on the flotel and the construction vessel, and must include additional reserve volume as a contingency in case of delayed service vessel visits. Note that the average residential water use per capita in Canada is currently 0.22-0.427 m3 per person per day (StatsCan, 2017: https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=3810027101).	There will be no direct discharge of sewage to Howe Sound; Woodfibre LNG acknowledges that sewage can be a deleterious substance under the *Fisheries Act* . Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments and the Squamish Nation. The CEMP will describe key mitigation measures for waste management. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address waste management, spill prevention and response, and comply with the CEMP. These plans will be applicable to operation of the floatel. It is estimated that a 600-person floatel will generate approximately 164 cubic meters per day (m3/d) of sewage. Sewage will be stored onboard and collected and barged off-site by service vessels approximately two to three times per week for disposal at an approved facility. Holding tank size will depend on the procured floatel; wastewater storage tank size is anticipated to be sufficient to provide storage for multiple days. The Marine Construction Vessel is no longer proposed as accommodation for off-duty non-crew.	2022-09-26
ECCC- 1 -15	62	Environment and Climate Change Canada	Page 19, Table 5.1 The Proponent proposes to install an on-shore water treatment system to meet the drinking water demands for the worker accommodations. A water treatment plant will likely need to store chemicals for disinfection (i.e., chlorine) onsite. The Proponent has not included an estimated average daily rate of water treatment for the Project that includes both the flotel and the possible construction vessel water demands. ECCC notes that potable water with residual chlorine can be a deleterious substance under the Fisheries Act	An adequate supply of safe water will be provided for drinking and domestic purposes. If the floatel does not have an onboard water treatment plant, a water treatment plant will be located onshore. In this case, water will be treated using a shore-based, self-contained water treatment system to be located in an existing cleared area near the floatel walkway landing area. See the memo titled "Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo" included with this response package (Woodfibre LNG 2022; Attachment 1 – Design Refinements Memo). The treatment system will be secured within a treatment building (e.g., 6 m container, plus space for water tanks and secure storage). Design of the treatment system will be completed by a qualified professional, in accordance with applicable regulations. Water will be treated to Drinking Water Protection Regulation requirements (as regulated by Vancouver Coastal Health). It is anticipated up to 0.005 m3/s will be withdrawn to supply the worker accommodations; this water will be withdrawn from Woodfibre Creek, under an appropriate water license issued under the Water Sustainability Act. Reject water from backwashing filters in the water treatment plant will be collected and disposed of at an appropriately licensed facility consistent with Environmental Management Act (EMA) requirements. Woodfibre LNG acknowledges that potable water with residual chlorine can be a deleterious substance under the Fisheries Act. Any storage of chlorine or other chemicals will be in accordance with applicable Safety Data Sheets and will meet the requirements of the Workplace Hazardous Materials Information System for British Columbia. Reference: Woodfibre LNG Limited. (Woodfibre LNG). 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo.	2022-09-26
ECCC- 1 -16	63	Environment and Climate Change Canada	Section 2.0 ECCC notes that the Amendment Application does not have a section that describes potential Accidents and Malfunctions for the activities described in the amendment that may affect water quality. The Proponent should revise the Amendment Application to include a section on Accidents and Malfunctions. This section should include plans for sewage management activities, including: service vessel delays, accidental sewage holding tank damage, accidental overflows of sewage tanks, and sewage line ruptures. The Accidents and Malfunction section should also include plans for water treatment activities, including accidental chlorine spills and potable water entering the marine environment.	Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments and the Squamish Nation. The CEMP will include spill prevention and spill reporting requirements. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address spill prevention and response and comply with the CEMP. Spill prevention, emergency response and reporting requirements will be applicable to operation of the floatel. Conditions 11.3 and 11.4 of the Federal Decision Statement requires that an Emergency Response Plan be developed that includes emergencies such as related to marine incidents with ships, transport, and barges. The Emergency Response Plan will be developed with input from local, regional, and provincial emergency response authorities, such as Squamish Fire department, the Squamish RCMP, Vancouver Coastal Health, and BC Ambulance Service. Woodfibre LNG's CEMP, and the individual contractors' environmental protection plans for spill prevention and response section, will include measures to prevent and respond to accidents and malfunctions from components/activities associated with operation of the floatel (e.g., accidental release of wastewater or chemicals). The accidental release of sewage was considered in Section 11.3.1 (Hazardous Materials Spills) of the original Environmental Assessment Certification (EAC) application (Woodfibre LNG 2015). The design and mitigation measures, and the contingency measures, presented in the EAC application are generally applicable across the hazardous materials described in the assessment and are applicable to operation of the floatel and Marine Construction Vessel(s) (e.g., sewage management) and supporting infrastructure (e.g., water treatment plant). On the basis that the accidental release of sewage was considered in the EAC application and as spill prevention and spill response will be incorporated into the CEMP, and further supported by the Emergency Response Plan, Woodfibre LNG is of the opinion that an Accidents and Malfunctions assessment specific to sewage and chemical management associated with worker accommodations and supporting infrastructure is not required. Reference: Woodfibre LNG Limited. (Woodfibre LNG). 2015. Application for an Environmental Assessment Certificate.	2022-09-26

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ECCC- 1 -17	64	Environment and Climate Change Canada	Section 2.0 ECCC has noted that the primary power supply to the flotel will be provided by BC Hydro and that contingency backup power would come from on- board diesel generators; however, ECCC could not locate any volume specifications for the on-board diesel fuel tanks, nor a spill contingency plan respecting fuel transfer procedures to the flotel. ECCC is of the view that such specifications and a spill contingency plan should be developed for the amended Project activity. If existing spill contingency plans are to be relied upon, then those plans should be updated in relation to the new activity as necessary.	Power to the floatel will be supplied by BC Hydro via existing connection at the Project site. Any backup power (e.g., generators and associated diesel/fuel storage tanks) will be located on shore, in an area already cleared of vegetation and within the Certified Project Area, rather than on the floatel. No fuel transfer between the shore or service vessels and the floatel is anticipated. Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments, and the Squamish Nation. these will be applicable to operation of the floatel. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address spill prevention and response and comply with the CEMP. On-shore backup power (e.g., generators and associated diesel storage tanks) associated with operation of the floatel will be managed as in accordance with applicable best management practices and the CEMP and will include appropriate secondary containment for any stored diesel. Conditions 11.3 and 11.4 of the Federal Decision Statement require that the Emergency Response Plan be developed to include emergencies such as related to marine incidents with ships, transport, and barges. The Emergency Response Plan will be developed with input from local, regional, and provincial emergency response authorities, such as Squamish Fire department, the Squamish RCMP, Vancouver Coastal Health, and BC Ambulance Service.	2022-09-26
ECCC- 1 -18	65	Environment and Climate Change Canada	Section 2.0 Please note that ECCC does not review proposed projects for regulatory compliance. Comments provided do not constitute legal advice. Following these comments will not necessarily ensure compliance with federal, provincial, or any other regulatory requirement. In case of discrepancy between this information and any Acts of Parliament, most notable the Canadian Environmental Protection Act, 1999 or the Fisheries Act or Regulations made under these Acts, the Act of Parliament and associated regulations take precedence. Notwithstanding any other regulatory or permitting requirements, any deposits, discharges and released from proposed operations or activities must comply with all applicable federal Acts and regulations.	Comment acknowledged; Woodfibre LNG will continue to review statutory requirements as part of the ongoing regulatory approvals process for the Project.	2022-09-26
FLNR- 1 -1	66	FLNRORD	Page 64, S. 6.14 Amendment states: "WLNG committed to discussing opportunities for alternate access routes along the southern portion of the Project area", "No interactions were identified in Table 5-1 with respect to displacement of activities, access...". The flotel is located very close to the proposed log dump and the road that would provide alternate access to forestry tenures. Do these statement mean that the flotel location does not limit these proposed access interests?	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG completed refinements to the design and location of the proposed floatel. A revised floatel location north of Woodfibre Creek was selected (see attachment, Design Refinements Memo. Woodfibre 2022). The revised floatel location will not interact with the log dump or potential alternate access to forestry tenures. The floatel will be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. A pedestrian pathway and associated watercourse crossings over Woodfibre Creek and the unnamed creek are no longer proposed.	2022-09-26
FLNR- 1 -2	67	FLNRORD	Page 65, Table 6- 17 Amendment states: "No new interaction: Non-Project-related access through the Project area was and continues to be constrained for safety reasons. Woodfibre LNG has been consulting with forestry companies regarding access to forestry tenures." And "No new interaction: Access for forestry companies to tenures will not be affected. Woodfibre LNG's consultation with companies has identified potential access and log dumping areas to the south of the flotel." Regarding the above amendment statements, what is the current status of the consultation with forestry tenures and is the potential access area confirmed? FLNRORD is not aware of potential solutions in these discussions with forest tenure holders.	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG completed refinements to the design and location of the proposed floatel. A revised floatel location north of Woodfibre Creek was selected. The revised floatel location will not interact with the log dump or potential alternate access to forestry tenures. The floatel will be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. A pedestrian pathway and associated watercourse crossings over Woodfibre Creek and the unnamed creek are no longer proposed. Woodfibre LNG is consulting with forestry companies and Indigenous nations regarding access.	2022-09-26
FLNR- 1 -5	68	FLNRORD	Page 63, S. 6.13.1.2 Page 51, S. 6.11 Marine recreation sites are located south of the WLNG site. To enable the Marine Transport Plan to minimize displacement and assist in coordinating marine recreation traffic, utilize Provincial expertise from Recreation Sites and Trails Branch of FLNRORD. The timing of dispersed public recreational traffic may potentially conflict with WLNG vessel movements. How would those concerns be addressed?	As per Condition 16 of the Environmental Assessment Certificate, a Marine Transport Management and Monitoring Plan prepared for the construction of the Project will set out the planning, operating, monitoring procedures for vessel transits including passenger, service, and material vessels to/from the site. This plan must be developed in consultation with the District of Squamish, Indigenous nations and other parties as identified in the EAC Condition. As per Condition 17 of the EAC, a Marine Transport Management and Monitoring Plan will also be prepared for the operation phase of the Project. This plan must be developed in consultation with Indigenous nations, Transport Canada and other parties. The final plan will be shared with the District of Squamish, Indigenous nations and other parties as identified in the EAC Condition; recreational sites will be considered in planning activities.	2022-09-26
FLNR- 1 -6	69	FLNRORD	Page 27, S. 6.4.1.2 Interactions that could influence further spread of existing or new invasive species appear to be mitigated.	Comment acknowledged.	2022-09-26
FLNR- 2 -1	70	FLNRORD	1-10. Any infrastructure/activities planned for the marine foreshore lease area will need to be reflected in WLNG's LNG construction and operation lease management plan. This includes the proposed flotel, supporting infrastructure (dolphins and pilings), and the workforce accommodation on construction vessel.	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG has made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation. Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 – Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location is understood to overlap Provincial and District of Squamish jurisdictions (district lots). Woodfibre LNG recognizes all authorizations, leases, and approvals are required to be in place prior to any construction activity within the marine foreshore area occurring. Reference: Stantec Consulting Ltd. 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26

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HC- 1 -1	71	Health Canada	P. 8, Section 2.1 and 2.2 & P. 19, Table 5-1. The recent Amendment indicates that the construction period with the highest numbers of construction workers is anticipated for the period of April 2021 to February 2024 (approx. 3 years). During this time, a proposed floating accommodation facility ("flotel") would accommodate 400 to 600 beds; permanently moored at the southern end of the project area. In addition, for approx. 14 to 20 months, a marine construction vessel would accommodate 150 workers and be regularly relocated within the certified marine terminal area in the eastern end of the project area. Health Canada acknowledges that a floating worker accommodation camp may reduce regional air emissions that would have otherwise been associated with daily travel to and from the site by construction workers. However, the original project Application did not assess a scenario in which off-duty workers1 would be living within the Project area (i.e., on a flotel or marine construction vessel) and potentially being exposed to elevated air pollutants during Project construction. The Application (section 5.2.3.2.1, p. 5.2-20) indicates that the air quality assessment was focused on predicting maximum offsite effects from the operation phase of the Project, which was considered to be the Project phase that would likely result in the highest overall changes to air quality. Health Canada notes that nitrogen dioxide (NO2) is an acute respiratory irritant and scientific studies have found no evidence for a threshold for population-level health effects associated with NO2 exposure. Fine particulate matter (PM2.5) and ground-level ozone (O3) also have no threshold below which no adverse health effects occurs, meaning that health effects may occur at any level of exposure to these pollutants (Health Canada [HC], 2013 and 2016 and World Health Organization [WHO], 2003).2 In addition, there are uncertainties regarding potential human exposure to dibenzo(a,h)anthracene, which was evaluated as an air contaminant in the Application, and predicted to exceed a hazard quotient (HQ) of 1.0 at the maximum point of impingement (over water to the east of the proposed project) during Project Operation (but was not assessed for Construction). The Amendment indicates that the mitigation measures included in the Environmental Assessment Certificate conditions are appropriate to avoid or reduce potential effects to air quality. However, Health Canada notes that Condition #4 in Schedule B Table of Conditions for an Environmental Assessment Certificate does not specifically require measures to monitor and adaptively manage air emissions during the Construction phase. Given that off-duty workers are anticipated to reside solely within the Project area3, and there is a lack of information regarding the exposure of this receptor group to air pollutants during construction, Health Canada is of the opinion that air quality monitoring and adaptive management should also be undertaken during construction to minimize unacceptable health risks to off-duty workers. If risks are identified, additional mitigation should be undertaken to minimize health impacts to workers during off-duty hours. For example, consideration should be given to the relocation of the marine construction vessel away from the certified marine terminal area on poor air quality days.	Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor are no longer planning to use the Marine Construction Vessel(s) to house site personnel (off-duty non-crew). Only crew, those personnel who directly support the MCV and its operations, will stay on the MCVs; this includes the captain and operators, vessel engineer / maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks. An assessment of human health risk associated with off-duty workers at the MCV(s) has therefore not been included. Dispersion modelling was used to predict levels of chemicals of concern at the Floatel as a result of construction emissions. Dispersion modelling was conducted following the methods outlined in the Environmental Assessment (EA) Appendix 5.2-2 (Golder 2014). These predicted results are the basis of the updated Human Health Risk Assessment of emission effects on worker health at the Floatel. A report has been prepared to update the findings of the Human Health Risk Assessment. Please refer to the Human Health Risk Assessment for Off-Duty Workers (Stantec 2022).	2022-09-26
HC- 1 -2	72	Health Canada	Pp. 8 & 9, Sections 2.2 & 2.3. The Amendment indicates that the flotel's drinking water supply would be sourced from Woodfibre Creek in the Project area, and treated using a shore-based, self-contained water treatment system on the south bank of Woodfibre Creek. Water treatment would include "filtration and chlorination in accordance with Canadian drinking water standards". For the marine construction vessel's drinking water supply, drinking water tanks would be filled using "onboard water makers" or from the flotel drinking water supply if there is extra capacity. Health Canada seeks clarification that treating "in accordance with Canadian drinking water standards" is a commitment to treat all potable water to the Guidelines for Canadian Drinking Water Quality. Given the brownfield nature of the Project site (formerly the Woodfibre Pulp Mill) and the brief drinking water treatment description provided in the Amendment, it is not clear if the technology and capacity of the proposed water treatment system would be sufficient to ensure that treated water would be of adequate quality for human consumption. As well, it is not clear what treatment technology the marine construction vessel's "onboard water makers" would employ, and additional details are requested.	If the floatel does not have its own water treatment plant, an adequate supply of safe water will be provided to the floatel for drinking and domestic purposes via a shore-based, self-contained water treatment plant with water drawn from Woodfibre Creek. This water will be withdrawn under an appropriate water license issued under the *Water Sustainability Act* . The treatment system will be secured within a treatment building. Woodfibre LNG will comply with the Drinking Water Protection Act and Drinking Water Protection Regulation as enforced by Vancouver Coastal Health. While the specific design of the water treatment system is not available at this time, Woodfibre LNG will retain a qualified professional to design an appropriate system that will meet the applicable standards. The Marine Construction Vessel is no longer proposed as accommodation for off-duty non-crew. Details regarding the specific treatment technology used on board the MCV(s) will not be known until the specific vessels are selected. Desalinization is not being considered as a potable water supply source.	2022-09-26
HC- 1 -3	73	Health Canada	Pp. 22-24, Section 6.2 The Application (Section 5.4.1.1.1, p. 5.4-2). indicates that Project construction and operation will occur 24 hours a day. An assessment of atmospheric sound was undertaken using the Oil and Gas Commission's British Columbia Noise Control Best Practices Guideline, 2009 (the OGC Guideline) and Health Canada (2011) working draft noise guidance. The Amendment states that the flotel will provide sleeping quarters for construction workers who will be working 12-hour shifts, and based on the sound contour mapping presented in the Application, daytime and night-time equivalent sound levels at (and presumably outside) the flotel are expected to be in the 60 to 65 dBA and 55 to 60 dBA range, respectively. The Amendment provides no predicted sound levels for the marine construction vessel to be located within the certified marine terminal area. However, the Application sound contours would suggest that the marine construction vessel (exterior) could potentially experience much higher day-time and night-time equivalent sound levels of 65 to >70 dBA and 60 to >70 dBA, respectively (depending on the exact location of the marine construction vessel). Given the anticipated shift-work hours during construction, Health Canada assumes that off-duty workers may experience sleep disturbance at any time during the day or night. Health Canada notes that adverse impacts to sleep may begin when average sound levels inside sleeping quarters exceed 30 dBA for continuous noise sources, or 45 dBA (max) for discrete noise events (WHO, 1999).4 Above 50 dBA, the WHO (2009)5 states: "The situation is considered increasingly dangerous for public health. Adverse health effects occur frequently, a sizeable proportion of the population is highly annoyed and sleep-disturbed. There is evidence that the risk of cardiovascular disease increases." Without knowledge of the outdoor-to-indoor transmission loss (e.g., attenuation of sound through the ship's hull), it is not known to what extent off-duty workers would experience sleep disruption and disturbance, which may cause tiredness, fatigue and lack of focus. As well, if off-duty workers are required to use sleep aids (e.g., prescription medication), this too may lead to day-time drowsiness and other effects such as decreased productivity and increased accidents. Health Canada acknowledges that "engineering controls" will be implemented on the flotel in terms of vessel design (e.g., equipment isolation), and procedural controls (e.g., vacuum cleaning at times that will minimize disturbance). However, no mitigations are provided for minimizing the potential exposure of off-duty workers to external constructed-generated noise for either the flotel or the marine construction vessel. Health Canada notes that PGL Environmental Consultants, on behalf of the Squamish Nation, previously suggested the Proponent undertake a follow-up program for noise to verify if construction activities pose a higher disturbance than anticipated. Similarly, Health Canada is of the view that the Proponent's Construction Environmental Management Plan should include noise monitoring at off-duty worker locations, as well as the receptor locations identified in the Application; to allow for the implementation of additional mitigations should noise levels inside of dwelling spaces (i.e., sleeping quarters) exceed noise guideline levels.	Since the original Environmental Assessment Certificate (EAC) Application and the Worker Accommodation Amendment #3 application (amendment application) were submitted to the BC Environmental Assessment Office, additional detailed Project design information has become available for the construction phase. No night shift work is planned during Project construction. The EAC Application noise model for the Project construction phase has been revised since submission of the Amendment #3 application, based on current (2022) Project design information for the floatel. The revised model accounts for current Project design and includes two floatel layout options (i.e., Options 1 and 2). The MCV is no longer proposed as worker accommodation for off-duty non-crew. For Option 1, the predicted daytime and nighttime equivalent sound levels (i.e., Ld and Ln) at the floatel sleeping quarter inside are 59.8 dBA (A-weighted decibel) and 16.2 dBA, respectively. For Option 2, the predicted daytime and nighttime equivalent sound levels (i.e., Ld and Ln) at the floatel sleeping quarter inside are 58.4 dBA and 17.4 dBA, respectively. The assessment considered representative scenarios during later construction phases (Year 1 to 3 or 2022 to 2024, the worst-case scenarios during the construction phase) for the Project. Based on the model results, noise levels are not expected to exceed the 30 dBA indoor threshold for sleep disturbance recommended by the World Health Organization (WHO 1999) and Health Canada. Please refer to the report titled "Construction Phase Noise Assessment Technical Report, May 2022" (Stantec 2022;Attachment 3 – Construction Phase Noise Assessment Technical Report) for additional detail. The nighttime sound levels for the floatel sleeping quarters are below the 30 dBA indoor sleep disturbance threshold. Health Canada also recommends that indoor sound levels not to exceed 45 dBA LAmax more than 10 to 15 times per night to provide for a good sleep environment. The construction work shifts are scheduled for the daytime period; therefore, nighttime construction noise effect is reduced to contribution from any construction vessel engines and other continuous noise source (i.e., water treatment system on shore). The assessment assumes that most workers will be in the sleeping quarters during the nighttime period. Based on the modelling results as presented in the "Construction Phase Noise Assessment Technical Report" (Stantec 2022; Attachment 3), it is not expected that noise monitoring targeted at operation of the floatel will be required; the noise effect will be negligible. If there are unplanned requirements for nightshift and workers sleeping period is during the daytime, mitigation measures will be implemented. These mitigation measures may include specific rooms and locations where the indoor sound levels (i.e., inner cabins without windows or room with noise attenuation) are in compliance with the Health Canada sleep disturbance threshold. In the amendment application (Hemmera 2019), the floatel equipment sound pressure level (i.e., electric water pump 80 dBA and bilge pumps 85 dBA) represent the noise level at a distance of 1 m away from the equipment. The water treatment system, if required, will be located onshore. Pumps on board the floatel are expected to be located above deck and the operation will be intermittent. Pumps will be contained in fireproof enclosures to mitigate risk of fire and noise. Typically, containers will provide minimum of 30 dB noise reduction. Off-duty workers in sleeping quarters on the floatel will be located at sufficient distance from the equipment. At a distance of 10 m away, the noise reduction will be 10 dBA. The sleeping quarter wall will provide the additional minimum of 30 dBA noise attenuation. The noise effect from this equipment is predicted to be negligible when considering attenuation from the equipment enclosure, distance, and sleeping quarter wall. References: Hemmera, an Ausenco Company. (Hemmera). 2019. Woodfibre LNG Worker Accommodation Application to Amend Environmental Assessment Approvals. Prepared for Woodfibre LNG Limited. Stantec Consulting Ltd. (Stantec). 2022. Construction Phase Noise Assessment Technical Report, May 2022. World Health Organization (WHO). 1999. Guidelines for Community Noise. Berglund, B., Lindvall, T.and Schwela, D.H (Eds.). Available online at: www.who.int/docstore/peh/noise/guidelines2.html.	2022-09-26

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MOE- 1 -1	74	Ministry of Environment	Page 8, Sec 2.2. The Amendment states that Sewage and Solid waste will be stored on the vessel and collected periodically by service vessels for disposal at a licensed offsite facility. a) What receiving facility is being proposed. Does this receiving facility have confirmed capacity to handle and treat the required amount of sewage for the Flotel and Construction Camp at peak occupancy levels. b) What are the contingency plans should the service vessel be unable to transfer sewage due to weather constraints?	Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments, and the Squamish Nation. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address waste management and comply with the CEMP. This will be applicable to the floatel. Sewage will be stored onboard and collected and barged off-site by service vessels approximately two to three times per week for disposal at an approved facility. Woodfibre LNG and its contractors will rely on licensed third-party specialty contractors for the disposal of waste generated during construction, including construction wastes, domestic waste, and hazardous materials. Woodfibre LNG is unable to provide specific details around potential disposal facility locations at this time; the disposal options of each waste type will depend on the contractors selected and options available. Solid and liquid wastes will be managed and disposed of consistent with the Project's CEMP and Waste Management Plan. It is estimated that a 600-person floatel will generate approximately 164 cubic meters per day (m3/d) of sewage. Holding tank size will depend on the procured floatel; wastewater storage tank size is anticipated to be sufficient to provide storage for multiple days.	2022-09-26
MOE- 1 -2	75	Ministry of Environment	Page 9, Sec 2.3. Reject water from backwashing filters in the water treatment system will be collected and discharged at a licensed offsite facility. a) What receiving facility is being proposed. Does the receiving facility have confirmed capacity to handle and treat the required amount of backwash water.	Reject water from backwashing filters in the water treatment plant will be collected and disposed of at an appropriately licensed facility consistent with *Environmental Management Act* (EMA) requirements. This is anticipated to be up to 5 m^3/d. Woodfibre LNG is unable to provide specific facility locations at this time as final treatment/disposal options will depend on the contractors selected and options available. Woodfibre LNG and its contractors will rely on licensed third-party specialty contractors for the disposal of waste generated during construction, including construction wastes, domestic waste, and hazardous materials.	2022-09-26
MOE- 1 -3	76	Ministry of Environment	How will Woodfibre LNG handle solid waste from the Flotel and Construction Camp. Specifically, errant litter (wrappers, cigarette butts etc.) from humans that can be picked up by winds from the deck or bridge crossings and blown out to the marine environment.	Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments, and Squamish Nation. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address waste management and comply with the CEMP. The Waste Management Plan will address hazardous and non-hazardous waste and will be developed and implemented to limit waste generation, and to properly store and dispose of the waste (e.g., the use of clearly labelled garbage bins with lids and recycling containers will be made available for food waste and recyclables). Woodfibre LNG and its contractors will rely on licensed third-party specialty contractors for the disposal of waste generated during construction, including construction wastes, domestic waste, and hazardous materials.	2022-09-26
MOE- 1 -4	77	Ministry of Environment	How will Woodfibre handle errant liquids and contaminants from entering the marine environment from the deck or bridge access.	Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments, and Squamish Nation. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address waste management, spill prevention and response, and comply with the CEMP. Management of liquids and liquid wastes will be in accordance with the Waste Management Plan and the CEMP's spill prevention and spill response measures and will be applicable to the floatel and Marine Construction Vessel(s). Conditions 11.3 and 11.4 of the Federal Decision Statement requires that an Emergency Response Plan be developed that includes emergencies such as related to marine incidents with ships, transport, and barges.	2022-09-26
MOE- 1 -5	78	Ministry of Environment	The Marine Water Quality - Construction and Operations Management Plan should appropriately reference the impacts and mitigations from the Flotel and Construction Camp.	Management of liquids and liquid wastes will be in accordance with the Waste Management Plan and the Construction Environmental Management Plan's (CEMP) spill prevention and spill response measures and will be applicable to the floatel. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address the management of liquids and liquid waste and that comply with the CEMP. This includes measures intended to limit potential effects to the marine environment. There will be no discharge of sewage to the marine environment from the floatel.	2022-09-26
MoH- 1 -1	79	Ministry of Health	The Ministry of Health considers off-duty workers residing at the flotel and the Marine Construction Vessel to be members of the general public, as WorkSafeBC regulations do not apply to them.	Comment acknowledged; Woodfibre LNG recognizes that off-duty workers are considered members of the public and are not subject to the requirements of WorkSafe BC, but rather are subject to health and safety guidelines that apply to the general public.	2022-09-26

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
MoH- 1 -4	80	Ministry of Health	The original human health risk assessment (Table 9.2.2-1) indicated that short-term effects from the construction phase would be less than the operation phase. Please confirm and provide justification that this assumption is still valid for off-duty workers exposed to emissions at the flotel and Marine Construction vessel.	Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor are no longer planning to use the Marine Construction Vessel(s) to house site personnel (off-duty non-crew). Only crew, those personnel who directly support the MCV and its operations, will stay on the MCVs; this includes the captain and operators, vessel engineer / maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks. An assessment of human health risk associated with off-duty workers at the MCV(s) has therefore not been included. Dispersion modelling was used to predict levels of chemicals of concern at the Floatel as a result of construction emissions. Dispersion modelling was conducted following the methods outlined in the Environmental Assessment (EA) Appendix 5.2-2 (Golder 2014). These predicted results are the basis of the updated Human Health Risk Assessment of emission effects on worker health at the Floatel. A report has been prepared to update the findings of the Human Health Risk Assessment. Please refer to the Human Health Risk Assessment for Off-Duty Workers (Stantec 2022).	2022-09-26
MoH- 1 -5	81	Ministry of Health	A previous risk assessment by Keystone Environmental (2014) identified several contaminants of potential concern in the Uplands portion of the former Squamish Pulp Mill in groundwater, including: benzo(a)pyrene, lead, magnesium, and uranium at concentrations exceeding drinking water standards. Please confirm that any drinking water supplied to off-duty workers will be:  obtained from an uncontaminated source that meets drinking water standards; or  treated to meet all applicable drinking water standards; and  meet any requirements from the Regional Health Authority related to supplying and monitoring of potable water.	An adequate supply of safe water will be provided to the floatel for drinking and domestic purposes. If the floatel does not have its own water treatment system, water will be treated using a shore-based, self-contained water treatment plant with water drawn from Woodfibre Creek. The treatment system will be secured within a treatment building. Design will be completed by a qualified professional, in accordance with the applicable regulations. Water will be treated to meet the *Drinking Water Protection Act* and Drinking Water Protection Regulation as enforced by Vancouver Coastal Health. Although no longer proposed for use as off-duty non-crew accommodation, potable water for the Marine Construction Vessel will be brought from an external source (e.g., via service vessel) if the vessel does not have its own water treatment/supply system.	2022-09-26
OGC- 1 -1	82	Oil and Gas Commission	Page 80; section 6.17. The flotel is proposed to provide sleeping quarters for construction workers who will be working 12-hour shifts. The health effects of noise from the construction activities on people sleeping on the proposed flotel were not considered in the section: Community Health and Well-Being.  What is the expected day and night noise levels inside the sleeping quarters on the flotel?  Typically worker dormitories/camps are designed to mitigate outside noise to acceptable levels for sleep. How will the sound transmission from the construction activities (dredging, pile driving, etc.) through the hull to people sleeping in the flotel be mitigated?  The World Health Organization has reviewed available scientific evidence on the health effects of night noise and has derived health-based guideline values ["Night Noise Guidelines for Europe", 2009]. Will people sleeping on the proposed flotel be protected from the health effects of noise?	Since the original Environmental Assessment Certificate (EAC) Application and the Worker Accommodation Amendment #3 application (amendment application) were submitted to the BC Environmental Assessment Office, additional detailed Project design information has become available for the construction phase. No night shift work is planned during Project construction. The EAC Application noise model for the Project construction phase has been revised since submission of the Amendment #3 application, based on current (2022) Project design information for the floatel. The revised model accounts for current Project design and includes two floatel layout options (i.e., Options 1 and 2). For Option 1, the predicted daytime and nighttime equivalent sound levels (i.e., Ld and Ln) at the floatel sleeping quarter inside are 59.8 dBA (A-weighted decibel) and 16.2 dBA, respectively. For Option 2, the predicted daytime and nighttime equivalent sound levels (i.e., Ld and Ln) at the floatel sleeping quarter inside are 58.4 dBA and 17.4 dBA, respectively. The assessment considered representative scenarios during later construction phases (Year 1 to 3 or 2022 to 2024, the worst-case scenarios during the construction phase) for the Project. Based on the model results, noise levels are not expected to exceed the 30 dBA indoor threshold for sleep disturbance recommended by the World Health Organization (WHO 1999) and Health Canada, and therefore off-duty workers will be protected from the health effects of noise. The nighttime sound levels for the floatel sleeping quarters are below the 30 dBA indoor sleep disturbance threshold. Health Canada also recommends that indoor sound levels not to exceed 45 dBA Lmax more than 10 to 15 times per night to provide for a good sleep environment. The construction work shifts are scheduled for the daytime period; therefore, nighttime construction noise effect is reduced to contribution from any construction vessel engines and other continuous noise source (i.e., water treatment system on shore). The assessment assumes that most workers will be in the sleeping quarters during the nighttime period. If there are unplanned requirements for nightshift and workers sleeping period is during the daytime, mitigation measures will be implemented. These mitigation measures may include specific rooms and locations where the indoor sound levels (i.e., inner cabins without windows or room with noise attenuation) are in compliance with the Health Canada sleep disturbance threshold. Please refer to the report titled "Construction Phase Noise Assessment Technical Report, May 2022" (Stantec 2022; Attachment 3- Construction Phase Noise Assessment Technical Report) for additional detail. References: Stantec Consulting Ltd. (Stantec). 2022. Construction Phase Noise Assessment Technical Report, May 2022.	2022-09-26

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OGC-1-2	136	Oil and Gas Commission			
SLRD- 1 -1	83	Squamish-Lillooet Regional District	Have the impacts of the Fortis Eagle Mountain to Woodfibre Gas Pipeline project and required workforce housing during construction (the timeline for which overlaps with the proposed Woodfibre LNG construction timeline) been considered as part of this amendment, and if so, how? It is challenging that these projects are being looked at separately from the standpoint of impacts on housing, traffic, and local infrastructure and this challenge was reflected in the conversation around the table at the Fortis Community Table.	Woodfibre LNG recognizes the Squamish-Lillooet Regional District's concern with multiple worker camps potentially operating concurrently and will continue to provide current information related to Woodfibre LNG's worker accommodation plans and to seek the District's input where appropriate. The Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction. Woodfibre LNG is aligning development of its CSIMP alongside FortisBC so that the projects can collectively address potentially overlapping impacts on the community. Woodfibre LNG is working closely with FortisBC and in turn is meeting with the District of Squamish jointly to present workplans and temporary workforce accommodation requirements with the objective of identifying potential concerns and synergies.	2022-09-26
SLRD- 1 -10	84	Squamish-Lillooet Regional District	Pg. 58/6.12.1.1 Housing and Accommodation. "With the flotel and marine construction vessel, it is anticipated that the role of the housing and accommodation advisor will include coordination of accommodation for the flotel and construction vessel, as well as supporting employees who cannot be accommodated on the flotel when the workforce exceeds the flotel capacity." What is the anticipated overage, and what is the anticipated timeframe during which the workforce will exceed available capacity on the flotel?	Personnel requiring offsite accommodation is expected to be highest when the floatel isn't available (i.e., during early works and commissioning/start-up), albeit for a short duration (approx. 4 months and 9 months, respectively). Contingency measures during this period of short-term demand during early works includes the use of 46 suites (with approximately 95 bedrooms) at the "Sirocco" building in Squamish (with a lease that can be renewed until April 30, 2025), construction sequencing to slow the increase in headcount, and advancing the floatel availability. The Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction. This includes strategies to link construction labour with information about housing / accommodation options. Woodfibre LNG is currently reviewing the role and responsibilities of the Housing and Accommodations Advisor.	2022-09-26
SLRD- 1 -11	85	Squamish-Lillooet Regional District	Pg. 57/6.12.1.1 Housing and Accommodation. The SLRD would like to highlight the need for the flotel to meet minimum standards for workforce accommodation in terms of sizing, access and egress. This is particularly critical from an emergency management/emergency response standpoint, should the need for an evacuation of all workers arise. The amendment application indicates that "demand for emergency services due to Project area emergencies is not likely to change." However, with the workforce remaining on site 24 hours/day it seems likely that different emergency services demands may arise as a result of this change to the workforce housing.	It is expected that the floatel will be required to meet the Industrial Camps Regulation and Woodfibre LNG is committed to working with the floatel operator to develop applicable safety and operational plans and policies. The BC Guidelines for Industrial Camps Regulation (2017) includes guidance around sizing (e.g., overcrowding) and means of egress. Woodfibre LNG will prepare an Emergency Response Plan (ERP). Where identified through development of the ERP, emergencies as they relate to operation of the floatel will be included. The ERP and health plans will be developed in line with relevant health guidance (including the Industrial Camps Regulation) and will be reviewed and updated as required. Woodfibre LNG is committed to working with the Squamish-Lillooet Regional District to develop this Plan. The Project site will provide emergency medical services, including an on-site emergency medical technician, personnel trained in level 3 first aid and emergency helipad egress.	2022-09-26
SLRD- 1 -12	86	Squamish-Lillooet Regional District	Pg. 60/6.12.1.3 Emergency Services. How will access to the site be controlled, and how is this being folded into emergency response planning?	Site security will be in operation 24 hours per day, seven days per week. Access to the site will be controlled at all times. Woodfibre LNG is considering a range of security measures to address access to the site. Site access controls will be in place at all departure locations (e.g., Darrell Bay, Squamish Harbour, or Vancouver/Lower Mainland [passenger ferry]). A site security plan will address general site security.	2022-09-26
SLRD- 1 -13	87	Squamish-Lillooet Regional District	Pg. 60/6.12.1.3 Emergency Services. Existing emergency management plans will need to be updated to reflect the changes to workforce accommodation, including the potential for a full evacuation of the site in an emergency such as an interface fire. The amendment application states that the "Emergency Response Plan (ERP) will be communicated to emergency response authorities and service providers." The SLRD Emergency Management department would like to receive the updated Emergency Response Plan due to the potential for an emergency response to impact areas under SLRD jurisdiction.	The Emergency Response Plan (ERP) is being developed to address the potential for the complete evacuation of the floatel. Woodfibre LNG is committed to sharing the draft ERP with Squamish-Lillooet Regional District.	2022-09-26
SLRD- 1 -14	88	Squamish-Lillooet Regional District	Pg. 9/2.3 Flotel Drinking Water Supply. The report states that drinking water will be drawn from Woodfibre Creek. It is not clear where water for other servicing requirements (showers, toilets etc.) will come from. The SLRD requests clarification on this matter.	If the floatel does not have its own water treatment plant all potable and drinking water required for operation of the floatel (e.g., drinking, cooking, showers, toilets) will be drawn from Woodfibre Creek and will be treated using a shore-based, self-contained water treatment plant. The treatment system will be secured within a treatment building. Design will be completed by a qualified professional, in accordance with the applicable regulations. Water will be treated to meet the *Drinking Water Protection Act* and Drinking Water Protection Regulation as enforced by Vancouver Coastal Health. Water withdrawal from Woodfibre Creek was approved in Environmental Assessment Certificate (EAC) Amendment #1 (Air Cooling Amendment). It is anticipated up to 0.005 m^3/s will be withdrawn to supply the worker accommodations.	2022-09-26
SLRD- 1 -15	89	Squamish-Lillooet Regional District	Pg. 1/1.0 INTRODUCTION. The report supplied as Appendix C indicates that there will be "workforce accommodation on marine construction vessels." Only one marine construction vessel appears to be mentioned in the amendment application. The SLRD requests clarity on the number of marine construction vessels proposed to be utilized during construction of the WLNG project.	Marine Construction Vessels (MVCs) of varying sizes will be required to support Project construction; the size of the MCV is dependent on the Project component that they are supporting. Since submission of the Woodfibre LNG Worker Accommodation Application to Amend Environmental Assessment Approvals, Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor have determined that the MCV(s) will not be used as worker accommodation.	2022-09-26
SLRD- 1 -2	90	Squamish-Lillooet Regional District	Pg. 59/6.12.1.2. Transportation (Traffic Services) SLRD continues to strongly support the plan to provide employee buses/shuttles.	Comment acknowledged. Woodfibre LNG is committed to identifying and evaluating options to reducing the traffic impacts of the Project including providing employee buses and shuttles.	2022-09-26
SLRD- 1 -3	91	Squamish-Lillooet Regional District	Pg. 59/6.12.1.2. Transportation (Traffic Services) In comments submitted to the EAO in July 2015, the SLRD indicated a concern about the Traffic Management Plan development not involving the SLRD, and indicated that the SLRD would like to be involved with consultations for development, as well as review, of the Traffic Control Management Plan. This amendment application mentions the draft Traffic Control Management Plan from August 2019. The SLRD would like to reiterate their interest in the development of this plan and looks forward to participating at the November 28th workshop on this subject.	Woodfibre LNG acknowledges Squamish-Lillooet Regional District's interest in participating in development of the Traffic Management Plan and commits to sharing the Traffic Management Plan.	2022-09-26
SLRD- 1 -4	92	Squamish-Lillooet Regional District	Pg. 59/6.12.1.2. Transportation (Traffic Services) The earlier application estimated that between 400 and 800 additional vehicles per day would travel on the Sea to Sky Highway (Highway 99) at the peak of construction. The amendment application indicates that there will be a substantial reduction in single occupancy vehicles with the use of weekly buses picking up shift workers that will be living at the flotel. Is there an updated estimate of the number of single occupancy vehicles available that reflects estimated numbers of Local Assessment Area workers?	As per Condition 15 of the Environmental Assessment Certificate (EAC), Woodfibre LNG is completing a Traffic Impact Assessment and developing a Traffic Control Management Plan with the Ministry of Transportation (MOTI) and the District of Squamish (DOS). Woodfibre LNG acknowledges Squamish-Lillooet Regional District's interest in participating and commits to sharing the Traffic Management Plan. Woodfibre LNG also commits to sharing the updated traffic forecast with the Squamish-Lillooet Regional District once the Traffic Impact Assessment is complete.	2022-09-26

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SLRD- 1 -6	93	Squamish-Lillooet Regional District	Pg. 57/6.12.1.1. Housing and Accommodation. The previous EAC application estimated an annual average of 400 FTE jobs (in-migrants) to supplement local workers sourced from the Local Assessment Area. The amendment states, "...the number of employees requiring local accommodation will decrease because they will be housed on the flotel, which will have a positive impact on the availability of accommodation in the Local Assessment Area." Has this FTE estimate been adjusted to reflect changing conditions in the local labour market such as reduced unemployment?	To clarify, the 400 full-time equivalent (FTE) jobs referred to in the comment (and in Section 6.2.3.2.2 of the Application for an Environmental Assessment Certificate Application [Woodfibre LNG 2015]) was the "direct employment needs (expressed as FTE jobs) by year" for 2015. At the time of writing the Application it was assumed that FTE requirements would be 400 FTE for 2015, 1,060 for 2016 and 330 in 2017. Woodfibre LNG's current construction execution planning anticipates a construction workforce of up to 800 FTE depending on the Project phase (e.g., early works, construction, pre-commissioning). Woodfibre has undertaken a recent review of baseline labour and housing conditions of communities along the Sea-to-Sky corridor, the North Shore and Greater Vancouver to inform the Project's hiring and accommodations strategy. Based on this review, and consistent with the estimate provide in Section 6.3.3.2.2 of the Application for an Environmental Assessment Certification (Woodfibre LNG 2015), Woodfibre anticipates that approximately 60% of the construction workforce will be residents from the Sea to Sky and Lower Mainland areas (e.g., "regional").; only those from the local area are anticipated to return to their homes at the end of each workday; the remainder would be accommodated on the floatel. Woodfibre LNG acknowledges that the unemployment rate within the construction sector declined between 2014 and 2019 (by approximately two percentage points), though the rate increased in 2020, likely attributed to the COVID-19 pandemic (figures based on Statistics Canada labour force survey data [Statistics Canada 2021]). However, the potentially available construction labour force within commuting distance of the Project remains large enough to support the estimate that approximately 60% of the Project's FTE construction workers could be hired from within the Sea-to-Sky and lower mainland areas (e.g., "regional"). Reference: Statistics Canada. 2021. Statistics Canada. Table 14-10-0023-01 Labour force characteristics by occupation, annual. Available at: https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1410029601 Accessed January 2021.	2022-09-26
SLRD- 1 -7	94	Squamish-Lillooet Regional District	Pg. 57/6.12.1.1. Housing and Accommodation. What is the proposed housing solution for the estimated 13% of the in-migrant workforce that cannot be accommodated on the flotel?	Personnel requiring offsite accommodation is expected to be highest prior to the floatel being available (i.e., during early works and commissioning/start-up), albeit for a short duration (approx. 4 months and 9 months, respectively). Contingency measures during this period of short-term demand during early works includes the use of 46 suites (with approximately 95 bedrooms) at the "Sirocco" building in Squamish (with a lease that can be renewed until April 30, 2025), construction sequencing to slow the increase in headcount, and advancing the floatel availability. Woodfibre LNG continues to explore options to address the period during commissioning/start-up when the floatel will not be available. The Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction.	2022-09-26
SLRD- 1 -8	95	Squamish-Lillooet Regional District	Pg. 57/6.12.1.1 Housing and Accommodation. In this section, it states that the flotel is anticipated to house 250-630 workers, but elsewhere in the amendment application it states that the flotel will contain between 400 and 600 beds. The SLRD requests clarity on the proposed capacity of the flotel.	Thank you for the comment. To clarify, Woodfibre LNG is planning for a floatel that can accommodate up to 600 personnel.	2022-09-26
SLRD- 1 -9	96	Squamish-Lillooet Regional District	Pg. 58/6.12.1.1 Housing and Accommodation. The amendment application states that, "The population increase in the Local Assessment Area would be of workers only, since the short construction period would deter family members from temporarily moving to the Local Assessment Area. The demand for the type of accommodation (single person) for those not in the flotel and construction vessel is therefore not anticipated to change." However, given a 51 month total construction period, and 35 month peak construction period it seems likely that families would consider relocating to the region. It would be beneficial to provide information on the anticipated breakdown of families versus single workers that will be relocating to the region in order to fully know the potential impacts to the local housing supply.	Personnel will be offered accommodation on site (i.e., floatel) or at the "Sirocco" building in Squamish (approximately 46 suites [approx. 95 bedrooms] with a lease that can be renewed until April 30, 2025). Personnel who consider relocating to the Squamish area would be responsible for identifying appropriate housing. Woodfibre LNG expects that the majority of personnel coming from outside Squamish will choose to work on a rotational basis (e.g., 14 days on / 7 days off) rather than relocating to the Squamish area. The Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction.	2022-09-26
SQ- 1 -1	97	Squamish Nation	Section 1.2 "A mainland camp was strongly opposed by the Squamish community during discussion, with concerns voiced about adverse interactions with the community and increased demand on local services (See Section 3.0". The information in Section 3 is small sample size from which to assert opinion of the "Squamish community". It appears the views of the community are being represented only from reports in the Squamish Chief newspaper - and some of these are the views of the Britannia Beach community, which is distinct from Squamish. This isn't meant to re-frame community sentiments, just that there is very little evidence being provided in support of this document's assertions. If WLNG has further evidence to support this statement, please provide.	Thank you for your comment. During meetings with the District of Squamish and various Non-Government Organizations in December 2019, attendees raised points such as 'multiple land-based camps in relation to Fortis' camp running concurrently', 'with construction camps there are a lot of unwelcome impacts', and 'the history of workcamps'. Woodfibre LNG trust this adds context as to how the statement around 'a mainland camp was strongly opposed' came about.	2022-09-26
SQ- 1 -11	98	Squamish Nation	3.2 "Woodfibre LNG has been tracking public opinion regarding the flotel. Documented opinion toward the Amendment have generally been favorable with members of the public requesting a flotel as their preferred option". The only citation to support WLNG's tracking of the issue is a list of four Squamish Chief news articles and/or letters-to-the-editor. The quoted feedback is mainly in opposition to a work camp at Britannia Beach, not support for a flotel per se. In particular, and notwithstanding a questionable sample size, it is not apparent the flotel is a clear preference over a land-based camp at the project site. This is not a statement of opposition or support to any of the options, just a request that WLNG provide stronger evidence to support the statements about public opinion, and the specific concerns that dictate that opinion.	Thank you for your comment. During meetings with local businesses owners in December 2019, attendees raised points such as 'there is a loss from a land-based perspective to a floatel', 'I felt very relieved when I saw the floatel. With how much we are struggling with vacancy rates and rental prices. This is being done so it doesn't strain us or our existing infrastructure'. Woodfibre LNG trust this adds context as to how the statement around 'requesting a floatel' came about. Woodfibre LNG continues to engage with key stakeholder groups, such as during the 2022 Community Services and Infrastructure Management Plan community roundtable. Public response to the proposed floatel has been positive, as an alternative to a land based camp, to mitigate impacts on the community.	2022-09-26
SQ- 1 -20	99	Squamish Nation	M5.11-1 Based on some of the invasive species observed at the site (i.e. periwinkle), smothering should be considered a mitigation method for control and eradication. Details on where, when, and how control methods will be applied will be necessary in a revised Invasive Plant Management Plan.	The Invasive Plant Management Plan has been revised to include the Amendment #3 application Project components. The revised Invasive Plant Management Plan describes control and disposal methods for invasive plant species, including species-specific measures that are based on regional guidance documents (e.g., published guidance from the Invasive Species Council of BC). The plan also includes information on known invasive plant occurrences, timing of when control will be applied, and how control measures will be applied. The plan addresses several invasive species, including common periwinkle (*Vinca minor*). Invasive species control work commenced in summer 2022.	2022-09-26
SQ- 1 -21	100	Squamish Nation	Section 6.6.1 Section 6.6.1 asserts that the amendment activities will only interact with marine benthic habitat via pile installation and shading. Table 6-7 asserts that the movement of the marine construction vessel was assessed as part of the original EAC Application. The construction vessel and the flotel will both be mobilized to site via tugboat. The construction vessel is expected to then be relocated, at minimum, 7 to 10 times (based on Section 2.2). Please confirm that mooring locations and transit corridors construction vessel and the flotel will also remain at depths > 50m, or alternatively update the propeller wash study from the EAC Application. That study had a narrow spatial application that only focused on transit of an LNG tanker into berth at FSO, but bathymetry (Fig 5.16-2 of the EAC Application) shows most of the central and west-central portions of project area to be shallower than FSO location. If it isn't possible to rule out repeated prop wash entraining contaminated sediment, WLNG are advised to incorporate depth-stratified monitoring (turbidity or TSS) during tug movements.	The floatel may be brought to site via tug depending on the final design/type of floatel and whether it has its own onboard propulsion system. The floatel would be moved into place and would remain in that location for the duration of construction and would not result in repeated prop wash events. Where it relates to the Marine Construction Vessel (MCV), the comment is considered out of scope as it relates to vessel movement, mooring locations, and transit corridors which will occur regardless of whether a vessel is used as worker accommodation. A MCV was included in Woodfibre LNG's Application for an Environmental Assessment Certificate; any MCV(s) will frequently relocate within the marine construction area. The addition of worker accommodation on the vessel would not result in any additional interactions not already assessed in the Application (as related to vessel movement, mooring locations, and transit corridors) and captured within the Environmental Assessment Certificate, Federal Decision Statement, and Squamish Nation Environmental Assessment Approval conditions. However, Woodfibre LNG is no longer planning to house site personnel (off-duty non-crew) on board the MCV. MCV personnel are on-duty when working on the MCVs.	2022-09-26
SQ- 1 -25	101	Squamish Nation	6.10 The Amendment application asserts that the proposed changes would not yield a material change to the assessment on local labour income. In the EAC Application, WLNG had predicted that most employees would reside in the LAA during construction. That would no longer be the case with on-site accommodation. How would the floating camp not reduce the predicted benefits of induced employment in the LAA? For instance, goods and services to support construction workers, outside of project related goods and services	The induced economic impact would be similar regardless of whether workers commute to the Project on a daily basis, or are lodged at the floatel, because induced economic impact is based on the household expenditures of such workers, which is anticipated to remain similar whether the workers commute or are housed on the floatel.	2022-09-26

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
SQ- 1 -5	102	Squamish Nation	Section 2.2 Permission is requested for up to 150 live-aboard workers on the FSO Construction Vessel. Unlike the flotel, no transport information is included. It is implied that these 150 individuals may reside solely on the Construction Vessel for up to 20 months. Is that correct, or will there also be shift changes and water taxi transport to and from Squamish for the Construction Vessel?	It is not expected that any Marine Construction Vessel (MCV) will be onsite for a 20-month period. Woodfibre LNG. Additionally, Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor are no longer planning to use the MCV to house site personnel (off-duty non-crew). To reduce traffic effects on the Sea to Sky Highway, Woodfibre LNG is exploring the option of transporting workers to/from site at the start/end of shifts either via a bus service or a third-party ferry service operating from the lower mainland; the specific details will depend on contractual arrangements and are yet to be decided.	2022-09-26
SQ- 1 -6	103	Squamish Nation	"The mooring is expected to consist of six piles (one vertical king pile and two offset batter piles) per dolphin". The indicated numbers do not align with six piles per dolphin. Presumably the intended message is that each dolphins will require three piles in total, not six. Please confirm.	Thank you for noting this discrepancy. The Squamish Nation's interpretation in the comment is correct; each of the two dolphins was proposed to be supported by three piles, for a total of six piles (at early planning stage). However, the number of dolphins and piles has been refined. Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG have made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation (see Attachment 1 Design Refinements Memo, WLNG 2022). Following completion of a Multiple Accounts Analysis (MAA) to determine a preferred floatel location (see Attachment 2 Alternative Means of Undertaking the Proposed Construction Worker Accommodation, Stantec 2022), a floatel location north of Woodfibre Creek was selected. To support placement of the floatel in this location, it is conservatively assumed that there will be up to five monopile breasting dolphins and four mooring dolphins, each with a maximum outside diameter (OD) of 2 m. In addition, two walkways to shore will each be supported by six 24-inch OD piles. References: Woodfibre LNG Limited. (WLNG). 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo. Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26
SQ- 1 -7	104	Squamish Nation	Section 2.2 The live-aboard marine construction vessel has similar dimension as the flotel. Unlike the flotel, it is not included in assessment of marine shading, apparently because "it is not anticipated that the marine construction vessel will be located in one place for more than approximately 8 weeks". Frequency of vessel movement therefore becomes a necessary mitigation measure instead of a passively-worded estimate. Each relocation should be sufficient to avoid shading some or all of the same area. Conditions of approval would need to ensure something stronger than "it is not anticipated that...", and reframe as a firm commitment. Alternatively, WLNG could assess the effects of a stationary vessel. Also, the application implicitly assumes that 8 weeks is not long enough to materially inhibit primary productivity in a single growing season. Please explain and, if possible, validate that assumption.	A Marine Construction Vessel (MCV) was included in the Application; any MCV(s) will frequently relocate within the marine construction area. The addition of worker accommodation on the vessel does not result in any additional interactions not already assessed in the Application and captured within the Environmental Assessment Certificate, Federal Decision Statement, and Squamish Nation Environmental Assessment Approval conditions. However, Woodfibre LNG is no longer planning to house site personnel (off-duty non-crew) on board the MCV. MCV personnel are on-duty when working on the MCVs. Any interaction between the MCV(s) and marine vegetation is anticipated to be temporary and negligible; this conclusion is based on the following: •Marine vegetation in the areas where marine facilities will be constructed (and therefore where the MCV(s) will be located) is generally sparse. Rockweed (Fucus sp.) and other intertidal macrophytes were observed as restricted to hard substrates in the intertidal zone, typically on riprap armouring along the shoreline (EAC Application, Woodfibre LNG. 2015). During surveys completed in 2015 and 2016 (following submission of the EAC Application), the intertidal zone was found to have a greater amount of macroalgae compared to the subtidal zone (see next bullet). This included green string lettuce (Enteromorpha intestinalis), rusty rock (Hildenbrandia sp.), rockweed (Fucus distichus), green tuft (Cladophora sp), and filamentous brown algae. Rockweed was the dominant species observed within the intertidal zone between the approximate elevations of 4.0 m CD and 0.0 m CD. However, as the MCV(s) will not be moored in the intertidal zone there is no anticipated spatial overlap with these algal species. •The MCV(s) may increase the shading effect on the seafloor in shallow subtidal habitats; however, very limited marine vegetation has been observed in this area (WLNG 2015). The subtidal zone (beginning at 0.00 CD) contained a low abundance and diversity of macroalgae (i.e., Laminarian kelps, Laminaria spp) (Keystone 2022). As such the potential impact to marine vegetation from mooring of the MCV(s) is expected to be negligible and, in the event that there is a small loss of primary productivity due to shading, algae will re-establish within a period of one to two years. •Several of the structures will be constructed in deep waters (>30m depth) and are not expected to result in a shading effect on marine vegetation; the MCV(s) will be located in these same deep waters where interaction with marine vegetation is less likely. The Application for an Environmental Assessment Certificate (EAC) (Woodfibre LNG 2015. Sections 5.16.3.2.3 and 5.16.3.3) states that "No significant loss of benthic communities is likely to result from the shading effect created by the installation and operation of marine facilities" and "the Project is not likely to result in residual adverse effects from shading and the overall significance of the effect is considered to be negligible." These conclusions are for the long-term operation of the Project infrastructure, where the MCVs will be temporary in nature and are not anticipated to be in place at any given location longer than 8 weeks. Based on the information provided above and the conclusions of the Application for an EAC and the Worker Accommodation Amendment #3 application, the use of MCVs during the construction phase of the Project does not change the characterization of residual effects or determination of significance (not significant) with respect to a change in habitat associated with shading. The following mitigation measures presented in the EAC Application and amendment application #3 (worker accommodation) will be implemented where applicable for the MCV(s): M5.16-1 (EAC Application and Worker Accommodation Amendment): •Where possible, ramps and gangways used to access floating facilities will be installed at an elevation at least 2 m above the highest high water mark to allow ambient light to reach the seafloor •Where possible, dock, ramps and gangways will be surfaced with aluminum grating (or other light permeable material), allowing ambient light to reach the benthic communities These measures were introduced specifically for the permanent marine facilities; however, components of these measures may be applicable to the MCVs while they are stationed. Woodfibre LNG will prepare a Marine Fish and Fish Habitat Management and Monitoring Plan. The plan will include the measures listed above. References: Woodfibre LNG Limited. (WLNG). January 2015. Application for an Environmental Assessment Certificate. Sections 5.16 (Marine Benthic Habitat Assessment) and 5.18 (Forage Fish and Other Fish Assessment)	2022-09-26
SQ- 1 -8	105	Squamish Nation	2.2 Drinking water for the marine construction vessel would come from a marine water supply with desalination process. Please clarify attributes (number, size, placement, other criteria) of marine water intakes.	Desalinization is no longer being considered as a potable water supply source. As such, there will be no marine intakes or other marine-based infrastructure associated with the provision of potable water for the floatel or Marine Construction Vessel(s).	2022-09-26
SQ- 1 -9	106	Squamish Nation	2.3 Flotel drinking water supply is a self-contained treatment system. Why is the system being located within a forested area along riparian (freshwater and marine) margins? Can it not be housed on the flotel itself, or alternatively within the cleared area north of Woodfibre Creek?	Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG have made several refinements to the design address concerns raised by the Technical Advisory Committee (TAC) during their review of the amendment application, and to capture continued Project engineering and planning for operation. Following completion of a multiple accounts analysis (MAA) to determine a preferred floatel location (see Attachment 2 – Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022), a floatel location north of Woodfibre Creek was selected. This location will not require vegetation clearing to support worker access to the floatel as it will be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area. Additionally, in response to comments raised by the TAC during review of the amendment application, the location of the proposed water treatment plant, in the event that the floatel does not have an onboard water treatment plant, has been revised to an area near the floatel walkway landing area. This area is already cleared of vegetation and is within the Certified Project Area. The water treatment plant is expected to be modular (e.g., 6 m container, plus space for water tanks and storage). Reference: Stantec Consulting Ltd. (Stantec). 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation.	2022-09-26

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
TW- 1 -1	107	Tsleil-Waututh Nation	The flotel amendment is missing significant information and a lot of the components rely on details that are not yet confirmed. The amendment was clearly rushed and the gaps in information are so that Tsleil-Waututh cannot make an informed decision on whether the flotel is the best option. Tsleil-Waututh expects our outstanding concerns be addressed before this amendment receives approval.	Woodfibre LNG has received comments and concerns from Tsleil-Waututh Nation in response to the amendment application and is responding to those comments as part of this Information Request response package. Woodfibre LNG will continue to engage with Tsleil-Waututh Nation on outstanding concerns and comments as they relate to the amendment application. Woodfibre LNG also continues to be committed to sharing information and engaging Tsleil-Waututh Nation throughout the design and planning phase of the Project. Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG has made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC), including Tsleil-Waututh Nation, during their review of the amendment application, and to capture continued Project engineering and planning for operation. A description and rationale for the design refinements is provided in the Design Refinements Memo included with this response package (see Attachment 1 – Design Refinements Memo; Woodfibre LNG 2022). To address comments raised by the TAC and the public during their review of the amendment application, Woodfibre LNG has prepared a memo titled "Alternative Means of Undertaking the Proposed Construction Worker Accommodation" (Stantec 2022) to provide clarity around the decision-making process for selecting temporary worker accommodation for the construction phase of the Project (see Attachment 2 – Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022). References: Stantec Consulting Ltd. 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation. Woodfibre LNG Limited. 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo.	2022-09-26
TW- 1 -12	108	Tsleil-Waututh Nation	pg. 41 It is stated that there will be a reduction in vessel noise due to fewer ferry trips between Squamish or Darrell Bay and the Woodfibre site and that this is considered an environmental benefit. How is this considered a benefit? The amendment does not provide a concrete plan to transport workers to the site. Please outline a worker transportation plan in the Amendment.	Personnel will be on site for the duration of their work shift (e.g., two weeks), therefore, fewer ferry trips between Squamish and the Project site will be required. Reducing the number of vessel trips from what would be experienced if construction personnel were housed in a land-based camp near Squamish (or in housing in Squamish) will result in less potential for behavioural changes by marine mammals due to vessel noise and as such, is considered beneficial to the marine environment. As per Condition 16 of the Environmental Assessment Certificate, a Marine Transport Management and Monitoring Plan prepared for the construction of the Project will set out the planning, operating, monitoring procedures for vessel transits including passenger, service, and material vessels to/from the site. This plan must be developed in consultation with the District of Squamish, Indigenous nations and other parties as identified in the EAC Condition. As per Condition 17 of the EAC, a Marine Transport Management and Monitoring Plan will also be prepared for the operation phase of the Project. This plan must be developed in consultation with Indigenous nations, Transport Canada and other parties. The final plan will be shared with the District of Squamish, Indigenous nations and other parties as identified in the EAC Condition.	2022-09-26
TW- 1 -13	109	Tsleil-Waututh Nation	pg. 53 Is there a marine closure area associated with the Flotel? Please clarify in the Amendment.	The floatel will be moored within the Certified Project Area (EAC #E15-02). As part of the BC Oil and Gas Commission permitting process, a control zone will be established around the LNG facility and the floating storage and offloading unit. Subject to Transport Canada approval, the seaward portion of the control zone will be marked using buoys and patrolled with a security boat.	2022-09-26
TW- 1 -14	110	Tsleil-Waututh Nation	pg. 55 To better understand the social impacts of the Flotel, please provide a draft work schedule outlining the length of shifts, number of shift changes, days off etc.	It is anticipated that personnel staying on the floatel will work on two-week rotations (14 days on / 7 days off) and will work daily shifts of 7:00 AM to 5:30 PM. Shift changes for personnel staying on the floatel are anticipated to occur three times per week (mid-week).	2022-09-26
TW- 1 -15	111	Tsleil-Waututh Nation	pg. 58 It was stated that the Flotel is anticipated to reach accommodation capacity. What and where would be the other accommodations should this happen? Please update the Amendment.	Personnel requiring offsite accommodation is expected to be highest prior to the floatel being available (i.e., during early works and commissioning/start-up), albeit for a short duration (approx. 4 months and 9 months, respectively). Contingency measures during this period of short-term demand during early works includes the use of 46 suites (with approximately 95 bedrooms) at the "Sirocco" building in Squamish (with a lease that can be renewed until April 30, 2025), construction sequencing to slow the increase in headcount, and advancing the floatel availability. Woodfibre LNG continues to explore options to address the period during commissioning/start-up when the floatel will not be available. The Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction.	2022-09-26
TW- 1 -16	112	Tsleil-Waututh Nation	pg. 59 The Amendment states that there is an option of subcontracting the transport of employees directly from the Vancouver Airport to the site via ferry. Is a 350 person ferry available for contract from a port in Squamish? If the ferry can only operate out of Vancouver, what other water transportation options are there? Please update the Amendment.	As per Condition 16 of the Environmental Assessment Certificate, a Marine Transport Management and Monitoring Plan prepared for the construction of the Project will set out the planning, operating, monitoring procedures for vessel transits including passenger, service, and material vessels to/from the site. This plan must be developed in consultation with the District of Squamish, Indigenous nations and other parties as identified in the EAC Condition. As per Condition 17 of the EAC, a Marine Transport Management and Monitoring Plan will also be prepared for the operation phase of the Project. This plan must be developed in consultation with Indigenous nations, Transport Canada and other parties. The final plan will be shared with the District of Squamish, Indigenous nations and other parties as identified in the EAC Condition. Woodfibre LNG is exploring the option of transporting workers to/from site at the start/end of shifts either via a bus service or a third-party ferry service operating from the lower mainland; the specific details will depend on contractual arrangements and are yet to be decided. However, at this time, the transport of workers to/from the floatel at the start/end of their rotation is expected to be on a passenger ferry with up to approximately 600 persons (will range from 200 – 600 depending on construction phase) and occur approximately once every 7 days.	2022-09-26
TW- 1 -17	113	Tsleil-Waututh Nation	pg. 60 Due to many people occupying the same space, there is a possibility of illness outbreak that could particularly affect workers living in the confined space of the Flotel. Please include a mitigation and response plan to a major flu or other contagious disease outbreak.	It is expected that the floatel will be required to meet the Industrial Camps Regulation. To provide greater flexibility for increased space in response to COVID-19, if required, and to align the Project with the Order of the Provincial Health Officer, Industrial Camps (July 7, 2021), the current design proposes a floatel footprint that would allow for up to two vessels for greater physical distancing opportunities for workers. The BC Guidelines for Industrial Camps Regulation includes requirements of reporting illnesses. Woodfibre LNG is committed to working with the floatel operator to develop applicable safety and operational plans and policies. Where identified through development of the Emergency Response Plan (ERP) for the Project, emergencies (including disease outbreaks) as they relate to operation of the floatel will be included. The specific details for quarantining and transferring ill workers from site will be specified in the ERP or in the floatel operational plans. The ERP and health plans will be developed in line with relevant health guidance (including the Industrial Camps Regulation) and will be reviewed and updated as required.	2022-09-26
TW- 1 -18	114	Tsleil-Waututh Nation	72 TWN is concerned that the list of social determinants of health is not complete. With no defined work schedule, it is hard to determine what the effects of worker isolation could be. Please provide a work schedule and include the effects of social isolation in the list of social determinants of health.	It is anticipated that personnel staying on the floatel will work on two-week rotations (14 days on / 7 days off) and will work daily shifts of 7:00 AM to 5:30 PM. Shift changes for personnel staying on the floatel are anticipated to occur three times per week (mid-week). Policies and procedures for the operation of the floatel will be developed in partnership with the floatel operator, with Woodfibre LNG providing governance regarding floatel requirements. The floatel will provide onboard kitchen, lounge and recreational facilities. Woodfibre LNG is committed to working with the floatel operator to develop applicable safety and operational plans and policies. Community and health and well-being strategies will be based on the mitigation measures identified in Section 9.2.1 of the Woodfibre LNG Application for an Environmental Assessment Certificate (Woodfibre LNG 2015). These include but are not limited to: Health Living Strategy, Substance Abuse Policy, Addictions Training, Life Skills Workshops, and Providing Counseling. Woodfibre LNG will work with the floatel operator and the construction contractor to implement adequate policies, plans and procedures that protect and support worker mental and physical health; these will be further explored as part of the workforce development plan that is underway. Reference: Woodfibre LNG Limited. 2015. Application for an Environmental Assessment Certificate, Woodfibre LNG.	2022-09-26

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
TW- 1 -19	115	Tsleil-Waututh Nation	TWN does not agree with the Table 8-2 outlining Potential Project Interactions with Tsleil-Waututh Aboriginal Interests. Without further information that TWN has requested in previous comments, TWN cannot agree that the Flotel will have a minor interaction (positive) or no new interactions to TWN's interests. TWN expects the EAO to work with TWN to determine impacts to TWN's rights, title and interests in their draft Referrals Material.	Woodfibre LNG will continue to engage with Tsleil-Waututh Nation on outstanding concerns and comments as they relate to the amendment application. Woodfibre LNG continues to be committed to sharing information and engaging Tsleil-Waututh Nation throughout the design and planning phase of the Project. Woodfibre LNG will defer to the British Columbia Environmental Assessment Office to provide a response with respect to Tsleil-Waututh Nation's rights, title, and interests.	2022-09-26
TW- 1 -20	116	Tsleil-Waututh Nation	The Amendment states that metal debris was found to be within the site. Please indicate how the metal debris is to be disposed.	Metal debris identified on the Project site will be removed as part of site preparation/clean up. Metal waste will be removed from site using a service vessel and recycled or disposed of at a suitably licenced facility.	2022-09-26
TW- 1 -3	117	Tsleil-Waututh Nation	2.1 Flotel, pg. 8 The Amendment states that "the mooring infrastructure will be left in place provided that Woodfibre LNG identifies an ongoing use". Who will decide if the piles and dolphins for the Flotel will not be removed after construction? What signifies an "ongoing use" where there would be a need to keep the piles and dolphins? TWN expects to be consulted and be part of the decision making process as to whether mooring infrastructure will be left in place or removed. Please update the Amendment.	Woodfibre LNG currently plans to decommission the floatel (remove from the Woodfibre LNG Project site) following completion of construction. The mooring infrastructure may remain in place following construction to support operations. This use would be subject to approval by the District of Squamish as the mooring infrastructure will overlap seabed within their jurisdiction, and may be subject to a Temporary Use Permit. Construction and use of the mooring infrastructure will be included in Woodfibre LNG's application to Fisheries and Oceans Canada for a *Fisheries Act* Authorization and will be subject to appropriate mitigation measures and offsetting. Woodfibre LNG is committed to ongoing engagement with the Tsleil-Waututh Nation regarding Project infrastructure and decommissioning.	2022-09-26
TW- 1 -4	118	Tsleil-Waututh Nation	2.1 Flotel, pg. 8 TWN has ongoing concerns regarding the impacts of marine traffic. Please indicate how often the Flotel will need to be serviced for sewage and the resulting marine traffic.	Sewage will be stored onboard and collected and barged off-site by service vessels approximately two to three times per week for disposal at an approved facility. Service vessel traffic supporting the Project will be managed in accordance with the Marine Transport Management and Monitoring Plan.	2022-09-26
TW- 1 -5	119	Tsleil-Waututh Nation	2.1 Flotel, pg. 8 The Amendment states that off-duty transport to Squamish will not be accommodated except for medical appointments and other approved activities. Please indicate what are considered "other approved activities" and update the Amendment.	Woodfibre LNG is committed to working with the floatel operator to design the floatel to include a range of key services and recreation facilities, with the objective of mitigating impacts from construction workers on the local community. The plan for the transportation of passengers and materials during construction is expected to be refined through the development of the Marine Transport Management and Monitoring Plan. It is not intended that off-duty workers residing on the floatel will routinely access Squamish. This protocol will be monitored by site access controls. In consultation with the community this protocol may be reviewed periodically. The term "other approved activities" refers to transportation of workers under specific circumstances such as medical issues that cannot be addressed by onsite staff	2022-09-26
TW- 1 -6	120	Tsleil-Waututh Nation	Tsleil-Waututh was granted full acknowledgement by the EAO and the Proponent that any potential effects to TWN's Interests in the area of the proposed Project would be considered regardless of the Consultative Area Boundaries. Given this acknowledgement, TWN expects to be Consulted on all components of the Amendment - any reference to the facility not falling within the "asserted traditional territories of any other Aboriginal group" (pg. 76) is not only inappropriate, but must be removed. Please update the Amendment.	Thank you for your comment. Woodfibre LNG continues to be committed to sharing information and engaging Tsleil-Waututh Nation throughout the design and planning phase of the Project. Woodfibre LNG will defer to the British Columbia Environmental Assessment Office to provide further response with regards to consultative area boundaries.	2022-09-26
VCH- 1 -1	121	Vancouver Coastal Health-Health Protection	2.3 Details on proposed source of drinking water to service flotel and marine construction vessels are lacking. The amendment refers to Woodfibre Creek as the proposed source, however a different source was discussed during a recent site visit. Drinking water source, treatment systems and associated infrastructure falls under VCH jurisdiction and requires approval. Determination of the availability of an appropriate drinking water source should be finalized prior to proceeding. We note that this is a brownfield site with an existing industrial landfill in place. The drinking water source including the catchment area must not be at risk of impact from existing site features or planned site activities. We would also anticipate drinking water needs for workers in the future operational period of WLNG could be supplied from the drinking water treatment system which would be constructed and located on the site to service the flotel and marine construction vessels. This would allow for provision of potable water during the operational phase while not creating an ongoing plastic waste issue.	If the floatel does not have its own water treatment an adequate supply of safe water will be provided to the floatel for drinking and domestic purposes via a shore-based, self-contained water treatment plant with water drawn from Woodfibre Creek. This water will be withdrawn from Woodfibre Creek, under an appropriate water license issued under the *Water Sustainability Act* . The treatment plant will be secured within a treatment building; design will be completed by a qualified professional, in accordance with the applicable regulations. Water will be treated to meet the Drinking Water Protection Act and Drinking Water Protection Regulation as enforced by Vancouver Coastal Health. Woodfibre LNG will engage with Vancouver Coastal Health to develop a water treatment system that meets VCH requirements for drinking water protection. The comment regarding drinking water source during the Project's operations phase is outside the scope of this amendment application and review process.	2022-09-26
VCH- 1 -2	122	Vancouver Coastal Health-Health Protection	The proposed flotel would offer accommodation for construction workers for a period of approximately 34 months; this has potential to minimize impacts on the current housing situation locally. Worker accommodation requirements are addressed in the Industrial Camps Regulation which would be administered by VCH. There are no details provided regarding worker accommodation on the marine construction vessels. It is assumed the Industrial Camp Regulations would also apply here.	It is expected that the floatel will be required to meet the Industrial Camps Regulation for the floatel. Woodfibre LNG is no longer planning to house site personnel (off-duty non-crew) on board the Marine Construction Vessel (MCV). Only MCV crew will utilize sleeping quarters; vessel crew are assumed to be subject to the vessel operators' and maritime rules and regulations and that this would not include the Industrial Camps Regulation.	2022-09-26
VCH- 1 -3	123	Vancouver Coastal Health-Health Protection	The amendment suggests there would be a reduction in vehicle traffic on the Sea to Sky Highway due to the reduction in daily commuting to and from the site. A robust plan which outlines how workers will be brought to the site would be helpful in demonstrating the expected numbers of private vehicles which would be travelling to the project's ferry terminal, and the frequency of ferry transportation to and from the site, all of which impact emissions levels. There has been a suggestion that all workers would be transported by bus to the project ferry terminal at each shift change however this is not detailed in the amendment. Reducing individual vehicle travel for workers has potential to reduce vehicle emissions related to the project. Reducing independent vehicle travel also lowers the risk of collision and injury.	The use of individual vehicles by personnel who will be residing on the floatel is expected to be limited. To reduce traffic effects on the Sea to Sky Highway Woodfibre LNG is exploring the option of transporting workers to/from site at the start/end of shifts either via a bus service or a third-party ferry service operating from the lower mainland; the specific details will depend on contractual arrangements and are yet to be decided. However, at this time, the transport of workers to/from the floatel at the start/end of their rotation is expected to be on a passenger ferry with up to approximately 600 persons (will range from 200 – 600 depending on construction phase) and occur approximately once every 7 days. The plan for the transportation of passengers and materials during construction and operation is expected to be refined through the development of the Marine Transport Management and Monitoring Plan for Construction and Operation and the Traffic Management Plan. The Traffic Management Plan will include, but not be limited to, measures to control and limit traffic, safety measures for drivers, traffic planning and forecasting, incident management and a site access parking approach.	2022-09-26

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
VCH- 1 -5	124	Vancouver Coastal Health-Health Protection	VCH encourages WLNG to continue collaborating with VCH representatives regarding potential impacts on health services including acute health service needs which may not be accommodated in facilities on the site. Areas such as communicable disease control, harm reduction, mental health and addictions, sexual health and diagnostics need to be considered on an ongoing basis. Northern Health has prepared a document " Health and Medical Services Plan Best Management Guide for Industrial Camps" as a resource which may be useful in this regard. https://www.northernhealth.ca/services/programs/office-health-and-resource-development#guidance-documents	Thank you for highlighting these issues and providing a weblink to the "Health and Medical Services Plan Best Management Guide for Industrial Camps". Woodfibre LNG will work with the construction contractor to develop a code of conduct for employees that is consistent with relevant polices and employment legislation. Policies and procedures for the operation of the floatel will be developed in partnership with the floatel operator (with Woodfibre LNG providing governance regarding floatel requirements); these will include policies and procedures that protect and support worker mental and physical health. It is anticipated that the floatel will be required to operate in accordance with the Industrial Camps Regulation. To meet EAC Condition 14 Woodfibre LNG is preparing a Community Services and Infrastructure Management Plan (CSIMP) in consultation with Indigenous Nations, Vancouver Coastal Health local governments, provincial government, and infrastructure and service providers. The CSIMP will adaptively manage and monitor effects on services and infrastructure delivered by provincial agencies and local governments.	2022-09-26
VCH- 1 -8	125	Vancouver Coastal Health-Health Protection	Social well-being is an important consideration in work camp settings. The amendment indicates no alcohol will be permitted on site, however there is no indication of how this and other substance use will be monitored. VCH encourages the inclusion of recreation and exercise facilities for leisure times on the flotel. A study was quoted in the references, which was by Northern Health, "Part 1: Understanding the State of Industrial Camps in Northern BC: A Background Paper" (https://www.northernhealth.ca/sites/northern_health/files/about-us/position-statements/documents/industrial-camps-part1.pdf). This paper walked through some of the real public health concerns such as addictions (drug/alcohol/tobacco). These types of behaviors further exacerbate feelings of stress, anxiety and depression. When persons are under the influence of drugs/alcohol, this poses a risk for the on the-job accidents, injury, anxiety and emotional distress and long term health effects. Preventing exposure of workers to second-hand smoke is also worth considering in the design and operation of the facilities.	While kitchen, lounge and recreational facilities will be available on the floatel, no alcohol, marijuana, or other recreational substances will be permitted on the floatel. Woodfibre LNG will work with the construction contractor to develop a code of conduct for employees that is consistent with relevant polices and employment legislation; this document will outline conduct expectations both onsite and during shift transfer to/from site and will include remedial measures for not adhering. Cultural awareness training will also be provided to workers. Policies and procedures for the operation of the floatel will be developed in partnership with the floatel operator, with Woodfibre LNG providing governance regarding floatel requirements. The floatel will be required to meet the Industrial Camps Regulation. Woodfibre LNG is committed to working with the floatel operator to develop applicable safety and operational plans and policies. Community and health and well-being strategies will be based on the mitigation measures identified in Section 9.2.1 of the Woodfibre LNG Application for an Environmental Assessment Certificate (Woodfibre LNG 2015). These include but are not necessarily limited to: Health Living Strategy, Substance Abuse Policy, Addictions Training, Life Skills Workshops, and Providing Counseling. Reference: Woodfibre LNG Limited. 2015. Application for an Environmental Assessment Certificate, Woodfibre LNG.	2022-09-26
VCH- 1 -9	126	Vancouver Coastal Health-Health Protection	A series of design guidelines are discussed regarding minimizing light pollution. It is recommended that consideration be given to minimizing the amount of light released into the environment during each phase of the proposal beginning at construction. https://www.researchgate.net/publication/45827459_Light_pollution_in_the_sea	Thank you for providing a link to the guidelines. Woodfibre LNG is procuring the floatel in consideration of the Federal Decision Statement conditions 4 (Migratory Birds) and 6 (Human Health), and Environmental Assessment Certificate condition 20 (Visual Quality Plan) in addition to the mitigation measures related to light referenced in Section 22 of the Environmental Assessment (Woodfibre LNG 2015). Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments and Squamish Nation. The CEMP and the supporting Visual Quality Management Plan will incorporate measures aimed at avoiding or limiting effects to the environment from lighting. With respect to CIE150 2003 "Guide on the Illumination of the Effects of Obtrusive Light from Outdoor Lighting Installations" Woodfibre LNG may be limited in meeting this standard in the event that an existing vessel may be utilized and retrofitted. Lighting will be optimized to the extent required for the operation of the floatel including external lighting on the floatel, along the walkway(s) and as necessary to meet safety requirements. Reference: Woodfibre LNG Limited. 2015. Application for an Environmental Assessment Certificate, Woodfibre LNG.	2022-09-26
VCH-2-1	137	Vancouver Coastal Health			
SQ- 2 -1	127	Squamish Nation Council	What will access on and off the floatel be (limited or free to go to town as they please or somewhere in between)?	Woodfibre LNG is committed to working with the floatel operator to design the floatel to include a range of key services and recreation facilities, with the objective of mitigating impacts from construction workers on the local community. It is not expected that off-duty workers residing on the floatel will frequently access Squamish, however inflows and outflows of workers will occur on a weekly basis due to shift patterns. This approach will be monitored by site access controls and will be subject to review with the local community in Squamish (e.g., District of Squamish, Squamish-Lillooet Regional District, and Indigenous Nations). It is Woodfibre LNG's intention to develop an approach to community access in consultation with the District of Squamish and will incorporate feedback from further community consultation sessions. All daily amenities will be available for workers at the floatel and on site. The Project site will provide emergency medical services, including on-site medical personnel and resources that meet or exceed all regulatory requirements and meet the needs of the worksite during construction. This will also include emergency evacuation for egress, including an emergency helipad. This will also include emergency evacuation for egress, including an emergency helipad. Medical attention that can be administered at site will be, however dependent on the severity of the medical condition hospital access may be needed. As an economic opportunity where the impacts can be managed, workers may be interested in accessing local businesses for shopping, dining or recreation. In order to maximize Project benefits to the local supply chain, opportunities for local businesses to supply the floatel with catering / services will be explored. The primary means of worker transportation to/from the Woodfibre Site will be via Darrell Bay, or a suitable alternative, through a license agreement with the Ministry of Transportation and Infrastructure (MOTI) (underway) and terms of use subject to agreement with the District of Squamish. The plan for the transportation of passengers and materials during construction is expected to be refined through the development of the Marine Traffic Management Plan. To meet EAC Condition 14 Woodfibre LNG is preparing a Community Services and Infrastructure Management Plan (CSIMP) in consultation with the District of Squamish, Indigenous Nations, Vancouver Coastal Health, provincial government, and infrastructure and service providers. The CSIMP describes Woodfibre LNG's activities to manage and monitor effects on services and infrastructure that are directly attributable to the Project.	2022-09-26
SQ- 2 -2	128	Squamish Nation Council	If workers are given the opportunity to go into town, what are the expectations on workers while in town (e.g., would a worker be fired if they didn't return to the floatel that evening, etc)?	Woodfibre LNG will work with the construction contractor to develop a code of conduct for employees that is consistent with relevant polices and employment legislation; this document will outline conduct expectations both onsite and during shift transfer to/from site and will include remedial measures for not adhering. Policies and procedures around community access will be developed in partnership with the local community in Squamish (e.g., District of Squamish, Squamish-Lillooet Regional District, and Indigenous nations). Cultural awareness training will also be provided to workers. Policies and procedures for the operation of the floatel will be developed in partnership with the floatel operator, with Woodfibre LNG providing governance regarding floatel requirements.	2022-09-26
SQ- 2 -3	129	Squamish Nation Council	What are the considerations around women working and staying at the floatel?	Woodfibre LNG is committed to ensuring that women are protected and feel safe as employees / contractors on-site and at the floatel. As part of its workforce development strategy, Woodfibre LNG is developing targeted diversity, equity and inclusion strategies to ensure that women and other underrepresented groups (LGBTQ2S+ people) are empowered to work on-site. In addition, Woodfibre LNG acknowledges the national inquiry regarding Missing and Murdered Indigenous Women and Girls and will monitor / take shared action alongside government to ensure cultural safety of its employees and community members. Woodfibre LNG will work with the construction contractor to develop a code of conduct for employees that is consistent with relevant polices and employment legislation; this document will outline conduct expectations both onsite and during shift transfer to/from site and will include remedial measures for not adhering. Cultural awareness training will also be provided to workers. Policies and procedures for the operation of the floatel, including considerations with regards to female personnel, will be developed in partnership with the floatel operator, with Woodfibre LNG providing governance regarding floatel requirements.	2022-09-26
SQ- 2 -4	130	Squamish Nation Council	Squamish Nation workers would prefer to be able to go home after a day's work, how will this be considered?	Members of the Squamish Nation working on the Project will be able to return home at the end of each workday and would be transported to/from site each day via ferry at Darrell Bay, or a suitable alternative; this will occur at set daily times.	2022-09-26
SQ- 2 -5	131	Squamish Nation Council	What will the security be on site?	Site security will be in operation 24 hours per day, seven days per week. Access to the site will be controlled at all times. Woodfibre LNG is considering a range of security measures to address access to the site. Site access controls will be in place at all departure locations (e.g., Darrell Bay, Squamish Harbour, or Vancouver/Lower Mainland [passenger ferry]).	2022-09-26

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
SQ- 2 -6	132	Squamish Nation Council	How will life on the floatel be managed to look after worker mental health (e.g., ideas from other camps to try and make life more normal were movie theatres, Tim Hortons, allowance of one alcoholic drink per day, etc)	Woodfibre LNG will work with the floatel operator to provide recreational facilities.. The floatel will include accommodation as well as onboard kitchen facilities, recreation areas, and medical and security personnel. The floatel will be operated as a "dry" camp. Woodfibre LNG will work with the Floatel operator and the construction contractor to develop and implement adequate policies, plans and procedures to protect and support worker mental and physical health.	2022-09-26
SQ- 2 -7	133	Squamish Nation Council	How will health problems or disease outbreaks be handled? At what point would people be quarantined or taken off site?	The floatel will be required to meet the Industrial Camps Regulation. The BC Guidelines for Industrial Camps Regulation includes requirements of reporting illnesses. Woodfibre LNG is committed to working with the floatel operator to develop applicable safety and operational plans and policies. Where identified through development of the Emergency Response Plan for the Project, emergencies (including disease outbreaks) as they relate to operation of the floatel will be included. The specific details for quarantining and transferring ill workers from site will be specified in the ERP or in the floatel operator's operational plans. The ERP and health plans will be developed in line with relevant health guidance (e.g., Industrial Camps Regulation) and will be reviewed and updated periodically. In addition, to provide greater flexibility for increased space in response to COVID-19, if required, and to align the Project with the Order of the Provincial Health Officer, Industrial Camps (July 7, 2021), the current design proposes a floatel footprint that would allow for up to two vessels for greater physical distancing opportunities for workers.	2022-09-26
SQ- 2 -8	134	Squamish Nation Council	What medical staff will be on site to make this decision?	It is expected that the floatel will be required to meet the requirements of the Industrial Camps Regulation. The Project site will provide emergency medical services, including on-site medical personnel and resources that meet or exceed all regulatory requirements and meet the needs of the worksite during construction. This will also include emergency evacuation for egress, including an emergency helipad. Woodfibre LNG is committed to working with the floatel operator to develop applicable safety and operational plans and policies.	2022-09-26
SQ- 2 -9	135	Squamish Nation Council	The amendment references the collection of sewage and garbage for disposal at approved facilities – do you know what specific facilities will be used?	Woodfibre LNG and its contractors will rely on licensed third-party specialty contractors for the disposal of waste generated during construction, including construction wastes, domestic waste, and hazardous materials. Woodfibre LNG is unable to provide specific details around potential disposal facility locations at this time; the disposal options of each waste type will depend on the contractors selected and availability. Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments, and Squamish Nation. As a component of the CEMP, Woodfibre LNG will prepare a Waste Management Plan; management of solid wastes will be in accordance with this Plan and will be applicable to the floatel and Marine Construction Vessel(s). The Waste Management Plan will address hazardous and non-hazardous waste and will be developed and implemented to limit waste generation, and to properly store and dispose of the waste.	2022-09-26
MoH- 1 -2	16	Ministry of Health	Section 6.2 The Ministry of Health recommends that the Health Canada 'Guidance for Evaluating Human Health Impacts in Environmental Assessment: Noise' (2017) be applied and consider health impacts to off-duty workers on the flotel and Marine Construction Vessel.	Table as referred to in response to MoH- 1-2 above.	2022-09-26
HC- 1 -3	138	Health Canada			
HC- 1 -4	139	Health Canada			
HC- 1 -5	140	Health Canada			

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
HC- 1 -6	141	Health Canada	Electric typewriter 80 Bus or heavy truck at 15 m 88-94 Jackhammer 88-98 Loud shout 90 Freight train at 15 m 95 Modified motorcycle 95 Jet taking off at 600 m 100 Amplified rock music 110 Jet taking off at 60 m 120 Air-raid siren 130 Electric can opener 60-70 Food mixer 59-75 Electric knife 65-75 Electric knife sharpener 72 Sewing machine 70-74 Vacuum cleaner 65-80 Food blender 65-85 Coffee mill 75-79 Food waste disposer 69-90 Edger and trimmer 81 Home shop tools 64-95 Hedge clippers 85 Electric lawn mower 80-90		
HC- 1 -7	142	Health Canada			
HC- 1 -8	143	Health Canada			
HC- 1 -9	144	Health Canada			

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HC- 1 -10	145	Health Canada			
HC- 1 -11	146	Health Canada			
HC- 1 -12	147	Health Canada			
HC- 1 -13	148	Health Canada			

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HC- 1 -14	149	Health Canada			
HC- 1 -15	150	Health Canada			
HC- 1 -16	151	Health Canada			
HC- 1 -17	152	Health Canada			
HC- 1 -18	153	Health Canada			

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
FLNR- 2-2	154	FLNRORD			
DS- 1 -10	155	District of Squamish			
DS- 1 -11	156	District of Squamish			
DS- 1 -12	157	District of Squamish			
DS- 1 -13	158	District of Squamish			
DS- 1-14	159	District of Squamish			
DS- 1-15	160	District of Squamish			
DS- 1-16	161	District of Squamish			

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
DS- 1-17	162	District of Squamish			
DS- 1-18	163	District of Squamish			
DS- 1-19	164	District of Squamish			
DS- 1-20	165	District of Squamish			
DS- 1-21	166	District of Squamish			
DS- 1-22	167	District of Squamish			
DS- 1-23	168	District of Squamish			
DS- 1-24	169	District of Squamish			

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
DS- 1-25	170	District of Squamish			
DS- 1-26	171	District of Squamish			
DS- 1-27	172	District of Squamish			
DS- 1-28	173	District of Squamish			
DS- 1-29	174	District of Squamish			
DS- 1-30	175	District of Squamish			
DS- 1-31	176	District of Squamish			
DS- 1-32	177	District of Squamish			
DS- 1-33	178	District of Squamish			
DS- 1-34	179	District of Squamish			
FLNR- 2-3	180	FLNRORD			
FLNR- 2-4	181	FLNRORD			
MoH 2-1	182	Ministry of Health			

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
MoH 2-1	183	Ministry of Health			
MoH 2-2	184	Ministry of Health			
MoH 2-3	185	Ministry of Health			
MoH 2-4	186	Ministry of Health			
MoH 2-5	187	Ministry of Health			

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
MoH 2-6	188	Ministry of Health			
MoH 2-7	189	Ministry of Health			
MoH 2-8	190	Ministry of Health			
MoH 2-9	191	Ministry of Health			

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
MoH 2-10	192	Ministry of Health			
MoH 2-11	193	Ministry of Health			
MoH 2-12	194	Ministry of Health			
ECCC 2-1	195	Environment and Climate Change Canada			

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
MOE 2-1	196	Ministry of Environment			
MOE 2-2	197	Ministry of Environment			
MOE 2-3	198	Ministry of Environment			

Comment Code (EAO)	Woodfibre LNG Reference No.	Commenter	Initial Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
MOE 2-4	199	Ministry of Environment			

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
Since the Worker Accommodation Amendment #3 application (amendment application) was submitted to the Environmental Assessment Office in October 2019, Woodfibre LNG has made several refinements to the design to address concerns raised by the Technical Advisory Committee (TAC), including the District of Squamish (the District), during their review of the amendment application, and to capture continued Project engineering and planning for operation (see Attachment 1 - Design Refinements Memo; Woodfibre LNG 2022). As presented in the Alternatives Memo, Alternative 4 (floating camp) was identified as the preferred option (see Attachment 2 – Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022). To further refine a preferred floatel location and taking into consideration comments received during the TAC's review of the amendment application, Woodfibre LNG, their consultants, and Engineering, Procurement and Construction contractor (McDermott International) undertook a multiple accounts analysis (MAA) that considered five floating camp options (locations). Following completion of the MAA a floatel location north of Woodfibre Creek was selected, as shown in the Alternatives Memo (Stantec 2022). This location will not require vegetation clearing to support worker access to the floatel as it will be connected to shore (via walkway) in an area that is already cleared of vegetation and that is within the Certified Project Area and will not require a shoreline/forest pedestrian walkway. The pedestrian pathway and associated watercourse crossings over Woodfibre Creek and the unnamed creek are no longer proposed. Floatel has been relocated to a previously cleared area which appears to reduce impacts. Further review is still required with detailed District applications including Temporary Use Permit(s) and DPA 1 (environment). The floatel amendment should specifically reference District permit requirements. Mooring Infrastructure may remain in place for the operation phase (25 years or more), so District needs a full understanding of the scope and impacts of long-term use and how to mitigate impacts long term. DOS will want to see acoustics, lighting, shading impacts with the TUP submission. The Howe Sound Marine Reference Guide tool/available data needs to be reflected in site planning and design. Woodfibre LNG is working with the District to understand the applicable municipal permitting requirements. Woodfibre LNG and the District of Squamish have had a Pre-Application Meeting for a Temporary Use Permit for the floatel and will continue to engage with the District on the next steps in this permit application process. The District cannot comment further until a detailed TUP application has been submitted. Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments and Squamish Nation. As components of the CEMP, Woodfibre LNG will prepare several management plans that will be applicable to management of effects resulting from the floatel within the marine and terrestrial environments. The District cannot comment further until the detailed management plans are submitted. References: Stantec Consulting Ltd. 2022. Alternative Means of Undertaking the Proposed Construction Worker Accommodation. Woodfibre LNG Limited. 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo. Page 2, Para. 1 Indicates 400-600 persons. Later lines cite the 600 persons number. Confirmation that the floatel is intended to accommodate 600 persons would be appreciated as this range is somewhat confusing. Page 2, Para. 2 References a further accommodation of "up to" (unsure what "up to" means) 150 persons on board a MCV (marine construction vehicle). It is unclear therefore as to whether WLNG is accommodating 550 - 750 employees in total. Some clarity here would be appreciated. Page 2. It is not clear from the document what is the number of WLNG employees need to be accommodated. Does the 550-750 accommodate all or "some" of WLNG employees for the project. The draft WLNG CSIMP refers to the use of LOAs for employees that do not reside on the floatel. Some clarity is needed about the number of WLNG employees and how all of them are to be accommodated. Page 7. The applicant has not provided the project's "Waste Management Plan," so the District cannot assess whether or not solid or liquid waste disposal proposes the use of the District's waste water treatment plan or landfill as disposal points. Some clarity would be appreciated on these matters so that the District can determine if its' facilities have the capacity to receive these wastes, if liquid wastes would be of acceptable quality at	2022-11-28	Comments noted. Woodfibre LNG has recently received initial guidance from the District of Squamish (DOS) following the Temporary Use Permit (TUP) pre-application meeting that was held on August 30, 2022. The items included in the DOS' comment are included in the guidance received regarding the TUP and will be addressed in Woodfibre LNG's permit application(s) to the DOS.	2023-01-20
No further comment.	2022-12-13	Comment closed.	

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
ECCC recommends that the Proponent provide further information about the proposed water intake on Woodfibre Creek, noting that this water intake option would require vegetation clearing. ECCC notes the following from Attachment 1 – Design Refinements Memo (Woodfibre LNG Limited 2022): Figure 1 still references the original proposed design for the floatel with trail from the Amendment Application (Hemmera 2019). Figure 2 does not include the proposed location of the water intake structures. The memo does not provide any information on the footprint, size and habitat loss associated with the water intake structures. Additionally, if the amendment is seeking approval for the installation of the water intake structures, then ECCC recommends comments related to migratory birds, species at risk and wetlands be reconsidered with respect to potential effects from this proposed change. For migratory birds, ECCC further notes that the Migratory Birds Regulation, 2022 (MBR 2022) was recently revised. The Migratory Birds Convention Act (MBCA) and its regulations protect migratory birds and their eggs and prohibit the disturbance, damage, destruction or removal of migratory bird nests that contain a live bird or a viable egg. Migratory birds are protected at all times; all migratory bird nests are protected when they contain a live bird or viable egg; and the nests of 18 species listed in Schedule 1 of the MBR 2022 are protected year round. These general prohibitions apply to all lands and waters in Canada, regardless of ownership. For more information, please visit: https://www.canada.ca/en/environment-climatechange/services/avoiding-harm-migratory-birds.html For migratory birds that are listed as Endangered, Threatened or Extirpated on Schedule 1 of the Species at Risk Act (SARA), s.32 (protection of individuals) and s.33 (protection of residences) apply to all land tenure types in Canada. For some migratory bird species listed under the SARA, the residence prohibition will protect nests that are not active, but are re-used in subsequent years. Critical habitat of species at risk is protected under s.58 of the SARA. For more information about the SARA s.58 and migratory birds, please consult: Protection statement: habitat to which the Migratory Birds Convention Act, 1994 applies for migratory birds listed under the Species at Risk Act (available at https://www.canada.ca/en/environmentclimate-change/services/species-risk-public-registry/criticalhabitat-statements/mbca-1994-applies-migratory-birds-listedunder-sara-july-2022.html). References: Woodfibre LNG Limited. (Woodfibre LNG). 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo. Hemmera, an Ausenco Company (Hemmera). 2019. Woodfibre LNG Worker Accommodation: Application to Amend Environmental Assessment Approvals. Prepared for Woodfibre LNG Limited. October 2019. Burnaby, BC.	2022-12-13	Figure 1 was included for context, to show the location of the floatel as originally proposed. Figure 2 does not show the location of a water intake as a specific location has not been selected. The specific location of a water intake will be confirmed once it is determined to be required (i.e., if the floatel does not have onboard water supply/treatment). However, if required, the intake is planned to be in the general location of an existing trail that extends to Woodfibre Creek. This trail would require some brushing to clear overgrown vegetation but would not require tree clearing. Woodfibre LNG will avoid clearing (e.g., brushing of the existing trail) during the primary nesting season, to the extent feasible and will follow guidelines for restricted activity periods to protect nesting birds to comply with the federal Migratory Birds Convention Act, the Migratory Bird Regulation (2022), and the provincial Wildlife Act. If clearing is required during the nesting season, pre-clearing surveys for nesting birds will be undertaken and appropriate, species-specific setbacks will be established and maintained around any confirmed or suspected active nests (or nests that are protected year round) to reduce potential mortality or disturbance. These mitigation measures are predicted to be effective in reducing potential mortality and disturbance of nesting birds. Further, construction of the water treatment plant will be completed in accordance with measures in the Project's Wildlife Management and Monitoring Plan, which will include the previously described bird-specific mitigation measures. **The following also remain applicable:** **Mitigation Measure M5.17-8:** Woodfibre LNG Limited will develop and implement a Marine Bird Management Plan (MBMP) prior to initiation of the construction phase of the Project. This MBMP will be part of an overall Wildlife Management Plan document. This plan will include: Pre-construction surveys within mapped (but not field-verified) marbled murrelet critical nesting habitat to be cleared as part of the Project will be undertaken following appropriate standards developed by the Resource Information Standards Committee for marmbled murrelet inventory (MELP 2001). These surveys will determine if marbled murrelets are currently nesting in these areas (if timing of Project construction allows for these surveys to be conducted during nesting season), or these areas provide suitable nesting habitat (if timing of Project construction prevents surveys during active nesting activity). **Federal Decision Statement Condition 4 (Migratory Birds)** - The Proponent shall carry out all phases of the Designated Project in a manner that protects migratory birds and avoids harming, killing or disturbing migratory birds or destroying, disturbing or taking their nests or eggs. In this regard, the Proponent shall take into account Environment and Climate Change Canada's Avoidance Guidelines. The Proponent's actions in applying the Avoidance Guidelines shall be in compliance with the Migratory Birds Convention Act, 1994 and with the Species at Risk Act. The Proponent shall develop, prior to construction and in consultation with Aboriginal groups, and implement during all phases of the Designated Project, a follow-up program to verify the accuracy of the environmental assessment as it pertains to the environmental effects of the air cooling system on migratory birds and to determine the effectiveness of the mitigation measures used to avoid harm to migratory birds, their eggs and nests, including the measures used to comply with Conditions 4.1 and 4.2.	2023-01-20
No further comment.	2022-12-13	Comment closed.	
See responses to ECCC- 1-10	2022-12-13	The specific location of a water intake will be confirmed once it is determined to be required (i.e., if the floatel does not have onboard water supply/treatment). However, if required, the intake is planned to be in the general location of an existing trail that extends to Woodfibre Creek. This trail would require some brushing to clear overgrown vegetation but would not require tree clearing. Woodfibre LNG will avoid clearing (e.g., brushing of the existing trail) during the primary nesting season, to the extent feasible and will follow guidelines for restricted activity periods to protect nesting birds to comply with the federal Migratory Birds Convention Act, the Migratory Bird Regulation (2022), and the provincial Wildlife Act. If clearing is required during the nesting season, pre-clearing surveys for nesting birds will be undertaken and appropriate, species-specific setbacks will be established and maintained around any confirmed or suspected active nests (or nests that are protected year round) to reduce potential mortality or disturbance. These mitigation measures are predicted to be effective in reducing potential mortality and disturbance of nesting birds. Further, construction of the water treatment plant will be completed in accordance with measures in the Project's Wildlife Management and Monitoring Plan, which will include the previously described bird-specific mitigation measures. **The following also remain applicable:** **Mitigation Measure M5.17-8:** Woodfibre LNG Limited will develop and implement a Marine Bird Management Plan (MBMP) prior to initiation of the construction phase of the Project. This MBMP will be part of an overall Wildlife Management Plan document. This plan will include: Pre-construction surveys within mapped (but not field-verified) marbled murrelet critical nesting habitat to be cleared as part of the Project will be undertaken following appropriate standards developed by the Resource Information Standards Committee for marmbled murrelet inventory (MELP 2001). These surveys will determine if marbled murrelets are currently nesting in these areas (if timing of Project construction allows for these surveys to be conducted during nesting season), or these areas provide suitable nesting habitat (if timing of Project construction prevents surveys during active nesting activity). **Federal Decision Statement Condition 4 (Migratory Birds)** - The Proponent shall carry out all phases of the Designated Project in a manner that protects migratory birds and avoids harming, killing or disturbing migratory birds or destroying, disturbing or taking their nests or eggs. In this regard, the Proponent shall take into account Environment and Climate Change Canada's Avoidance Guidelines. The Proponent's actions in applying the Avoidance Guidelines shall be in compliance with the Migratory Birds Convention Act, 1994 and with the Species at Risk Act. The Proponent shall develop, prior to construction and in consultation with Aboriginal groups, and implement during all phases of the Designated Project, a follow-up program to verify the accuracy of the environmental assessment as it pertains to the environmental effects of the air cooling system on migratory birds and to determine the effectiveness of the mitigation measures used to avoid harm to migratory birds, their eggs and nests, including the measures used to comply with Conditions 4.1 and 4.2.	2023-01-20
See responses to ECCC- 1-10 ECCC recommends additional assessment of the effects to coastal tailed frog from the construction and operation of the water intake structures. As well, ECCC recommends additional assessment of the effects on riparian habitat, and any mitigation measures proposed to avoid, reduce or compensate for these effects. The assessment should include the scope and size of impact. In addition, ECCC recommends the Proponent provide additional information on the proposed monitoring and salvage program. Salvage protocols should be designed in alignment with the Best Management Practices for Amphibian and Reptile Salvages in British Columbia (BC MFLNRO 2016) and the Decontamination Protocol for Field Work with Amphibians and Reptiles in Canada (CHHWG 2017). References: BC Ministry of Forest, Lands and Natural Resource Operations (BC MFLNRO). 2016. Best Management Practices for Amphibian and Reptile Salvages in British Columbia. Version 1.0. Canadian Herpetofauna Health Working Group (CHHWC). 2017. Decontamination Protocol for Field Work with Amphibians and Reptiles in Canada. 7 pp + ii	2022-12-13	Riparian clearing, if required, will be considered in the applicable permit/approval applications (e.g., British Columbia Water Sustainability Act [Changes in and About a Stream] approval or notification; Fisheries and Oceans Canada Request for Review). Once it is determined that a water intake is required (i.e., if the floatel does not have its own water supply/treatment) appropriate permits will be sought for construction and operation of the intake. If ambhibian salvage is required, appropriate permits under the British Columbia *Wildlife Act* will be applied for (e.g., General Wildlife Permit, which applies to amphibian salvage, and associated British Columbia Animal Care Form). The application for a General Wildlife Permit will include required information as it pertains to monitoring and salvages (as applicable). Amphibian salvage will be designed in consideration of of the Best Management Practices for Amphibian and Reptile Salvages in British Columbia and the Decontamination Protocol for Field Work with Amphibians and Reptiles in Canada.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
ECCC recommends the Proponent provide additional information on the use of end-of-pipe fish protection screens, with respect to potential effects to amphibians: The size of the mesh on the screens and whether thie size has been compared to the larval stage for coastal tailed frog. Whether any literature supports the use of fish screens for the protection of amphibians. Whether the proposed monitoring includes operational monitoring to ensure efficacy of fish protection screens for amphibians. Whether there will be any affect on volume, flow, temperature, etc., within the stream, and how this relates to habitat requirements for coastal tailed frog.	2022-12-13	It is not yet confirmed that water from Woodfibre Creek will be required to supply drinking water to the floatel, therefore, the design is not complete. Should an intake be required to support water supply to the floatel, appropriate screens, sized to meet the Fisheries and Oceans Canada (DFO) Interim Code of Practice: End-of-pipe fish protection screens for small water intakes in freshwater (DFO 2020) will be included in the design. Woodfibre LNG will consider a screen size that is protective of amphibians (e.g., at the larval stage) during design, to the extent that the DFO Code of Practice for end-of-pipe protection can still be met. The withdrawal of water from Woodfibre Creek was approved in Environmental Assessment Certificate Amendment #1 (Air Cooling Amendment). Additional assessment of volume, flow, temperature, etc., within Woodfibre Creek is therefore not planned. Section 6.6 of the Application for an Amendment to Environmental Assessment Certificate #E15-02 (Woodfibre LNG 2017) assessed the potential effects of water withdrawal from Woodfibre Creek on amphibans (including coastal tailed frog) during construction. This assessment found that with the development of minimum instream flow requirements (IFR), as committed to in the original EAC Application (2014), additional water removal from Woodfibre Creek is not anticipated to affect amphibians. To maintain adequate flow in Woodfibre Creek, "a minimum IFR regime will be developed and implemented to minimize potential effects from changes in water quantity to amphibians" (Woodfibre LNG 2017). Condition 5 of the amended Environmental Assessment Certificate requires that Woodfibre LNG prepare an IFR report for Woodfibre Creek, in consultation with the British Columbia Ministry of Forests (formerly "FLNR") and the British Columbia Oil and Gas Commission. This report must be completed at least 60 days prior to the commencement of construction. Of the volume of water approved for withdrawal, up to 0.005m3/s of water is anticipated to be withdrawn to supply the floatel, if required. References: Woodfibre LNG Limited. January 2017. Application for an Amendment to Environmental Assessment Certificate #E15-02.	2023-01-20
Please see response to ECCC-1-10.	2022-12-13	The specific location of a water intake will be confirmed once it is determined to be required (i.e., if the floatel does not have onboard water supply/treatment). However, if required, the intake is planned to be in the general location of an existing trail that extends to Woodfibre Creek. This trail would require some brushing to clear overgrown vegetation but would not require tree clearing. Woodfibre LNG will avoid clearing (e.g., brushing of the existing trail) during the primary nesting season, to the extent feasible and will follow guidelines for restricted activity periods to protect nesting birds to comply with the federal Migratory Birds Convention Act, the Migratory Bird Regulation (2022), and the provincial Wildlife Act. If clearing is required during the nesting season, pre-clearing surveys for nesting birds will be undertaken and appropriate, species-specific setbacks will be established and maintained around any confirmed or suspected active nests (or nests that are protected year round) to reduce potential mortality or disturbance. These mitigation measures are predicted to be effective in reducing potential mortality and disturbance of nesting birds. Further, construction of the water treatment plant will be completed in accordance with measures in the Project's Wildlife Management and Monitoring Plan, which will include the previously described bird-specific mitigation measures. The following also remain applicable: **Mitigation Measure M5.17-8:** Woodfibre LNG Limited will develop and implement a Marine Bird Management Plan (MBMP) prior to initiation of the construction phase of the Project. This MBMP will be part of an overall Wildlife Management Plan document. This plan will include: Pre-construction surveys within mapped (but not field-verified) marbled murrelet critical nesting habitat to be cleared as part of the Project will be undertaken following appropriate standards developed by the Resource Information Standards Committee for marmbled murrelet inventory (MELP 2001). These surveys will determine if marbled murrelets are currently nesting in these areas (if timing of Project construction allows for these surveys to be conducted during nesting season), or these areas provide suitable nesting habitat (if timing of Project construction prevents surveys during active nesting activity). **Federal Decision Statement Condition 4 (Migratory Birds)** - The Proponent shall carry out all phases of the Designated Project in a manner that protects migratory birds and avoids harming, killing or disturbing migratory birds or destroying, disturbing or taking their nests or eggs. In this regard, the Proponent shall take into account Environment and Climate Change Canada's Avoidance Guidelines. The Proponent's actions in applying the Avoidance Guidelines shall be in compliance with the Migratory Birds Convention Act, 1994 and with the Species at Risk Act. The Proponent shall develop, prior to construction and in consultation with Aboriginal groups, and implement during all phases of the Designated Project, a follow-up program to verify the accuracy of the environmental assessment as it pertains to the environmental effects of the air cooling system on migratory birds and to determine the effectiveness of the mitigation measures used to avoid harm to migratory birds, their eggs and nests, including the measures used to comply with Conditions 4.1 and 4.2.	2023-01-20
Please see response to ECCC-1-10. With respect to marbled murrelet, ECCC notes that the loss of riparian habitat for the construction and installation of water intake structures may still impact the species outside of marbled murrelet critical habitat polygons if the habitat meets the biophysical attributes of critical habitat. ECCC recommends this be considered within the assessment of effects (see also ECCC-1-7).	2022-12-13	The specific location of a water intake will be confirmed once it is determined to be required (i.e., if the floatel does not have onboard water supply/treatment). However, if required, the intake is planned to be in the general location of an existing trail that extends to Woodfibre Creek. This trail would require some brushing to clear overgrown vegetation but would not require tree clearing. Woodfibre LNG will avoid clearing (e.g., brushing of the existing trail) during the primary nesting season, to the extent feasible and will follow guidelines for restricted activity periods to protect nesting birds to comply with the federal Migratory Birds Convention Act, the Migratory Bird Regulation (2022), and the provincial Wildlife Act. If clearing is required during the nesting season, pre-clearing surveys for nesting birds will be undertaken and appropriate, species-specific setbacks will be established and maintained around any confirmed or suspected active nests (or nests that are protected year round) to reduce potential mortality or disturbance. These mitigation measures are predicted to be effective in reducing potential mortality and disturbance of nesting birds. Further, construction of the water treatment plant will be completed in accordance with measures in the Project's Wildlife Management and Monitoring Plan, which will include the previously described bird-specific mitigation measures. The following also remain applicable: **Mitigation Measure M5.17-8:** Woodfibre LNG Limited will develop and implement a Marine Bird Management Plan (MBMP) prior to initiation of the construction phase of the Project. This MBMP will be part of an overall Wildlife Management Plan document. This plan will include: Pre-construction surveys within mapped (but not field-verified) marbled murrelet critical nesting habitat to be cleared as part of the Project will be undertaken following appropriate standards developed by the Resource Information Standards Committee for marmbled murrelet inventory (MELP 2001). These surveys will determine if marbled murrelets are currently nesting in these areas (if timing of Project construction allows for these surveys to be conducted during nesting season), or these areas provide suitable nesting habitat (if timing of Project construction prevents surveys during active nesting activity). **Federal Decision Statement Condition 4 (Migratory Birds)** - The Proponent shall carry out all phases of the Designated Project in a manner that protects migratory birds and avoids harming, killing or disturbing migratory birds or destroying, disturbing or taking their nests or eggs. In this regard, the Proponent shall take into account Environment and Climate Change Canada's Avoidance Guidelines. The Proponent's actions in applying the Avoidance Guidelines shall be in compliance with the Migratory Birds Convention Act, 1994 and with the Species at Risk Act. The Proponent shall develop, prior to construction and in consultation with Aboriginal groups, and implement during all phases of the Designated Project, a follow-up program to verify the accuracy of the environmental assessment as it pertains to the environmental effects of the air cooling system on migratory birds and to determine the effectiveness of the mitigation measures used to avoid harm to migratory birds, their eggs and nests, including the measures used to comply with Conditions 4.1 and 4.2.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
No further comment.	2022-12-13	Comment closed.	
Please see response to ECCC-1-5. ECCC notes that the use of pre-clearing nest surveys does not align with ECCC's Avoiding harm to migratory birds guidelines (available at Avoiding harm to migratory birds - Canada.ca), particularly within complex habitat types, such as suitable marbled murrelet nesting habitat. If loss of forested habitat cannot be avoided for the proposed water intake structures, ECCC recommends the assessment include additional information on the location, size of vegetation clearing area and habitat assessment for marbled murrelet (as detailed in the original request ECCC-1-7), as well as species-specific mitigation measures in consideration of the mitigation hierarchy of avoid, reduce and compensate.	2022-12-13	The specific location of a water intake, should one be required (i.e., if the floatel does not have onboard water supply/treatment), will be confirmed once it is determined to be required. However, if required, it is planned to be in the general location of an existing trail that extends to Woodfibre Creek. This trail would require some brushing to clear overgrown vegetation but would not require any tree clearing, and is not expected to result in loss of forested habitat that would support marbled murrelet. Woodfibre LNG will limit the extent of any brush clearing in general and will avoid clearing (e.g., brushing of the existing trail) during the primary nesting season, to the extent feasible, and will follow guidelines for restricted activity periods to protect nesting birds to comply with the federal Migratory Birds Convention Act, the Migratory Bird Regulation (2022), and the provincial Wildlife Act. If clearing is required during the nesting season, pre-clearing surveys for nesting birds will be undertaken (per Mitigation M5.12-4) and appropriate, species-specific setbacks will be established and maintained around any confirmed or suspected active nests (or nests that are protected year round) to reduce potential mortality or disturbance. These mitigation measures are predicted to be effective in reducing potential mortality and disturbance of nesting birds. Further, construction of the water treatment plant will be completed in accordance with measures in the Project's Wildlife Management and Monitoring Plan, which will include the previously described bird-specific mitigation measures. The following also remain applicable: **Mitigation Measure M5.17-8:** Woodfibre LNG Limited will develop and implement a Marine Bird Management Plan (MBMP) prior to initiation of the construction phase of the Project. This MBMP will be part of an overall Wildlife Management Plan document. This plan will include: Pre-construction surveys within mapped (but not field-verified) marbled murrelet critical nesting habitat to be cleared as part of the Project will be undertaken following appropriate standards developed by the Resource Information Standards Committee for marmbled murrelet inventory (MELP 2001). These surveys will determine if marbled murrelets are currently nesting in these areas (if timing of Project construction allows for these surveys to be conducted during nesting season), or these areas provide suitable nesting habitat (if timing of Project construction prevents surveys during active nesting activity). **Federal Decision Statement Condition 4 (Migratory Birds)** - The Proponent shall carry out all phases of the Designated Project in a manner that protects migratory birds and avoids harming, killing or disturbing migratory birds or destroying, disturbing or taking their nests or eggs. In this regard, the Proponent shall take into account Environment and Climate Change Canada's Avoidance Guidelines. The Proponent's actions in applying the Avoidance Guidelines shall be in compliance with the Migratory Birds Convention Act, 1994 and with the Species at Risk Act. The Proponent shall develop, prior to construction and in consultation with Aboriginal groups, and implement during all phases of the Designated Project, a follow-up program to verify the accuracy of the environmental assessment as it pertains to the environmental effects of the air cooling system on migratory birds and to determine the effectiveness of the mitigation measures used to avoid harm to migratory birds, their eggs and nests, including the measures used to comply with Conditions 4.1 and 4.2.	2023-01-20
No further comment.	2022-12-13	Comment closed.	
No further comment.	2022-12-13	Comment closed.	
EAO - No furhter follow up comments or questions provided by FLNRORD as on Nov 28, 2022.	2022-11-28	Comment closed.	
EAO - No furhter follow up comments or questions provided by FLNRORD as on Nov 28, 2022.	2022-11-28	Comment closed.	

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
Yes, the Woodfibre LNG (WLNG) response satisfied the initial comment.	2022-12-12	Comment closed.	
No, the WLNG response did not satisfy the initial comment. A “vessel” as defined under the Canada Shipping Act (2001) is "a boat, ship or craft designed, used or capable of being used solely or partly for navigation in, on, through or immediately above water, without regard to method or lack of propulsion, and includes a vessel that is under construction". Navigable vessels with crew accommodation fall under the federal responsibility for shipping where the Crew Accommodation Regulations apply. For the Canada Shipping Act (2001) to apply to the MCV, the vessel would need to be “used in navigation” (i.e., not stationary at anchor). Since the MVC will stationary for up to 8 weeks at a time (i.e., not used for navigation) and housing people while off-duty, it is the Ministry of Health's understanding that the requirements of the provincial Industrial Camps Regulation (ICR), Sewerage System Regulation, Drinking Water Protection Act and Regulation, and Food Safety Act apply to the design and operation of both the MVC and the floatel. It is recommended that the MVC is included as a human receptor location in a revised human health risk assessment (HHRA); the HHRA in its current form is considered incomplete.	2022-12-12	As discussed between Woodfibre LNG, the BC Environmental Assessment Office and the BC Ministry of Health on January 10, 2023, the Marine Construction Vessel (MCV) will no longer be considered a receptor for the purposes of the Off-Duty Worker Human Health Risk Assessment. This is based on all of the following: The MCV will provide onboard accommodation for crew only (i.e., personnel who directly support the MCV and its operations; this includes the captain and operators, vessel engineer/maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV’s required tasks). The MCV will be working within the Certified Project Area for approximately 8 weeks in Q4 2024 and Q1 2025. Depending on weather, the MCV will change locations within the CPA every 3 to 5 days. The MCV is a non-Canadian registered vessel, and is therefore subject to exemptions under the Canada Marine Act and the Canada Shipping Act. Non-Canadian registered vessels are required to comply with a subset of requirements in the Canada Shipping Act, the Paris Memorandum of Understanding (MOU), and Tokyo MOU which govern aspects such as safety, emissions, pollution, and crew requirements. The Tokyo MOU governs Working and Living Conditions, including ventilation and accommodation; worker exposure limits on-vessel will be in accordance with these requirements. Transport Canada can audit and inspect non-Canadian registered vessels, and may hold vessels under detention should they be found in non-compliance. The Canadian federal definition of a vessel applies regardless of how long a vessel is stationary. Under the Canada Shipping Act, vessel “means a boat, ship or craft designed, used or capable of being used solely or partly for navigation in, on, through or immediately above water, without regard to method or lack of propulsion, and includes such a vessel that is under construction. It does not include a floating object of a prescribed class.” The definition does not require active navigation; the MCV is capable of navigation and should therefore be considered a vessel. With respect to the BC Industrial Camps Regulation (ICR), the definition of an “industrial camp” is “land or premises on which an employer, in connection with a logging, sawmill, mining, oil or gas operation, a railway construction project, a cannery, or a similar thing, owns, operates or maintains, or has established, permanent or temporary structures for use, with or without charge, by employees as living quarters.” BC Guidelines relating to the ICR state the purpose of the guideline is to help industrial camp operators and regulators interpret the ICR and suggest a focus on dedicated camp structures. The MCV is not a dedicated camp.	2023-01-20
No, the WLNG response did not satisfy the initial comment. Please see the Ministry of Health's follow-up comment to MoH - 1 -3 above.	2022-12-12	As discussed between Woodfibre LNG, the BC Environmental Assessment Office and the BC Ministry of Health on January 10, 2023, the Marine Construction Vessel (MCV) will no longer be considered a receptor for the purposes of the Off-Duty Worker Human Health Risk Assessment. This is based on all of the following: The MCV will provide onboard accommodation for crew only (i.e., personnel who directly support the MCV and its operations; this includes the captain and operators, vessel engineer/maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV’s required tasks). The MCV will be working within the Certified Project Area for approximately 8 weeks in Q4 2024 and Q1 2025. Depending on weather, the MCV will change locations within the CPA every 3 to 5 days. The MCV is a non-Canadian registered vessel, and is therefore subject to exemptions under the Canada Marine Act and the Canada Shipping Act. Non-Canadian registered vessels are required to comply with a subset of requirements in the Canada Shipping Act, the Paris Memorandum of Understanding (MOU), and Tokyo MOU which govern aspects such as safety, emissions, pollution, and crew requirements. The Tokyo MOU governs Working and Living Conditions, including ventilation and accommodation; worker exposure limits on-vessel will be in accordance with these requirements. Transport Canada can audit and inspect non-Canadian registered vessels, and may hold vessels under detention should they be found in non-compliance. The Canadian federal definition of a vessel applies regardless of how long a vessel is stationary. Under the Canada Shipping Act, vessel “means a boat, ship or craft designed, used or capable of being used solely or partly for navigation in, on, through or immediately above water, without regard to method or lack of propulsion, and includes such a vessel that is under construction. It does not include a floating object of a prescribed class.” The definition does not require active navigation; the MCV is capable of navigation and should therefore be considered a vessel. With respect to the BC Industrial Camps Regulation (ICR), the definition of an “industrial camp” is “land or premises on which an employer, in connection with a logging, sawmill, mining, oil or gas operation, a railway construction project, a cannery, or a similar thing, owns, operates or maintains, or has established, permanent or temporary structures for use, with or without charge, by employees as living quarters.” BC Guidelines relating to the ICR state the purpose of the guideline is to help industrial camp operators and regulators interpret the ICR and suggest a focus on dedicated camp structures. The MCV is not a dedicated camp.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
Yes statisfied. Please update report to reflect "current model anaysis" (e.g. 2022 not 2014)		Comment noted. Woodfibre LNG is not preparing an updated amendment application. However, clarifications and commitments made through this comment tracker form part of the BC Environmental Assessment Office's official record for the Project.	2023-01-20
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
SN Request 09Nov2022 - We note the broader context here than the recent response from the company. Woodfibre LNG has existing commitments to "minimize adverse effects of underwater noise including minimizing multiple underwater noise generating activities when possible (…) and monitoring underwater noise and implementing additional mitigation techniques if sound exceeds 30 kPa 1-2m from activity". These commitments remain from the original EA application. The details were to be included as part of the "Marine Works Management Plan" section of the CEMP, and this commitment was also referenced in the EA application as part of the mitigation for marine fish and fish habitat. SN's original comments from Section 6.2.1.1 of the floatel amendment application were provided with this context in mind. This is broader than what is cited for the Marine Mammal Management Plan. Details by which the original noise monitoring mitigation and monitoring will be met are still necessary for pending management plans. The outline of pre-construction acoustic modelling is noted and will presumably offer some further detail about how the older monitoring commitment will be met, but does not necessarily rescind the rationale (and commitment) to monitor noise levels "in the vicinity of the floatel" during construction. Per separate comments from Squamish Nation on this amendment application (SQ-1-26), please include these details in a consolidated list of new or amended mitigation / monitoring commitments.	2022-11-25	Woodfibre LNG is compiling a list of mitigation measures and commitments and will provide it to Squamish Nation. The Project management plans continue to be developed and details refined, and Woodfibre LNG is committed to ongoing engagement with Squamish Nation on those plans.	2023-01-20
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022. We appreciate the additional work provided in the "Alternative Means" memo.	2022-11-25	Comment closed.	

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
Squamish Nation 09Nov2022 - Please create a working list of new or refined mitigation measures (such as specific scoping commitments that will be addressed in management plans) that arise from this amendment application.	2022-11-25	Woodfibre LNG is compiling a list of mitigation measures and commitments and will provide it to Squamish Nation. The Project management plans continue to be developed and details refined, and Woodfibre LNG is committed to ongoing engagement with Squamish Nation on those plans.	2023-01-20
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
Thank you for providing the additional information (documents). TWN has no further concerns with this issue at this time.	2022-12-16	Comment closed.	
TWN looks forward to reviewing the proposed lighting system for the floatel. In the interim, will the Proponent be considering motion-sensitive lighting for some areas? Also, will Dark Sky principles be incorporated into the floatel lighting proposal?	2022-12-16	It is expected that the floatel provider (once selected) will consider motion-sensitive lighting to the extent that it meets operational and safety requirements and is feasible for use. Similarly, Dark Sky principles may be considered if deemeed appropriate for the floatel and its safe operation for off-duty workers (and its staff).	2023-01-20
Thank you for providing the additional information (documents). Gendered and community impacts, however, do not appear to have been adequately addressed, particularly in anticipation of a male-dominated workforce (i.e., discrimination at work, sexual harassment and racism). Please provide further information on the potential gendered and community impacts and proposed mitigations. Specifically, how will the Proponent's strategies align with the recommendations as outlined in the 2019 report of the National Inquiry into Missing and Murdered Indigenous Women and Girls? In addition, strategies also need to address the recently released report by the Standing Committee on the Status of Women (FEWO). Also, a masculine work culture can contribute to poor mental health and well-being. Will this be a 'dry' facility? The proposal should include an 'employee assistance program' for workers and their families, such as counselling, stress management resources, addictions support, and work-life balance support.	2022-12-16	Thank you for your follow up comments. In accordance with Condition 14 of the Environmental Assessment Certificate (EAC #15-02) Woodfibre LNG continues to develop the Community Services and Infrastructure Management Plan (CSIMP). The CSIMP is being developed in consultation with Tsleil-Waututh Nation. The plan continues to evolve based on input from community stakeholders and Indigenous Groups. Woodfibre LNG is developing and will deliver initiatives, in collaboration with Indigenous Groups, the District of Squamish, communiy stakeholders and others, to address findings of the National Inquiry into Missing and Murdered Indigenous Women and Girls and the FEWO report called "Responding to the Calls for Injustice: Addressing Violence Against Indigenous Women and Girls in the Context of Resource Development Projects". Woodfibre LNG continues to closely monitor other initiatives of the Standing Committee on the Status of Women and ensure alignment with our plans. Woodfibre LNG is committed to working with the floatel operator to develop applicable safety and operational plans and policies. Community health and well-being strategies will be based on the mitigation measures identified in Section 9.2.1 of the Woodfibre LNG Application for an Environmental Assessment Certificate (Woodfibre LNG 2015). These include but are not limited to: Health Living Strategy, Substance Abuse Policy, Addictions Training, Life Skills Workshops, and Providing Counseling. Woodfibre LNG will work with the floatel operator and the construction contractor to implement adequate policies, plans and procedures that protect and support worker mental and physical health; these will be further explored as part of the workforce development plan that is underway. The current plan is for the facility to be a dry facility. Reference: Woodfibre LNG Limited. 2015. Application for an Environmental Assessment Certificate, Woodfibre LNG.	2023-01-20
Thank you for providing the additional information (documents). TWN has no further concerns with this issue at this time.	2022-12-16	Comment closed.	

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
TWN's continued concern is with underwater vibration due to power operations. The aquatic environment is highly sensitive to artificial sound/vibration and even the use of electrical power can result in detectable vibration to underwater organisms. Please clarify (substantiate) how you have determined that any underwater noise/vibration generated by vessel-based equipment will, in fact, be negligible. Furthermore, how will the associated noise and disturbance created by the passenger and service vessels (that will be servicing the floatel multiple times per day, weekly, etc.) be mitigated?	2022-12-16	As per Woodfibre LNG's previous response, Woodfibre LNG will develop and implement a Marine Mammal Management and Monitoring Plan (MMMMP) that meets the Project's Environmental Assessment Certificate (EAC), Federal Decision Statement, and Squamish Nation Environmental Assessment Approval Conditions. For example, this includes Condition 9 of the EAC, whereby Woodfibre LNG is required to identify the geographic areas where, and periods of time when, construction could cause behavioural change to marine mammals; specify the construction activities which must stop or not start if a marine mammal is sighted in the areas of potential injury to marine mammals; and specify mitigation measures for construction underwater noise that will prevent or reduce behavioural change or injury to marine mammals. Additionally, Woodfibre LNG Limited implement an Underwater Noise Management Plan (M5.10-1) to mitigate potential mortality and behavioural changes to fish and marine mammals. The plan will reference DFO's BMP for Pile Driving and Related Operations (BCMPDCA and DFO 2003), and will include additional measures to protect marine mammals and fish.	2023-01-20
Thank you for providing the additional information. TWN has no further concerns with this issue at this time.	2022-12-16	Comment closed.	
EAO - No furhter follow up comments or questions provided by VCH as on Nov 25, 2022.	2022-11-25	Comment closed.	
EAO - No furhter follow up comments or questions provided by VCH as on Nov 25, 2022.		Comment closed.	

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
If site personnel are not housed on the Marine Constructiuon Vessel where will they be housed? It is assumed the Marine Construction Vessel will be in place prior to the flotel as the vessel will be involved in preparation for the siting of the flotel.	2022-11-25	To clarify, the Marine Construction Vessel (MVC) will not be involved in the siting/setup of the floatel. The MCV is for very specific "heavy-lift" activities such as positiong and lifting of modules and installation of marine infrastructure. Only MCV crew will be housed on the MCV. Project personnel other than MCV crew will be housed on the floatel.	2023-01-20
While kitchen, lounge and recreational facilities will be available on the floatel, no alcohol, marijuana, or other recreational substances will be permitted on the floatel. Woodfibre LNG will work with the EPFC contractor and floatel operator to develop a code of conduct for employees that is consistent with relevant polices and employment legislation; this document will outline conduct expectations both onsite and during shift transfer to/from site and will include remedial measures for not adhering.Please provide the Code of Conduct as part of the CSIMP so we can review it, it is an essential part of that document. Cultural awareness and other training will also be provided, and Woodfibre LNG is committed to working with Indigenous Nations and local service providers to do this. Policies and procedures for the operation of the floatel will be developed in partnership with the floatel operator, with Woodfibre LNG providing governance regarding floatel requirements. Site security will be in operation 24 hours per day, seven days per week. The role of local emergency services (Fire, RCMP, others) needs to be detailed; on site security cannot handle all issues and additionaly policing costs for the District need to be addressed. Development and implementation of a Community Services and Infrastructure Management Plan (CSIMP) is a condition (Condition 14) of Woodfibre LNG's Environmental Assessment Certificate (#E15-02). Woodfibre LNG is in the process of developing the CSIMP with input from the District of Squamish,Indigenous Groups and other community stakeholders. The CSIMP describes Woodfibre LNG's activities to manage and monitor effects on services and infrastructure that are directly attributable to the Project. Similarly, the Traffic Management Plan and Emergency Response Plan are being developed and Woodfibre LNG is committed to engaging with the District of Squamish in their development. Each of these plans will address operation of the floatel, where applicable.	2022-11-28	As recently discussed with the District of Squamish, Woodfibre LNG will develop a Worker Code of Conduct, as referenced in the Community Services and Infrastructure Management Plan (CSIMP). Woodfibre LNG is also developing an Emergency Response Plan (for Construction) that is broader and not limited to the floatel and worker accommodation.	2023-01-20
Transportation of workers to/from the floatel at the start/end of their rotation may be provided by a third party in the lower mainland. This is expected to be on a passenger vessel with capacity for up to 600 persons and occur once every seven days to support a planned 2 weeks on, 1 week off rotation. Bussing personnel from the Lower Mainland to the site remains an option as well. The plan for the transportation of passengers and materials during construction is expected to be refined through the development of the Marine Transportation Management and Monitoring Plan and the Traffic Management Plan.These options need to be specified as soon as possible - "may be provided" is not helpful and impacts of ferry vs bussing need to be detailed. Numbers of temporary foreign workers are anticipated to be low; it is not expected that there will be language issues that will need to be addressed. Woodfibre LNG is committed to prioritizing the hiring of qualified local (e.g., from the Squamish / Squamish-Lillooet Regional District area) construction workers provide firmer estimates of local employment, which affects traffic and other aspects, followed by the hiring of workers from the Sea to Sky and Lower Mainland areas (e.g., "regional"). Outside of local and regional hiring, Woodfibre LNG will then look more broadly (across Canada), and then internationally. These numbers may change, influenced by unemployment (which is currently at a historic low), the presence of other major construction projects, and the finalizing of detailed engineering. Based on one round-trip pre week between Vancouver and the floatel, the annual GHG emissions from the proposed ferry (able to accommodate up to 600 passengers)is 189 t/y CO2e. The switch to ferry service from bus service will not significantly change the conclusions of the GHG assessment (Golder 2014) for the Project.	2022-11-28	Woodfibre LNG continues to advance Project planning, including transportation management, through development of the Marine Transportation Management and Monitoring Plan (e.g., community roundtable held in November 2022 to gather stakeholder input) and the Traffic Management Plan (e.g., community roundtable planned for Q2 2023). With respect to local employment, firmer estimates are not available and will not be known until the construction contractor is selected and specific opportunities are posted and hiring processes begin. Woodfibre LNG remains committed to prioritizing the hiring of qualified local (e.g., from the Squamish / Squamish-Lillooet Regional District area) construction workers.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
Woodfibre LNG and the EPFC contractor are committed to working with the floatel operator to design the floatel to include a range of key services and recreation facilities, with the objective of mitigating impacts from construction workers on the local community. It is not expected that off-duty workers residing on the floatel will frequently access Squamish, however inflows and outflows of workers will occur on a weekly basis due to shift patterns. Site access will be controlled. It is Woodfibre LNG's intention to develop an approach to community access in consultation with the District of Squamish and community stakeholders and will incorporate feedback from further community consultation sessions. Daily amenities, including recreation, medical and food services, would be available for workers at the floatel and on site, thereby limiting the need to travel into the community for activities of daily living. The Project site will provide emergency medical services, including on-site medical personnel and resources that meet or exceed all regulatory requirements and meet the needs of the worksite during construction. This will also include emergency evacuation for egress, including an emergency helipad. As a local economic opportunity, where the impacts can be managed, workers may be interested in accessing local businesses for shopping, dining or recreation services during their days off, depending on their place of residence, when not on shift. In order to maximize Project benefits to the local supply chain, opportunities for local businesses to supply the floatel with catering / services will also be explored. The District wants clarity on extent and procedures for community access, especially if workers will be spending their 1 week off at the floatel. The primary means of worker transportation to/from the Woodfibre Site will be via Darrell Bay, or a suitable alternative, through a license agreement with the Ministry of Transportation and Infrastructure (MOTI) (underway) and terms of use subject to agreement with the District of Squamish. The plan for the transportation of passengers and materials during construction is expected to be refined through the development of the Marine Traffic Management Plan. The management plans contain critical information that is needed for a meaningful response by the District. To meet EAC Condition 14 Woodfibre LNG is preparing a Community Services and Infrastructure Management Plan (CSIMP) in consultation with the District of Squamish, Indigenous Nations, Vancouver Coastal Health, provincial government, and infrastructure and service providers. The CSIMP describes Woodfibre LNG's activities to manage and monitor effects on services and infrastructure that are directly attributable to the Project. Woodfibre LNG recognizes the District of Squamish's concern with multiple worker camps operating concurrently and is committed to ongoing engagement with the District in order to provide current information related to Woodfibre LNG's worker accommodation. This information needs to be imbedded in the management plans so both companies address the combined impacts.	2022-11-28	Workers housed on the floatel will not spend their week off at the floatel as it would not be able to accommodate them during that time period (as other rotation is on site). It is expected that workers who are not local (e.g., from Squamish / Squamish-Lillooet Regional District) will return to their homes elsewhere, via the arranged transportation (e.g., passenger vessel or bus to lower mainland) established for the Project. Woodfibre LNG acknowledges that the Marine Transportation Management and Monitoring Plan and the Traffic Management Plan are of key importance to the District of Squamish and are committed to developing these plans such that they address the District of Squamish's concerns; however, management plans are typically not required to be complete in advance of the issuance of an Environmental Assessment Certificate amendment application decision, as project details are typically still being confirmed. The management plans continue to be developed in accordance with the Federal Desicion Statement, Environmental Assessment Certificate, and Squamish Nation Environmental Assessment Approval Conditions. Woodfibre LNG is currently discussing community access for floatel workers with the District of Squamish and will implement measures such that access is limited to reasonable hours and numbers.	2023-01-20
Woodfibre LNG is engaging with the DOS on the DOS-owned lands for planned workforce passenger transportation activities at Darrell Bay. To reduce traffic effects on the Sea to Sky Highway, Woodfibre LNG is exploring the option of transporting workers to/from site at the start/end of shifts either via a bus service or a third-party ferry service operating from the lower mainland; the specific details will depend on contractual arrangements and are yet to be decided. The transport of workers to/from the floatel at the start/end of their rotation is expected to be on a passenger ferry with capacity for approximately 600 persons (will range from 200 – 600 depending on construction phase) and occur approximately once every 7 days. Woodfibre LNG is committed to engaging with the District of Squamish should Squamish owned lands be part of the proposed passenger transportation activities at Darrell Bay. Formal approval will be needed, not just engagement. As per Condition 15 of the Environmental Assessment Certificate (EAC), Woodfibre LNG is completing a Traffic Impact Assessment and developing a Traffic Control Management Plan in consultation with MOTI and the District of Squamish (DOS). This Plan will identify measures to reduce the number of Project personnel vehicles commuting on Highway 99 and to/from the Darrell Bay ferry location.DOS needs specifics on number of personal vehicles potentially using Darrell Bay. As per Condition 16 of the EAC, a Marine Transport Management and Monitoring Plan prepared for the construction phase of the Project will set out the planning, operating, and monitoring procedures for vessel transits including passenger, service, and material vessels to/from the site. This plan must be developed in consultation with the District of Squamish, Indigenous nations and other parties as identified in the EAC Condition. As per Condition 17 of the EAC, a Marine Transport Management and Monitoring Plan will also be prepared for the operation phase of the Project. This plan must be developed in consultation with Indigenous nations, Transport Canada and other parties. The final plan will be shared with the District of Squamish, Indigenous nations and other parties as identified in the EAC Condition. These are essential issues that need resolution as soon as possible.	2022-11-28	Should Squamish-owned lands be part of the proposed passenger transportation activities at Darrell Bay, Woodfibre LNG will seek formal approval as and where needed from the District of Squamish (DOS). Woodfibre LNG acknowledges that the DOS requires specific information regarding personal vehicles potentially using Darrell Bay and continues to advance Project personnel planning and the Traffic Impact Assessment in consultation with the DOS. As specific details become available, they will be shared with the DOS. As committed to, the Marine Transportation Management and Monitoring Plan is in development and will be shared with the DOS; however, management plans are typically not required to be complete in advance of the issuance of an amendment application decision, as project details are typically still being confirmed.The management plans continue to be developed in accordance with the Federal Desicion Statement, Environmental Assessment Certificate, and Squamish Nation Environmental Assessment Approval Conditions.	2023-01-20
The Emergency Response Plan (ERP) is being developed to meet Environmental Assessment Certificate conditions and will address the potential for the complete evacuation of the floatel. Woodfibre LNG will engage with the District of Squamish in development of the ERP and is committed to sharing the draft with the District of Squamish for review and comment prior to issue. Woodfibre LNG is committed to working with the floatel operator to develop applicable safety and operational plans and policies including the following: •The ERP and health plans will be developed in line with relevant health guidance (e.g., Industrial Camps Regulation) and will be reviewed and updated periodically. •Specific details for quarantining and transferring ill workers from site will be specified in the ERP or in the floatel operator's operational plans. •The Project site will provide emergency medical services, including on-site medical personnel and resources that meet or exceed all regulatory requirements and meet the needs of the worksite during construction. This will also include emergency evacuation for egress, including an emergency helipad. •During night-time hours first aid coverage will be available on the floatel and Marine Construction Vessel. •Site security will be in operation 24 hours per day, seven days per week. •Site access controls will be in place at all departure locations (e.g., Darrell Bay, Squamish Harbour, or Vancouver/Lower Mainland [passenger ferry]). •A site security plan will address general site security. To meet EAC Condition 14 Woodfibre LNG is preparing a Community Services and Infrastructure Management Plan (CSIMP) in consultation with the District of Squamish, Indigenous Nations, Vancouver Coastal Health, provincial government, and infrastructure and service providers. The CSIMP describes Woodfibre LNG's activities to manage and monitor effects on services and infrastructure that are directly attributable to the Project. The CSIMP, ERP and TCMP are essential documents for the District to provide a meaningful response to the proposed floatel and should be provided as soon as possible. The ERP also needs to address potential protests.	2022-11-28	Comment noted. Woodfibre LNG continues to develop the Community Services and Infrastructure Management Plan, Emergency Response Plan and Traffic Management Plan in consultation with the District of Squamish. However, management plans are typically not required to be complete in advance of the issuance of an amendment application decision, as project details are typically still being confirmed. The management plans continue to be developed in accordance with the Federal Desicion Statement, Environmental Assessment Certificate, and Squamish Nation Environmental Assessment Approval Conditions. The DOS comment regarding the ERP addressing potential protests is noted.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
Woodfibre LNG is committed to working with the floatel operator to design the floatel to include a range of key services and recreation facilities, with the objective of mitigating impacts from construction workers on the local community. It is not expected that off-duty workers residing on the floatel will frequently access Squamish, however, inflows and outflows of workers will occur on a weekly basis due to shift patterns (e.g., shift changes three times per week, expected to be 100 workers on each of Tuesday, Wednesday and Thursday). This approach will be monitored by site access controls subject to review with the local community in Squamish (e.g., District of Squamish, Squamish-Lillooet Regional District, and Indigenous Nations). It is Woodfibre LNG's intention to develop an approach to community access in consultation with the District of Squamish and will incorporate feedback from further community consultation sessions. All daily amenities would be available for workers at the floatel and on site. The Project site will provide emergency medical services, including on-site medical personnel and resources that meet or exceed all regulatory requirements and meet the needs of the worksite during construction. This will also include emergency evacuation for egress, including an emergency helipad. Medical attention that can be administered at site will be, however dependent on the severity of the medical condition hospital access may be needed. As an economic opportunity where the impacts can be managed, workers may be interested in accessing local businesses for shopping, dining or recreation. In order to maximize Details are needed for a meaningful response. Will access be limited to certain hours of the day? How many workers can be expected to access Squamish businesses at a time? How often? Just at shift changes or any time during workers' week off? Project benefits to the local supply chain, opportunities for local businesses to supply the floatel with catering / services will be explored by the Construction contractor. To meet Environmental Assessment Certificate Condition 14 Woodfibre LNG is preparing a Community Services and Infrastructure Management Plan (CSIMP) in consultation with the District of Squamish, Indigenous Nations, Vancouver Coastal Health, provincial government, and infrastructure and service providers. The CSIMP describes Woodfibre LNG's activities to manage and monitor effects on services and infrastructure that are directly attributable to the Project. The Emergency Response Plan for the Project is being developed. Individual contractors engaged on the Project, including the floatel operator, will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address emergency response and comply with the ERP where applicable. Woodfibre LNG is committed to working with the District of Squamish to develop the ERP.	2022-11-28	Woodfibre LNG is currently discussing community access for floatel workers with the District of Squamish and will implement measures such that access is limited to reasonable hours and numbers.	2023-01-20
Woodfibre LNG is working closely with FortisBC and is in turn meeting with the District of Squamish jointly to present workplans and temporary workforce accommodation requirements with the objective of identifying potential concerns and synergies. The District still does not have a single source that asseses joint community impacts of the two projects (i.e. traffic numbers, people accessing the community, need for additional policing). Instead we have to collate information from numerous management plans for the two projects.	2022-11-28	Comment noted. Woodfibre LNG is working with Fortis and the District of Squamish to develop tools and resources to demonstrate and mitgate the community impacts of the two projects and these efforts will continue in 2023.	2023-01-20
Woodfibre has undertaken a recent review of baseline labour and housing conditions of communities along the Sea-to-Sky corridor, the North Shore and Greater Vancouver to inform the Project's accommodations strategy. This review has taken into consideration findings from the District of Squamish 2018 housing needs assessment, as well as the SLRD 2020 housing needs assessment and the potential requirements of the Fortis Eagle Mountain project. Personnel requiring offsite accommodation is expected to be highest when the floatel isn't available (i.e., during early works and commissioning/start-up), albeit for a short duration (approx. 4 months and 9 months, respectively). Contingency measures during this period of short-term demand during early works includes the use of 46 suites (with approximately 95 bedrooms) at the "Sirocco" building in Squamish (with a lease that can be renewed until April 30, 2025), construction sequencing to slow the increase in headcount, and advancing the floatel availability. Woodfibre LNG continues to explore options to address the period during commissioning/start-up when the floatel will not be available. Use of the Sirocco building still reduces housing availability in the community. More specific details on impacts on housing or tourist accomodation are needed. The Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction. This includes strategies to link construction labour with information about housing / accommodation options. There are no options in Squamish without displacing residents and/or tourists. Woodfibre LNG is currently reviewing the role and responsibilities of the Housing and Accommodations Advisor. Woodfibre LNG defers further comments on the environmental assessment process and the Eagle Mountain project to the Environmental Assessment Office.	2022-11-28	The Community Services and Infrastructure Management Plan will address the District of Squamish's questions related to Housing and Accommodation. Woodfibre LNG is continuing to develop the CSIMP in consultation with the District of Squamish.	2023-01-20
Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments, and Squamish Nation. The CEMP will describe key mitigation measures for waste management. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address waste management, spill prevention and response, and comply with the CEMP. These will be applicable to the floatel. Solid and liquid wastes will be managed and disposed of in a manner consistent with the CEMP and the individual contractors' environmental protection plans. Wastes (e.g., solid wastes, sewage) will be stored onboard and collected and barged off-site by service vessels approximately two to three times per week for disposal at an approved facility. Woodfibre LNG and its contractors will rely on licensed third-party specialty contractors for the disposal of waste generated during construction, including construction wastes, domestic waste, and hazardous materials. This still doesn't address whether the wastes will be transported to Squamish facilities. Or will they go to the Lower Mainland? The CEMP needs to provide details (destination/volumes/frequency/measures to prevent marine contamination). Woodfibre LNG is unable to provide specific details around potential chemical treatment of wastewater or disposal facility locations at this time; the treatment/disposal options of each waste will depend on the contractors selected and options available. It is estimated that a 600-person floatel will generate 164 cubic meters per day (m3/d) of sewage which will be barged offsite approximately two to three times per week. Woodfibre LNG commits to providing the District of Squamish with further details of sewage treatment and disposal once contractual arrangements are advanced. Any spill of sewage from the floatel will be reported in accordance with the BC Environmental Management Act Spill Reporting Regulation (i.e., 200 L as a substance not covered elsewhere in the Regulation).	2022-11-28	Woodfibre LNG does not expect that local (e.g., Squamish) facilities will be used for the disposal of solid and liquid waste. Woodfibre LNG is willing to work collaboratively with DoS to identify solutions to waste disposal options.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
1. Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor are no longer planning to use the Marine Construction Vessel(s) to house site personnel (off-duty non-crew). Only crew, those personnel who directly support the MCV and its operations, will stay on the MCVs; this includes the captain and operators, vessel engineer / maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks. To reduce traffic effects on the Sea to Sky Highway Woodfibre LNG is exploring the option of transporting workers to/from site at the start/end of shifts either via a bus service or a third-party ferry service operating from the lower mainland; the specific details will depend on contractual arrangements and are yet to be decided. This is a critical piece of information. There is no opportunity for personal vehicles to be used at Darrell Bay. The District will need to see and approve access and traffic management plans for Darrell Bay. How often are people coming and going, how will parking work, how will other users of Darrell Bay be accommodated? How will Darrell Bay operate after the construction phase? However, at this time, the transport of workers to/from the floatel, or MCV crew not arriving with the vessel itself, at the start/end of their rotation is expected to be on a passenger ferry from the lower mainland, with up to approximately 600 persons (will range from 200 – 600 depending on construction phase) and occur approximately once every 7 days. 2. Greenhouse gas (GHG) emissions from the Marine Construction Vessel were considered in the original environmental assessment (Section 5.3.3.2.2.2 Table 5.3-14 and Table 5.3-15). The Marine Construction Vessel is a mobile unit anchored at various locations offshore within the Certified Marine Terminal Area (as per the Certified Project Description) as construction progresses; this would not be affected if the MCV were used as worker accommodation. Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor are no longer planning to use the Marine Construction Vessel(s) to house site personnel (off-duty non-crew). It is not practicable to use onshore electricity for power purposes for the MCV. 3. Woodfibre LNG is preparing a Construction Environmental Management Plan (CEMP); the CEMP fulfills the Environmental Assessment mitigation measures and conditions issued by the federal and provincial governments and the Squamish Nation. The CEMP will include spill prevention and spill reporting requirements. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address spill prevention and response and comply with the CEMP. Spill prevention, emergency response and reporting requirements will be applicable to operation of the floatel.	2022-11-28	Discussions continue to be advanced with the District of Squamish on the use of Darrell Bay. Details regaring the number of personal vehicles that may use Darrell Bay, as well as timing of use of Darrell Bay will be confirmed through the Traffic Impact Assessment and the Traffic Management Plan. These continue to be developed by Woodfibre LNG in consultation with the District of Squamish. It is planned that local workers will be transported to and from their shift by a local ferry operating from Darrell Bay and will be transported to/from Darrell Bay by bus. Round-trip bus transportation on the Sea to Sky Highway is expected to be reduced by approximately 90% from what was presented in the original EAC application (2015), which was an estimate of an additional 35 to 70 vehicles per day. To further reduce traffic on the Sea to Sky Highway, Woodfibre LNG is exploring the option of transporting workers to/from site at the start/end of their 14-day rotation either via a bus service or a third-party ferry service operating from the Vancouver area.	2023-01-20
In accordance with Conditions #24 and #25 of the Environmental Assessment Certificate for the Project, Woodfibre LNG is committed to continuing to engage with the public for the life of the Project and is committed to establishing and maintaining a dedicated publicly available Project website. The following public awareness forums and events to date include: regular local media print newspaper ads, social media posts, radio advertising, digital billboard advertising, "ASK Woodfibre LNG" website, newsletters, media releases and updates on the Project, and consultation roundtables. In 2019, Woodfibre LNG held roundtable consultation with affected stakeholder groups in Squamish, including the District of Squamish, health and safety personnel, women's advocates, and Indigenous communities. The feedback from these groups has been taken into consideration in the ongoing worker accommodation planning. For example, the feedback from these groups was a desire for Woodfibre LNG to limit late-night, recreational interactions between workers and the community. In order to meet this expectation, the floatel would include accommodation as well as onboard kitchen facilities, recreation areas, medical staff, and security personnel. In addition, Woodfibre LNG will hold a community open house, the fall of 2022 and socioeconomic management plan-focused roundtables in the fall/winter 2022. The public input needs to be documented and WLNG responses listed.	2022-11-28	Comment noted. Woodfibre LNG maintains comprehensive records of engagement and consultation that will be submitted in confidence to government regulators when management plans are finalized. Any public input on the Project that is posted publicly will be anonymous and not attributed to any particular individual or group of stakeholders.	2023-01-20
Woodfibre LNG is committed to prioritizing the hiring of qualified local (e.g., from the Squamish / Squamish-Lillooet Regional District area) construction workers, followed by the hiring of workers from the Sea to Sky and Lower Mainland areas (e.g., "regional"). Current modeling indicates that approximately 60% of the construction workforce will be residents from the Sea to Sky and Lower Mainland areas (e.g., "regional"). Combining Lower Mainland numbers with local employment does not provide any meaningful information for the District. We expect to see realistic estimates of local employment based on analysis of local labour market data. These numbers may change, influenced by unemployment (which is currently at a historic low), the presence of other major construction projects, and the finalizing of our detailed engineering. This is not the case for long-term operations, of which nearly all the 100 permanent jobs are anticipated to be local.	2022-11-28	Woodfibre LNG remains committed to prioritizing the hiring of qualified local (e.g., from the Squamish / Squamish-Lillooet Regional District area) construction workers. Firmer, specific estimates for local employment will not be known until the construction contractor is selected and specific opportunities are posted and hiring processes begin. Woodfibre LNG continues to monitor local labour market data, including emploment rates and wage rates and will continue to stay connected with the District of Squamish's economic development department.	2023-01-20
		Comment closed.	
Personnel requiring offsite accommodation is expected to be highest prior to the floatel being available (i.e., during early works and commissioning/start-up), albeit for a short duration (approx. 4 months and 9 months, respectively). Contingency measures during this period of short-term demand during early works includes the use of 46 suites (with approximately 95 bedrooms) at the "Sirocco" building in Squamish (with a lease that can be renewed until April 30, 2025), construction sequencing to slow the increase in headcount, and advancing the floatel availability. Woodfibre LNG continues to explore options to address the period during commissioning/start-up when the floatel will not be available. See previous comment DS 1- 2. The Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction. This includes strategies to link construction labour with information about housing / accommodation options. Woodfibre LNG is currently reviewing the role and responsibilities of the Housing and Accommodations Advisor.	2022-11-28	The Community Services and Infrastructure Management Plan will address the District of Squamish's questions provided in DS 1 - 2. Woodfibre LNG is continuing to develop the CSIMP in consultation with the District of Squamish.	2023-01-20
As per Condition 15 of the Environmental Assessment Certificate (EAC), Woodfibre LNG is completing a Traffic Impact Assessment and developing a Traffic Control Management Plan in consultation with the Ministry of Transportation (MOTI) and the District of Squamish (DOS). The Traffic Control Management Plan will provide details for a site access parking approach. To reduce traffic effects on the Sea to Sky Highway Woodfibre LNG is exploring the option of transporting workers to/from site at the start/end of shifts either via a bus service or a third-party ferry service operating from the lower mainland; the specific details will depend on contractual arrangements and are yet to be decided. It is anticipated that personnel staying on the floatel will work on two-week rotations (14 days on / 7 days off). Shift changes for personnel staying on the floatel are anticipated to occur three times per week (mid-week). This contradicts earlier statements that the shift changes (i.e. ferry) will arrive once every 7 days (see item DS -1-10). The transportation arrangement needs to be detailed before the District can provide meaningful comments.	2022-11-28	Worker transportation to and from the Project site has yet to be confirmed as Woodfibre LNG continues to explore options. Once determined, Woodfibre LNG will discuss the final transportation options with the District of Squamish. It is expected that if a passenger ferry service is used to transport personnel from the Lower Mainland to the Project site, it would operate two to three times weekly as personnel start and complete their rotations.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
ECCC acknowledges that the Proponent is developing various mitigation and monitoring plans. However, Appendix A: Mitigation Measures referenced in the Amendment Application (Hemmera 2019) did not include any mitigation measures to avoid the resuspension of contaminants due to in-water works. ECCC notes that the new location of the floatel is in an area where sediment has elevated concentrations of dioxins and furans (above Probable Effects Levels), and concentrations of PAHs, PCBs and some metals above Interim Sediment Quality Guidelines (Golder 2014). Additionally, the sediment sampling site nearest to the proposed floatel location has soft sediment with a large proportion of silt and clay (Golder 2014), which generally contains higher proportions of contaminants and are easily resuspended by in-water works. The proposed amendment involves in-water construction and decommissioning work, including pile driving as well as removal of the mooring structures "if there is no future use identified" (Hemmera 2019). In-water construction and decommissioning have the potential to resuspend contaminated sediment and cause effects to aquatic life. The Proponent has proposed and committed to meeting BC water quality guidelines (MOE 2009) for turbidity and total suspended solids (TSS) during in-water works in Section 5.16.3.2.4 of the Application for an Environmental Assessment Certificate. However, particulate matter guidelines are not designed to protect aquatic life from contaminants in sediment. Protection of aquatic life from both contaminants and particulate matter should be considered when developing an adaptive management plan. ECCC recommends that the Proponent provide a water quality monitoring program to monitor contaminants of concern, and an adaptive management plan with specific mitigation measures that will be used to avoid the resuspension of contaminated sediment. References: Hemmera, an Ausenco Company (Hemmera). 2019. Woodfibre LNG Worker Accommodation: Application to Amend Environmental Assessment Approvals. Prepared for Woodfibre LNG Limited. October 2019. Burnaby, BC. Golder Associates Ltd (Golder). 2014. Marine Resources Baseline Study. Prepared for Woodfibre LNG Limited. Vancouver, B.C.	2022-12-13	Mitigation measures to limit potential adverse Project effects on marine water quality are based on best management practices and guidelines, Project design, limiting project footprints within sensitive areas and sensitive periods, site-specific and species-specific mitigation measures, monitoring, environmental training, and education. Mitigation and monitoring measures considered protective of marine water quality during construction will be provided in the Marine Water Quality Management and Monitoring Plan being developed for the Project. Development of the Marine Water Quality Management and Monitoring Plan will be in accordance with Condition 6 of Environmental Assessment Certificate #E15-02 and Federal Decision Statement Condition 6.5.2. Condition 6 includes the requirement for an "adaptive management plan to address the effects of the Project on water quality in the event (i) those effects are not mitigated to the extent identified in the Application, or (ii) effects on water quality occur that were not predicted in the Application". Condition 6.5.2 of the Federal Decision Statement includes the requirement "during marine in-water construction activities, monitoring the re-suspension and bioavailability of polycyclic aromatic hydrocarbons, dioxins, furans, copper, lead, zinc, tri-n-butyltin, arsenic, cadmium and methyl-mercury in the tissue of shellfish and groundfish".	2023-01-20
No further comment.	2022-12-13	Comment closed.	
No further comment.	2022-12-13	Comment closed.	
No further comment.	2022-12-13	Comment closed.	

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
No further comment.	2022-12-13	Comment closed.	
No further comment.	2022-12-13	Comment closed.	
EAO - No furhter follow up comments or questions provided by FLNRORD as on Nov 28, 2022.	2022-11-28	Comment closed.	
EAO - No furhter follow up comments or questions provided by FLNRORD as on Nov 28, 2022.	2022-11-28	Comment closed.	
EAO - No furhter follow up comments or questions provided by FLNRORD as on Nov 28, 2022.	2022-11-28	Comment closed.	
EAO - No furhter follow up comments or questions provided by FLNRORD as on Nov 28, 2022.	2022-11-28	Comment closed.	
EAO - No furhter follow up comments or questions provided by FLNRORD as on Nov 28, 2022.	2022-11-28	Comment closed.	
EAO - No furhter follow up comments or questions provided by FLNRORD as on Nov 28, 2022.	2022-11-28	Comment closed.	

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
No, see Health Canada (HC) responses below (HC-HHRA-1 and HC-Noise-1).	2022-11-28	It is unclear what response this is directing us to (HC-HHRA-1 and HC-Noise-1 do not align with the ID numbers used in this tracking table), however, please see the responses provided to the other Health Canada Human Health Risk Assessment and Noise related comments.	2023-01-20
No, see HC response below (HC-HHRA-2).	2022-11-28	It is unclear what response this is directing us to (HC-HHRA-2 does not align with the ID numbers used in this tracking table), however, please see the responses provided to the other related Health Canada Human Health Risk Assessment comments. However, in response to previous comments related to drinking water quality, additional text has been added to Section 3.3.3 of the Human Health Risk Assessment (HHRA) report that re-iterates Woodfibre LNG's commitment to withdraw water from Woodfibre Creek at a location that either meets provincial Source Water Quality Guidelines (2017) or can be readily treated to meet Source Water Quality Guidelines and drinking water standards prior to being distributed to the floatel. Responses to additional specific comments received from Health Canada are provided below.	1/20/2023 & 02/14/2023
No, see HC response below (HC-Noise-1).	2022-11-28	Please see Woodfibre LNG's responses to HC-1-16, HC-1-17, HC-1-18.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
"Authorizations North is removing themselves from all the LNG EAs including Woodfibre LNG as the Oil and Gas Commission is the Environmental Management Act (EMA) decision maker for permits and approvals related to the project. For this particular amendment, authorization for sewage discharges from floating work camp would require registration under Municipal Wastewater Regulation, which is not a decision under EMA if Woodfibre LNG intends to follow all the requirements of the regulation." EAO infers no further questions as it relates to ENV's 2019 comments on waste water and sewage discharges and will defer to the appropriate decision maker under the Environmental Management Act.	2022-11-28	Comment noted.	2023-01-20
Same as response MOE-1-1 above	2022-11-28	Comment noted	2023-01-20
Same as response MOE-1-1 above	2022-11-28	Comment noted	2023-01-20
Same as response MOE-1-1 above	2022-11-28	Comment noted	2023-01-20
Same as response MOE-1-1 above	2022-11-28	Comment noted	2023-01-20
No, the WLNG response did not satisfy the initial comment. Please see the Ministry of Health's follow-up comment to MoH - 1 -3 above.	2022-12-12	As discussed between Woodfibre LNG, the BC Environmental Assessment Office and the BC Ministry of Health on January 10, 2023, the Marine Construction Vessel (MCV) will no longer be considered a receptor for the purposes of the Off-Duty Worker Human Health Risk Assessment. This is based on all of the following: The MCV will provide onboard accommodation for crew only (i.e., personnel who directly support the MCV and its operations; this includes the captain and operators, vessel engineer/maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks). The MCV will be working within the Certified Project Area for approximately 8 weeks in Q4 2024 and Q1 2025. Depending on weather, the MCV will change locations within the CPA every 3 to 5 days. The MCV is a non-Canadian registered vessel, and is therefore subject to exemptions under the Canada Marine Act and the Canada Shipping Act. Non-Canadian registered vessels are required to comply with a subset of requirements in the Canada Shipping Act, the Paris Memorandum of Understanding (MOU), and Tokyo MOU which govern aspects such as safety, emissions, pollution, and crew requirements. The Tokyo MOU governs Working and Living Conditions, including ventilation and accommodation; worker exposure limits on-vessel will be in accordance with these requirements. Transport Canada can audit and inspect non-Canadian registered vessels, and may hold vessels under detention should they be found in non-compliance. The Canadian federal definition of a vessel applies regardless of how long a vessel is stationary. Under the Canada Shipping Act, vessel "means a boat, ship or craft designed, used or capable of being used solely or partly for navigation in, on, through or immediately above water, without regard to method or lack of propulsion, and includes such a vessel that is under construction. It does not include a floating object of a prescribed class." The definition does not require active navigation; the MCV is capable of navigation and should therefore be considered a vessel. With respect to the BC Industrial Camps Regulation (ICR), the definition of an "industrial camp" is "land or premises on which an employer, in connection with a logging, sawmill, mining, oil or gas operation, a railway construction project, a cannery, or a similar thing, owns, operates or maintains, or has established, permanent or temporary structures for use, with or without charge, by employees as living quarters." BC Guidelines relating to the ICR state the purpose of the guideline is to help industrial camp operators and regulators interpret the ICR and suggest a focus on dedicated camp structures. The MCV is not a dedicated camp.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
No, the WLNG response did not satisfy the initial comment. Please see the Ministry of Health's follow-up comment to MoH - 1 -3 above.	2022-12-12	As discussed between Woodfibre LNG, the BC Environmental Assessment Office and the BC Ministry of Health on January 10, 2023, the Marine Construction Vessel (MCV) will no longer be considered a receptor for the purposes of the Off-Duty Worker Human Health Risk Assessment. This is based on all of the following: The MCV will provide onboard accommodation for crew only (i.e., personnel who directly support the MCV and its operations; this includes the captain and operators, vessel engineer/maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks). The MCV will be working within the Certified Project Area for approximately 8 weeks in Q4 2024 and Q1 2025. Depending on weather, the MCV will change locations within the CPA every 3 to 5 days. The MCV is a non-Canadian registered vessel, and is therefore subject to exemptions under the Canada Marine Act and the Canada Shipping Act. Non-Canadian registered vessels are required to comply with a subset of requirements in the Canada Shipping Act, the Paris Memorandum of Understanding (MOU), and Tokyo MOU which govern aspects such as safety, emissions, pollution, and crew requirements. The Tokyo MOU governs Working and Living Conditions, including ventilation and accommodation; worker exposure limits on-vessel will be in accordance with these requirements. Transport Canada can audit and inspect non-Canadian registered vessels, and may hold vessels under detention should they be found in non-compliance. The Canadian federal definition of a vessel applies regardless of how long a vessel is stationary. Under the Canada Shipping Act, vessel "means a boat, ship or craft designed, used or capable of being used solely or partly for navigation in, on, through or immediately above water, without regard to method or lack of propulsion, and includes such a vessel that is under construction. It does not include a floating object of a prescribed class." The definition does not require active navigation; the MCV is capable of navigation and should therefore be considered a vessel. With respect to the BC Industrial Camps Regulation (ICR), the definition of an "industrial camp" is "land or premises on which an employer, in connection with a logging, sawmill, mining, oil or gas operation, a railway construction project, a cannery, or a similar thing, owns, operates or maintains, or has established, permanent or temporary structures for use, with or without charge, by employees as living quarters." BC Guidelines relating to the ICR state the purpose of the guideline is to help industrial camp operators and regulators interpret the ICR and suggest a focus on dedicated camp structures. The MCV is not a dedicated camp.	2023-01-20
No, the WLNG response did not satisfy the initial comment. Provincial policy recommends that exposure pathways rendered incomplete with risk management measures (e.g., drinking water due to water treatment) are included in an HHRA, and results can be presented with and without the proposed mitigation (Ministry of Health 2022). As identified in the Environmental Assessment (EA) for the WLNG Project, there are known water quality issues with Woodfibre Creek and it is unclear if water treatment will ensure concentrations are below drinking water quality guidelines and if there are any planned contingencies. As discussed in Health Canada (2019), data gaps and assumptions in an HHRA can lead to underestimating health risks, or result in inappropriate risk management strategies and monitoring programs. It is recommended that the drinking water exposure pathway is included for evaluation in a revised HHRA with consideration of other exposures to the proposed water source (e.g., bathing, cooking). For additional information on the requirements for excluding exposure pathways from an HHRA, please see Section 2.5 of Ministry of Health (2022) and Section 7.1.4 of Health Canada (2019). For additional information on developing a CSM for an HHRA, please see Section 2.6 of Ministry of Health (2022) and Section 7.1.5 of Health Canada (2019). References: Health Canada. 2019. Guidance for Evaluating Human Health Impacts in Environmental Assessment: Human Health Risk Assessment. Available online from: https://publications.gc.ca/collections/collection_2019/sc-hc/H129-54-6-2019-eng.pdf Ministry of Health. 2022. British Columbia Guidance for Prospective Human Health Risk Assessment. Version 2.0. April 2022. Available online from: https://www2.gov.bc.ca/assets/gov/health/keeping-bc-healthy-safe/healthy-communities/bc-hhra-guidance.pdf	2022-12-12	While section 3.3.2 has been revised to consider off-duty workers coming in contact with soil in the CPA, no leisure activities are planned to be allowed on shore. Off-duty workers may have incidental contact with airborne soil particles that have settled on the exterior surfaces of the floatel structure. This type of exposure scenario has been assessed previously at the Project-site and the revised text in this section refers back to the findings of the Uplands Human Health and Ecological Risk Assessment (Keystone Environmental 2014) that accompanied the Woodfibre LNG Application for EAC.	2023-02-14
The response states that "no night shift work is planned during Project construction". This is not consistent with the construction plans for other large LNG facilities. Will this key mitigation for health effects to people be included as a condition of the approval? The response includes a discussion regarding unplanned requirements for nightshift work and workers sleeping during the daytime. Please provide a discussion regarding unplanned requirements for nightshift and whether the noise created at night would be in compliance with the Health Canada sleep disturbance threshold for dayshift workers sleeping on the floatel.	2022-11-25	Unplanned nightshift work may or may not involve noise generating activities. The potential noise level cannot be easily predicted since the activities are unplanned. However, activities with higher noise emission (i.e., pile driving) are planned to be during the daytime period only. In the isolated case where nightshift workers may be required to sleep during the daytime, an interior cabin or sleeping quarter that results in less sound transmission from the construction noise can be considered.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
Also we also have the following question regarding Attachment 3: Construction Phase Noise Assessment Technical Report – section 6.5.1 1.It is noted that the assessment of sleep disturbance applied an assumption that the outdoor-to-indoor transmission loss would be reduced by 27 dBA for the floatel. a.Is this assumption applicable to marine vessels? If so, please provide references. b.Will the noise levels inside the floatel sleeping quarters be confirmed to assess compliance with the Health Canada sleep disturbance threshold?	2022-11-25	a. Sleep disturbance effect is not applicable to the marine construction vessel (MCV). As discussed between Woodfibre LNG, the BC Environmental Assessment Office and the BC Ministry of Health on January 10, 2023, the Marine Construction Vessel (MCV) will no longer be considered a receptor for the purposes of the Off-Duty Worker Human Health Risk Assessment. This is based on all of the following: The MCV will provide onboard accommodation for crew only (i.e., personnel who directly support the MCV and its operations; this includes the captain and operators, vessel engineer/maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks). The MCV is a non-Canadian registered vessel, and is therefore subject to exemptions under the Canada Marine Act and the Canada Shipping Act. Non-Canadian registered vessels are required to comply with a subset of requirements in the Canada Shipping Act, the Paris Memorandum of Understanding (MOU), and Tokyo MOU which govern aspects such as safety, emissions, pollution, and crew requirements. The Tokyo MOU governs Working and Living Conditions, including ventilation and accommodation. b. The noise level inside the floatel sleeping quarters will be monitored to assess compliance with the Health Canada sleep disturbance threshold.	2023-01-20
Yes statisfied.		Comment closed.	
Yes statisfied.		Comment closed.	
SLRD is concerned about natural hazards and the need for evacuation/response. Emergency Response Plan should outline this. What is the timeframe on developing the ERP?		Development of the Emergency Response Plan is underway. Woodfibre LNG anticipates having the draft Emergency Response Plan available to SLRD in Q2 2023.	2023-01-20
Yes statisfied.		Comment closed.	
What is the timeframe on developing ERP?		Development of the Emergency Response Plan is underway. Woodfibre LNG anticipates having the draft Emergency Response Plan available to SLRD in Q2 2023.	2023-01-20
Yes statisfied.		Comment closed.	
Yes statisfied. Please update report accordingly.		Comment noted. Woodfibre LNG is not preparing an updated amendment application. However, clarifications and commitments made through this comment tracker form part of the BC Environmental Assessment Office's official record for the Project.	2023-01-20
Yes statisfied.		Comment closed.	
Yes statisfied.		Comment closed.	
Yes statisfied. Please update report accordingly.		Comment noted. Woodfibre LNG is not preparing an updated amendment application. However, clarifications and commitments made through this comment tracker form part of the BC Environmental Assessment Office's official record for the Project.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
Yes statisfied. Please update report accordingly.		Comment noted. Woodfibre LNG is not preparing an updated amendment application. However, clarifications and commitments made through this comment tracker form part of the BC Environmental Assessment Office's official record for the Project.	2023-01-20
Yes statisfied.		Comment closed.	
Yes statisfied. Please clarify in report.		Comment noted. Woodfibre LNG is not preparing an updated amendment application. However, clarifications and commitments made through this comment tracker form part of the BC Environmental Assessment Office's official record for the Project.	2023-01-20
Yes statisfied.		Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
SN 09Nov2022 - Out of scope or not, the amendment application reveals that prop wash assessment for the original EA only looked at LNG carrier movements, and did not adequately assess prop-induced entrainment of potentially contaminated sediment. We stand by the original comment (regardless of MCV residential capacity), and will expect that this be addressed in marine water quality monitoring and mitigation through EMPs. Pending agreement from WLNG that this can be addressed through EMPs, no further resolution through TAC would be necessary.	2022-11-25	Comment noted. Prop wash will be addressed in the Marine Water Quality Management and Monitoring Plan that is being developed by Woodfibre LNG.	2023-01-20
SN 09Nov2022 - This defies any common sense. Workers on LOA in the community will use restaurants, grocery stores, entertainment services, gas stations, etc. Workers on the floatel will eat cafeteria food sourced in bulk - hopefully at least from a local supplier - and be deterred from accessing businesses in town. This likely doesn't change anything in the big picture application but we do not support decision making on false pretenses.	2022-11-25	Comment noted.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
TWN appreciates the additional reports that have been subsequently distributed.	2022-12-16	Comment closed.	
TWN looks forward to reviewing both the construction- and operation-phase Marine Transport Management and Monitoring Plans as both above-water and under-water noise/vibration is a concern for TWN with regards to marine mammal health and the aquatic ecosystem in general.	2022-12-16	Comment noted and closed	
Thank you for the response.	2022-12-16	Comment closed.	
Thank you for this new information. Is it captured in a recent report? Page 23 of the October 2019 Amendment Application refers to 12-hour shifts. Has this been officially changed to 10.5-hour shifts? TWN welcomes this change, as '12 hour shifts' can lead to a state of extended fatigue among workers, especially without social and recreational venues.	2022-12-16	While this has not been documented in any report, as it is included in this tracking table, it forms part of the official record for the Project. At this time work days are anticipated to be 10.5 hours.	2023-01-20
TWN looks forward to the next update on the CSIMP that specifically addresses mitigating any impacts if the floatel is not being scheduled to operate in time for project construction start-up.	2022-12-16	Comment noted and closed	
TWN looks forward to reviewing both the construction- and operation-phase Marine Transport Management and Monitoring Plans.	2022-12-16	Comment noted and closed	
Thank you for this response.	2022-12-16	Comment closed.	
Thank you for this new information. As noted in TW-1-14 above, are these details captured in a recent report? Page 23 of the October 2019 Amendment Application refers to 12-hour shifts. Has this been officially changed to 10.5-hour shifts? TWN welcomes this change, as '12 hour shifts' can lead to a state of extended fatigue among workers, especially without social and recreational venues.Similar to TWN's response above for TWN-1-2, gendered and community impacts do not appear to have been adequately addressed, particularly in anticipation of a male-dominated workforce (i.e., discrimination at work, sexual harassment and racism). Please provide further information on the potential gendered and community impacts and proposed mitigations. Specifically, how will the Proponent's strategies align with the recommendations as outlined in the 2019 report of the National Inquiry into Missing and Murdered Indigenous Women and Girls? In addition, strategies also need to address the recently released report by the Standing Committee on the Status of Women (FEWO). A masculine work culture can contribute to poor mental health and well-being. Will this be a 'dry' facility? TWN looks forward to reviewing the various policies that provide an 'employee assistance program' for workers and their families, offering such services as counselling, stress management resources, addictions support, and work-life balance support.	2022-12-16	While this change regarding shift hours has not been documented in any report, as it is included in this tracking table, it forms part of the official record for the Project. At this time works days are anticipated to be 10.5 hours. In accordance with Condition 14 of the Environmental Assessment Certificate (EAC #15-02) Woodfibre LNG continues to develop the Community Services and Infrastructure Management Plan (CSIMP). The CSIMP is being developed in consultation with Tsleil-Waututh Nation. The plan continues to evolve based on input from community stakeholders and Indigenous Groups. Woodfibre LNG is developing and will deliver initiatives, in collaboration with Indigenous Groups, the District of Squamish, communiy stakeholders and others, to address findings of the National Inquiry into Missing and Murdered Indigenous Women and Girls and the FEWO report called "Responding to the Calls for Injustice: Addressing Violence Against Indigenous Women and Girls in the Context of Resource Development Projects". Woodfibre LNG continues to closely monitor other initiatives of the Standing Committee on the Status of Women and ensure alignment with our plans. Similarly, Woodfibre LNG will continue to develop, alongside the selected floatel operator, a Code of Conduct for the Project. Woodfibre LNG is committed to working with the floatel operator to develop applicable safety and operational plans and policies. The current plan is for the floatel to be operated as a "dry" facility. Community and health and well-being strategies will be based on the mitigation measures identified in Section 9.2.1 of the Woodfibre LNG Application for an Environmental Assessment Certificate (Woodfibre LNG 2015). These include but are not limited to: Health Living Strategy, Substance Abuse Policy, Addictions Training, Life Skills Workshops, and Providing Counseling. Woodfibre LNG will work with the floatel operator and the construction contractor to implement adequate policies, plans and procedures that protect and support worker mental and physical health; these will be further explored as part of the workforce development plan that is underway. Reference: Woodfibre LNG Limited. 2015. Application for an Environmental Assessment Certificate, Woodfibre LNG.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
As laid out in Tsleil-Waututh Nation's Stewardship Policy (2009), Tsleil-Waututh expects meaningful engagement with Woodfibre on the Project amendment. Through review and assessment of project impacts, Tsleil-Waututh will determine how the amendment will affect TWN's interests.	2022-12-16	Comment noted, thank you.	2023-01-20
Thank you for this response.	2022-12-16	Comment closed.	
TWN looks forward to further discussion/review on this issue as it's concerning that decommissioning of the mooring infrastructure is not being assumed.	2022-12-16	Comment noted. Woodfibre LNG continues to advance Project planning; no final decision has been made regarding decommissioning of the mooring infrastructure at completion of construction.	2023-01-20
As with TWN's responses to TWN-1-8 and TWN-1-12 above, TWN's continued concern is with underwater noise/vibration associated with floatel operations. The aquatic environment is highly sensitive to artificial sound/vibration. How will the associated noise and disturbance created by the passenger and service vessels (that will be servicing the floatel multiple times per day, weekly, etc.) be mitigated?	2022-12-16	As per Woodfibre LNG's previous response, Woodfibre LNG will develop and implement a Marine Mammal Management and Monitoring Plan (MMMMP) that meets the Project's Environmental Assessment Certificate (EAC), Federal Decision Statement, and Squamish Nation Environmental Assessment Approval Conditions. For example, this includes Condition 9 of the EAC, whereby Woodfibre LNG is required to identify the geographic areas where, and periods of time when, construction could cause behavioural change to marine mammals; specify the construction activities which must stop or not start if a marine mammal is sighted in the areas of potential injury to marine mammals; and specify mitigation measures for construction underwater noise that will prevent or reduce behavioural change or injury to marine mammals. Additionally, Woodfibre LNG Limited will prepare and implement an Underwater Noise Management Plan (M5.10-1) to mitigate potential mortality and behavioural changes to fish and marine mammals. The plan will reference DFO's BMP for Pile Driving and Related Operations (BCMPDCA and DFO 2003), and will include additional measures to protect marine mammals and fish.	2023-01-20
Thank you for this response. As with TWN's response to TWN-1-2 above, gendered and community impacts do not appear to have been adequately addressed, particularly in anticipation of a male-dominated workforce (i.e., discrimination at work, sexual harassment and racism). Please provide further information on the potential gendered and commuinty impacts and proposed mitigations.Specifically, how will the Proponent's strategies align with the recommendations as outlined in the 2019 report of the National Inquiry into Missing and Murdered Indigenous Women and Girls? In addition, strategies also need to address the recently released report by the Standing Committee on the Status of Women (FEWO). Also, a masculine work culture can contribute to poor mental health and well-being. TWN needs to see a policy that addresses gender-based violence associated with temporary workcamps.	2022-12-16	In accordance with Condition 14 of the Environmental Assessment Certificate (EAC #15-02) Woodfibre LNG continues to develop the Community Services and Infrastructure Management Plan (CSIMP). The CSIMP is being developed in consultation with Tsleil-Waututh Nation. The plan continues to evolve based on input from community stakeholders and Indigenous Groups. Woodfibre LNG is developing and will deliver initiatives, in collaboration with Indigenous Groups, the District of Squamish, communiy stakeholders and others, to address findings of the National Inquiry into Missing and Murdered Indigenous Women and Girls and the FEWO report called "Responding to the Calls for Injustice: Addressing Violence Against Indigenous Women and Girls in the Context of Resource Development Projects". Woodfibre LNG continues to closely monitor other initiatives of the Standing Committee on the Status of Women and ensure alignment with our plans. Similarly, Woodfibre LNG will continue to develop, alongside the selected floatel operator, a Code of Conduct for the Project. Woodfibre LNG is committed to working with the floatel operator to develop applicable safety and operational plans and policies. The current plan is for the floatel be operated as a "dry" facility. Community and health and well-being strategies will be based on the mitigation measures identified in Section 9.2.1 of the Woodfibre LNG Application for an Environmental Assessment Certificate (Woodfibre LNG 2015). These include but are not limited to: Health Living Strategy, Substance Abuse Policy, Addictions Training, Life Skills Workshops, and Providing Counseling. Woodfibre LNG will work with the floatel operator and the construction contractor to implement adequate policies, plans and procedures that protect and support worker mental and physical health; these will be further explored as part of the workforce development plan that is underway. Reference: Woodfibre LNG Limited. 2015. Application for an Environmental Assessment Certificate, Woodfibre LNG.	2023-01-20
We look forward to receiving a response from the BC EAO.	2022-12-16	Comment closed.	
It should be acknowledged that as this is a former mill site and the presence of a variety of contamninants have been noted, the intake for the source water utilized as a drinking water supply must be located and constructed such that the potential for present and future site impacts is minimized. The use of removal technologies on water obtained from a site at risk of chemical impacts cannot be fully relied on to create safe drinking water. Source water protection is a cornerstone of Health Protection.	2022-11-25	Thank you; comment noted. If the floatel does not have its own water treatment system and drinking water is sourced from Woodfibre Creek, the intake will be located and constructed such that the potential for present and future site impacts is limited. Woodfire LNG recognizes that the drinking water supply for the floatel will need to be permitted by Vancouver Coastal Health.	2023-01-20
EAO - No furhter follow up comments or questions provided by VCH as on Nov 25, 2022.	2022-11-25	Comment closed.	
EAO - No furhter follow up comments or questions provided by VCH as on Nov 25, 2022.	2022-11-25	Comment closed.	

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
EAO - No furhter follow up comments or questions provided by VCH as on Nov 25, 2022.	2022-11-25	Comment closed.	
As workers are expected to be on-board the floatel, we strongly encourage inclusion of a variety of amenities and activities on-board to support worker social, mental, and physical well-being when off-shift. Though the "Application to Amend Environment Assessment Approvals" (Oct 2019) states that workers will have limited time for recerational activities, it appears that workers will be on-board the floatel for 2 weeks at a time, and it is reasonable to expect that they may choose to find ways to unwind especially if they are not likely to leave the floatel and access the Squamish community (comment SQ- 2 -1). We encourage consideration of opportunities for workers to socialize amongst each other in indoor and outdoor environments, maintain their personal connections with their social and familial contacts virtually, have space to engage in a variety of physical activities, etc...	2022-11-25	Comment noted; the floatel will be designed to include a range of key services and facilities including medical, food, recreational and leisure. Woodfibre LNG's goal is to provide worker accommodation that will attract and retain a highly experienced, professional, diverse, and dedicated workforce and to design housing that will limit workers' need to enter the community for recreational purposes. Specific services and facilities will be determined once the floatel operator is selected. Woodfibre LNG is also working with the District of Squamish and other community stakeholders to determine community access for workers on the floatel while on shift, within reasonable hours and numbers.	2023-01-20
EAO - No furhter follow up comments or questions provided by VCH as on Nov 25, 2022.	2022-11-25	Comment closed.	
HHRA for off-duty workers, p17, 3.1.1 - Receptors are assumed to be healthy individuals with no pre-existing health conditions. Though the majority of workers may be quite healthy, there may be individuals with undisclosed pre-existing medical conditions (e.g. COPD, asthma, heart diseases), or pregnant women, who may be at increased risk of harmful exposure.	2022-11-25	This assumption has been deleted from the text. As discussed in Section 4 of the HHRA, both federal values (i.e., Canadian Ambient Air Quality Standards (CAAQS)) and British Columbia Provincial Air Quality Objectives (AQO) were reviewed and the lowest criterion and were selected for use consideration in this HHRA. The CAAQS and AQO represent health and environmental-based air quality objectives derived to protect human health and the environment and to provide drivers for air quality improvement. It is acknowledged, however, that for some chemicals, adverse effects from exposure could occur at concentrations below to CAAQS and AQO, and efforts will be made to reduce emissions as much as possible with previously reported mitigation measures.	2023-02-14
SN 09Nov2022 - While we are not interested in pursuing this further in a tracking table, it will be important that details on this broad topic of workforce movements and conduct in the community is resolved through management plan scoping and/or other firm commitments, before Squamish Nation Council makes a decision on the floatel amendment application for the SNEAA.	2022-11-25	Comment noted. Woodfibre LNG continues to develop the CSIMP, and supplemental plans such as a Code of Conduct, in consultation with those parties described in our previous response. However, management plans are typically not required to be complete in advance of the issuance of an amendment application decision, as project details are typically still being confirmed. The management plans continue to be developed in accordance with the Federal Desicion Statement, Environmental Assessment Certificate, and Squamish Nation Environmental Assessment Approval Conditions.	2023-01-20
Same as response for SQ-2-1	2022-11-25	Comment noted.	2023-01-20
SN 09Nov2022 - What do you mean by "take action alongside government"? In the three years since we submitted this comment, what has WLNG done alongside government? Or independently as a company? Squamish Nation will work collaboratively with WLNG on documents such as the Code of Conduct and related policies, and require that WLNG be specific about how relevant Calls to Action from the MMIWG Inquiry will be adopted for the project. Sufficient details are necessary for Squamish Nation Council to make a decision on the floatel; approval will not be provided on general conditions like "subject to development of a Code of Conduct". As this issue is relevant to the community at large and not strictly Squamish Nation, we encourage dialogue to remain transparent through the TAC.	2022-11-25	Woodfibre LNG continues to develop the Community Services and Infrastructure Management Plan (CSIMP) in consultation with Squamish Nation. The plan continues to evolve based on input from community stakeholders and Indigenous Groups. Woodfibre LNG is developing and will deliver initiatives, in collaboration with Indigenous Groups, the District of Squamish, communiy stakeholders and others, to address findings of the National Inquiry into Missing and Murdered Indigenous Women and Girls and the FEWO report called "Responding to the Calls for Injustice: Addressing Violence Against Indigenous Women and Girls in the Context of Resource Development Projects". Woodfibre LNG continues to closely monitor other initiatives of the Standing Committee on the Status of Women and ensure alignment with our plans.	2023-01-20
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
SN 09Nov2022 - The request from Squamish Nation Council sought understanding of how the proposed approach for the floatel has applied lessons learned elsewhere. The response is somewhat helpful but we are seeking stronger documentation demonstrating WLNG's team has expertise in this field that shows continuous learning and improvement on remote workcamps. These camps do not have a great reputation or history in Canada, and the adverse outcomes have been disproportionately felt by Indigenous communities. The response deflects to other pending documents and policies... it will be necessary that those documents, or companion memos to those documents, demonstrate understanding of what has not worked in the past and how new approaches to managing camps like this can mitigate or avoid the issues of concern.	2022-11-25	Woodfibre LNG continues to develop the Community Services and Infrastructure Management Plan (CSIMP) in consultation with Squamish Nation. The plan continues to evolve based on input from community stakeholders and Indigenous Groups. Woodfibre LNG is developing and will deliver initiatives, in collaboration with Indigenous Groups, the District of Squamish, communiy stakeholders and others, to address findings of the National Inquiry into Missing and Murdered Indigenous Women and Girls and the FEWO report called "Responding to the Calls for Injustice: Addressing Violence Against Indigenous Women and Girls in the Context of Resource Development Projects". Woodfibre LNG continues to closely monitor other initiatives of the Standing Committee on the Status of Women and ensure alignment with our plans. The alternatives analysis completed in 2022 (Alternative Means of Undertaking the Proposed Construction Worker Accommodation; Stantec 2022) considered both a land-based and a floating camp. Through this analysis, it was determined that a floating camp would have the lowest potential for adverse socio-economic effects in local communities as it is not intended that workers would routinely access Squamish during their rotation. The option of a land-based camp outside the Certified Project Area would have potential adverse socio-community effects in local communities. The option of housing workers in accommodation within the local community (e.g., Squamish) was deemed to have the greatest potential for adverse socio-economic/community effects due to the in-migration of temporary workers.	2023-01-20
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
No further comment - SN 09Nov2022	2022-11-25	Comment closed.	
Yes, the Woodfibre LNG (WLNG) response satisfied the initial comment.	2022-12-12	Comment closed.	
According to the Proponent's response to the HC-1-1 comment above, the Proponent states: "Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor are no longer planning to use the Marine Construction Vessel(s) [MCV] to house site personnel (off-duty non-crew). Only crew, those personnel who directly support the MCV and its operations, will stay on the MCVs; this includes the captain and operators, vessel engineer / maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks. An assessment of human health risk associated with off-duty workers at the MCV(s) has therefore not been included." In addition, pdf p. 60 of the Human Health Risk Assessment for Off-duty Workers (herein referred to as the HHRA) indicated that the MCV will be on the Project site for two six month stays in the second and third years of construction. Given that crew will be utilizing sleeping quarters on the MCV while it is located within the Project construction area (i.e., Certified Marine Terminal Area), HC recommends the Proponent consider an additional human receptor location on the MCV in both a revised HHRA and noise assessment.	2022-11-28	As discussed between Woodfibre LNG, the BC Environmental Assessment Office and the BC Ministry of Health on January 10, 2023, the Marine Construction Vessel (MCV) will no longer be considered a receptor for the purposes of the Off-Duty Worker Human Health Risk Assessment. This is based on all of the following: The MCV will provide onboard accommodation for crew only (i.e., personnel who directly support the MCV and its operations; this includes the captain and operators, vessel engineer/maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks). The MCV will be working within the Certified Project Area for approximately 8 weeks in Q4 2024 and Q1 2025. Depending on weather, the MCV will change locations within the CPA every 3 to 5 days. The MCV is a non-Canadian registered vessel, and is therefore subject to exemptions under the Canada Marine Act and the Canada Shipping Act. Non-Canadian registered vessels are required to comply with a subset of requirements in the Canada Shipping Act, the Paris Memorandum of Understanding (MOU), and Tokyo MOU which govern aspects such as safety, emissions, pollution, and crew requirements. The Tokyo MOU governs Working and Living Conditions, including ventilation and accommodation; worker exposure limits on-vessel will be in accordance with these requirements. Transport Canada can audit and inspect non-Canadian registered vessels, and may hold vessels under detention should they be found in non-compliance. The Canadian federal definition of a vessel applies regardless of how long a vessel is stationary. Under the Canada Shipping Act, vessel "means a boat, ship or craft designed, used or capable of being used solely or partly for navigation in, on, through or immediately above water, without regard to method or lack of propulsion, and includes such a vessel that is under construction. It does not include a floating object of a prescribed class." The definition does not require active navigation; the MCV is capable of navigation and should therefore be considered a vessel. With respect to the BC Industrial Camps Regulation (ICR), the definition of an "industrial camp" is "land or premises on which an employer, in connection with a logging, sawmill, mining, oil or gas operation, a railway construction project, a cannery, or a similar thing, owns, operates or maintains, or has established, permanent or temporary structures for use, with or without charge, by employees as living quarters." BC Guidelines relating to the ICR state the purpose of the guideline is to help industrial camp operators and regulators interpret the ICR and suggest a focus on dedicated camp structures. The MCV is not a dedicated camp. Based on the above, it is Woodfibre's expectation that Health Canada will be in agreement that the MCV should not be considered a receptor with respect to off-duty workers, and that inclusion of the MCV in the HHRA is not required	2023-01-20
Page 4 of the HHRA states that if the floatel does not have onboard water supply and treatment, drinking water will be supplied to the floatel from Woodfibre Creek and treated at a shore-based self-contained water treatment system. Given that the Project is located on a former pulp mill site undergoing remediation, HC recommends that the Proponent describe contingency measures that will be implemented if the floatel does not have onboard water supply and if available water treatment technologies are not able to achieve Provincial drinking water quality standards.	2022-11-28	If the floatel does not have its own water treatment system and Woodfibre Creek is used as the drinking water source for the floatel (with associated water treatment system), it is expected that sufficient volume will be available. In the event that changing conditions mean that there is less volume available than is required, or if treatment is not able to provide water quality that meets applicable guidelines, Woodfibre LNG will look at the feasibility of alternate options such as having drinking water brought to the floatel by service vessel.	2023-01-20
Page 8 of the HHRA indicates that soil would not be present on the floatel, and that Project-related dust deposited on surfaces of the floatel would be removed by precipitation or cleaning activities and would not accumulate on vessel surfaces. For these reasons, the Proponent excludes further consideration of soil exposure pathways (e.g., ingestion and dermal contact) in the HHRA. However, given that the floatel will be accessible by gangways/walkways connected to the shore, it is unclear whether off-duty workers would be able to recreate on land near the Project construction area, and whether this justifies excluding this pathway. HC therefore recommends the Proponent confirms off-duty worker access to land-based recreation opportunities, and that further justification be provided to exclude the soil exposure pathway.	2022-11-28	While section 3.3.2 has been revised to consider off-duty workers coming in contact with soil in the CPA, no leisure activities are planned to be allowed on shore. Off-duty workers may have incidental contact with airborne soil particles that have settled on the exterior surfaces of the floatel structure. This type of exposure scenario has been assessed previously at the Project-site and the revised text in this section refers back to the findings of the Uplands Human Health and Ecological Risk Assessment (Keystone Environmental 2014) that accompanied the Woodfibre LNG Application for EAC.	2023-02-14

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
On pp. 11-15 of the HHRA, the Proponent concludes that for non-carcinogenic polycyclic aromatic hydrocarbons (PAHs), volatile organic compounds (VOCs) and particulate-bound metals associated with fuel combustion, the Project would represent a negligible human health risk for workers housed on the floatel, and therefore these parameters were screened out for further assessment. This conclusion relied upon the 2019 assessment of the worker accommodation camp for the LNG Canada project, in which the results for non-carcinogenic PAHs, VOCs and particulate-bound metals were below risk acceptability benchmarks. HC notes that while construction activities at LNG Canada are described as being more conservative (i.e., larger and continuing for a longer period of time) than the Woodfibre LNG Project, it is not clear whether the types of construction equipment and number of units used for each project allows for an appropriate comparison between the two projects. HC seeks further clarification regarding the comparability of the two LNG projects (Woodfibre and LNG Canada) and the implications for the air quality HHRA – particularly should Woodfibre LNG require further site remediation activities and equipment use that may extend into the Project's substantive construction period from 2023 through 2027.	2022-11-28	A comparison to the HRRA for the off-duty worker accommodation for the LNG Project (Cedar Valley Lodge) is not required to support the selection of contaminants of potential concern (COPCs) in ambient air for the Woodfibre off-duty worker HHRA and has been removed from the revised HHRA.	2023-02-14
Page 18 of the HHRA states: "Health Canada has completed a HHRA for SO2 [sulphur dioxide] in ambient air (Health Canada 2016d). The HC assessment provides a detailed review of the human health effects associated with exposures to varying levels of SO2 in ambient air. However, the Health Canada assessment did not include recommendations for Canadian Ambient Air Quality Standards (CAAQS) for SO2. The CCME [Canadian Council of Ministers of the Environment] has established the CAAQS [Canadian Ambient Air Quality Standards] for SO2 based on the annual 99th percentile of daily 1-hour maximum, averaged over three consecutive years for the years 2020 and 2025 (CCME 2018)." HC notes that the statement above is incorrect, since the development of the CAAQS was based in part on information published by HC. The CAAQS are health- and environment-based numerical values of outdoor air concentrations of pollutants intended to drive continuous air quality improvement in Canada. Although the CAAQS are not solely based on human health aspects, information contained in HC's 2016 HHRA for SO2[1] was used to derive the current CAAQS values for SO2. HC therefore recommends the above statement from the Proponent be corrected in a revised HHRA. [1] Health Canada (HC). 2016. Human Health Risk Assessment for Sulphur Dioxide. Available at: https://publications.gc.ca/collections/collection_2016/sc-hc/H144-29-2016-eng.pdf	2022-11-28	It is acknowledged that the results of the Health Canada SO2 assessment were considered in the development of the CAAQS for SO2. As such, this incorrect statement has been deleted.	2023-02-14
On p. 19 and several other areas of the HHRA, the Proponent indicates that SO2 is a "non-threshold contaminant and that even small amounts of exposure can be associated with potential human health risks. At very low concentrations, the potential health risks are low and as the concentration increases the potential health risks increase." HC notes that, to the contrary, SO2 is not considered a non-threshold substance and studies[1] suggest that health effects can be seen when ambient concentrations reach a certain level. This effect threshold, which can be below the air quality standards (e.g. CAAQS), may vary depending on the sensitivity of the exposed subjects (e.g. asthmatics). HC therefore recommends that this statement be corrected in this and other future assessments. [1] HC. 2016. Human Health Risk Assessment for Sulphur Dioxide. Available at: https://publications.gc.ca/collections/collection_2016/sc-hc/H144-29-2016-eng.pdf	2022-11-28	References to SO2 as a non-threshold contaminant have been deleted throughout the HHRA.	2023-02-14
On p. 20 of the HHRA, with regards to exposure to nitrogen dioxide (NO2), the Proponent states: "[t]he human health-based ambient air quality standards [i.e., CAAQS] for chemicals such as NO2 are defined as representing concentrations in ambient air (over the specified averaging period) that represent negligible risk to human health, including sensitive members of the population. Therefore, the HHRA for the floatel will use the 1-hour and annual average NO2 ambient air objectives as risk acceptability benchmarks. Exposures that are below these limits [i.e., the CAAQS] will be considered to represent a negligible human health risk." However, CAAQS are not solely based on health effects; other criteria such as environmental effects, historical trends and future projections of ambient concentrations, feasibility, and achievability are considered when deriving CAAQS. Therefore, HC is of the opinion that CAAQS are most effectively used as a tool for improving air quality and providing information on a project's potential impact on ambient air quality, not as a benchmark for assessing the acceptability of human health risk. The health science with respect to certain air pollutants (fine particulate matter [PM2.5], ground-level ozone [O3] and NO2) indicates that a level of exposure at which no health risk exists is unlikely. For these pollutants, associations between exposure and adverse health effects have been demonstrated throughout the range of concentrations experienced by Canadians, and any increase in exposure may result in an incremental health risk. The CAAQS also explicitly recognize the absence of health effects thresholds by having four air quality management levels (i.e., the Air Zone Management Framework) at concentrations below the CAAQS. HC therefore recommends that the Proponent acknowledges that measures beyond those required to achieve CAAQS levels are necessary in order to reduce the burden of air pollution on the off-duty worker population. In addition, HC recommends that the Proponent reference the air zone management level for the Project area, as stated in the latest air zone report by the Province[2], in addition to the CAAQS. [2] British Columbia Ministry of the Environment and Climate Change Strategy. 2022. Georgia Strait Air Zone Report (2018-2020). Available at: https://www2.gov.bc.ca/assets/gov/environment/air-land-water/air/reports-pub/air-zone-reports/2018-to-2020/georgia_strait_air_zone_report_2018_to_2020.pdf	2022-11-28	Context has been added to HHRA to clarify that health risks may be present at concentrations less than the CAAQS and reference to 'negligible' health risks at concentrations less than the CAAQS has been removed. However, evaluation of the Project impacts on the air zone management level for the Project area (i.e., the Georgia Strait Air Zone) has not been added. The Georgia Strait Air Zone "is one of seven broad air zones across B.C. It covers the coastal areas of southwestern B.C. outside of the Lower Fraser Valley, and includes the municipalities in the Capital Regional District, Cowichan Valley Regional District, Comox Valley Regional District, Alberni-Clayoquote Regional District, Nanaimo Regional District, qathet Regional District, Squamish-Lillooet Regional District, Strathcona Regional District, Sunshine Coast Regional District, and all the Gulf Islands" (British Columbia Ministry of the Environment and Climate Change Strategy, 2022). The predicted COPC concentrations assessed in the HHRA were modelled on a very localized area and are based on a 20 m by 20 m grid spacing chosen to represent points within the Floatel area (overall length of 180 m) where workers may be housed (see Section 3.3 of the HHRA and Figure 1). These spatially focused results are not appropriate for making inferences about regional changes in air quality. The assessment of human health as a result of changes to air quality in the Local Assessment Area (LAA; 20 km x 20 km area surrounding the Project) and Regional Assessment Area (RAA; 50km (E-W) x 65 km (N-S) area surrounding the Project) were assessed as part of the comprehensive environmental assessment process from 2013 to 2015, upon which Woodfibre LNG received: • an Environmental Assessment Certificate (EAC) for the Certified Project Area (CPA) under the British Columbia Environmental Assessment Act (BCEAA; EAC #E15-02) in 2015; • an environmental assessment approval from Squamish Nation through the Squamish Nation Environmental Assessment Agreement (SNEAA) in 2015, and; • a positive federal Decision Statement under the Canadian Environmental Assessment Act, 2012 (CEAA 2012) in 2016. References: British Columbia Ministry of the Environment and Climate Change Strategy. 2022. Georgia Strait Air Zone Report (2018-2020). Available at: https://www2.gov.bc.ca/assets/gov/environment/air-land-water/air/reports-pub/air-zone-reports/2018-to-2020/georgia_strait_air_zone_report_2018_to_2020.pdf	2023-02-14

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
The Proponent did not undertake a carcinogenic assessment of DPM (diesel particulate matter) for reasons outlined on p. 22 of the HHRA. Page 27 of the HHRA indicates that modelled DPM concentrations sometimes exceed the 2-hour HC guidance value (for non-cancer effects) in the floatel area. These modelled DPM concentrations do not include baseline concentrations as they were not estimated by the Proponent. (Additionally, no modelling and assessment of DPM was provided for off-duty receptors on MCV in the Project construction area [i.e. Certified Marine Terminal Area].) Given that modelled DPM concentrations sometimes exceed the 2-hour HC guidelines guidance value (for non-cancer effects), HC recommends that the Proponent revises the HHRA or submits a memo to quantitatively characterize the carcinogenic risk of DPM to all off-duty workers in accordance with HC's 2022 guidance described below. To characterize the carcinogenic risk of diesel exhaust from a project, HC has published a report (2022)[3], which provides a quantitative assessment of the relationship between ambient PM2.5 exposure and lung cancer risk. Specifically, this report quantifies the increase in risk of lung cancer mortality (over the baseline rate in the Canadian population) due to PM2.5 exposure. This quantitative assessment is considered appropriate to characterize risks from diesel PM given the contribution of diesel exhaust to ambient PM2.5 in Canada, and that the carcinogenicity of diesel exhaust has generally been evaluated based on the respirable PM fraction[3,4]. The Proponent can also use the attached sample calculation as guidance (filename: "Additional Lung Cancer Mortality from PM2.5 revised Nov 2022.pdf"). [3] HC. 2022. Lung Cancer and Ambient PM2.5 in Canada: A Systematic Review and Meta-analysis. Available at: https://publications.gc.ca/site/eng/9.907038/publication.html [4] HC. 2016. Human Health Risk Assessment for Diesel Exhaust. Available at: http://publications.gc.ca/collections/collection_2016/sc-hc/H129-60-2016-eng.pdf	2022-11-28	An assessment of the carcinogenic risks of diesel particulate matter (DPM) exposure from the Project has been added to Section 6.1.4 of the HHRA, following the approach described in the provided sample calculation.	2023-02-14
In order to characterize human health risks from exposure to non-carcinogenic contaminants (e.g., NO2), the Proponent indicates on p. 29 of the HHRA that concentration ratios (CR) are derived by dividing predicted ground-level concentrations by the appropriate toxicological reference value (TRV) or human-health based air quality standards – including the CAAQS. However, as indicated in HC-HHRA-07 comment, CAAQS are not solely based on health effects; other criteria such as environmental effects, historical trends and future projections of ambient concentrations, feasibility, and achievability are considered when deriving CAAQS. Health effects are possible even at levels below the CAAQS (i.e., for CR<1.0). Therefore, HC does not support calculating CRs using CAAQS. In addition, HC air quality guidance[5] recommends comparing predicted contaminant concentrations to appropriate and relevant human health-based air quality guidelines and standards. If the predicted concentrations approach or exceed air quality guidelines and standards, the assessment should include a discussion of the potential impacts of these exceedances on human health, and not conclude negligible health effects on the basis of meeting a CR "benchmark" equal to or less than 1.0 (i.e., predicted concentrations being allowed to go 'up to' the guideline or standard). HC therefore recommends that the approach of using a ratio to indicate an artificial "benchmark" for non-threshold non-carcinogenic air contaminants should be replaced with a discussion around exceedances of the relevant standard or guideline. [5] HC. 2016. Guidance of Evaluating Human Health Impacts in Environmental Assessment: Air Quality. Available at: https://publications.gc.ca/collections/collection_2017/sc-hc/H129-54-1-2017-eng.pdf	2022-11-28	Consistent with information provided in Health Canada 2016a about assessing project-related changes in ambient air, an assessment of the potential impacts of project-related changes to air quality by comparing maximum ground level concentrations of COPC to appropriate and relevant human health-based air quality guidelines and standards (i.e., CAAQS) has been completed. As a first step in this risk (impact) characterization, concentration ratios (CRs) were calculated. Also consistent with information provided in Health Canada 2016a, when predicted concentrations of COPCs were below the CAAQS, no further assessment was conducted. However, where exposure estimates have been compared to air quality criteria for non-threshold contaminants, it is acknowledged that human health impacts may occur at concentrations that are less than the applicable air quality criteria and mitigation measures to limit emissions during construction remain important. In cases where predicted concentrations of COPCs exceeded air quality criteria, it does not necessarily indicate an adverse health effect is expected; rather, it triggers a more in-depth review of the assumptions used in the assessment to make conclusions about possible human health effects. Further explanation has been added in the revised HHRA.	2023-02-14
On p. 31 of the HHRA, the Proponent further characterizes the potential health risks associated with short-term (1-hour) exposure to NO2 for off-duty workers on the floatel by using HC's short-term (1-hour) Residential Indoor Air Quality Guideline[6] (RIAQG) for NO2 (170 µg/m3). HC notes that indoor concentrations of gases may differ from ambient ones. The infiltration of gases is affected by a variety of factors, many of which are unknown in the context of an impact assessment study, such as the ventilation and air tightness of a residence (e.g., marine vessel). Furthermore, even if considering 100% infiltration of ambient NO2 indoors in a risk assessment, there is a possibility that NO2 indoor concentrations may be underestimated, as NO2 sources unrelated to the Project may be present indoors. As such, HC is of the opinion that it is not appropriate to compare outdoor concentrations of NO2 with the RIAQG, and recommends that this comparison be omitted in a revised version of the HHRA. [6] HC. 2015. Residential Indoor Air Quality Guideline: Nitrogen Dioxide. Available at: https://www.canada.ca/en/health-canada/services/publications/healthy-living/residential-indoorair-quality-guideline-nitrogen-dioxide.html#c4a	2022-11-28	Discussion of Residential Indoor Air Quality Guideline (RIAQG) for NO2 compared to modelled ambient concentrations has been removed from the text along with citation in the References section. There is no basis from which to speculate about NO2 concentrations in indoor air inside the floatel.	2023-02-14
On p. 34 of the HHRA with regards to 2-hour DPM exceedances, the Proponent states: "Although it is reasonable to expect that a percentage of the workforce population could have asthma or COPD [chronic obstructive pulmonary disease], it is also reasonable to expect that workers with these conditions would already be managing their conditions with appropriate strategies and, where necessary, medications... Given the short duration of the predicted exceedances it is reasonable to expect that if workers did experience respiratory effects during these 2-hour periods, the effects would be mild and transitory." HC notes that it may be an assumption that workers with asthma and COPD "would already be managing their conditions with appropriate strategies and, where necessary, medications". It is also important to note that the calculated CRs exclude baseline levels of DPM. HC therefore recommends that the Proponent discuss how this exclusion could influence the results. For instance, the 2-hour DPM CR for the 2023-2024 construction (1.04) would be higher if baseline concentrations were included. In HC's view, this highlights the importance of implementing mitigation measures to limit the use of diesel engines as much as possible.	2022-11-28	The text assuming that workforce population with asthma or COPD would be managing their conditions appropriately has been removed. Discussion regarding the importance of ongoing monitoring and mitigation during Project construction and operation to be protective of exposure to non-threshold contaminants has also been added throughout the HHRA.	2023-02-14

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
On p. 39 of the HHRA, the Proponent concludes that the Project construction period is predicted to result in exceedances of 1-hour NO2 and 2-hour DPM relative to HC guidelines. Since the closest air quality monitoring station (Squamish Elementary School) is approximately 8 km away, HC suggests that air quality monitoring (for both NO2 and PM2.5 [as a proxy for DPM]) be undertaken at the Project site (e.g., near the floatel and MCV) to verify the predictions. That way, adaptive management measures (e.g., air filtration aboard the floatel to reduce elevated PM2.5) could be applied when air quality in the vicinity of off-duty workers deteriorates in comparison to baseline conditions. HC recommends that monitoring begin prior to construction to establish baseline concentrations, so that it would be possible to determine the Project's contribution to ambient concentrations during construction and operation phases.	2022-11-28	Woodfire LNG will implement an air quality monitoring program for the floatel to help inform adaptive management strategies, if needed.	2023-02-14
The Proponent states (see HC-1-1 Proponent response above), "Woodfibre LNG and their Engineering, Procurement, Fabrication and Construction contractor are no longer planning to use the Marine Construction Vessel(s) [MCV] to house site personnel (off-duty non-crew). Only crew, those personnel who directly support the MCV and its operations, will stay on the MCVs; this includes the captain and operators, vessel engineer / maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks. An assessment of human health risk associated with off-duty workers at the MCV(s) has therefore not been included." Page 2 of the 2022 Construction Phase Noise Assessment Technical Report (herein referred to as the Noise Report) indicates that only MCV crew will utilize the sleeping quarters. Given that the MCV sleeping quarters and crew will be located directly within the construction area (i.e., Certified Marine Terminal Area), HC recommends that the Proponent assess an additional human receptor location on the MCV in a revised noise assessment.	2022-11-28	As discussed between Woodfibre LNG, the BC Environmental Assessment Office and the BC Ministry of Health on January 10, 2023, the Marine Construction Vessel (MCV) will no longer be considered a receptor for the purposes of the Off-Duty Worker Human Health Risk Assessment. This is based on all of the following: The MCV will provide onboard accommodation for crew only (i.e., personnel who directly support the MCV and its operations; this includes the captain and operators, vessel engineer/maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks). The MCV will be working within the Certified Project Area for approximately 8 weeks in Q4 2024 and Q1 2025. Depending on weather, the MCV will change locations within the CPA every 3 to 5 days. The MCV is a non-Canadian registered vessel, and is therefore subject to exemptions under the Canada Marine Act and the Canada Shipping Act. Non-Canadian registered vessels are required to comply with a subset of requirements in the Canada Shipping Act, the Paris Memorandum of Understanding (MOU), and Tokyo MOU which govern aspects such as safety, emissions, pollution, and crew requirements. The Tokyo MOU governs Working and Living Conditions, including ventilation and accommodation; worker exposure limits on-vessel will be in accordance with these requirements. Transport Canada can audit and inspect non-Canadian registered vessels, and may hold vessels under detention should they be found in non-compliance. The Canadian federal definition of a vessel applies regardless of how long a vessel is stationary. Under the Canada Shipping Act, vessel "means a boat, ship or craft designed, used or capable of being used solely or partly for navigation in, on, through or immediately above water, without regard to method or lack of propulsion, and includes such a vessel that is under construction. It does not include a floating object of a prescribed class." The definition does not require active navigation; the MCV is capable of navigation and should therefore be considered a vessel. With respect to the BC Industrial Camps Regulation (ICR), the definition of an "industrial camp" is "land or premises on which an employer, in connection with a logging, sawmill, mining, oil or gas operation, a railway construction project, a cannery, or a similar thing, owns, operates or maintains, or has established, permanent or temporary structures for use, with or without charge, by employees as living quarters." BC Guidelines relating to the ICR state the purpose of the guideline is to help industrial camp operators and regulators interpret the ICR and suggest a focus on dedicated camp structures. The MCV is not a dedicated camp. Based on the above, it is Woodfibre's expectation that Health Canada will be in agreement that the MCV should not be considered a receptor with respect to off-duty workers, and that inclusion of the MCV in the HHRA is not required.	2023-01-20
Page 10 of the Noise Report describes two "representative" noise modelling scenarios (i.e., from Phases 1 to 4 and Phases 2 to 7 of the construction period, respectively); however, the selection of these scenarios is not adequately described. HC is of the opinion that the modelling be based on the most sensitive receptor locations with a description of what human activities are occurring at these locations. HC therefore recommends that further justification be provided as to why these two scenarios were chosen to assess the worst-case conditions for construction noise.	2022-11-28	During the construction, the off-duty workers accommodated in the floatel sleeping quarters are the closest receptors to construction activities. The two construction models focus on Project-related noise emissions representing the worst-case scenarios. Based on a review of the construction phase plan and equipment listing, these scenarios represent time periods when multiple phases occur concurrently which results in higher overall noise emission levels. The scenarios selected are based on the highest monthly total noise emission associated with the type and quantity of equipment usage for each phase. - Modelling Scenario 1 represents activities from Phases 1 to 4; it occurs during the first and second year of construction. - Modelling Scenario 2 covers a six-month period including Phases 2 to 7. Table 5 in the report compares the total noise emission sound power level associated with each construction phase 1 to 7. This approach is conservative because not all activities will occur simultaneously, even though the model assumes all activities during that phase will occur during one daytime period.	2023-01-20
On p. 5 of the Noise Report, the Proponent uses 9:00 PM to 7:00 AM to define "night-time" for calculating the day-night sound level (Ldn), however, on p. 12 the Proponent uses 10:00 PM to 7:00 AM to define "night-time". HC recommends that this inconsistency be corrected. HC noise guidance[7] recommends 10:00 PM to 7:00 AM as night-time hours be used to calculate the Ldn (with the appropriate adjustments). Changing the time interval could add 10 dB to the Ldn or subtract 10 dB from the Ldn. It is important for the Proponent to describe the times of day and night that were used in calculating the Ldn. In addition, community consultation regarding night-time noise impacts should be considered to ensure that annoyance and sleep disturbance are minimized and the hours are representative of municipal, provincial and/or federal guidance. [7] HC. 2017. Guidance for Evaluating Human Health Impacts in Environmental Assessment: Noise. Available online at: https://publications.gc.ca/site/eng/9.832514/publication.html	2022-11-28	The noise assessment is based on a daytime period between 7:00 AM to 10:00 PM and the nighttime period between 10:00 PM to 7:00 AM. All Ldn calcuations follow methods prescribed in the Health Canada noise guidance. The 9:00 PM to 7:00 AM on page 5 of the report is an error. Woodfibre LNG is actively engaged with DoS to enable Project planning and development that aligns with municipal expectations. Additionally nightime noise impacts are not expected as the floatel will be a moored structure with no running engines.	2023-01-20
On p. 13 of the Noise Report, the Proponent states that "[t]he highest Ln inside level is 17.4 dBA at the Floatel Option 2 sleeping quarter". HC recommends that the Proponent describe the current (ambient) noise environment and any additional sources of environmental noise that may be present in the Project area since the completion of the original 2015 Environmental Assessment Certificate application for the Woodfibre LNG Project. Additionally, HC recommends that the Proponent describe what future and reasonably foreseeable projects (operations and construction), including shipping activities within the Howe Sound area, may be expected to coincide with Project construction activities as currently anticipated. This would lend greater confidence to the noise modelling results that indicate that the highest Ln inside of the floatel sleeping quarters (Option 2) is expected to only be 17.4 dBA.	2022-11-28	Health Canada guidelines and recommendations of the WHO regarding sleep disturbance should be considered for quiet rural areas. A nighttime sound level of 35 dBA is representative for a quiet rural area. The noise baseline field study was conducted in 2021. The objective of this field study was to inform the current (ambient) sound level at different noise sensitive receptor locations. The acoustic environment at receptor locations SR6 and SR7 are along the coastline closest to the Project, similar to the floatel location. The acoustic environment is characterized by tidal waves, wind, marine traffic, train, and highway traffic in the distance. Ambient nighttime sound level measured at SR6 and SR7 is 41.7 dBA and 47.5 dBA, respectively. These levels indicate that the acoustic environment is higher than the quiet rural area nighttime sound level of 35 dBA. The sleep disturbance assessment only consider Project-related noise level. Woodfibre LNG's interpretation of the Health Canada noise guidance for sleep disturbance is based on Project-related noise level only. If ambient sound level of 47.5 dBA is considered with the 27 dB transmission loss of a closed window, the cumulative (Project and ambient sound level) in the floatel sleeping quarters is predicted to be 22.8 dBA, below the 30 dBA threshold. Woodfibre LNG is not able to accurately predict the noise effect from future and reasonably foreseeable projects. Future shipping activities and noise emission associated with different vessel types within the Howe Sound area is not available.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
EAO email dated November 7, 2022 The EAO issued an Order on October 13, 2022, that recognized the transfer of 30 percent interest in the Project to Enbridge Inc., and transferred the Certificate from Woodfibre LNG Limited to Woodfibre LNG General Partner Inc. While the EAO Certificate has been transferred to the Woodfibre LNG General Partner Inc., it is not clear whether this applies to other authorizations, licences, water licences, Crown Land Tenures, or permits held by Woodfibre LNG Ltd. When Woodfibre LNG Ltd. acquired the Lot 2351 property, the purchaser of the land became the licencee for the water licences that list Lot 2351 as the appurtenant land. If the land is now jointly owned by Woodfibre LNG Ltd. and Enbridge Inc. under the Woodfibre LNG General Partner Inc., both parties would become the water licencee, along with the associated liability for damages. Our eLicencing records show that Woodfibre LNG Ltd. is the water licencee, and there is no mention of a second landowner (Enbridge Inc.). We request that the Woodfibre LNG General Partner Inc. explain whether the partnership also involved a change of ownership of Lot 2351.	2022-11-28	Notification for change of ownership for water licences and land have been submitted. Water licences will be registered to Woodfibre LNG General Partner Inc (the new limited partnership between Woodfibre LNG Limited and Enbridge Inc).	2023-01-20
Section 2.0, page 4, last bullet of first series of the Design Memo - "Concerns regarding community impacts of temporary workforce accessing community services and facilities." EAO note - the comments have been copied and pasted from the PDF that DoS recorded their comment. The comment is in brackets.	2022-11-28	Thank you for noting this. Woodfibre LNG agrees with the District of Squamish that there are concerns regarding community impacts of a temporary workforce accessing community services and facilities; this concern has been considered in advancing the worker accommodation plans. Woodfibre LNG is not revising and re-issuing the Design Memo; however, clarifications and commitments made through this comment tracker form part of the BC Environmental Assessment Office's official record for the Project.	2023-01-20
Section 3.0, page 6, para 3 of the Design Memo - "Off-site to where? The District requires details for solid and liquid wastes - how much, where will it go, impacts on District facilities etc."	2022-11-28	Woodfibre LNG does not expect that local (e.g., Squamish) facilities will be used for the disposal of solid and liquid waste. Woodfibre LNG is willing to work collaboratively with DoS to identify solutions to waste disposal options.	2023-01-20
Section 3.0, page 7, bullet point 3 of Design Memo - "Municipal permits (TUP, DPs) may also be required, to be confirmed." Bulet point 6 - "Where to? Impacts on District?" Bullet point 8 - "This appears to be a first-aid level of resources. What about mental health, addictions and other services? Is the community expected to handle these?"	2022-11-28	1. Woodfibre LNG acknowledges that there are District of Squamish permits that may be required (e.g., Temporary Use Permit, Development Area Permit) and is actively working with the District to understand the permitting and information requirements. 2. Woodfibre LNG does not expect that local (e.g., Squamish) facilities will be used for the disposal of solid and liquid waste. Woodfibre LNG is willing to work collaboratively with DoS to identify solutions to waste disposal options. 3. Woodfibre LNG is developing a Healthy Living Strategy as a supplemental plan to the CSIMP which will include plans for offering of resources related to mental health, addiction and other applicable services.	2023-01-20
Section 3.2, end of para 2, apge 9 - "The District would like to know numbers of personnel which can still potentially generate traffic/parking impacts, especially in Squamish Harbour. More information needed." Section 3.3, end of para 5, page 9 - "When will this be determined?"	2022-11-28	Details regarding number of personnel who may require parking is still being confirmed. Woodfibre LNG is aware of the District's need to understand the potential impacts associated with traffic and parking, particularly in Squamish Harbour. Woodfibre LNG continues to advance Project planning, including transportation management, through development of the Marine Transportation Management and Monitoring Plan and the Traffic Management Plan. Woodfibre LNG will continue to engage the District as details are confirmed. Further, Woodfibre LNG understands that information regarding traffic and parking are required to be included in the Temporary Use Permit application for the floatel. Woodfibre LNG has a one-year license from MOTI for the use of Darrell Bay and subject to renewal. The primary means of worker transportation to/from the Woodfibre Site will be via Darrell Bay.	2023-01-20
Section 4.0, end of para 2, page 10 - "Development permits may also be required (TBD)"	2022-11-28	Comment noted. Woodfibre LNG continues to engage with the District of Squamish regarding specific permit requirements (e.g., Temporary Use Permit)	2023-01-20
DoS has made a comment on WLNG's response to ECCC's Comment ECCC -1-1: " The District will review lighting as part of the TUP"	2022-11-28	Comment noted	2023-01-20
DoS has made a comment on WLNG's response to ECCC's Comment ECCC -1-3: "When will this decision be made?" referrin to the water treament plans for the floatel.	2022-11-28	The source of drinking water will be determined upon selection of the floatel provider and the specific floatel infrastructure	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
DoS has made comment on WLNG's response to SLRD's Comment SLRD- 1-5:" This still does not present a clear picture of local employment. Combining Lower Mainland numbers with local (Sea to Sky) does not provide a meaningful picture for the local workforce. Please use methodology such as Stats Can and Revenue Canada to more precisely indicate local employment by sector instead of a vague promise to use the local workforce."	2022-11-28	Woodfibre LNG remains committed to prioritizing the hiring of qualified local (e.g., from the Squamish / Squamish-Lillooet Regional District area) construction workers. Firmer, specific estimates for local employment will not be known until the construction contractor is selected and specific opportunities are posted and hiring processes begin. Woodfibre LNG continues to monitor local labour market data, including emplomentrates and wage rates and will continue to stay connected with the District of Squamish's economic development department.	2023-01-20
DoS has made comment on WLNG's response to Squamish Nation's comment SQ- 1-12: "Where are the transportation impacts on marine mammals documented (ferry transportation, shipping)?"	2022-11-28	An assessment of Project effects on marine mammals was included in the Woodfibre LNG Project Application for an Environmental Assessment Certificate (Section 5.19) (Woodfibre LNG 2015). Further assessment, with respect to worker accommodation was completed in the Amendment Application (Section 6.9) (Hemmera 2019). As per Condition 9 of the EAC, Woodfibre LNG is required to develop and implement a Marine Mammal Management and Monitoring Plan for construction. This plan is to be provided to the EOA, DFO, Oil and Gas Commission and Indigenous nations in advance of construction. As per Condition 16 of the EAC, a Marine Transport Management and Monitoring Plan prepared for the construction of the Project will set out the planning, operating, monitoring procedures for vessel transits including passenger, service, and material vessels to/from the site. This plan must be developed in consultation with the District of Squamish, Indigenous nations and other parties as identified in the EAC Condition.	2023-01-20
DoS has made comment on WLNG's response to TWN's Squamish Nation's comment TW- 1-2 and SQ- 1-2: "The District concurs that the Option 4 proposed floatel is the best of the options presented, subject to additional details on emergency planning, worker transportation, access at Darrell Bay, extent of worker access to the community etc. that have not yet been provided."	2022-11-28	Comment noted	2023-01-20
DoS has made comment on WLNG's response to Squamish Nation's comment SQ- 1-24: "What is the status of the Fisheries Act Authorization?"	2022-11-28	Woodfibre LNG is currently refining the Fisheries Act Authorization application in consultation with DFO as part of completeness review.	2023-01-20
DoS has made comment on WLNG's response to Squamish Nation's comment SQ- 1-26: "The management plans contain critical information for the District and other agencies to make meaningful comments and need to be brought forward as soon as possible."	2022-11-28	Comment noted. Woodfibre LNG continues to develop the management plans for the Project. Woodfibre LNG will continue to develop the Community Services and Infrastructure Management Plan, Emergency Response Plan and Traffic Management Plan in consultation with the District of Squamish. However, management plans are typically not required to be complete in advance of the issuance of an amendment application decision, as project details are typically still being confirmed. The management plans continue to be developed in accordance with the Federal Desicion Statement, Environmental Assessment Certificate, and Squamish Nation Environmental Assessment Approval Conditions.	2023-01-20
DoS has made comment on WLNG's response to Squamish Nation's comment SQ- 1-3: "Please reference statistics on vacancy rates (i.e. CMHC) rather than just subjective comments made."	2022-11-28	Comment noted.	2023-01-20
DoS has made comment on WLNG's response to TWN's comment TW- 1-9: ". It is impossible to comment in a meaningful way on the floatel until the management plans are submitted to TAC for review."	2022-11-28	Comment noted. However, management plans are typically not required to be complete in advance of the issuance of an amendment application decision, as project details are typically still being confirmed. The management plans continue to be developed in accordance with the Federal Desicion Statement, Environmental Assessment Certificate, and Squamish Nation Environmental Assessment Approval Conditions.	2023-01-20
DoS has made comment on WLNG's response to Vancouver Coastal Health's comment VCH- 1-6: "Does this include on-going monitoring during both construction and operation phases?"	2022-11-28	The floatel will not be in place during operations, therefore no noise monitoring will be undertaken during this phase. The noise level inside the floatel sleeping quarters will be monitored to assess compliance with the Health Canada sleep disturbance threshold.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
DoS has made comment on WLNG's response to Vancouver Coastal Health's comment VCH- 1-7: "Where is this approved facility? Will District of Squamish facilities be used? Specifics are needed to understand impacts on Squamish waste management facilities." and " Will District of Squamish facilities be used?" regarding specific details for disposal of waste types.	2022-11-28	Woodfibre LNG does not expect that local (e.g., Squamish) facilities will be used for the disposal of solid and liquid waste. Woodfibre LNG is willing to work collaboratively with DoS to identify solutions to waste disposal options.	2023-01-20
DoS has made comment on WLNG's response to ECCC's comment ECCC- 1-14: "Where? District of Squamish?"referring to disposal at an approved facility.	2022-11-28	Woodfibre LNG does not expect that local (e.g., Squamish) facilities will be used for the disposal of solid and liquid waste. Woodfibre LNG is willing to work collaboratively with DoS to identify solutions to waste disposal options.	2023-01-20
DoS has made comment on WLNG's response to ECCC's comment ECCC- 1-15: "Is this supportable during summer drought conditions?"	2022-11-28	If the floatel does not have its own water treatment system and Woodfibre Creek is used as the drinking water source for the floatel (with associated water treatment system), it is expected that sufficient volume will be available. In the event that changing conditions mean that there is less volume available than is required, Woodfibre LNG will look at the feasibility of alternate options such as having drinking water brought to the floatel by service vessel.	2023-01-20
DoS has made comment on WLNG's response to ECCC's comment ECCC- 1-16: "This document contains a lot of the details required by the District, we need to receive this as soon as possible"	2022-11-28	Comment noted. Woodfibre LNG continues to develop the Construction Environmental Management Plan for the Project.	2023-01-20
DoS has made comment on WLNG's response to ENV's comment MOE- 1-3: "So much of the waste disposal is left up to future (unknown) contractors. What monitoring of their practices will be done?"	2022-11-28	The on-site environmental monitor(s) (for the Project) will monitor overall compliance with the Construction Environmental Management Plan, specific management plans, and Contractor environmental protection plans (which will include thier waste management practices and mitigation measures).	2023-01-20
DoS has made comment on WLNG's response to SLRD's Comment SLRD- 1-10:" See previous comments on this issue. Housing the workforce in the community is a huge issue for the District."	2022-11-28	Woodfibre LNG is aware of the concerns associated with housing workers in the community. The Community Services and Infrastructure Management Plan will address the District of Squamish's questions related to Housing and Accommodation. Woodfibre LNG is continuing to develop the CSIMP in consultation with the District of Squamish.	2023-01-20
DoS has made comment on WLNG's response to SLRD's Comment SLRD- 1-6:" Combining the Sea to Sky and Lower Mainland numbers is not useful. We need a definitive estimate of local employment only to understand the traffic and other impacts. Will Lower Mainland employees be commuting with private vehicles? Where do those vehicles go?"	2022-11-28	Transportation of workers to/from the floatel at the start/end of their rotation may be provided by a third party in the Lower Mainland. This is expected to be on a passenger vessel with appropriate capacity. Bussing personnel from the Lower Mainland to the site remains an option as well. The plan for the transportation of passengers and materials during construction is expected to be refined through the development of the Marine Transportation Management and Monitoring Plan and the Traffic Management Plan. Firmer, specific estimates for local employment will not be known until the construction contractor is selected and specific opportunities are posted and hiring processes begin.	2023-01-20
DoS has made comment on WLNG's response to TWN's comment TW- 1-12: "It would be more accurate to describe this as "less impact" instead of "beneficial."	2022-11-28	Comment noted	2023-01-20
DoS has made comment on WLNG's response to Vancouver Coastal Health's comment VCH- 1-9: "The District will be reviewing lighting as part of the Temporary Use Permit application for the floatel."	2022-11-28	Comment noted	2023-01-20
DoS has made comment on WLNG's response to Squamish Nation Council's comment SQ- 2-1: "there is really not a suitable alternative to Darrell Bay and continued use of Squamish Harbour is particularly problematic " and " The CSIMP and Marine Transportation issues are inter-related and need to proceed concurrently to have a full understanding of how workers will interact with the community and travel to their worikplaces."	2022-11-28	Comment noted. The Community Services and Infrastructure Management Plan and Marine Transportation and Marine Transportation Management and Monitoring Plan are under development. Woodfibre LNG is commited to continued consultation with DoS on the development of these plans to develop the CSIMP.	2023-01-20
As a follow-up to our conversation last week, please find below some details about Henriette Lake Dam with respect to the Woodfibre LNG application. In addition, please refer to our website for further information. Henriette Lake Dam is a 17.4m high concrete-buttress dam located approximately 5km west of the development site at an elevation of approximately 850m. This dam has a current consequence classification of “Significant”. (Please refer to the tables at the end of the Dam Safety Regulation for further details on levels and criteria.) Woodfire has engaged qualified professionals to redetermine the consequence classification of Henriette Lake dam. Preliminary results suggest that the consequence classification will be “High” and final results are expected in March 2023. This preliminary consequence classification increase is most affected by a natural gas pipeline that crosses Woodfibre Creek between the dam and Howe Sound.	2022-11-28	Comment noted	2023-01-20
CLO agrees that onsite accommodation should help to reduce demands on local housing, minimize traffic impacts and issues related to having a mobile workforce that is disconnected from the region. CLO also agrees that the Floatel option is expected to have less environmental impacts when compared to the land-based worker camp inside the CPA. The new preferred location for the Floatel (Option 2 RORO) should result in less environmental impacts than the original location proposed south of Woodfibre creek. Option 2 RORO is located adjacent to shoreline that has been previously impacted by industrial activities and will not require timber harvesting within riparian areas or critical Marbled Murrelet habitat. However, CLO notes that according to the Table 4 MAA analysis there are still concerns with possible dam safety risks at the RORO location. It is expected that prior to selecting a final location for the Floatel that the dam safety issues have been thoroughly assessed and there are proper mitigations in place to minimize potential adverse impacts to human health and safety. The MAA Analysis on pg. 18 Table 4 under “Option 2:RORO area” (the preferred location) states there are possible dam safety risks and that further investigation is needed. Crown Land Opportunities requests that WLNG clarify what “further investigation” is required what steps/mitigations will be implemented to ensure that floatel/workers are safe if Henrietta Lake Dam fails . CLO request copies of any assessments/reports/studies relating to dam failure consequence and potential impacts at the RORO location.	2022-12-07	The Henriette Lake Dam Dam Breach and Consequence Classification Analyses (Northwest Hydraulic Consultants Ltd. 2022) Results suggest that a breach of Henriette Dam would not result in any significant wave activity within Howe Sound. The wave heights within Howe Sound near the shoreline reached up to approximately 0.7 m south west of the mouth of Woodfibre Creek with maximum velocity of 6 m/s, and up to approximately 0.9 m to the north east of the mouth of Woodfibre Creek with a maximum velocity of 1.0 m/s. Initial waves and flow velocity entering Howe Sound attenuated rapidly. A review of available information regarding wave activity within How Sound (Golder 2015) indicates that the maximum wave resulting from a breach of Henriette Lake Dam would not be significantly larger than the annual average wind-induced wave height (0.4 m), and would be substantially smaller than the reported five-year wave height (2.6 m). Model results indicate that the dam breach induced wave within Howe Sound would be no larger than the annual average wave height at a location approximately 75 m offshore from the mouth of Woodfibre Creek (Northwest Hydraulic Consultants Ltd. 2022).	2023-01-20
New comment on HHRA for workers at floatel The Ministry of Health has not reviewed the air quality modelling (e.g., peak to mean ratio, variable baseline concentrations) and the results that were adopted as exposure concentrations in the HHRA. The Ministry of Health will rely on a pending review by an air quality expert at the Ministry of Environment and Climate Change Strategy, to ensure the air quality model and results are appropriate for use in the HHRA. Any deficiencies identified in the air quality modelling and results may necessitate revision of the HHRA.	2022-12-12	It is Woodfibre LNG's understanding that ENV completed their review of the modelling data and this review did not result in additional comments on the HHRA from MOH.	2023-02-14

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
New comment on HHRA for workers at floatel Section 1.1 (p.3): A list of guidance and supporting documents used in the preparation of the HHRA is provided; however, it does not include Ministry of Health (2022) guidance for prospective HHRA. Despite not being included in this list, the HHRA for workers on the floatel was evaluated with Ministry of Health (2022), which is one of the primary guidance documents relied upon as a verification tool to ensure HHRAs meet provincial expectations, policy, and best practices. It is recognized that provincial and federal technical HHRA guidance may not be applicable or practical for all HHRAs and that depending on the conditions of the project, location, or local priorities, it may be justified to apply methods or assumptions that differ from the guidance documents. However, the use of alternative methods or assumptions should be clearly documented and supported with sound scientific rationale, including references and implications for the HHRA findings, where relevant (Health Canada 2019; Ministry of Health 2022). As stated in 2019 (i.e., MoH -1 -3), the Ministry of Health is available to assist with scoping and expectations for provincial HHRAs in the EA process. References: Health Canada. 2019. Guidance for Evaluating Human Health Impacts in Environmental Assessment: Human Health Risk Assessment. Available online from: https://publications.gc.ca/collections/collection_2019/sc-hc/H129-54-6-2019-eng.pdf Ministry of Health. 2022. British Columbia Guidance for Prospective Human Health Risk Assessment. Version 2.0. April 2022. Available online from: https://www2.gov.bc.ca/assets/gov/health/keeping-bc-healthy-safe/healthy-communities/bc-hhra-guidance.pdf	2022-12-12	This reference has been added to Section 1.1.	2023-02-14
New comment on HHRA for workers at floatel Section 3.3.2 (p.8): The report states surfaces on the floatel would be cleaned, preventing soil accumulation, thus direct contact exposures with soil were not evaluated in the HHRA. If off-duty workers have the potential to spend time off the floatel in the Project Area while off-duty, then direct contact with soil could be a complete exposure pathway. In addition, there is no consideration of direct contact with surface water during bathing/showering or recreational activities, or potentially with marine water during recreational activities. Additional information on these direct contact exposure pathways and if they are complete or incomplete for off-duty workers is requested. For additional information on the requirements for excluding exposure pathways from an HHRA, please see Section 2.5 of Ministry of Health (2022) and Section 7.1.4 of Health Canada (2019). References: Health Canada. 2019. Guidance for Evaluating Human Health Impacts in Environmental Assessment: Human Health Risk Assessment. Available online from: https://publications.gc.ca/collections/collection_2019/sc-hc/H129-54-6-2019-eng.pdf Ministry of Health. 2022. British Columbia Guidance for Prospective Human Health Risk Assessment. Version 2.0. April 2022. Available online from: https://www2.gov.bc.ca/assets/gov/health/keeping-bc-healthy-safe/healthy-communities/bc-hhra-guidance.pdf	2022-12-12	It is not expected that off-duty workers would come into contact with surface water, marine water or soil as part of their recreational activities. The land portion of the Project site will be an active construction site, as will the marine area surrounding the floatel. No on-land or in-water recreational activities at the Project site will be provided or permitted. Recreational facilities will be provided on the floatel. However, these potential pathways have been addressed in Section 3.3 in the revised HHRA.	2023-02-14
New comment on HHRA for workers at floatel Section 3.5.1.1 (p.11): Dibenzo(a,h)anthracene was included in the HHRA for the EA for WLNG, where it was predicted it to exceed a hazard quotient of 1.0 at the maximum point of impingement (over water to the east of the proposed Project) during Project Operations (not assessed during Construction). At a meeting on April 7, 2021, Health Canada inquired if dibenzo(a,h)anthracene would be modelled at the floatel and MCV due to the exceedances predicted in the EA. WLNG stated PAHs would be considered in the HHRA and justification on cancer assessment would be provided; however, mention of dibenzo(a,h)anthracene could not be found in the HHRA for the floatel. Additional information on this PAH is requested.	2022-12-12	Dibenzo(a,h)anthracene was also included in this HHRA. In the revised HHRA, please see Section 4.5 for how polycyclic aromatic hydrocarbons (PAHs) were assessed (including dibenzo(a,h)anthracene), Section 5.1.5 for Maximum Predicted Annual Average Concentration and B(a)P equivalent concentrations, and Section 6.1.5 for the characterization of carcinogenic PAH risk.	2023-02-14
New comment on HHRA for workers at floatel Section 3.5.1.2 (p.13): Metals were scoped out of the HHRA because “there is no history of mining or other metal-related industries having been present on, or in the immediate vicinity of the site”. The now closed Britannia Copper Mine is within 6 km of the WLNG site, across Howe Sound. The proximity of this copper mine suggests the geology of the area may be highly mineralized, despite the WLNG site itself not having been actively mined. Provincial and federal HHRA guidance for EAs (Health Canada 2019; Ministry of Health 2022) recommends maximum metal concentrations sampled from the soil (e.g., soil stockpiles, haul roads, fugitive dust) are compared to health-based soil quality guidelines to determine COPCs to carry forward in an HHRA. It is recommended the HHRA is revised to follow provincial and federal best practices for HHRA, where there is sufficient consideration of exposure to soil metals and diesel PM metals. There are many factors that could produce different results at the WLNG site compared to the LNG Canada site (e.g., local meteorology, local topography, project emission rates). These factors have not been characterized in the report and it is unlikely the project sites are identical and would produce identical air quality model results and potential risks to workers. References: Health Canada. 2019. Guidance for Evaluating Human Health Impacts in Environmental Assessment: Human Health Risk Assessment. Available online from: https://publications.gc.ca/collections/collection_2019/sc-hc/H129-54-6-2019-eng.pdf Ministry of Health. 2022. British Columbia Guidance for Prospective Human Health Risk Assessment. Version 2.0. April 2022. Available online from: https://www2.gov.bc.ca/assets/gov/health/keeping-bc-healthy-safe/healthy-communities/bc-hhra-guidance.pdf	2022-12-12	A comparison to the HRRA for the off-duty worker accommodaiton for the LNG Project (Cedar Valley Lodge) is not required to support the selection of contaminants of potential concern (COPCs) in ambient air for the Woodfibre off-duty worker HHRA and has been removed from the revised HHRA. Please see the text added to Section 3.5.1 of the revised HHRA where soil metals are discussed. Diesel particulate matter is discussed in Sections 3.5.1, 4.4, 5.1.4, 6.1.4 and 8 of the revised HHRA.	2023-02-14
New comment on HHRA for workers at floatel Section 3.5.1.3 (p.14): Volatile organic compounds (VOCs) were scoped out of the HHRA due to adoption of the results of the 2019 HHRA for workers at the LNG Canada project. The WLNG Project has ongoing active remediation of the old pulp mill operations and it is unclear if remediation equipment and potential contaminants from the pulp mill have been considered in this HHRA. Additional details on the similarities and differences between the two projects is requested. Please also see comment MoH - 2 -4 above.	2022-12-12	The section describing selection of COPCs for air dispersion modeling has been revised. References and comparisons to the LNG Canada off-duty worker accommodation (Cedar Valley Lodge) HHRA have been removed.	2023-02-14

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
New comment on HHRA for workers at floatel Sections 3.5.2 and 3.5.3 (p.16): The text states for a chemical to be identified as a COPC, it must be present at concentrations that exceed applicable criteria for that chemical. A multimedia HHRA evaluates how multiple exposure pathways to a COPC contribute to health risks, thus, a chemical identified as a COPC in one environmental media (e.g., cadmium in air) is assessed as a COPC in all potential environmental media and exposure pathways (e.g., cadmium in drinking water and soil) to determine total exposure and risk to that COPC (Health Canada 2019; Ministry of Health 2022). A COPC should not be excluded from any individual media, regardless of their contribution to overall exposure and whether hazard/risk exceeds target values for individual exposure pathways. In addition, excluding exposure pathways from quantitative evaluation should not be undertaken based on proposed risk management strategies or exposure control assumptions, such as water treatment (Ministry of Health 2022). It is recommended that multimedia exposure to COPCs, without exposure control assumptions (e.g., water treatment, surface cleaning for soil), is further considered in a revised HHRA. References: Health Canada. 2019. Guidance for Evaluating Human Health Impacts in Environmental Assessment: Human Health Risk Assessment. Available online from: https://publications.gc.ca/collections/collection_2019/sc-hc/H129-54-6-2019-eng.pdf Ministry of Health. 2022. British Columbia Guidance for Prospective Human Health Risk Assessment. Version 2.0. April 2022. Available online from: https://www2.gov.bc.ca/assets/gov/health/keeping-bc-healthy-safe/healthy-communities/bc-hhra-guidance.pdf	2022-12-12	Please see the text added to Section 3.5.1 of the revised HHRA where multimedia exposure is discussed in the context of identifying contaminants of potential concern.	2023-02-14
New comment on HHRA for workers at floatel Sections 4.2, 4.2.1, 4.3, 4.4 (p.18-20): Exposure benchmarks selected for SO2, NO2, and PM2.5 include the BC Ambient Air Quality Objectives (AQOs) and the Canadian Ambient Air Quality Objectives (CAAQSs). Both the AQOs and the CAAQSs are based on several considerations, including historical trends, achievability, environmental effects and human health effects. If these criteria are used for comparison to modelled air quality data, then changes in air quality should be examined and considered for potential changes in risks to human health, including those most sensitive to exposure (Health Canada 2016; Ministry of Health 2022). Exceedances of ambient air quality criteria indicate risk management measures may be necessary; however, concentrations below these criteria may still require additional consideration (e.g., non-carcinogenic non-threshold COPCs). For additional information on the use of air quality criteria in HHRA, see Sections 3.8.1, 4.1.3, and 4.2 of Ministry of Health (2022) and Sections 4.3, 6, 6.5.2, 6.6 of Health Canada (2016). References: Health Canada. 2016. Guidance of Evaluating Human Health Impacts in Environmental Assessment: Air Quality. Available online from: https://publications.gc.ca/collections/collection_2017/sc-hc/H129-54-1-2017-eng.pdf Ministry of Health. 2022. British Columbia Guidance for Prospective Human Health Risk Assessment. Version 2.0. April 2022. Available online from: https://www2.gov.bc.ca/assets/gov/health/keeping-bc-healthy-safe/healthy-communities/bc-hhra-guidance.pdf	2022-12-12	Context has been added to HHRA to clarify that health risks may be present at concentrations less than the CAAQS and reference to 'negligible' health risks at concentrations less than the CAAQS has been removed. However, evaluation of the Project impacts on the air zone management level for the Project area (i.e., the Georgia Strait Air Zone) has not been added. The Georgia Strait Air Zone "is one of seven broad air zones across B.C. It covers the coastal areas of southwestern B.C. outside of the Lower Fraser Valley, and includes the municipalities in the Capital Regional District, Cowichan Valley Regional District, Comox Valley Regional District, Alberni-Clayoquote Regional District, Nanaimo Regional District, qathet Regional District, Squamish-Lillooet Regional District, Strathcona Regional District, Sunshine Coast Regional District, and all the Gulf Islands" (British Columbia Ministry of the Environment and Climate Change Strategy, 2022). The predicted COPC concentrations assessed in the HHRA were modelled on a very localized area and are based on a 20 m by 20 m grid spacing chosen to represent points within the Floatel area (overall length of 180 m) where workers may be housed (see Section 3.3 of the HHRA and Figure 1). These spatially focused results are not appropriate for making inferences about regional changes in air quality. The assessment of human health as a result of changes to air quality in the Local Assessment Area (LAA; 20 km x 20 km area surrounding the Project) and Regional Assessment Area (RAA; 50km (E-W) x 65 km (N-S) area surrounding the Project) were assessed as part of the comprehensive environmental assessment process from 2013 to 2015, upon which Woodfibre LNG received: • an Environmental Assessment Certificate (EAC) for the Certified Project Area (CPA) under the British Columbia Environmental Assessment Act (BCEAA; EAC #E15-02) in 2015; • an environmental assessment approval from Squamish Nation through the Squamish Nation Environmental Assessment Agreement (SNEAA) in 2015, and; • a positive federal Decision Statement under the Canadian Environmental Assessment Act, 2012 (CEAA 2012) in 2016. References: British Columbia Ministry of the Environment and Climate Change Strategy. 2022. Georgia Strait Air Zone Report (2018-2020). Available at: https://www2.gov.bc.ca/assets/gov/environment/air-land-water/air/reports-pub/air-zone-reports/2018-to-2020/georgia_strait_air_zone_report_2018_to_2020.pdf	2023-02-14
New comment on HHRA for workers at floatel Section 6 (p.29): Risks from exposures to COPCs in air have been considered independently and risks from COPCs with similar modes of action/target organs have not been summed (e.g., sum of risks from exposure to all respiratory irritants, including NO2, SO2, and PM2.5). Section 7.5 discusses the possible ways substances may interact (e.g., additively); however, interactions were not applied in the HHRA. It is noted that the 2019 LNG Canada HHRA for workers (extensively cited in the WLNG HHRA), exposure concentrations of SO2 and NO2 were summed to account for their combined respiratory effects. It is recommended that COPC interactions are considered and included in a revised HHRA. For additional information on assessing COPCs with similar endpoints or target organs, please see Sections 4.3.1 and 5.1.4 of Ministry of Health (2022) and Sections 7.4 and 7.4.3 of Health Canada (2019). References: Health Canada. 2019. Guidance for Evaluating Human Health Impacts in Environmental Assessment: Human Health Risk Assessment. Available online from: https://publications.gc.ca/collections/collection_2019/sc-hc/H129-54-6-2019-eng.pdf Ministry of Health. 2022. British Columbia Guidance for Prospective Human Health Risk Assessment. Version 2.0. April 2022. Available online from: https://www2.gov.bc.ca/assets/gov/health/keeping-bc-healthy-safe/healthy-communities/bc-hhra-guidance.pdf	2022-12-12	Consistent with information provided in Health Canada 2016 about assessing project-related changes in ambient air, an assessment of the potential impacts of project-related changes to air quality by comparing maximum predicted ground level concentrations of COPC to their relevant human health-based air quality guidelines and standards (i.e., CAAQS and BC AQO) has been completed. The ratio of these two variables is a concentration ratio (CR). The concentrations of COPCs assessed in the HHRA are variable over time (by hour, by day, by construction year) and location at the floatel. The standards/objectives are COPC specific, apply to specific exposure durations (10-min, 1-hr, 24-hr, annual) based on modes of action of the COPC, and applicability to calendar years (2015-2020, 2020-2025, >2025). While NO2, SO2, and PM2.5 can produce irritation and adverse effects on the respiratory tract, quantifying their interactions by summing CRs is not appropriate in the case of this HHRA because of the underlying purpose of the CAAQS/AQO (for individual COPCs), uncertainties in summed exposures (based on spatial and temporal differences) and interactions in terms of toxicity. This text will be added to Section 7 - Discussion of Uncertainties in the updated HHRA.	2023-02-14
New comment on HHRA for workers at floatel Section 6.3.2 (p.31): This section contains a comparison to the World Health Organization's (WHO) indoor air quality guidelines to the Project's air quality model predictions for outdoor air quality. It is unclear if a comparison of modelled outdoor air concentrations with indoor air quality guidelines is appropriate, and why comparison was limited to the WHO's indoor air quality guidelines. The WHO (2021) also provides entirely health-based outdoor ambient air quality guidelines, with those for 24-hour and annual PM2.5 (15 and 5 µg/m3, respectively) and annual NO2 (10 µg/m3) much lower than the CAAQS or BC AAQOs. Had the WHO (2021) outdoor guidelines been considered, the risk characterization would have resulted in CRs above 1.0 for PM2.5 and above 2.0 for NO2. It is recommended that modelled outdoor air quality is also compared to the WHO's outdoor ambient air quality guidelines and the resulting risks characterized. References: World Health Organization (WHO). 2021. Ambient Air Quality Guidelines. Available online from: https://www.who.int/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health	2022-12-12	Comparisons between modelled outdoor concentrations of NO2 for the floatel, Health Canada (2015) indoor air quality guidelines, and WHO ambient air guidelines have been removed from the narrative along with the citations in the references section.	2023-02-14

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
New comment on HHRA for workers at floatel Section 6.3.5 (p.35): Cancer risks from 2023-24 and 2025-27 were considered independently; however, to obtain an estimate of the overall cancer risk from the two exposure periods, the risks should be combined (for example as done with the 2019 LNG Canada HHRA for workers, which was extensively cited in this report). For additional information on assessing COPCs with similar endpoints or target organs, please see Sections 4.3.1 and 5.1.4 of Ministry of Health (2022) and Sections 7.4 and 7.4.3 of Health Canada (2019). References: Health Canada. 2019. Guidance for Evaluating Human Health Impacts in Environmental Assessment: Human Health Risk Assessment. Available online from: https://publications.gc.ca/collections/collection_2019/sc-hc/H129-54-6-2019-eng.pdf Ministry of Health. 2022. British Columbia Guidance for Prospective Human Health Risk Assessment. Version 2.0. April 2022. Available online from: https://www2.gov.bc.ca/assets/gov/health/keeping-bc-healthy-safe/healthy-communities/bc-hhra-guidance.pdf	2022-12-12	These cancer risks have now been summed and the target ILCR is still not exceeded; therefore, no further change to risk characterization interpretation is required.	2023-02-14
New comment on HHRA for workers at floatel Section 7.3 (p.37): The text states worker exposure was overestimated because the HHRA assumed workers would be present on the floatel 24 hours/day every day of the year and did not consider time away while on rotation. However, the HHRA also does not capture exposures while workers are on-duty within the WLNG Project Area (and protected by occupational exposure criteria), which is presumably a higher exposure to COPCs than while off-duty at the floatel, suggesting total exposure for workers could be underestimated if only floatel exposures are considered. It is recommended the wording is revised to account for a worker's total exposure (i.e., on-duty, off-duty, away on rotation), and where the HHRA could have both overestimated and underestimated total risks to health.	2022-12-12	This comment is addressed in Section 7.5 of the revised HHRA.	2023-02-14
New comment on HHRA for workers at floatel Section 8 (p.39): The text states inhalation exposures represent minimal but manageable human health risks for off-duty workers housed at the floatel. WLNG's response to MoH -1 -3 states: "In accordance with Condition 4 of the Environmental Assessment Certificate (EAC#15-02) an air quality mitigation and monitoring plan will be developed for the Project and will include the floatel". However, details of air quality monitoring (e.g., substances monitored) or how the risks will be managed (e.g., communication to off-duty workers) is not discussed in the report. It is noted that some of the predicted risks did not include baseline exposure (e.g., diesel particulate matter). As there were CRs above 1.0, it is recommended that information is provided on which parameters will be monitored and managed and how this will be achieved. It is also recommended that the MCV is included in the air quality mitigation and monitoring plan. For more information on risk mitigation and management when an HHRA finds exceedances of target levels, please see Section 7.4 of Ministry of Health (2022) and Sections 7.7 and 8 of Health Canada (2019). References: Health Canada. 2019. Guidance for Evaluating Human Health Impacts in Environmental Assessment: Human Health Risk Assessment. Available online from: https://publications.gc.ca/collections/collection_2019/sc-hc/H129-54-6-2019-eng.pdf Ministry of Health. 2022. British Columbia Guidance for Prospective Human Health Risk Assessment. Version 2.0. April 2022. Available online from: https://www2.gov.bc.ca/assets/gov/health/keeping-bc-healthy-safe/healthy-communities/bc-hhra-guidance.pdf	2022-12-12	Woodfire LNG will implement an air quality monitoring program for the floatel to help inform adaptive management strategies, if needed.	2023-02-14
ECCC notes that in Figure 2 of Attachment 1 : Design Refinements Memo (Woodfibre LNG Limited 2022) the new location of the floatel extends shoreward of the 7m isobath. The new location is near industrial debris found during the marine benthic survey (Golder 2014). ECCC is unclear whether the Proponent would need to conduct capital dredging of sediment or remove industrial debris as part of the worker accommodation amendment. The Certified Project Description includes pocket dredging for the Marine Terminal Area, which does not overlap with the proposed location of the floatel (Woodfibre LNG Project Environmental Assessment Certificate # E15-02, Schedule A). The Proponent should also consider whether change in water flows due to floatel piles will cause increased sedimentation below the structure resulting in a need for maintenance dredging. Removal of sediment or debris from the seabed can resuspend fine sediment and associated contaminants, which can cause effects to aquatic life. ECCC recommends that the Proponent indicate whether: a) capital and/or maintenance dredging will be necessary. b) removal of industrial debris will be necessary. If either activity is necessary, ECCC recommends that the Proponent assess the potential effects to the environment and provide a monitoring and adaptive management plan, including specific mitigation measures. References: Woodfibre LNG Limited. (Woodfibre LNG). 2022. Worker Accommodation Application to Amend Environmental Assessment Approvals: Design Refinements Memo. Golder Associates Ltd (Golder). 2014. Marine Resources Baseline Study. Prepared for Woodfibre LNG Limited. Vancouver, B.C.	2022-12-13	The floatel will be moored to appropriate mooring infrastructure for the duration of its use, at a depth that is adequate to support its' draft. No dredging (prior to floatel placement or maintenance dredging) is anticipated. Further, removal of industrial debris is not anticipated, therefore an assessment of associated effects is not warranted.	2023-01-20

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
In the appendix it is stated that construction from years 2, 3 and 4 were selected as the years to carry forward into the HHRA for modelling. Year 2 because this year has the highest PM2.5 emissions, year 3 because it has the highest NOx emissions and year 4 because some ambient objectives may become more stringent in the 4th year (that is to say, this was not as noticeable a year from an emissions perspective, more about needing a third year). See Appendix A, p14. The meteorological year modelled for all of these emissions scenarios was 2012, as this was the year with available CALMET data. On page 18 of the HHRA it states that air quality modelling was completed separately for two construction periods, 2022-2024 and 2025-2027 to account for different ambient AQ standards in those periods On page 25 of the HHRA it states that air quality modelling was completed for periods 2023-2024 and 2025-2027. The description of the various years modelled is getting in the way of me understanding what actually was modelled. Questions: Can the proponent please confirm that: -The year 2012 was modelled with three different sets of emissions scenarios corresponding to years 2, 3 and 4 of the projected construction emission inventory. -Air quality modelling was not completed separately for 2022-2024 and 2025-2027; rather that the results from the three different emission scenarios were assessed separately and relative to the different air quality criteria which change in 2025 (i.e.: it's not that the model was rerun, only that the results were reassessed). -When the HHRA states that the construction period of 2023-2024 was modelled this is equivalent to the emission scenarios from years 2 and 3 (or 3 and 4). Another follow up question is why does the model period say 2022-2024 as on page 18 but say 2023-2024 on page 25? Is this an error or is this because of different averaging requirements for different air quality standards (though both of sections 4.2.1 and 5.2.1 relate to SO2).	2022-12-16	Holder provided a response through a Supplimentary Information Request Response. The response to the comments and questions are copied here as follows: Question 1a: The year 2012 was modelled with three different sets of emissions scenarios corresponding to years 2, 3 and 4 of the projected construction emission inventory. Response 1a: Yes, that is correct. Question 1b: Air quality modelling was not completed separately for 2022-2024 and 2025-2027; rather that the results from the three different emission scenarios were assessed separately and relative to the different air quality criteria which change in 2025 (i.e.: it's not that the model was rerun, only that the results were reassessed). Response 1b: Air quality modelling was conducted using year 2023, 2024, and 2025 emission inventories, respectively. Yes, the model was not rerun. The modelling results were reassessed relative to the changes in air quality criteria. Question 1c: When the HHRA states that the construction period of 2023-2024 was modelled this is equivalent to the emission scenarios from years 2 and 3 (or 3 and 4). Response 1c: Yes, that is correct. Question 1d: Another follow up question is why does the model period say 2022-2024 as on page 18 but say 2023-2024 on page 25? Is this an error or is this because of different averaging requirements for different air quality standards (though both of sections 4.2.1 and 5.2.1 relate to SO2). Response 1d: The 2022-2024 reference is a typo. It should state "2023 through December 31, 2024" on page 18.	2022-12-22
Other questions not related to model years: 2 – SO2 Baseline used In Appendix A page 17, Table 8, the SO2 baseline calculation metric is describe as: ``1-hour baseline is developed by determining the daily 1-hour maximum for each year in periods 2018-2020, then taking the 98th percentile of the daily 1-hour maximums for each year. Finally the average of the three years is used as the bassline concentration.'' This is the incorrect statistic – for the SO2 objective the percentile is the 99th percentile D1HM, e.g.: the 4th highest daily maximum value. The 98th percentile D1HM would be the 8th highest value. Can the proponent please confirm which percentile was used. There is a chance the correct percentile was used but an incorrect description was given. If the 98th percentile was used as opposed to the 99th, can the proponent determine the 99th (3 year average of annual 99p D1HM) and compare this value to the one used to determine whether this may lead to different results in any of the analysis conducted.	2022-12-16	Holder provided a response through a Supplimentary Information Request Response. The response to the comments and questions are copied here as follows: Question 2: Can the proponent please confirm which percentile was used. There is a chance the correct percentile was used but an incorrect description was given. If the 98th percentile was used as opposed to the 99th, can the proponent determine the 99th (3 year average of annual 99p D1HM) and compare this value to the one used to determine whether this may lead to different results in any of the analysis conducted. Response 2: The correct percentile is used and presented in the report. The reference to the 98th percentile is a typo in Appendix A page 17, Table 8 describing the SO2 baseline calculation metric. The correct baseline calculation metric is: 1-hour baseline is developed by determining the daily 1-hour maximum for each year in periods 2018-2020, then taking the 99th percentile of the daily 1-hour maximums for each year. Finally, the average of the three years is used as the baseline concentration. Similarly, the text on page 19 of Appendix a should refer to the 99th percentile.	2022-12-22
Clarification of definition of PM10 Context: In the HHRA the pollutant PM10 is correctly defined as particulate matter less than 10 um, however in page 4 of Appendix A PM10 is defined as particulate matter between 2.5 and 10 micrometres. The first definition is correct while the second definition is not; the fraction of PM between 2.5 and 10 um is commonly referred to as the coarse fraction, representing coarse-mode aerosols like fugitive sources (dust, etc.). (Coarse PM extends beyond 10 um though for typical regulatory purposes we look at the part between 2.5 and 10 um.) Additionally, the title of Section 3.5.1.4 is incorrect as it also refers to PM between 2.5 and 10 microns as PM10. PM10 includes all aerosols less than 10 microns, including aerosols smaller than 2.5 um. If 3.5.1.4 is meant to assess coarse PM, the title should specify this.	2022-12-16	Holder provided a response through a Supplimentary Information Request Response. The response to the comments and questions are copied here as follows: Question 3a: In the HHRA the pollutant PM10 is correctly defined as particulate matter less than 10 um, however in page 4 of Appendix A PM10 is defined as particulate matter between 2.5 and 10 micrometres. The first definition is correct while the second definition is not; the fraction of PM between 2.5 and 10 um is commonly referred to as the coarse fraction, representing coarse-mode aerosols like fugitive sources (dust, etc.). (Coarse PM extends beyond 10 um though for typical regulatory purposes we look at the part between 2.5 and 10 um.) Response 3a: The description on page 4 of Appendix A for PM10 is incorrect. It should be corrected as "particulate matter less than 10 microns in diameter (PM10)". The analysis and results in the report use the correct definition for PM10. Question 3b: Additionally, the title of Section 3.5.1.4 is incorrect as it also refers to PM between 2.5 and 10 microns as PM10. PM10 includes all aerosols less than 10 microns, including aerosols smaller than 2.5 um. If 3.5.1.4 is meant to assess coarse PM, the title should specify this. Response 3b: Section 3.5.1.4 title should be corrected as "Particulate Matter Less Than 10 Microns in Diameter (PM10)". The analysis and results in the report use the correct definition for PM10.	2022-12-22

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Woodfibre LNG Limited Response	Date WLNG Provided Response
"I've had a look at the CALPUFF input file structure. There seems to be reference to emission scenarios over 3 years: 2023 2024 and 2025. My subsequent questions: -Do these correspond with construction years 2, 3 and 4 respectively? -If yes, which emissions scenario was/were used for the years 2026 and 2027? In much of the HHRA results I've noticed that results for the period 2025-2027 are lower than for the period 2023-2024. This means that the same years were not remodelled (as I postulated below) and compared to changing objectives …. some other emission scenario is going on for the years 2026 and 2027. Was the year 2025 (construction year 4) remodelled again for 2026 and 2027? Sorry if this is confusing; I'm a bit confused myself. It's possible it was explained in the HHRA and I just missed the explanation; if this is the case I apologize. But getting a response from the proponent would be very helpful for my understanding of the review" Please treat this with the same level of priority and importance as the previous questions.	2022-12-20	Holder provided a response through a Supplimentary Information Request Response. The response to the comments and questions are copied here as follows: Question: Do these correspond with construction years 2, 3 and 4 respectively? Response: Yes. Detailed explanation provided below. Question: If yes, which emissions scenario was/were used for the years 2026 and 2027? Response: The meteorological year 2012 was used in all model scenarios. Three different sets of emissions scenarios were evaluated which correspond to years 2, 3 and 4 of the projected construction emission inventory (i.e., years 2023, 2024, and 2025). The Human Health Risk Assessment (HHRA) uses model predictions for emission inventory construction years 2 and 3 (both years 2023 and 2024) to evaluate health risk for the "Construction Years 2023 – 2024" time period. The HHRA uses model predictions for construction year 4 (year 2025) to evaluate health risks over the 2025 to 2027 time period. Question: In much of the HHRA results I've noticed that results for the period 2025-2027 are lower than for the period 2023-2024. This means that the same years were not remodelled (as I postulated below) and compared to changing objectives …. some other emission scenario is going on for the years 2026 and 2027. Was the year 2025 (construction year 4) remodelled again for 2026 and 2027? Response: The HHRA uses model predictions for emission inventory construction years 2 and 3 (both years 2023 and 2024) to evaluate health risk for the "Construction Years 2023 – 2024" time period. The HHRA uses model predictions for construction year 4 (year 2025) to evaluate health risk over the stated 2025 to 2027 time period. All model predictions presented in the HHRA described as "Construction Years 2025 – 2027" are based upon model predictions for only the emission inventory year 2025.	2023-01-04

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
The District's comments should be addressed in the EA submission and Management Plans, not left to the permitting stage (DPA1 and TUPs). Fundamentals such as employee numbers, handling of waste and sewage need to be clarified in management plans, not TUPs.	2022-03-09	SN not requesting further tracking table correspondence for floatel, but will still need to resolve similar information needs through WLNG's intended EMPs, and will discuss further with WLNG and EAO. The DoS - WLNG exchange is pertinent to SN's decision making on this application. In particular, overlap on the TUP information needs that have been deferred to CEMP and other management plans (CSIMP, Marine Transportation Plan, etc.). It is not SN's intent to issue a decision conditional on future development of these details. SN, as with DoS, will need to evaluate the adequacy of WLNG's plans and augment if needed. Also noted in this exchange that the WLNG response doesn't actually answer the questions at the bottom of DoS 2nd round of comments (e.g. 600 or 750 people). There have been several numbers bouncing around. The difference likely doesn't matter, but inconsistency will be a distraction.	2023-03-09	DoS - Comment noted. It is not Woodfibre LNG's intention to leave the District's comments to the Temporary Use Permit stage. The Construction Envrionmental Management Plan and other required management plans (per the EAC and FDS conditions) are being developed. The Design Refinements Memo, submitted with the IR Response Package in September 2022 includes information on the number of employess. Woodfibre LNG and its contractors will rely on licensed third-party contractors for the disposal of waste generated during construction. It is Woodfibre LNGs understanding that the Squamish landfill does not have capacity to accept waste from the Woodfibre LNG project, therefore alternate approved facilities will be used. Woodfibre LNG and the Engineering, Procurement, Fabrication and Construction (EPFC) contractor will work to align Project waste management with the District of Squamish Zero Waste Policy. SN - Squamish Nation is currently involved in the development and review of management plans for the Project. A floatel vessel has been chosen that has a capacity of 651 plus crew. The exact number of occupants will be determined once a primary construction contractor has been chosen. Selection of the construction contractor is currently underway.
[Comment left blank since no further follow up comments were submitted.]		No further tracking table consideration needed for SN floatel work. Commitment noted about specific content for Wildlife Management Plan but this is already captured in the "New Mitigation Commitments" document provided by WLNG.	2023-03-09	SN - Comment noted and closed.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
ECCC maintains the views and advice previously communicated in November, 2019 (column D), that active nest surveys do not align with ECCC's avoiding harm to migratory birds guidelines, and all vegetation clearing or disturbance of potential nesting habitat should be conducted outside the general nesting period. Please also refer to the response to ECCC-1-4. DoS has commented, adding: "**The District will aslo review lighting with the TUP application"**	2023-02-28	No further tracking table consideration needed for SN floatel work. Noted this reaffirms some old content needed for the wildlife plan but also underscores that the old EA commitments take on new meaning with inclusion of the floatel. However this doesn't include any new specific scoping commitments that need to be captured in the New MItigation document.	2023-03-09	ECCC - Comment acknowledged. Woodfibre LNG will complete the brushing associated with the water intake (if required) outside of the primary nesting season to the extent possible. Mitigation for migratory birds and species at risk will be managed in accordance with the Wildlife Management Plan - Construction Phase and with the applicable EAC and FDS conditions (EAC conditions 11 and 21 and FDS Condition 4). With respect to ECCC 1-4, the proposed amendment activities are expected to have very limited, if any, overlap, with marbled murrelet critical habitat polygons. If a water intake is required to provide floatel drinking water (to be determined following selection of the floatel provider), it is expected to be located within Woodfibre Creek in a location that will be accessed via an existing cleared trail. Any overlap with marbled murrelet critical habitat polygons would be limited to the existing access trail (cleared). This trail will require some brushing to clear overgrown vegetation to allow access for water intake installation but would not require tree clearing. No other proposed amendment activities overlap with marbled murrelet critical habitat polygons. Mitigation Measure M5.17-8 (as tied to Condition 11 of the Environmental Assessment Certificate) remains applicable. DOS - Comment noted regarding review of lighting and the TUP. Comment closed. SN - Comment noted and closed.
		No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed
Outstanding issues to be addressed through ECCC-1-10 and ECCC-1-4.	2023-02-28	SN - 3/9/2023 - Scoping commitments for EMPs noted for subsequent SN review - e.g. that while the wording of the federal requirements does not need to change, the context of those existing commitments must now reflect the floatel. Also, "Water treatment plant will not require tree clearing" should be added to list of floatel commitments.	2023-03-09	ECCC - Comment acknowledged. Woodfibre LNG will complete the brushing associated with the water intake (if required) outside of the primary nesting season to the extent possible. Mitigation for migratory birds and species at risk will be managed in accordance with the Wildlife Management Plan - Construction Phase and with the applicable EAC and FDS conditions (EAC conditions 11 and 21 and FDS Condition 4). With respect to ECCC 1-4, the proposed amendment activities are expected to have very limited, if any, overlap, with marbled murrelet critical habitat polygons. If a water intake is required to provide floatel drinking water (to be determined following selection of the floatel provider), it is expected to be located within Woodfibre Creek in a location that will be accessed via an existing cleared trail. Any overlap with marbled murrelet critical habitat polygons would be limited to the existing access trail (cleared). This trail will require some brushing to clear overgrown vegetation to allow access for water intake installation but would not require tree clearing. No other proposed amendment activities overlap with marbled murrelet critical habitat polygons. Mitigation Measure M5.17-8 (as tied to Condition 11 of the Environmental Assessment Certificate) remains applicable. SN - Comment noted. "water treatment plant will not require tree clearing" has been added to the floatel commitments tracking table. Comment closed.
No further comment.	2023-02-28	No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
ECCC - 2/28/2023 - No further comment. DoS has provided a comment here: **"When will the drinking water decision be made"**	2023-03-09	ECCC - 2/28/2023 - No futher comment SN - 3/9/2023 - "Woodfibre LNG will consider a screen size that is protective of amphibians (e.g., at the larval stage) during design, to the extent that the DFO Code of Practice for end-of-pipe protection can still be met" - please add to list of new floatel commitments to ensure this remains a trackabe commitment. Otherwise no further tracking table consideration needed for SN floatel work.SN's concerns on water use from Woodfibre Creek are addressed in Water Management Plan.	2023-03-09	SN - "Should an intake be required to support water supply to the floatel, appropriate screens, sized to meet the Fisheries and Oceans Canada (DFO) Interim Code of Practice: End-of-pipe fish protection screens for small water intakes in freshwater (DFO 2020) will be included in the design. Woodfibre LNG will consider a screen size that is protective of amphibians (e.g., at the larval stage) during design, to the extent that the DFO Code of Practice for end-of-pipe protection can still be met." has been added to the floatel commiments table. Comment closed. DoS - A floatel vessel has been chosen that will have an onshore water treatment plant. Woodfibre Creek will be the water source for the floatel.
In the January, 20, 2023 response, the Proponent indicates: "*This plan will include: Pre-construction surveys within mapped (but not field-verified) marbled murrelet critical nesting habitat to be cleared as part of the Project will be undertaken following appropriate standards developed by the Resource Information Standards Committee for marmbled murrelet inventory (MELP 2001). These surveys will determine if marbled murrelets are currently nesting in these areas (if timing of Project construction allows for these surveys to be conducted during nesting season), or these areas provide suitable nesting habitat (if timing of Project construction prevents surveys during active nesting activity)* ." This statement is inconsistent with the responses provided in the previous rounds of comments. Based on the Proponent's amendment application and previous Proponent responses, ECCC's understanding is that the amendment activities are no longer proposed to occur within mapped marbled murrelet critical habitat polygons. Further, ECCC requests that the Proponent confirm that all proponed amendment Project activities (including installation of the water intake structure) will occur outside of **any** habitat with potential to support marbled murrelet nesting. Please also refer to ECCC-1-10 related to the use of active nest surveys.	2023-02-28	SN - 3/9/2023 - SN noted in a previous row on this table that the vegetation commitment around water intake needs to be added to list of new floatel commitments. Otherwise no further follow up. Note for future SN records and discussion with WLNG and IAAC re FDS condition Federal Decision Statement Condition 4 (Migratory Birds) - "The Proponent shall carry out all phases of the Designated Project in a manner that protects migratory birds and avoids harming, killing or disturbing migratory birds or destroying, disturbing or taking their nests or eggs." --> We have interest in ensuring compliance with all regulatory conditions for smooth process. We are aware of WLNG permit application to ECCC to re. BASW nests and will advise written acknowledgement from IAAC that this complies with the FDS condition, given the strict wording.	2023-03-09	ECCC - Woodfibre LNG acknowledges the discrepancy pointed out by ECCC. The proposed amendment activities are expected to have very limited, if any, overlap, with marbled murrelet critical habitat polygons. If a water intake is required to provide floatel drinking water (to be determined following selection of the floatel provider), it is expected to be located within Woodfibre Creek in a location that will be accessed via an existing cleared trail. Any overlap with marbled murrelet critical habitat polygons would be limited to the existing access trail (cleared). This trail will require some brushing to clear overgrown vegetation to allow access for water intake installation but would not require tree clearing. No other proposed amendment activities overlap with marbled murrelet critical habitat polygons. Mitigation Measure M5.17-8 (as tied to Condition 11 of the Environmental Assessment Certificate) remains applicable. With respect to ECCC 1-10, Woodfibre LNG will complete the brushing associated with the water intake (if required) outside of the primary nesting season to the extent possible. Mitigation for migratory birds and species at risk will be managed in accordance with the Wildlife Management Plan - Construction Phase and with the applicable EAC and FDS conditions (EAC conditions 11 and 21 and FDS Condition 4). SN - Comment noted and closed.
To be addressed through ECCC-1-10 and ECCC-1-4.		SN - 3/9/2023 - No further tracking table consideration needed for SN floatel work, addressed in ECCC-1-4.	2023-03-09	ECCC - With respect to ECCC 1-4, the proposed amendment activities are expected to have very limited, if any, overlap, with marbled murrelet critical habitat polygons. If a water intake is required to provide floatel drinking water (to be determined following selection of the floatel provider), it is expected to be located within Woodfibre Creek in a location that will be accessed via an existing cleared trail. Any overlap with marbled murrelet critical habitat polygons would be limited to the existing access trail (cleared). This trail will require some brushing to clear overgrown vegetation to allow access for water intake installation but would not require tree clearing. No other proposed amendment activities overlap with marbled murrelet critical habitat polygons. Mitigation Measure M5.17-8 (as tied to Condition 11 of the Environmental Assessment Certificate) remains applicable. With respect to ECCC 1-10, Woodfibre LNG will complete the brushing associated with the water intake (if required) outside of the primary nesting season to the extent possible. Mitigation for migratory birds and species at risk will be managed in accordance with the Wildlife Management Plan - Construction Phase and with the applicable EAC and FDS conditions (EAC conditions 11 and 21 and FDS Condition 4). SN - Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		Add to table of commitments: "The intake location will not directly overlap with the marbled murrelet critical habitat polygons". Otherwise no further tracking table consideration needed for SN floatel work.	2023-03-09	The proposed amendment activities are expected to have very limited, if any, overlap, with marbled murrelet critical habitat polygons. If a water intake is required to provide floatel drinking water (to be determined following selection of the floatel provider), it is expected to be located within Woodfibre Creek in a location that will be accessed via an existing cleared trail. Any overlap with marbled murrelet critical habitat polygons would be limited to the existing access trail (cleared). This trail will require some brushing to clear overgrown vegetation to allow access for water intake installation but would not require tree clearing. No other proposed amendment activities overlap with marbled murrelet critical habitat polygons. SN - as indicated above, there may be some limited overlap with a marbled murrelet critical habitat polygon, but this overlap will be limited to the existing access trail that is already cleared.
Outstanding issues to be addressed through ECCC-1-10 and ECCC-1-4.	2023-02-28	Add to table of new commitments: "The water treatment plant will be more than 300 m from the nearest marbled murrelet critical habitat polygon". Otherwise no further tracking table consideration needed for SN floatel work.Have noted the floatel-augmented scope for Wildlife plan, though that does not require any change to wording of Wildlife plan scope.	2023-03-09	ECCC - With respect to ECCC 1-4, the proposed amendment activities are expected to have very limited, if any, overlap, with marbled murrelet critical habitat polygons. If a water intake is required to provide floatel drinking water (to be determined following selection of the floatel provider), it is expected to be located within Woodfibre Creek in a location that will be accessed via an existing cleared trail. Any overlap with marbled murrelet critical habitat polygons would be limited to the existing access trail (cleared). This trail will require some brushing to clear overgrown vegetation to allow access for water intake installation but would not require tree clearing. No other proposed amendment activities overlap with marbled murrelet critical habitat polygons. Mitigation Measure M5.17-8 (as tied to Condition 11 of the Environmental Assessment Certificate) remains applicable. With respect to ECCC 1-10, Woodfibre LNG will complete the brushing associated with the water intake (if required) outside of the primary nesting season to the extent possible. Mitigation for migratory birds and species at risk will be managed in accordance with the Wildlife Management Plan - Construction Phase and with the applicable EAC and FDS conditions (EAC conditions 11 and 21 and FDS Condition 4). SN - "The water treatment plant will be more than 300 m from the nearest marbled murrelet critical habitat polygon" has been added to the floatel commitments table. Comment closed.
		No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed
		No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed
No further comments, WLNG has sufficiently addressed comment	2023-02-15	No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed
No further comments, WLNG has sufficiently addressed comment	2023-02-15	Water plant placement vs. MAMU is a noted commitment earlier in this table. Otherwise no further tracking table consideration needed for SN floatel work.	2023-03-09	SN - Comment noted. "The water treatment plant will be more than 300 m from the nearest marbled murrelet critical habitat polygon" has been added to the floatel commitments table. Comment closed.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		Please ensure the speicific comment about worker housing is captured in new list of commitments/mitigations: "MCV will not be used as worker accommodation for off-duty non-crew. Only MCV crew will utilize the sleeping quarters. Crew are those personnel who directly support the MCV and its operations; this includes the captain and operators, vessel engineer/maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks".	2023-03-09	SN - "Only crew, those personnel who directly support the MCV and its operations, will stay on the MCVs; this includes the captain and operators, vessel engineer / maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks." has been added to the floatel commitments table. Comment closed.
No, the Woodfibre LNG (WLNG) response did not satisfy the initial comment and the comment dated 2022-12-12. The Ministry of Health (HLTH) recommends that the MVC is considered as a human receptor and should be located in a revised human health risk assessment(HHRA). Please see HLTH's comment dated 2022-12-12.	2023-02-24	No further tracking table consideration needed for SN floatel work. This is not amendment-relevant but noted for subsequent work on EMP scoping in discussion with WLNG: foreign vessel transit does raise some concerns with CSA compliance for pollution and ballast water (inv species). CEMP, Marine Fish Plan, Marine Water Quality Plans. Lots of old records of conversation on this and scoping commitments on Ballast Water Management plan dating back to the EA; we have had recent questions from members about bilge water as well. There is a need for project-specific compliance program beyond "all ships will comply with CSA".	2023-03-09	Port State Control (international ship inspection program) is responsible for the inspection of foreign vessels when they enter Canadian waters to confirm that they are in compliance with international maritime conventions. In Canada, the Tokyo and Paris Memorandums of Understanding apply to Port State Control inspections. The MOUs are intended to ensure that vessels trading in a region are not substandard (Government of Canada 2017). The Tokyo MOU, specifically applicable to Canada's Pacific coast, includes a series of "Deficiency Codes" which form the basis for inspections (Asia-Pacific PSC. 2019). These include, but are not limited to: Living Conditions (separate from Working Conditions) regarding ventilation (accommodation), heating, noise, sickbay, medical equipment, sleep room, record of inspection (accommodation), lighting (accommodation), food personal hygiene, other (crew and accommodation). It is Woodfibre LNG's understanding that the BC Ministry of Health is therefore not in a position to regulate the MCV and its foreign crew. Please note that Health Canada has acknowledged that the MCV does not warrant inclusion as a receptor in the HHRA. References: Government of Canada. 2017. Inspection of non-Canadian commercial vessels. From Transport Canada. Available online at: https://tc.canada.ca/en/marine-transportation/vessel-inspection-certification/inspection-non-canadian-commercial-vessels Asia-Pacific PSC. 2019. List of Tokyo MOU Deficiency Codes. As of 2 December 2019. Available online at: https://www.tokyo-mou.org/doc/Tokyo%20MOU%20deficiency%20codes%20(December%202019).pdf SN - Comment noted in relation to considerations for EMPs. Comment closed.
No, the Woodfibre LNG (WLNG) response did not satisfy the initial comment and the comment dated 2022-12-12. The Ministry of Health (HLTH) recommends that the MVC is considered as a human receptor and should be located in a revised human health risk assessment(HHRA). Please see HLTH's comment dated 2022-12-12.	2023-02-24	No further tracking table consideration needed for SN floatel work.	2023-03-09	Port State Control (international ship inspection program) is responsible for the inspection of foreign vessels when they enter Canadian waters to confirm that they are in compliance with international maritime conventions. In Canada, the Tokyo and Paris Memorandums of Understanding apply to Port State Control inspections. The MOUs are intended to ensure that vessels trading in a region are not substandard (Government of Canada 2017). The Tokyo MOU, specifically applicable to Canada's Pacific coast, includes a series of "Deficiency Codes" which form the basis for inspections (Asia-Pacific PSC. 2019). These include, but are not limited to: Living Conditions (separate from Working Conditions) regarding ventilation (accommodation), heating, noise, sickbay, medical equipment, sleep room, record of inspection (accommodation), lighting (accommodation), food personal hygiene, other (crew and accommodation). It is Woodfibre LNG's understanding that the BC Ministry of Health is therefore not in a position to regulate the MCV and its foreign crew. Please note that Health Canada has acknowledged that the MCV does not warrant inclusion as a receptor in the HHRA. References: Government of Canada. 2017. Inspection of non-Canadian commercial vessels. From Transport Canada. Available online at: https://tc.canada.ca/en/marine-transportation/vessel-inspection-certification/inspection-non-canadian-commercial-vessels Asia-Pacific PSC. 2019. List of Tokyo MOU Deficiency Codes. As of 2 December 2019. Available online at: https://www.tokyo-mou.org/doc/Tokyo%20MOU%20deficiency%20codes%20(December%202019).pdf SN - Comment closed.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Yes statisfied. Please update report to reflect "current model anaysis" (e.g. 2022 not 2014) DoS has provided a comment here: **"This response still does not present a clear picture of local employment. Combining Lower Mainland numbers with true local (Sea to Sky/Squamish) does not provide a meaningful picture for the local workforce. Please use methodology such as Stats Can and Revenue Canada to more precisely indicate expected local employment by sector instead of a vague promise to use the local workforce."**	2023-03-06	"Clarifications and commitments made through this comment tracker form part of the EAO office record"... This isn't as helpful as it may seem. Some discussion warranted with EAO. "part of EAO's official record" does not mean that these statements make their way into anything without a driver to make that happen. A point for future clarification (no more tracking table), we are also confused about 60% local workforce. If 60% of the construction staff are local then why need such a big barge? Are they going to be required to stay on the floatel or will they be boated in and out? It seems local residents get daily water taxi. As worded this is not an easy commitment to track ("committed to prioritizing"). The "Comprehensive Workforce Development Strategy" statements and work required seem at odds with the project's construction timing.	2023-03-09	DoS - Woodfibre LNG recognizes that the local labour market is constrained, with an unemployment rate in Squamish of 6.8% in 2021. At this time, Woodfibre LNG is not able to commit to a specific % of the workforce that is expected to be local. As discussed previously with the DoS, Woodfibre LNG is prepared to keep the DoS informed about plans related to local employment, to monitor local employment data over the course of the construction period and to work with the DoS on ways to ensure participation of local people while limiting negative impacts to existing local businesses. Key initial mitigiations are identified in the Project's CSIMP and will continue to evolve. SN - The 60% reference is regional, not merely local (Squamish), and represents people from the Lower Mainland. Regional workers will be provided the opportunity to live on the floatel and it is expected that many of them will for the majority of their shift, rather than commuting back to the Lower Mainland area. Woodifbre LNG's commitments to Employment, training and DEI is information that has been included in the package of supplemental information, shared / discussed with the SN, and that will continue to be updated as required.
		No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed
		Please add to the list of additional measures and commitments: "Woodfibre LNG will include underwater noise measurement in the vicinity of the flotel sufficient to establish the sound levels as part of the Marine Works Management Plan".	2023-03-09	SN - WLNG does not see this as a new commitment. Woodfibre LNG is required to identify the geographic areas where, and periods of time when, construction could cause behavioural change to marine mammals; specify the construction activities which must stop or not start if a marine mammal is sighted in the areas of potential injury to marine mammals; and specify mitigation measures for construction underwater noise that will prevent or reduce behavioural change or injury to marine mammals. Additionally, Woodfibre LNG Limited will prepare and implement an Underwater Noise Management Plan as a component of the Marine Works Management Plan (M5.10-1) to mitigate potential mortality and behavioural changes to fish and marine mammals.
		No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed
		No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
DoS has provded a comemnt here: **"Lighting details will be required as part of the DPA1 and TUP application"**	2023-03-09	No further tracking table consideration needed for SN floatel work.	2023-03-09	DoS - comment noted that DoS will require lighting details as part of future floatel permit applications. Comment closed. SN - Comment closed.
		No further tracking table consideration needed for SN floatel work. For subsequent work, SN note the commitments to information in the widllife plans.	2023-03-09	SN - Comment noted comment closed.
		No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed
		No further tracking table consideration needed for SN floatel work. Commitments around water plant are captured earlier in this table.	2023-03-09	SN - Commented noted comment closed.
		No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed
DoS has provided a comment here: **"The District concurs that the Option 4 proposed floatel is the best of the options presented, subject to additional details on emergency planning, worker transportation, access at Darrell Bay, extent of worker access to the community etc. that have not yet been provided/resolved."**	2023-03-09	No further tracking table consideration needed for SN floatel work.	2023-03-09	Response to DoS - comment acknowledged, Woodfibre LNG will continue to engage with DoS as details are developed relating to subject to additional details on emergency planning, worker transportation, access at Darrell Bay, extent of worker access to the community etc. These issues and respective mitigations will be further defined by the EMPs, namely the Marine Transportation Plan, Traffic Control Management Plan and Emergency Response Plan, all of which the DoS will have an opportunity to review. As noted previously, Woodfibre LNG does not plan to provide routine access to the community of Squamish for non-local workers residing on the floatel while they are on rotation. Non-local workers will be transported directly from the floatel back to the Lower Mainland when their shift has completed. The Code of Conduct (in development) will apply to both non-local and local workers, including contractors, while they are off duty, including anytime they are in the community. Reported violations of the Code of Conduct to Woodfibre LNG will be investigated and confirmed violations will result in a removal of the worker from the Project site and a future ban from work on the Project. SN - Comment closed.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		No further tracking table consideration needed for SN floatel work.Nothing in here that is necessary to track given the status of FAA application and marine aspects of FaFHMP and CEMP.	2023-03-09	Comment closed
		No further tracking table consideration needed for SN floatel work. Mainly addressed with losing the walkway, any residual needs on MAMU addressed through ECCC.	2023-03-09	Comment closed
DoS has provided a comment here: **"What is the status of the Fisheries Act Authorization?"**	2023-03-09	No further tracking table consideration needed for SN floatel work.	2023-03-09	DoS - The application Fisheries Act Authorization was submitted to DFO on October 25th, with the most recent update submitted March 24th addressing comments and on-going dialogue with the regulator. A completeness determination by DFO is complete and formal crown duty to consult will begin. SN - Comment closed.
		The list provided is helpful but is incomplete. Review is ongoing and we have tried to flag as many examples in this table as we can for routing through EAO. It is important for all parties to track proponent commitments and will make EMP reviews easier.	2023-03-09	SN - Woodfibre LNG continues to update the foatel commitments table once each round of IR responses is complete. Once the IR response process is complete the table will be provded to SN for review. In addition, Woodfibre LNG has prepared and provided supplemental information for SN as it relates to commitments made with respect to mitigations for impacts of the floatel and the Project, as outlined in the CSIMP.
		No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed
		No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		No further tracking table consideration needed for SN floatel work. The BAEA nest vs floatel is not stated as a firm commitment, although revised mapping of raptor nest survey work will be needed for widllife plan.	2023-03-09	SN - Comment noted. Additional pre-construction surveys (including raptor nest surveys) were conducted as of June 2021 and have been implemented into the revised mapping in the Wildlife Management and Monitoring Plan. The Wildlife Monitoring and Mitgation Plan for Consturction states that if clearing occurs during the nesting periods, bird nest surveys supervised by a QP will be undertaken before work commences.
DoS provided a comment here: **"Lighting details will be required as part of the DPA1 and TUP applications"**	2023-03-09	No further tracking table correspondence needed on this for SN, but some notes for later follow up w/ WLNG and EAO. Lighting follow-up commitments are captured in the new table from WLNG. Lighting issues have been raised by several parties (incl. SN and TWN) and with several receptors in mind (fish, wildlife, humans). WLNG has provided commitments about giving further details but language leaves some concern about this being deferred, deferred, deferred, until eventually contractors doing work have no idea about these commitments. Will be important to see specific "means by which this will be achieved" whether that be design specs in the floatel for the CEMP, Marine Fish Plan, and Wildlife Plan etc.	2023-03-09	DoS - comment noted that DoS will require lighting details as part of furture floatel permit applications. Comment closed. SN - Comment about the applicable lighting committments is noted. Comment closed.
		Commitments made here should be added to the table of new commitments for Amendment 3. - The CSIMP ... continues to evolve based on input from community stakeholders and Indigenous Groups. Woodfibre LNG is developing and will deliver initiatives, in collaboration with Indigenous Groups, the District of Squamish, communiy stakeholders and others, to address findings of the National Inquiry into Missing and Murdered Indigenous Women and Girls and the FEWO report called "Responding to the Calls for Injustice: Addressing Violence Against Indigenous Women and Girls in the Context of Resource Development Projects". - Woodfibre LNG continues to closely monitor other initiatives of the Standing Committee on the Status of Women and ensure alignment with our plans; These include but are not limited to: Health Living Strategy, Substance Abuse Policy, Addictions Training, Life Skills Workshops, and Providing Counseling. - Woodfibre LNG will work with the floatel operator and the construction contractor to implement adequate policies, plans and procedures that protect and support worker mental and physical health; these will be further explored as part of the workforce development plan that is underway	2023-03-09	SN - Woodfibre LNG continues to update the foatel commitments table once each round of IR responses is complete. Commitments related to the CSIMP have been captured in the current revision of the table. Once the IR response process is complete the table will be provded to SN for review. In addition, Woodfibre LNG has prepared supplemental information for SN as it relates to commitments made with respect to mitigations for impacts of the floatel and the Project, as outlined in the CSIMP.
		No further tracking table consideration needed for SN floatel work.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		These are specific statements about scope of EMPs as relevanat to the floatel and should be captured in the list of commitments; same is true for design level mitigation. "there will be no noise emission due to power generation or engine propulsion through the hull. floatel equipment (e.g., from kitchen facilities, washrooms) is expected to be above the water level (i.e., pumps located above deck), therefore, noise emissions associated with equipment operation, and its transmission through the floatel deck, floors, and hull into the marine environment is expected to be negligible. Thresholds for potential behavioural disturbance or hearing injury effects on marine fish and marine mammals are not anticipated to be exceeded due to the negligible contribution of underwater noise from vessel-based equipment to existing conditions" .Note the ties here to SQ-1-12, and WLNG's commitment to including noise monitoring specific to the floatel as a sub-component of the Marine Works Management sub-plan of the CEMP. It is not just a topic for the Marine Mammals Management Plan. The responses here to TWN should link to the similar statements for SN.	2023-03-09	SN - Comment noted. Woodfibre LNG does not view this as a new commitment. Woodfibre LNG is required to identify the geographic areas where, and periods of time when, construction could cause behavioural change to marine mammals; specify the construction activities which must stop or not start if a marine mammal is sighted in the areas of potential injury to marine mammals; and specify mitigation measures for construction underwater noise that will prevent or reduce behavioural change or injury to marine mammals. Additionally, Woodfibre LNG will prepare and implement an Underwater Noise Management Plan as a component of the Marine Works Management Plan (M5.10-1) to mitigate potential mortality and behavioural changes to fish and marine mammals.
		Please add this to the list of floatel commitments: "To manage bird strikes on buildings (which would include the floatel), the contractor will review the design of the building facilities with a Qualified Professional (QP) experienced in avian biology and include mitigation measures to reduce the potential for bird strikes and bird mortality, where feasible and where recommended by the QP. "	2023-03-09	SN - This is already an existing mitgation requirement (M5.12-9) that would also apply to the floatel.
VCH provided no additrional follow up comments here as of March 16, 2023. DoS has provided a comment here. It's read as follows: "**District Council will request information on the use of diesel in relation to GhG (climate emergency) policy."**	2023-03-09	No further tracking table consideration needed for SN floatel work.	2023-03-09	DoS - The floatel will be primarily powered by BC Hydro and is expected to emit up to 665 tCO2e during use over the construction period. More information is provided in the project's Net Zero Roadmap available on our website at www.woodfibrelng.ca/emissions and that had been shared with the DoS. SN - Comment closed.
VCH provided no additrional follow up comments here as of March 16, 2023.	2023-03-16	No further tracking table consideration needed for SN floatel work.. This does all assume resolution of noise / emissions / light and worker health through fed and prov regulatory channels.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
In VCH's view, whether it is MCV crew or project personnel that will be using the MCV for temporary accomodation, it is imperative to consider the health and wellbeing of any potential receptor that will be on the MCV. VCH public health agrees with Health Canada that the personnel on the MCV should be considered as receptors and that inclusion of the MCV in the HHRA is required. DoS has provided a comment here. It's read as follows: " **Where is this approved facility? These details need to be provided before a TUP application."**	2023-03-09	The table of new commitments lacks the foundational mitigation that the floatel will not discharge waste to Howe Sound: "Sewage will be stored onboard and collected and barged off-site by service vessels approximately two to three times per week for disposal at an approved facility. Holding tank size will depend on the procured floatel; wastewater storage tank size is anticipated to be sufficient to provide storage for multiple days." "Woodfibre LNG and its contractors will rely on licensed third-party specialty contractors for the disposal of waste generated during construction, including construction wastes, domestic waste, and hazardous materials. Each contractor will have a central waste management facility to support their work activity." The comments reaffirm commitments to zero discharge and while CEMP is referenced WLNG explains contractor EPPs may need to have final detail on how to have waste taken off site.	2023-03-09	VCH - The Marine Construction Vessel (MCV) will no longer be considered a receptor for the purposes of the Off-Duty Worker Human Health Risk Assessment. This is based on all of the following: The MCV will provide onboard accommodation for crew only (i.e., personnel who directly support the MCV and its operations; this includes the captain and operators, vessel engineer/maintenance, and other personnel such as lift/load masters, labourers, and trades dedicated to successfully and safely completing the MCV's required tasks). The MCV will be working within the Certified Project Area for approximately 8 weeks in Q4 2024 and Q1 2025. Depending on weather, the MCV will change locations within the CPA every 3 to 5 days. The MCV is a non-Canadian registered vessel, and is therefore subject to exemptions under the Canada Marine Act and the Canada Shipping Act. Non-Canadian registered vessels are required to comply with a subset of requirements in the Canada Shipping Act, the Paris Memorandum of Understanding (MOU), and Tokyo MOU which govern aspects such as safety, emissions, pollution, and crew requirements. The Tokyo MOU governs Working and Living Conditions, including ventilation and accommodation; worker exposure limits on-vessel will be in accordance with these requirements. Transport Canada can audit and inspect non-Canadian registered vessels, and may hold vessels under detention should they be found in non-compliance. Health Canada is in agreement with removing the MCV as a receptor. DoS - Woodfibre LNG and its contractors will rely on licensed third-party contractors for the disposal. Woodfibre LNG is unable to provide specific details around potential disposal facility locations at this time; the disposal options of each waste type will depend on the contractors selected and options available. It is Woodfibre LNGs understanding that the Squamish landfill does not have capacity to accept waste from the Woodfibre LNG project, therefore alternate approved facilities will be used. Woodfibre LNG and the Engineering, Procurement, Fabrication and Construction (EPFC) contractor will work to align Project waste management with the District of Squamish Zero Waste Policy. SN - "Sewage will be stored onboard and collected and barged off-site by service vessels approximately two to three times per week for disposal at an approved facility. Holding tank size will depend on the procured floatel; wastewater storage tank size is anticipated to be sufficient to provide storage for multiple days." and "Woodfibre LNG and its contractors will rely on licensed third-party contractors for the disposal of waste generated during construction, including construction wastes, domestic waste, and hazardous materials. Each contractor will have a central waste management facility to support their work activity." have been added to the floatel commitments table.
Unresolved until we see the CSIMP and Code of Conduct documents.	2023-03-09	Scoping level commitments should be captured in list of floatel commitments: The CSIMP describes Woodfibre LNG's activities to manage and monitor effects on services and infrastructure that are directly attributable to the Project. Similarly, the Traffic Management Plan and Emergency Response Plan are being developed and Woodfibre LNG is committed to engaging with the District of Squamish in their development. **Each of these plans will address operation of the floatel, where applicable.** SN supports the messaging from DoS. SN decision making is generally aligned with that level of information. The existence of these policies / CSIMP / Traffic / Marine Traffic / CEMP plans is not the objective, it is the sufficiency of those documents, and before SN staff can recommend a decision to Council, will need to address case-in-point examples on themes of accountability, avoidance of distributed responsibiity, anonymity of reporting and timelines around cultural awareness things.	2023-03-09	DoS - Woodfibre LNG has shared a revised version of the CSIMP with the DoS in early April and is meeting with the DoS to discuss in advance of a community roundtable on April 26 (to which the DoS has been invited). The specifics of how the floatel will be operated is not within the scope of the EMPs. Woodfibre LNG will endeavour to provide additional information to the DoS, including more information about Employment/Training, Healthy Living, Community Safety, etc. SN - Woodfibre LNG has shared a revised version of the CSIMP with the SN and invited the SN to participate in a community roundtable on April 26. The specifics of how the floatel will be operated is not within the scope of the EMPs. Woodfibre LNG is committed to covering this through the supplemental package of information regarding the floatel and CSIMP, as discussed with SN. Operation of the floatel will not be described in Woodfibre LNG management plans. Mitigation measures, as outlined in the managment plans, if applicable will also apply to the floatel.
Unresolved. Leaving employment numbers to the construction contractor means we do not have firm numbers for local employment which affects traffic and other aspects. provide firmer estimates of local employment, which affects traffic and other aspects,	2023-03-09	Same comment as above. DoS and SN have convergent info needs.	2023-03-09	DoS and SN - Woodfibre LNG maintains that hiring workers for the construction phase is primarily the responsibiity of the construction contractor. Selection of the construction contractor is currently underway. Woodfibre LNG will provide updated information to the DoS and SN on estimated local hiring/employment and construction opportunities as it becomes available. This information will be reflected in the EMPs, including the Traffic Control Management Plan, which is anticipated to be developed in late Q2.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Unresolved. The District wants clarity on extent and procedures for community access during off-shift hours..	2023-03-09	"Management plans are typicaly not developed for amendment decision" --> this isn't really a typical process or location though. Projects in S2S area have a challenging standard to meet. And with construction ostensibly so close there is rationale to expect these details. Comment re late night crowds of people moving through is relevant.	2023-03-09	DoS and SN - As noted previously, Woodfibre LNG does not plan to provide routine access to the community of Squamish for non-local workers residing on the floatel while they are on rotation. Non-local workers will be transported directly from the floatel back to the Lower Mainland when their shift has completed. The Code of Conduct (in development) will apply to both non-local and local workers, including contractors, while they are off duty, including anytime they are in the community. Reported violations of the Code of Conduct to Woodfibre LNG will be investigated and confirmed violations will result in removal of the worker from the Project site and a future ban on work related to the Project.
Unresolved. Formal approval will be needed, not just engagement with DOS. The District also requires specifics on number of personal vehicles potentially using Darrell Bay.	2023-03-09	"Typical process" for management plans follows a philosphy of deferring details where it is understood solutions are readily available. This is a topic where we have learned in recent years that typical process has failed a lot of people, and resolved issues is not a foregone conclusion. There is rationale for requiring planning-level details on the high end of the spectrum. We're expecting to see the draft EMPs w/ floatel details at this point anyway, so that info becomes necessary for SN decision process at this point.	2023-03-09	DoS - Woodfibre LNG understands that formal approval is required from the DoS for the use of the Darrell Bay parking lot, and that the application would require specifics regarding the number of personal vehicles anticipated. Woodfibre LNG is confirming plans for transportation of workers during the construction phase and will keep the DoS apprised. SN - Comment noted.
The CSIMP, ERP and TCMP are essential documents for the District to provide a meaningful response to the proposed floatel and should be provided as soon as possible.	2023-03-09	SN has similar needs as DoS with this. Can work with plans to ensure sufficiency but likely cannot give high level conditional approval, SN decision makers looking for details for informed decision, given wish to avoid case-by-case things coming to Council but also discomfort with major decisions being delegated to SN EWG.	2023-03-09	DoS - Comment noted. The updated CSIMP has been shared with the DoS and will be discussed with the DoS at a separate meeting and during a community roundtable on April 26. The ERP has been shared with the DoS and was been discussed at a community rountable on Feb 28. The Traffic Control Management Plan is in development and will be shared later in Q2. Woodfibre LNG welcomes discussions with the DoS regarding relevant issues of these plans as it relates to the floatel. SN - Comment noted. The updated CSIMP has been shared with the SN and will be discussed during a community roundtable on April 28. The ERP has been shared with the SN and discussions are in progress. Relevant issues of these plans as they relate to the floatel will be addressed in the supplemental package of information that has been developed, shared and discussed with the SN, and can continue to be updated as required.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Unresolved. The District needs clarity on this issue.	2023-03-09	"Woodfibre LNG is currently discussing community access for floatel workers with the District of Squamish and will implement measures such that access is limited to reasonable hours and numbers".This info is needed for SN decision as well, and this should be tracked in the new commitments table.	2023-03-09	DoS and SN - As noted previously, Woodfibre LNG does not plan to provide routine access to the community of Squamish for non-local workers residing on the floatel while they are on rotation. Non-local workers will be transported directly from the floatel back to the Lower Mainland when their shift has completed. The Code of Conduct (in development) will apply to both non-local and local workers, including contractors, while they are off duty, including anytime they are in the community. Reported violations of the Code of Conduct to Woodfibre LNG will be investigated and confirmed violations will result in removal of the worker from the Project site and a future ban on work related to the Project. "Woodfibre LNG is currently discussing community access for floatel workers with the District of Squamish and will implement measures such that access is limited to reasonable hours and numbers." has been added to the floatel commitments table.
Unresolved. While joint meetings have been useful, the District still does not have a single source or numbers showing combined impacts of the two projects (i.e. traffic numbers, people accessing the community, need for additional policing). projects.	2023-03-09	"Woodfibre LNG is working with Fortis and the District of Squamish to develop tools and resources to demonstrate and mitgate the community impacts of the two projects and these efforts will continue in 2023." Add to list of commitments. SN is supportive of DoS on this matter.	2023-03-09	DoS - Woodfibre LNG and Fortis BC have provided joint workforce curves for both projects to the DoS and has indicated that the non-local project workforce residing on the floatel would not have routine access to the community during their shift rotations (and would be transported to and from the floatel via Vancouver). Provided the non-local construction workforce is housed on the floatel and transported to and from the floatel via Vancouver, there are very limited, if any, adverse impacts on the community of Squamish. As has been discussed with the Mayor of Squamish, the parent company's anti-bribery and corruption policy prevents Woodfibre LNG staff from discussing funding issues in relation to any DoS review and approval processes. Matters related to funding may be discussed between the Mayor and Woodfibre LNG President. SN - Comment noted and commitment has been added to the floatel commitments table. Comment closed.
Unresolved until we see the CSIMP document.	2023-03-09	"The Community Services and Infrastructure Management Plan will address the District of Squamish's questions related to Housing and Accommodation" -- please add to list of new commitments and explain in that which concerns & questions are going to be addressed.	2023-03-09	DoS - Comment noted. The updated CSIMP has been shared with the DoS. SN - Comment noted and commitment has been added to the floatel commitments table. Comment closed.
Unresolved. Before any TUPs can be issued, the District requires certainty about waste disposal and other servicing.	2023-03-09	Disposal options are needed. We don't need the specific resolution but we need to understand that resolution of the commitment - offsite through establisehd receiving facilities - will be a foregone conclusions. Binding to "Zero discharge" would very likely be a SN condition of approval in any event, so there would be no back-up plan to allow marine discharge.	2023-03-09	DOS - Woodfibre LNG and its contractors will identify licensed contractors for the disposal of waste generated during construction. Woodfibre LNG is unable to provide specific details around potential disposal facility locations at this time; the disposal options of each waste type will depend on the contractors selected and options available. It is Woodfibre LNGs understanding that the Squamish landfill does not have capacity to accept waste from the Woodfibre LNG project, therefore alternate approved facilities will be used. Woodfibre LNG and the Engineering, Procurement, Fabrication and Construction (EPFC) contractor will work to align Project waste management with the District of Squamish Zero Waste Policy. It is Woodfibre LNG's expectation that the information that the DoS requires to support the permitting (e.g., TUP) process will be available as needed. SN - Comment noted, waste will be disposed of offsite at appropriate facilities.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Unresolved. The District requires specific details about use of Darrell Bay and parking.	2023-03-09	Floatel-relevant commitments made here and should be added to the list of commitments: "Details regaring the number of personal vehicles that may use Darrell Bay, as well as timing of use of Darrell Bay will be confirmed through the Traffic Impact Assessment and the Traffic Management Plan. These continue to be developed by Woodfibre LNG in consultation with the District of Squamish. It is planned that local workers will be transported to and from their shift by a local ferry operating from Darrell Bay and will be transported to/from Darrell Bay by bus. Round-trip bus transportation on the Sea to Sky Highway is expected to be reduced by approximately 90% from what was presented in the original EAC application (2015), which was an estimate of an additional 35 to 70 vehicles per day. To further reduce traffic on the Sea to Sky Highway, Woodfibre LNG is exploring the option of transporting workers to/from site at the start/end of their 14-day rotation either via a bus service or a third-party ferry service operating from the Vancouver area." Generally similar content as previous comments. Some of this needs resolution for SN decisions on floatel.	2023-03-09	DoS - Woodfibre LNG understands that formal approval would be required from the DoS for the use of the Darrell Bay parking lot. Any traffic implications regarding the use of Darrell Bay during the construction phase will be addressed by the Traffic Control Management Plan. Any marine traffic implications regarding the use of Darrell Bay during the construction phase will be addressed by the Marine Transportation Management Plan. Both of these plans will be shared and discussed with the DoS. SN - Comment noted and commitment has been added to the floatel commitments table. Comment closed.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	No further tracking table consideration needed for SN floatel work. Consistency of reassurance comments is noted though about community consultation - WLNG has a lot of promises up in the air and there is much left to resolve in consultation.	2023-03-09	SN - Comment noted and closed.
Unresolved.	2023-03-09	No further tracking table consideration needed for SN floatel work, but have taken note of some comments here. Local employment numbers seem far removed from the expected floatel numbers. SN will need to understand the reality vs words as it will inform the level of concern warranted for floatel issues.	2023-03-09	DoS - Woodfibre LNG is not able to commit to a specific % of the workforce that is expected to be local .As discussed previously with the DoS, Woodfibre LNG is prepared to keep the DoS informed about plans related to local employment, to monitor local employment data over the course of the construction period and to work with the DoS on ways to ensure participation of local people while limiting negative impacts to existing local businesses. Key initial mitigiations are identified in the Project's CSIMP and will continue to evolve. SN - Comment noted and closed.
Please provide an update on these discussions.	2023-03-09	No further tracking table consideration needed for SN floatel work	2023-03-09	DoS - Woodfibre LNG and the DoS are continuing to progress confidential discussions at senior levels, and with external advisory, related to the municipal tax agreement. SN - Comment closed.
The District remains concerned about housing workers before the floatel is available, including traffic impacts Downtown and in the harbour.		The Community Services and Infrastructure Management Plan will address the District of Squamish's questions provided in DS 1 - 2. Please add to table of commitments. That's a firm statement re. CSIMP addressing these concerns. The commitment table should indicate which concerns are specifically going to be addressed.	2023-03-09	DoS - The Project's mitigations on housing and accommodation are included in the CSIMP and have been updated, as reflected in the most recent drafted supplied to the DoS. These mitigations can be discussed with the DoS in advance or during a community roundtable on April 26. Any traffic implications and relevant mitigations will be covered in the Traffic Control Managemement Plan expected to be developed and shared in late Q2. SN - "The Community Services and Infrastructure Management Plan (CSIMP) will address the District of Squamish's questions related to Housing and Accommodation. Woodfibre LNG is continuing to develop the CSIMP in consultation with the District of Squamish." and "The Community Services and Infrastructure Management Plan will address the District of Squamish's questions provided in DS 1 - 2. Woodfibre LNG is continuing to develop the CSIMP in consultation with the District of Squamish." have been added to the list of floatel commitments.
Unresolved. The District requires certainty about the transporation impacts of the project.		No further tracking table consideration needed for SN floatel work, but through other dialogue channels. SN has similar needs for information. If there are still some options under consideration then make those options more specific - e.g. outline 3 specific scenarios that may be proposed.	2023-03-09	DoS - Specific details around transportation for the project will be determined in conjunction with the construction contractor. Selection of the construction contractor is currently underway. Woodfibre LNG will provide updated information to the DoS as it becomes available. Any traffic implications and relevant mitigations will be covered in the Traffic Control Managemement Plan expected to be developed and shared in late Q2. SN - Specific details around transportation for the project will be determined in conjunction with the construction contractor. Selection of the construction contractor is currently underway. Woodfibre LNG will provide updated information to the SN as it becomes available. .

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
ECCC recognizes that the Proponent will develop a Marine Water Quality Management and Monitoring Plan. ECCC recommends that this plan clearly include measures for the protection of aquatic life, and not just human health. Background: ECCC understands that the Marine Water Quality Management and Monitoring Plan (also referred to as the Marine Works Management Plan and Marine Water Quality Monitoring Program in the original Application) is a mitigation measure to make sure that the changes to water quality from the Project will be as predicted in the original Application regardless of the additional works requested in the amendment. As the original assessment predicted no changes to water quality "beyond natural variability and exceeding water quality guidelines" (page 5.10-42; WLNG 2015), Project-related effects from water quality changes to marine benthic habitat, forage fish and other fish (marine) or marine mammals were not considered further. Water quality was only carried forward into the effects assessment for human health and the current use of lands and resources for traditional purposes. As a result, most of the water quality related conditions for the Project are centered on human health. The conditions referenced by the Proponent in their response, *Condition 6 of Environmental Assessment Certificate #E15-02 and Federal Decision Statement Condition 6.5.2* , are meant to prevent human health effects, and not to prevent changes to water quality or effects to aquatic organisms. The Proponent does not specify if or how the Marine Water Quality Management and Monitoring Plan will confirm conclusions made in the original Application (i.e., "*...no Project-related changes in marine water quality beyond natural variability and exceeding water quality guidelines...* " (page 5.10-42: WLNG 2015)), considering the activities described in the amendment. The sediment in the proposed location of the floatel has elevated concentrations of dioxins and furans (above Probable Effects Levels), and concentrations of PAHs, PCBs and some metals above Interim Sediment Quality Guidelines (Golder 2014). Any in-water works have the potential to remobilize these contaminants. ECCC recommends that the Proponent commit to measures to prevent potential effects to aquatic life from legacy contaminants. This should be clearly described, and include monitoring of water quality, mitigation measures to prevent contaminant remobilization, and a description of what adaptive management actions could be implemented if the monitoring shows that Project-related changes in marine water quality are occurring at levels that could have effects to marine aquatic organisms. References: WLNG (Woodfibre LNG Limited). 2015. Woodfibre LNG: Application for an Environmental Assessment Certificate (EIS Marine Water Quality Section 5.10). Available at: https://projects.eao.gov.bc.ca/api/public/document/58869194e036fb0105768fce/download/Section%205.10%20Marine%20Water%20Quality.pdf Golder Associates Ltd (Golder). 2014. Marine Resources Baseline Study. Prepared for Woodfibre LNG Limited. Vancouver, B.C. Available at: https://projects.eao.gov.bc.ca/api/public/document/5886914ce036fb0105768f78/download/Appendix%205.10-1%20Marine%20Resources%20Baseline%20Study%201of3.pdf	2023-02-28	No further tracking table consideration needed for SN floatel work. We agree that the existing conditions adequately capture the concern. Marine EMPs can be relied upon to resolve without need for that detail now (as a counter-example to the other floatel issues that are novel for this project).	2023-03-09	SN - Comment noted and closed.
		CEMP will include waste management details relevant to sewage - noted for CEMP confirmation and should be listed in table of new commitments.	2023-03-09	SN - "The CEMP will describe key mitigation measures for waste management. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address waste management, spill prevention and response, and comply with the CEMP. These plans will be applicable to operation of the floatel." has been added to the floatel commitments table. Comment closed.
		Should be captured as floatel-specific commitments: "Reject water from backwashing filters in the water treatment plant will be collected and disposed of at an appropriately licensed facility consistent with Environmental Management Act (EMA) requirements; Woodfibre LNG acknowledges that potable water with residual chlorine can be a deleterious substance under the Fisheries Act. Any storage of chlorine or other chemicals will be in accordance with applicable Safety Data Sheets and will meet the requirements of the Workplace Hazardous Materials Information System for British Columbia."	2023-03-09	SN - "Reject water from backwashing filters in the water treatment plant will be collected and disposed of at an appropriately licensed facility consistent with Environmental Management Act (EMA) requirements; Woodfibre LNG acknowledges that potable water with residual chlorine can be a deleterious substance under the Fisheries Act. Any storage of chlorine or other chemicals will be in accordance with applicable Safety Data Sheets and will meet the requirements of the Workplace Hazardous Materials Information System for British Columbia." has been added to the floatel commitments table. Comment closed.
		#VALUE!	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		Please add to the list of floatel commitements: Power to the floatel will be supplied by BC Hydro via existing connection at the Project site. Any backup power (e.g., generators and associated diesel/fuel storage tanks) will be located on shore, in an area already cleared of vegetation and within the Certified Project Area, rather than on the floatel. No fuel transfer between the shore or service vessels and the floatel is anticipated. Nothing further for SN; ERP and CEMP scope deferral noted.	2023-03-09	SN - "Power to the floatel will be supplied by BC Hydro via existing connection at the Project site. Any backup power (e.g., generators and associated diesel/fuel storage tanks) will be located on shore, in an area already cleared of vegetation and within the Certified Project Area, rather than on the floatel. No fuel transfer between the shore or service vessels and the floatel is anticipated. " has been added to the floatel commiments list. Comment closed.
		Not relevant for SN.	2023-03-09	Comment closed
No further comments, WLNG has sufficiently addressed comment	2023-02-15	Nothing needed for SN.	2023-03-09	Comment closed
No further comments, WLNG has sufficiently addressed comment	2023-02-15	Nothing needed for SN.	2023-03-09	Comment closed
No further comments, WLNG has sufficiently addressed comment	2023-02-15	Noted the request from FLNRO and loose commitment from WLNG about collaborating on the marine transportation plan. WLNG should include a commitment re. Marine Transport Plan "utilize Provincial expertise from Recreation Sites and Trails Branch of FLNRORD"	2023-03-09	SN - The Marine Transportation Monitoring and Management Plan (MTMMP) will be developed in consultation with Transport Canada, Fisheries and Oceans Canada (DFO), Canadian Coast Guard (CCG),Pacific Pilotage Authority Canada, the District of Squamish (DoS), BC Ferries, Squamish Terminals, and Indigenous groups. Recreational activities in Howe Sound connected to the Sea to Sky Marine Trail and use of recreational sites managed by Recreational Sites and Trails BC (now falling under the Ministry of Environment and Climate Change Strategy) have been identified in the baseline section of the MTMMP. Mitigation measures established through the MTMMP are broad enough to capture the marine users in Howe Sound, including recreational users accessing Sea to Sky Marine Trail sites. Woodfibre LNG is committed to providing timely Project marine construction activity information to the marine users in Howe Sound and will establish a marine user group to identify areas of mutual concern, and if necessary inform further strategies to limit disruption from construction activities.
No further comments, WLNG has sufficiently addressed comment	2023-02-15	Nothing further for SN decision making on floatel.	2023-03-09	
No further comments, WLNG has sufficiently addressed comment	2023-02-15	Not relevant for SN decision.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
The Proponent's responses regarding the Marine Construction Vessel (MCV) that are provided in HC-1-3 and HC-1-15 (below) are acknowledged. Health Canada (HC) has no further comment.	2023-03-03	SN is supportive of due diligence on air quality and safety but unlikely to to offer anything substantive to HC's approach, and will defer to those parties for resolution.	2023-03-09	Comment closed
The Proponent's response regarding the floatel's drinking water source that is provided in HC-1-4 (below) is acknowledged. HC has no further comment.	2023-03-03	So long as there is no discharge of chlorine to Howe Sound, the prospect of sourcing from Woodfibre Creek and shore-based treatment is ok; nothing further for SN decision on this.	2023-03-09	Comment closed
Acknowledged; HC has no further comment.	2023-03-03	SN interested in resolution on noise matters but this particular line can be folded into the bigger picture.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		CEMP-level commitment around contingency planning for sewage carriers in bad weather, and enough back-up storage capacity. Please include in the table of new commitments.	2023-03-09	SN - "Contingency planning for sewage carriers in bad weather will be address in the CEMP" and "Holding tank size will depend on the procured floatel; wastewater storage tank size is anticipated to be sufficient to provide storage for multiple days." have been added to the floatel commitments table. Comment closed.
		Please add to list of commitments: Reject water from backwashing filters in the water treatment plant will be collected and disposed of at an appropriately licensed facility consistent with Environmental Management Act (EMA) requirements. This is anticipated to be up to 5 m3/d. Otherwise no further tracking table consideration needed for SN floatel work.	2023-03-09	SN - "Reject water from backwashing filters in the water treatment plant will be collected and disposed of at an appropriately licensed facility consistent with Environmental Management Act (EMA) requirements." has been added to the floatel commitments table.
		CEMP commitment noted and is captured is previous commitments. Nothing further needed for floatel decision.	2023-03-09	Comment closed
		CEMP commitment noted. Nothing further needed for floatel decision.	2023-03-09	Comment closed
		Please add to the trackable commitments: Management of liquids and liquid wastes will be in accordance with the Waste Management Plan and the Construction Environmental Management Plan's (CEMP) spill prevention and spill response measures and will be applicable to the floatel. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address the management of liquids and liquid waste and that comply with the CEMP. This includes measures intended to limit potential effects to the marine environment. **There will be no discharge of sewage to the marine environment from the floatel.**	2023-03-09	SN - "Management of liquids and liquid wastes will be in accordance with the Waste Management Plan and the Construction Environmental Management Plan's (CEMP) spill prevention and spill response measures and will be applicable to the floatel. Individual contractors engaged on the Project will be responsible for developing environmental protection plans (reviewed and approved by Woodfibre LNG) that address the management of liquids and liquid waste and that comply with the CEMP. This includes measures intended to limit potential effects to the marine environment. There will be no discharge of sewage to the marine environment from the floatel." has been added to the table of floatel commitments table.
No, the Woodfibre LNG (WLNG) response did not satisfy the initial comment and the comment dated 2022-12-12. The Ministry of Health (HLTH) recommends that the MVC is considered as a human receptor and should be located in a revised human health risk assessment(HHRA). Please see MOH's comment dated 2022-12-12.	2023-02-24	No further tracking table needs but a note for eventual clarification as EMPs are developed… off duty workers at the camp are "general public"… what does this mean for rules of camp and applicability of code of conduct?	2023-03-09	Port State Control (international ship inspection program) is responsible for the inspection of foreign vessels when they enter Canadian waters to confirm that they are in compliance with international maritime conventions. In Canada, the Tokyo and Paris Memorandums of Understanding apply to Port State Control inspections. The MOUs are intended to ensure that vessels trading in a region are not substandard (Government of Canada 2017). The Tokyo MOU, specifically applicable to Canada's Pacific coast, includes a series of "Deficiency Codes" which form the basis for inspections (Asia-Pacific PSC. 2019). These include, but are not limited to: Living Conditions (separate from Working Conditions) regarding ventilation (accommodation), heating, noise, sickbay, medical equipment, sleep room, record of inspection (accommodation), lighting (accommodation), food personal hygiene, other (crew and accommodation). It is Woodfibre LNG's understanding that the BC Ministry of Health is therefore not in a position to regulate the MCV and its foreign crew. Please note that Health Canada has acknowledged that the MCV does not warrant inclusion as a receptor in the HHRA. References: Government of Canada. 2017. Inspection of non-Canadian commercial vessels. From Transport Canada. Available online at: https://tc.canada.ca/en/marine-transportation/vessel-inspection-certification/inspection-non-canadian-commercial-vessels Asia-Pacific PSC. 2019. List of Tokyo MOU Deficiency Codes. As of 2 December 2019. Available online at https://www.tokyo-mou.org/doc/Tokyo%20MOU%20deficiency%20codes%20(December%202019).pdf Response to SN - While workers residing on the floatel will not have routine access to Squamish and will likely be transported to the Vancouver area at the end of their shift, the worker Code of Conduct (in development) applies to off-duty Woodfibre LNG workers, including contractors, at any point while in the community. Reported violations of the Code of Conduct to Woodfibre LNG will be investigated and confirmed violations will result in removal of the worker from the Project site and a future ban on work related to the Project.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
No, the Woodfibre LNG (WLNG) response did not satisfy the initial comment and the comment dated 2022-12-12. The Ministry of Health (HLTH) recommends that the MVC is considered as a human receptor and should be located in a revised human health risk assessment(HHRA). Please see HLTH's comment dated 2022-12-12.	2023-02-24	MCV focus, not relevant now.	2023-03-09	Port State Control (international ship inspection program) is responsible for the inspection of foreign vessels when they enter Canadian waters to confirm that they are in compliance with international maritime conventions. In Canada, the Tokyo and Paris Memorandums of Understanding apply to Port State Control inspections. The MOUs are intended to ensure that vessels trading in a region are not substandard (Government of Canada 2017). The Tokyo MOU, specifically applicable to Canada's Pacific coast, includes a series of "Deficiency Codes" which form the basis for inspections (Asia-Pacific PSC. 2019). These include, but are not limited to: Living Conditions (separate from Working Conditions) regarding ventilation (accommodation), heating, noise, sickbay, medical equipment, sleep room, record of inspection (accommodation), lighting (accommodation), food personal hygiene, other (crew and accommodation). It is Woodfibre LNG's understanding that the BC Ministry of Health is therefore not in a position to regulate the MCV and its foreign crew. Please note that Health Canada has acknowledged that the MCV does not warrant inclusion as a receptor in the HHRA. References: Government of Canada. 2017. Inspection of non-Canadian commercial vessels. From Transport Canada. Available online at: https://tc.canada.ca/en/marine-transportation/vessel-inspection-certification/inspection-non-canadian-commercial-vessels Asia-Pacific PSC. 2019. List of Tokyo MOU Deficiency Codes. As of 2 December 2019. Available online at: https://www.tokyo-mou.org/doc/Tokyo%20MOU%20deficiency%20codes%20(December%202019).pdf SN - Comment closed.
The WLNG response didn't address the water quality issues and water treatment plan. Please clarify if Woodfibre Creek is the drink water source for the off-duty workers. If the answer is "Yes", the WLNG response did not satisfy the comment dated 2022-12-12.	2023-02-24	SN - nothing further if other agencies are ok on this topic.	2023-03-09	Port State Control (international ship inspection program) is responsible for the inspection of foreign vessels when they enter Canadian waters to confirm that they are in compliance with international maritime conventions. In Canada, the Tokyo and Paris Memorandums of Understanding apply to Port State Control inspections. The MOUs are intended to ensure that vessels trading in a region are not substandard (Government of Canada 2017). The Tokyo MOU, specifically applicable to Canada's Pacific coast, includes a series of "Deficiency Codes" which form the basis for inspections (Asia-Pacific PSC. 2019. These include, but are not limited to: Living Conditions (separate from Working Conditions) regarding ventilation (accommodation), heating, noise, sickbay, medical equipment, sleep room, record of inspection (accommodation), lighting (accommodation), food personal hygiene, other (crew and accommodation). It is Woodfibre LNG's understanding that the BC Ministry of Health is therefore not in a position to regulate the MCV and its foreign crew. Please note that Health Canada has acknowledged that the MCV does not warrant inclusion as a receptor in the HHRA. References: Government of Canada. 2017. Inspection of non-Canadian commercial vessels. From Transport Canada. Available online at: https://tc.canada.ca/en/marine-transportation/vessel-inspection-certification/inspection-non-canadian-commercial-vessels Asia-Pacific PSC. 2019. List of Tokyo MOU Deficiency Codes. As of 2 December 2019. Available online at: https://www.tokyo-mou.org/doc/Tokyo%20MOU%20deficiency%20codes%20(December%202019).pdf MoH - A floatel vessel has been chosen that will require an onshore water treatment system with water sourced from Woodfibre Creek. This water will be withdrawn from Woodfibre Creek, under an appropriate water license that has been issued under the Water Sustainability Act. The treatment plant will be designed by a qualified professional, in accordance with the applicable regulations. Water will be treated to meet the Drinking Water Protection Act and Drinking Water Protection Regulation as enforced by Vancouver Coastal Health. Woodfibre LNG will engage with Vancouver Coastal Health to develop a water treatment system that meets VCH requirements for drinking water protection. Sections 3.3.3 and 3.3.4 of the HHRA discuss direct and indirect exposures, including to water. SN - Comment closed.
		SN - noisy night work would have a pretty tough time allowing marine mammal monitoring but this seems like speculative discussion and contingency-level planning. Will defer to other agencies for satisfatory resolution, not carried forward for SN decisions.	2023-03-09	SN - Comment noted and closed.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Restating the question for clarity: Please provide references to justify the use of the outdoor-to-indoor transmission loss assumption of 27 dBA for the floatel. It is unclear that this assumption is valid for a floating vessel.	2023-02-21	Nothing further for SN.	2023-03-09	The 27 dB sound transmission loss from outdoor to the sleeping quarter is based on the Health Canada Guidance for Evaluating Human Health Impacts in Environmental Assessment: NOISE 2017. The guidance recommends that fully closed windows are assumed to reduce outdoor sound levels by approximately 27 dBA. The 27 dBA value is representative for residential building, based on Stantecs professional experience. It is expected that window construction in floating vessels such as the floatel is similar to or better performance than residential grade windows due to exposure to more severe weather conditions. Therefore the 27 dBA closed window transmission loss for the floatel represents a reasonable and conservative assumption. SN - Comment closed.
		CSIMP content should be in the list of new mitigation / scoping commitments: "comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction. **Woodfibre LNG is aligning development of its CSIMP alongside FortisBC so that the projects can collectively address potentially overlapping impacts on the community**."	2023-03-09	SN - " Comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction. Woodfibre LNG is aligning development of its CSIMP alongside FortisBC so that the projects can collectively address potentially overlapping impacts on the community." has been added to the floatel commiments tracking table. Comment closed.
Yes statisfied.	2023-03-06	Statements that should be captured as floatel-derived commitments:"the Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction. This includes strategies to link construction labour with information about housing / accommodation options."	2023-03-09	SN - "the Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction. This includes strategies to link construction labour with information about housing / accommodation options." has been added to the floatel commitments table. Comment closed.
SLRD is concerned about natural hazards and the need for evacuation/response. Emergency Response Plan should outline this. What is the timeframe on developing the ERP?	2023-03-06	These ERP commitments are included in the table provided by WLNG. Cautious about accepting "it'll be in the management plans" as a foregone conclusion. There is a need to keep formal QA/QC checks on this and not allow the constant deferral of the info that would address these concerns, to the point where eventually the only parties involved are WLNG and contractors. Response from WLNG points to the ERP. e.g. "Woodfibre LNG will prepare an Emergency Response Plan (ERP). Where identified through development of the ERP, emergencies as they relate to operation of the floatel will be included. The ERP and health plans will be developed in line with relevant health guidance (including the Industrial Camps Regulation) and will be reviewed and updated as required";more recently, WLNG conveyed via email to SN that contractor will develop future procedures that would be appended to the ERP for the floatel.	2023-03-09	The Emergency Response Plan (ERP) is currently in development and is expected to be completed in 2023 Q2. Woodfibre LNG welcomes a discussion on the ERP with the SLRD. SLRD - The ERP was shared with the SLRD on April 6, 2023 and Woodfibre LNG welcomes subsequent discussions with the SLRD on any of the content. SN - WLNG shared the updated ERP with SN and will continue to welcome discussions with SN on the content of the plan. Once a floatel service provider has been selected WLNG will work with that provider to develop floatel specific emergencies response procedures.
Yes statisfied.		same as above.	2023-03-09	Comment closed
What is the timeframe on developing ERP?	2023-03-06	same as above.	2023-03-09	SLRD - A draft of the ERP was shared with SLRD on April 6, 2023 and Woodfibre LNG welcomes a discussion on the ERP with the SLRD.
Yes statisfied.	2023-03-06	SN ok with this - source water confirmed, licensing in place, and IFR rules are established. Good example of something where proof of concept is met (and beyond) so there is confidence details can achieve the commitments & objectives - e.g. management plan not required to make decision in this case, management plan can come after.	2023-03-09	SN - Thank you for your comment. Comment closed.
Yes statisfied. Please update report accordingly.	2023-03-06	Nothing needed for SN.	2023-03-09	DoS - Woodfibre LNG has confirmed with EAO that responses provided in the tracking table are sufficient to note the changes, an update to the amendment doucmentation is not required. SN - Comment closed.
Yes statisfied.	2023-03-06	Comitment is vague enough that it doesn't warrant tracking. As this unfolds, SN will need to understand the plan to know if any conditions would be tailored to it. Assume there will be varying amounts of ferry from YVR, shuttle bus from YVR / other places to take water taxi, and daily water taxi for local residents to and from site.	2023-03-09	SN - Comment noted and closed.
Yes statisfied.	2023-03-06	Nothing for SN, commitment is for WLNG to consult with SLRD on traffic control plan and it is captured in the new table.	2023-03-09	SN - Comment noted and closed.
Yes statisfied. Please update report accordingly. DoS has made a comment here. It's read as follows: "Unresolved. When will the use of shuttle buses vs individual vehicles be confirmed? How will this be enforced?"	2023-03-06	same as above.	2023-03-09	DoS - Woodfibre LNG continues to advance the Traffic Impact Assessment and Traffic Control Management Plan. As details related to shuttle buses and individual vehicles becomes more clear Woodfibre LNG will continue to engage with DoS on this matter. SN - Comment closed.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Yes statisfied. Please update report accordingly.	2023-03-06	nothing for SN; regional housing out of scope for SNEAA.	2023-03-09	DoS - Woodfibre LNG has confirmed with EAO that responses provided in the tracking table are sufficient to note the changes, an update to the amendment doucmentation is not required. SN - Comment closed.
Yes statisfied.	2023-03-06	The Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction. Include in the table of commitments. We will expect to see meaningful follow through on this, noting the need for "comprehensive workforce development strategy" (whatever that means) in the CSIMP. It is cited as the answer to numerous concerns so it'll be important that the CSIMP not refer to that as something for another time and place (e.g. CSIMP cannot just restate the problem and defer the resolution to some future document / policy, etc).	2023-03-09	SN - "The Project is in the process of developing a comprehensive workforce development strategy and Community Services and Infrastructure Management Plan (CSIMP), alongside the District of Squamish, Indigenous Nations, the Province and other relevant parties, that will include strategies to mitigate impacts on the local housing market during construction." has been added to the floatel commitments table. As noted, these issues have been covered in the supplemental package of information provided and discussed with SN, and can continue to be updated.
Yes statisfied. Please clarify in report.	2023-03-06	SN notes firm cap of 600 person capacity at Floatel and this should be reflected as a potential condition. Not really a mitigation so not necessary in the table, but in part it defines the scope of this amendment.	2023-03-09	DoS - Woodfibre LNG has confirmed with EAO that responses provided in the tracking table are sufficient to note the changes, an update to the amendment documentation is not required.
Yes statisfied.	2023-03-06	Addressed through other comments from SN - there are CSIMP commitments in here to track.	2023-03-09	Comment closed
		Nothing further from SN.	2023-03-09	Comment closed
		Nothing further. Comparison of other alternatives was provided.	2023-03-09	Comment closed
		Nothing further. Walkway removed.	2023-03-09	Comment closed
		Nothing further for TT, but important scoping commitment for MWQMP noted. However that commitment isn't really floatel-related so it is not needed in the accompanying "new commitments" table for Amendment #3.	2023-03-09	SN - "Prop wash will be addressed in the Marine Water Quality Management and Monitoring Plan that is being developed by Woodfibre LNG." has been added to the floatel commiments list.
		Nothing further here.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		for clarity -"no further comment" is that we take the commitment for subsequent planning and resolution of info. "Woodfibre LNG is exploring the option of transporting workers to/from site at the start/end of shifts either via a bus service or a third-party ferry service operating from the lower mainland; the specific details will depend on contractual arrangements and are yet to be decided.". Unsure if this info would be needed to inform conditions of approval but SN Council will still want to understand the plan to make an informed decision.	2023-03-09	SN - Comment noted. Woodfibre LNG will continue to share infomration regarding worker transportation with SN as it becomes available.
		Nothing further, but scope of supporting mooring pieces should be in the CPD for this amendment.	2023-03-09	SN - Woodfibre LNG will defer to EAO on if mooring structures should be added to the CPD.
		Nothing for floatel decision making. May be relevant for the FAA.	2023-03-09	Comment closed
		No longer relevant.	2023-03-09	Comment closed
		No longer relevant.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		High level, not relevant for SN.	2023-03-09	Comment closed
		This reaffirms scope of MTMMP and that floatel details will be reflected in it. "a Marine Transport Management and Monitoring Plan prepared for the construction of the Project will set out the planning, operating, monitoring procedures for vessel transits including passenger, service, and material vessels to/from the site. This plan must be developed in consultation with the District of Squamish, Indigenous nations and other parties as identified in the EAC Condition." Debatable whether this is new or just confirming pre-existing conditions could apply for floatel but SN would prefer this be reflected in list of new commitments, acknowledging the original scope of this statement/plan will now be revised to consider the floatel.	2023-03-09	SN - Woodfibre LNG does not feel this is a new condition, as stated by SN it is the extension of pre-existing conditions to the floatel.
		Marine Control Zone map is needed at some point but is not related to floatel.	2023-03-09	SN - Comment noted and closed.
		A 10.5 hour working shift should therefore be captured in the commitment table from WLNG. SN is looking for a more detailed understanding of shifts and how shift change manifests at DoS harbours. This doesn't need to be in more tracking table dialogue but will need to be included in the pending draft plans from WLNG. Answer suggests no night work but we had understood construction may include night shifts, subject to noise issues. 3 times per week shift changes - is that split between bus for regional staff and YVR ferry? Or is it all water taxi to Darrel Bay and then a scatter of personal vehicles and shuttles? what time of day and what days woudl the peak shift change traffic be?	2023-03-09	SN - The shift changes relate primarily to the non-local workforce who will be accommodated on the floatel and be transported by ferry to/from YVR on their shift change. Transportation to/from the local worker access point (e.g., Darrell Bay) will occur daily for workers who reside in Squamish. Specific marine and vehicle traffic impacts, including parking, are being considered as part of the management plans, which are in development. The length of the work shift will be finalized in the coming months as the constuction schedule is finalized.
		Nothing further for SN that isn't addressed in other comments.	2023-03-09	Comment closed
		Not for TT but more clarity is needed from WLNG for SN decision making. "at this time, the transport of workers to/from the floatel at the start/end of their rotation is expected to be on a passenger ferry with up to approximately 600 persons (will range from 200 – 600 depending on construction phase) and occur approximately once every 7 days."... we're not holding WLNG to a commitment here but it's easy to get confused by this intent when the response to TWN-1-14 looks at shift change 3 times per week and this one explains one large crew ferry per week.	2023-03-09	SN - Comment noted. Woodfibre LNG will continue to share information regarding worker transportation with SN as it becomes available. Comment closed.
		Nothing further from SN for decision. The scoping-level statements about ERP and floatel are captured in the new-commitments table.	2023-03-09	Comment closed
		These scoping-level commitments are required in the commitment tracker. "Forms part of the official record" is not helpful. These strategies remain important for development. They pre-date the floatel and with floatel proposed would need to be quite specific to those concerns, which have become far more prominent than in 2015. Back then it was sufficient to commit to developing these strategies, but there is now a need to ensure these strategies - **and the implementation / follow up on them** are developed to SN satisfacation. No longer confident the objectives are a foregone conclusion as long as the strategies are developed. These include but are not limited to: Health Living Strategy, Substance Abuse Policy, Addictions Training, Life Skills Workshops, and Providing Counseling. Moving out of "will work with the floatel operator" to determine what is adequate and into "WLNG and operator will work with SN and local community" to define adequacy. The SN satisfaction can ideally be established as an input to floatel decision, not a deferred part.	2023-03-09	SN - Woodfibre LNG has proposed supplemental information regarding the floatel, gender safety programming, health/wellbeing/healthy living, community safety/policing/security/emergency response and employment/training/DEI and discussed this with the SN.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		Not for SN.	2023-03-09	Comment closed.
		debris was (is) in the routing for the walkway that has since been abandoned. There is quite a bit of debris in there - old pipes and at least one barrel (as of Nov 2019 site visit). With walkway no long part of the plans, how is WLNG addressing clean up in that part of the CPD? It should still be done. This may not be relevant to the floatel amendment scope anymore, so WLNG should indicate how it will be addressed.	2023-03-09	SN - Comment noted. WLNG will conitue conversations with SN regarding debris in the previously proposed location of the floatel walkway.
		SN at this time has no direction on removing or retaining the moorings, and note the moorings are assumed to stay in place for the FAA application. Ok to defer this to some future resolution, agree that it may prove helpful to have those in place and leaving them in once installed has negligible risk.	2023-03-09	SN - Comment noted and closed.
		Commitments to noise monitoring extend beyond marine mammals, but that is captured elsewhere. Also the pending amendment to FDS 6.4 will have bearing on the marine mammal disturbance topic.	2023-03-09	SN - Comment noted and closed.
		SN needs more info on this. This TT thread evolved in scope but even the initial comment received an evasive answer. " It is not intended that off-duty workers residing on the floatel will routinely access Squamish. This protocol will be monitored by site access controls. In consultation with the community this protocol may be reviewed periodically."... need strategies and potentially rules to move this intent to something more reliable, and still subject to conditions and follow up monitoring. Scoping level statements here on the CSIMP need to be included in the commitments table from WLNG.	2023-03-09	SN - As noted previously, Woodfibre LNG does not plan to provide routine access to the community of Squamish for non-local workers residing on the floatel while they are on rotation. Non-local workers will be transported directly from the floatel back to the Lower Mainland when their shift has completed. The Code of Conduct will apply to both non-local and local workers, including contractors, while they are off duty, including anytime they are in the community. Reported violations of the Code of Conduct to Woodfibre LNG will be investigated and confirmed violations will result in removal of the worker from the Project site and a future ban on work related to the Project. Strategies for site access controls for workers residing on the floatel are underway with the floatel provider and will align with Woodfibre LNGs Access Control Plan.
		No SN comment.	2023-03-09	Comment closed
Yes, comment can be closed.	2023-03-16	Nothing further from SN for floatel decision making.	2023-03-09	Comment closed
VCH provided no additrional follow up comments here as of March 16, 2023.	2023-03-16	Nothing for SN, MCV is moot. Sort of.	2023-03-09	Comment closed
VCH provided no additrional follow up comments here as of March 16, 2023.	2023-03-16	The original request from VCH remains necessary for SN decision making - more robust outline of how traffic and shift changes will occur. Previous comments on this table tell the story. Some confusion about 3 times/week vs once per week but generally just want to know frequency, volume, intensity, timing of large cross-movements of people in and out of the community. Deferral to EMPs is ok, but those EMPs are requested as part of decision making, not a follow-up after decision making.	2023-03-09	SN - Comment noted. Woodfibre LNG will continue to share information regarding worker transportation with SN as it becomes available.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
VCH provided no additrional follow up comments here as of March 16, 2023.	2023-03-16	The policies / code of conduct - and how they'd be enforced - is really core stuff for SN decision. Not something to resolve in a TT but it needs to be developed with SN consent. Ideally as a pre-condidtion to decision.	2023-03-09	SN - Comment noted. Woodfibre LNG's Code of Conduct is in development and will be reviewed with the SN. Woodfibre LNG has discussed the Project's proposed community and gender safety programming with the SN as part of the supplemental package of information provided and can continue to be update this as required.
Yes, comment can be closed.	2023-03-16	Generally same statement of deferred detail for EMPs; nothing in this that is unique from other row entries in the TT.	2023-03-09	Comment closed
VCH provided no additrional follow up comments here as of March 16, 2023.	2023-03-16	"With respect to CIE150 2003 "Guide on the Illumination of the Effects of Obtrusive Light from Outdoor Lighting Installations" Woodfibre LNG may be limited in meeting this standard in the event that an existing vessel may be utilized and retrofitted." --> this would require an amendment from IAAC then because FDS Condition 6.3 has mandatory language about CIE 150. Only exemption clause is transportation and aviation safety, not repurposing an old ship.	2023-03-09	SN - Comment noted and closed.
Yes, comment can be closed.	2023-03-16	SN will defer to health agencies to resolve.	2023-03-09	Comment closed
DoS has provided a comment and is read as follows: **"There is really not a suitable alternative to Darrell Bay and continued use of Squamish Harbour is particularly problematic .The CSIMP and Marine Transportation issues are inter-related and need to proceed concurrently to have a full understanding of how workers will interact with the community and travel to their worikplaces."**	2023-03-09	"management plans are typically not required to be complete in advance of the issuance of an amendment application decision", this is all about spectrum of certainty. SN needs more definitive approach. Similar to comments above on TWN-1-5. re. "Management Plans typically not required…" as stated earlier in the table, that is case by case depending on comparable precedent.	2023-03-09	DoS - Woodfibre LNG is advancing planning for a dedicated worker access point in Squamish (e.g., Darrell Bay) during the construction phase for transportation of local workers who reside in the Squamish area. All non-local workers will be transported directly from the floatel back to Vancouver at the end of their shift, without going through Squamish, and as such, would have limited to no interaction with the community. SN - Comment noted. Woodfibre LNG is committed to ongoing engagement with Squamish Nation as the various management plans are developed, in accordance with the existing conditions of approval.
		as above.	2023-03-09	SN - As recently discussed with the SN, Woodfibre LNG is currently developing a Code of Conduct that will apply to all workers, including contractors. The Code of Conduct applies to local and non-local workers and applies while off-duty, including while in the community of Squamish. The Code of Conduct includes consequences for confirmed violations, i.e., immediate removal from the Project site and future ban on any work related to the project. Woodfibre LNG will share the Code of Conduct with the SN as soon as feasible.
		These scoping level statements about CSIMP should be reflected in the "new commitments" table. Still wondering what they did on that commitment for 3 years after 2019. But in general.. .open minded about WLNG working on this and taking a try at pulling together plans that reflect the community's concerns. Overall the SN statement here stands and is imporant - we'll need to get to a good place with the policies (including implementation, enforcement) to inform SN decision, it's very unlikely to happen with those policies being future conditions.	2023-03-09	SN - Woodfibre LNG has discussed the Project's proposed community and gender safety programming with the SN as part of the supplemental package of information provided and can continue to be update this as required.
		Nothing further, commitments are noted in the supplemental table.	2023-03-09	Comment closed
		Hopefully will suffice. SN tech/regulatory team may find that decision makers want more information on site security. Commitments are capture in the supplemental table.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		Nothing more through TT needed for SN. Supportive of the approach to house solutions through derivates of CSIMP (and to lesser extent Marine Traffic and Traffic Control plans) but stand by the original comment and Nov 2022 response as foundational stuff needed for SN decision making. The opinions about land-based camps vs. floatel being a design level mitigation are noted.	2023-03-09	Comment closed
		SN likely doesn't have a lot more to say on this, assuming little value gained c.f. relying on existing regualtions and future public health orders.	2023-03-09	Comment closed
		nothing further, Council may expect more specific details as part of final process. The commitments here were captured in the supplemental table.	2023-03-09	Comment closed
		"As a component of the CEMP, Woodfibre LNG will prepare a Waste Management Plan; management of solid wastes will be in accordance with this Plan and will be applicable to the floatel and Marine Construction Vessel(s). The Waste Management Plan will address hazardous and non-hazardous waste and will be developed and implemented to limit waste generation, and to properly store and dispose of the waste" - this should be captured in the supplemental table. An argument may be made that the existing scope of CEMP commitments would have covered this for the floatel and therefore it is not new, but the scoping criteria for the Waste Management Plan from original approvals are not this specific.	2023-03-09	SN - "As a component of the CEMP, Woodfibre LNG will prepare a Waste Management Plan; management of solid wastes will be in accordance with this Plan and will be applicable to the floatel and Marine Construction Vessel(s). The Waste Management Plan will address hazardous and non-hazardous waste and will be developed and implemented to limit waste generation, and to properly store and dispose of the waste" has been added to the floatel commitment tracking table. Comment closed.
		Nothing further for SN decision making.	2023-03-09	
Acknowledged; HC has no further comment.	2023-03-03	Nothing further for SN decision making.	2023-03-09	Comment closed
Acknowledged; HC has no further comment.	2023-03-03	Nothing further for SN decision making, comfortable water quality criteria can be met.	2023-03-09	Comment closed
Acknowledged; HC has no further comment.	2023-03-03	Nothing further for SN decision making.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Acknowledged. HC notes that the Proponent removed the comparison of this project to the LNG Canada project in the updated human health risk assessment (HHRA, dated Feb. 15, 2023), and previously undertook an assessment of the potential carcinogenic effects of polycyclic aromatic hydrocarbons (PAHs). However, since an assessment of the **non-carcinogenic** effects of PAHs was not undertaken in the updated HHRA, and no rationale was provided for screening out this type of health effect from PAHs, an uncertainty remains regarding these potential health effects.	2023-03-03	Nothing further for SN decision making.	2023-03-09	Comment acknowledged and closed.
Acknowledged; HC has no further comment.	2023-03-03	Nothing further for SN decision making.Not intending to intervene in the HHRA.	2023-03-09	Comment closed
Acknowledged; HC has no further comment.	2023-03-03	Nothing further for SN decision making.Not intending to intervene in the HHRA.	2023-03-09	Comment closed
Acknowledged. HC has no further comments for HC-1-9, but note that HC's recommendation to reference the Air Zone Management Framework (AZMF) level was intended to guide air quality management actions in the project area, and not specifically "for making inferences about regional changes in air quality". The AZMF includes four air quality management categories, or levels, denoted by the colours green, yellow, orange and red. Accordingly, under the AZMF actions become progressively more rigorous as air quality deteriorates from the green to the red management level. As such, it may be beneficial to communicate that for the Georgia Strait Air Zone (in which this project is located), both fine particulate matter (PM2.5) and nitrogen dioxide (NO2) are assigned the “orange” management level for the 2018-2020 reporting period. Under “orange” management level, **actions related to reducing PM2.5 and NO2 emissions are recommended** to prevent future exceedances of the Canadian Ambient Air Quality Standards (CAAQS).	2023-03-03	Nothing further for SN decision making.Not intending to intervene in the HHRA.	2023-03-09	Comment acknowledged and closed.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Acknowledged; HC has no substantial concerns regarding HC-1-10. However, HC would like to note the following comments: HC has verified the Additional Lung Cancer Mortality (ALCM) calculations made by the Proponent (in section 6.1.4 of the updated HHRA), and the Proponent is correct that the total ALCM for the 4.5 year construction period would be of 1.2 per 100,000. However, this calculation is based on the assumption that the construction period is 4.5 years (not 5 years as indicated on p. 26 of the HHRA). HC therefore recommends the Proponent clarify what the total time period is (in years) for the project construction phase (i.e., is 2023-2024 construction considered 2 years or 1.5 years, in addition to the 3-year construction phase from 2024 to 2027?). A longer construction period could result in higher ALCM calculation. In addition, HC recognizes that the calculated ALCM value is likely an over-estimation because of the conversative assumptions typically used in the air dispersion modelling (resulting from an over-estimation of the diesel particulate matter [DPM] concentrations that were used in the ALCM calculations). However, HC does not possess the expertise to verify air quality modelling results and relies on the modelling expertise of Environment and Climate Change Canada. Furthermore, the HHRA points out that the Age-Standardized Mortality Rate (ASMR) for the construction period (2023-2027) would be lower than the one used in the calculation (i.e., the latest available ASMR from 2021). Using a lower ASMR in the calculation would have resulted in a smaller estimated ALCM. This seems like a reasonable assumption given the downward trend in ASMRs for lung cancer observed in Canada for the past 10 years and more (Brenner et al., 2022); however, there is no absolute certainty as to how the rate will evolve in the upcoming years (i.e., for the construction period, 2023-2027) as such a future ASMR cannot be predicted. Lastly, the HHRA also mentions that since off-duty workers at the floatel would likely be exposed to lower baseline DPM levels than if they were not residing at the floatel, the calculated ALCM is likely an overestimation. However, the HC meta-analysis (which provides the basis for the ALCM calculation) quantified the increase in lung cancer risk attributable to ambient PM2.5 exposure in Canada, regardless of the baseline PM2.5 concentrations. The ALCM calculation is thus meant to provide an estimate of the additional lung cancer mortality from DPM generated from a specific source (e.g., project) over the baseline rate. As the off-duty workers will be residing in the vicinity of the project, they will be exposed to DPM generated by the project; this is the risk that has been quantified. If the off-duty workers were to reside elsewhere (i.e., a location at greater distance from the project and as such unexposed to project sources), there would still be risks associated with air pollution at this other location; however, the risks would not be attributable to the project. Brenner et al., 2022. Projected estimates of cancer in Canada in 2022. Canadian Medical Association Journal, Volume 194, Issue 17. https://doi.org/10.1503/cmaj.212097	2023-03-03	Nothing further for SN decision making. Not intending to intervene in the HHRA.	2023-03-09	HC - To clarify, the total time period (in years) for the Project construction phase is 3.5 years; this has been corrected throughout the Human Health Risk Assessment report.
Acknowledged. HC has no further comments for HC-1-11, but notes that for all future assessments, HC will continue to recommend that concentration ratios (CR) not be used to suggest that there is a "benchmark" (i.e., CR<1.0) for non-threshold air contaminants. Instead, HC suggests there should be a qualitative discussion regarding the predicted exceedances of the relevant standard or guideline (e.g., CAAQS) and their significance (including an acknowledgement of their non-threshold nature).	2023-03-03	Nothing further for SN decision making.Not intending to intervene in the HHRA.	2023-03-09	Comment acknowledged and closed.
Acknowledged; HC has no further comment.	2023-03-03	Nothing further for SN decision making.Not intending to intervene in the HHRA.	2023-03-09	Comment closed
Acknowledged; HC has no further comment.	2023-03-03	Nothing further for SN decision making.Not intending to intervene in the HHRA.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
HC acknowledges the Proponent's commitment (HHRA, dated Feb. 15, 2023; p. 11 & 33) to conduct air quality monitoring (e.g., for PM10) for the floatel, and undertake adaptive management and mitigation measures during construction and operation to limit exposure and associated risks. **Note to responsible/regulatory authorities**: HC recommends that the Proponent's commitment to undertake air quality monitoring for the floatel during construction (as well as operation) be included in updated environmental assessment conditions or permit requirements. HC further recommends that the air quality monitoring program includes the monitoring of NO2 and PM2.5 (as a proxy for DPM), and that the monitoring program begins prior to and continues throughout the construction and occupation of the floatel.	2023-03-03	This should be more definitive - either AQ is being monitored or it isn't.Will defer to HC on necessity but want to see some clarity re. trackable commitments.	2023-03-09	SN - Woodfibre LNG will conduct air quality monitoring related to the floatel/off-duty workers in accordance with any condition(s) issued as a result of the amendment process.
Acknowledged; HC has no further comment.	2023-03-03	Nothing further from SN on this for decision making	2023-03-09	Comment closed
Acknowledged; HC has no further comment.	2023-03-03	Nothing further for SN decision making.Will defer to HC on this.	2023-03-09	Comment closed
Acknowledged; HC has no further comment.	2023-03-03	Nothing further for SN decision making.Will defer to HC on this.	2023-03-09	Comment closed
Acknowledged; HC does not have further concerns. Please note that HC's noise guidance (2017) recommends the assessment of both baseline and project related noise levels, and this information should be clearly presented in all noise assessments. In addition, HC acknowledges the Proponent's commitment to monitor noise level inside the floatel sleeping quarters so as to not exceed HC's recommended sleep disturbance threshold, which is the equivalent continuous sound level (LAeq) of 30 dBA indoors (in accordance with the 1999 World Health Organization guidelines). The commitment to monitor noise is indicated in the Proponent's response on pdf p. 3 of the document titled "Information Requests SQ-1-12 and SQ-1-26" (dated Jan. 27, 2023). **To this end, HC recommends that responsible/regulatory authorities consider developing a new condition or permit requirement, whereby this commitment can be captured.**	2023-03-03	Nothing further for SN decision making.Will defer to HC on this.	2023-03-09	Comment acknowledged and closed.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
In eLicencing (the Provincial Water Licencing System) the client name has been updated to Woodfibre LNG General Partnership Inc., however information is not shown for contacting the Enbridge Inc. partner. Water licences appurtenant to Lot 2351 are found on Mill Creek, Woodfibre Creek, Henriette Lake, Sylvia Lake. These water licences may need to be updated in maintenance of works, change of works, change of purpose, or abandonment and removal of works. For adjudicating an application for the abandonment or amendment of a water licence appurtenant to Lot 2351, we will need to know that all the owners of Lot 2351 are fully aware of the proposed changes. Woodfibre LNG General Partnership Inc. is requested to update their contact information in eLicencing, to show all owners of Lot 2351.	2023-02-17	Not relevant for SN decision.	2023-03-09	The owner of the land that the water licence is appurtenant to is Woodfibre General Partner Inc, the Partnership between Woodfibre LNG and Enbridge.There is no Enbridge entity on title for the underlying land.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	Numerous fall-back statements about "EAO's record for the project" but a TT like this is not a good way to track into project execution. Implied here is that EAO is going to write these things as conditions of approval; should discuss this with EAO. However, doesn't seem like this chain really has anything of substance to note.	2023-03-09	SN - Commented noted. Woodfibre LNG will defer to EAO for a response.
Waste disposal still not confirmed	2023-03-09	Nothing further for SN decision making. SN conditions will ensure no fallback on marine discharge if receiving facility cannot be found.	2023-03-09	DoS - Woodfibre LNG and its contractors will identify licensed third-party contractors for the disposal of waste generated during construction. Woodfibre LNG is unable to provide specific details around potential disposal facility locations at this time; the disposal options of each waste type will depend on the contractors selected and options available. It is Woodfibre LNGs understanding that the Squamish landfill does not have capacity to accept waste from the Woodfibre LNG project, therefore alternate approved facilities will be used. Woodfibre LNG and the Engineering, Procurement, Fabrication and Construction (EPFC) contractor will work to align Project waste management with the District of Squamish Zero Waste Policy. SN - Comment noted and closed.
Unresolved until the CSIMP and Healthy Living Plan are available	2023-03-09	As noted earlier - similar information needs for SN. The document titles (e.g. Healthy Living Strategy) are a good start. Want to see that they're good documents and more importantly have good plan for implementation, monitoring, and leadership. This doesn't need further exchange in a Tracking Table but the pending EMPs are necessary to complete decision making.	2023-03-09	DoS and SN - Woodfibre LNG has suggested more information regarding Health, Wellbeing and Healthy Living commitments as part of the package of supplemental information to the CSIMP and will discuss / share this with the SN and DoS.
Unresolved until details are known.	2023-03-09	Nothing further for SN decision making - does not seem this includes any new scoping commitments on the MTMP or TMP.	2023-03-09	DoS - Woodfibre LNG acknowledged the DoS' concern regarding detail. As noted previously, details regarding number of personnel who may require parking is still being confirmed. Woodfibre LNG is aware of the District's need to understand the potential impacts associated with traffic and parking, particularly in Squamish Harbour. Woodfibre LNG continues to advance Project planning, including transportation management, through development of the Marine Transportation Management and Monitoring Plan and the Traffic Management Plan. Woodfibre LNG will continue to engage the District as details are confirmed. Further, Woodfibre LNG understands that information regarding traffic and parking are required to be included in the Temporary Use Permit application for the floatel. SN - Comment closed.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	moot for SN.	2023-03-09	Comment acknowledged and closed.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	not relevant for SN decision / covered earlier.	2023-03-09	Comment acknowledged and closed.
This will need to be confirmed prior to any TUP approval.	2023-03-09	not relevant for SN decision / covered earlier.	2023-03-09	DoS - Woodfibre LNG acknowledges DoS comment regarding the need for details related to drinking water source prior to approval of the TUP. A floatel vessel has been chosen that will require the use of an on-shore water treatment system. Water will be sourced from Woodfibre Creek and will be withdrawn under an appropriate water license that has been issued under the Water Sustainability Act.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Unresolved. We still do not have an accurate picture of local (not regional) employment.	2023-03-09	A bit more evasive than the "comprehensive workforce development strategy" promises. This doesn't reflect very well on WLNG's assurance of investing in local workorce training years ago. Not relevant to SN floatel decision though.	2023-03-09	DoS - Woodfibre LNG recognizes that the local labour market is constrained, with an unmployment rate in Squamish of 6.8% in 2021. At this time, Woodfibre LNG is not able to commit to a specific % of the workforce that is expected to be local. As discussed previously with the DoS, Woodfibre LNG is prepared to keep the DoS informed about plans related to local employment, to monitor local employment data over the course of the construction period and to work with the DoS on ways to ensure participation of local people while limiting negative impacts to existing local businesses. Key initial mitigiations are identified in the Project's CSIMP and will continue to evolve. Woodfibre LNG is developing training plans, and investing significant resources annually through the Impact Benefit Agreement with the Squamish Nation to encourage members' participation in both construction (trades) and operations jobs. Woodfibre LNG has planned initiatives underway to attract Squamish-based workers back home who are working on projects outside of the community. Woodfibre LNG has also recently engaged resources related to the participation of women on the Project. In 2023, Woodfibre LNG made a $20,000 local scholarship commitment to encourage participation in related academic and trades programs. Woodfibre LNG was engaged with Quest University on programming and is now recalibrating based on their announced closure. SN - Comment noted. Woodfibre LNG will keep the SN informed about plans related to local employment, to monitor local employment data over the course of the construction period and to work with the SN and DoS on ways to ensure participation of local and Indigenous people while limiting negative impacts to existing local businesses. Key initial mitigiations are identified in the Project's CSIMP and will continue to evolve. Woodfibre LNG is developing training plans, and investing significant resources annually through the Impact Benefit Agreement with the Squamish Nation to encourage members' participation in both construction (trades) and operations jobs. Woodfibre LNG has planned initiatives underway to attract Squamish-based workers back home who are working on projects outside of the community. Woodfibre LNG has also recently engaged resources related to the participation of women on the Project. In 2023, Woodfibre LNG made a $20,000 local scholarship commitment to encourage participation in related academic and trades programs. Woodfibre LNG was engaged with Quest University on programming and is now recalibrating based on their announced closure.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	Nothing further for SN decision, scopnig statements for EMPs does not change what is in existing approvals.	2023-03-09	SN - Comment noted and closed.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	Not relevant for SN decision / covered earlier.	2023-03-09	Comment acknowledged and closed.
Please provide the FAA to the District to ensure DPA1 guidelines are also met.	2023-03-09	Moot for SN.	2023-03-09	DoS - The Fisheries Act authorization will be provided to the District of Squamish once recieved. SN - Comment noted and closed.
As noted in general comments to EAO, the approval of the EA amendment without the benefit of details from the management plans seems backwards.	2023-03-09	"Management plans are typically not required to be complete in advance of the issuance of an amendment application decision"" --> Typical approach is not really relevant, it is a circumstantial process. Decision stage requires confidence in outcomes. In this case, confidence isn't there to defer to future EMP development.	2023-03-09	DoS - Comment to the EAO is noted. SN - Comment acknowledged. Woodfibre LNG is committed to the ongoing development of the management plans, in consultation with the Squamish Nation and in accordance with the existing conditions of approval.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	Nothing further for SN decision making.	2023-03-09	Comment acknowledged and closed.
As noted in general comments to EAO, the approval of the EA amendment without the benefit of details from the management plans seems backwards.	2023-03-09	"Management plans are typically not required to be complete in advance of the issuance of an amendment application decision"" --> Typical approach is not really relevant, it is a circumstantial process. Decision stage requires confidence in outcomes. In this case, confidence isn't there to defer to future EMP development.	2023-03-09	DoS - Comment to the EAO is noted. SN - Comment acknowledged. Woodfibre LNG is committed to the ongoing development of the management plans, in consultation with the Squamish Nation and in accordance with the existing conditions of approval.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	moot	2023-03-09	Comment acknowledged and closed.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Confirmation required	2023-03-09	Nothing further for SN decision making, although there will be no Plan B available for marine disposal.	2023-03-09	DoS - It is Woodfibre LNGs understanding that the Squamish landfill does not have capacity to accept waste from the Woodfibre LNG project, therefore alternate approved facilities will be used. However, through recent conversations with DoS it's Woodfibre LNGs understanding that the DoS waste water facility may have capacity to accept waste water from the floatel. Woodfibre LNG will continue to work with DoS on potential disposal options for waste water. If the DoS does not want Woodfibre LNG to use their facility an alternative approved facility will be used. SN - Comment noted and closed.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	Nothing further for SN decision making, although there will be no Plan B available for marine disposal.	2023-03-09	Comment acknowledged and closed.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	Nothing further for SN decision	2023-03-09	Comment acknowledged and closed.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	Nothing substantive in this; nothing further.	2023-03-09	Comment acknowledged and closed.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	Nothing new in this, EM would be responsible for monitoring CEMP compliance regardless of floatel.	2023-03-09	Comment acknowledged and closed.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	Already addressed in other comments.	2023-03-09	Comment acknowledged and closed.
Unresolved until details are known.	2023-03-09	Commitments noted for the marine transportation plan, traffic management plan. These are not new or refined scoping commitments and apply regardless of floatel, so nothing further needed on this for SN decision making.	2023-03-09	DoS - Woodfibre LNG acknowledged the DoS' concern regarding detail. As noted previously, details regarding transportation are still being confirmed. Woodfibre LNG is aware of the District's need to understand the potential impacts associated with traffic and transportation. Woodfibre LNG continues to advance Project planning, including transportation management, through development of the Marine Transportation Management and Monitoring Plan and the Traffic Control Management Plan. Woodfibre LNG will continue to engage the District as details are confirmed. Woodfibre LNG is not able to commit to a specific % of the workforce that is expected to be local .As discussed previously with the DoS, Woodfibre LNG is prepared to keep the DoS informed about plans related to local employment, to monitor local employment data over the course of the construction period and to work with the DoS on ways to ensure participation of local people while limiting negative impacts to existing local businesses. Key initial mitigiations are identified in the Project's CSIMP and will continue to evolve. SN - Comment noted and closed.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	moot	2023-03-09	Comment acknowledged and closed.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	DoS issue.	2023-03-09	Comment acknowledged and closed.
DOS provided no comments here. EAO assumes that WLNG's response has satisfied DoS's comment/concern.	2023-03-09	Nothing more needed for SN in this tracking table / TAC correspondence. Quite supportive of this comment from DoS though and expecting to see resolution to inform decision making.	2023-03-09	DoS and SN - comments acknowledged and closed.
No further comments, WLNG has sufficiently addressed comment	2023-02-15	SN will need to follow up on Henriette Dam with WLNG anyway but doesn't need to be through TAC. Will need the NHC 2022 dam breach study and have requested from WLNG.	2023-03-09	SN - Comment acknowledged and closed.
No further comments, WLNG has sufficiently addressed comment	2023-02-15	SN will need to follow up on Henriette Dam with WLNG anyway but doesn't need to be through TAC. Will need the NHC 2022 dam breach study and have requested from WLNG.	2023-03-09	SN - Comment acknowledged and closed.
Yes, the WLNG response satisfied the comment dated 2022-12-12	2023-02-24	moot for SN.	2023-03-09	Comment acknowledged and closed.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Yes, the WLNG response satisfied the comment dated 2022-12-12	2023-02-24	Will defer to HC on this.	2023-03-09	Comment acknowledged and closed.
Yes, the WLNG response satisfied the comment dated 2022-12-12	2023-02-24	Nothing further for SN decision making. No terrestrial recreation permitted… SN likely will leave some flexibility to reassess that one later on humanitarian grounds.	2023-03-09	SN - Comment acknowledged and closed.
Yes, the WLNG response satisfied the comment dated 2022-12-12	2023-02-24	Will defer to HC on this.	2023-03-09	Comment closed
Yes, the WLNG response satisfied the comment dated 2022-12-12	2023-02-24	Will defer to HC on this.	2023-03-09	Comment closed
Yes, the WLNG response satisfied the comment dated 2022-12-12.	2023-02-24	defer to other agencies.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Yes, the WLNG response satisfied the comment dated 2022-12-12	2023-02-24	defer to other agencies.	2023-03-09	Comment closed
Yes, the WLNG response satisfied the comment dated 2022-12-12	2023-02-24	defer to other agencies.	2023-03-09	Comment closed
Yes, the WLNG response satisfied the comment dated 2022-12-12	2023-02-24	defer to other agencies.	2023-03-09	Comment closed
Yes, the WLNG response satisfied the comment dated 2022-12-12.	2023-02-24	defer to other agencies.	2023-03-09	Comment closed

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
Yes, the WLNG response satisfied the comment dated 2022-12-12.	2023-02-24	defer to other agencies.	2023-03-09	Comment closed
Yes, the WLNG response satisfied the comment dated 2022-12-12.	2023-02-24	defer to other agencies.	2023-03-09	Comment closed
Yes, the WLNG response satisfied the comment dated 2022-12-12. MOH would like to ensure the regulated authority is aware of WLNG's air quality monitoring program and the monitoring program should meet the Human Health Benchmark.	2023-02-24	clarify "if needed"; MoH should be the one to decide that.	2023-03-09	MOH - Comment acknowledged and noted. SN - As indicated, the Ministry of Health is satisfied with Woodfibre LNG's response.
No furrhter comment.	2023-02-28	WLNG already committed to removal of industrial debris (TW-1-20). Not sure how best to proceed with planning remediation (stand-alone program and EMPs?). There is old debris and perhaps contamination in the forested foreshore near the floatel but it isn't clear if the floatel work itself has any bearing on if / how / when that situation is addressed.	2023-03-09	SN - Comment acknowledged. WLNG will conitue conversations with SN regarding debris in the previously proposed location of the floatel walkway.

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		defer to other agencies.	2023-03-09	The following response was provdided in an email from WLNG and included here by EAO as a record of the response. The HHRA was updated and the following details WLNG's response to ENV's-AQ comments, suggestions and concerns: "The HHRA was updated to address comments received regarding the air quality appendix, we determined that there was a disconnect between the air quality modelling that was done (which focused on generic "Year 2, Year 3, and Year 4" of construction) and the HHRA (which linked specific years of construction to specific calendar years like 2023, 2024, 2025). This was a particular issue for SO2 and NO2, for which the HHRA compared specific years of modelled data to 2020 CAAQS and 2025 CAAQS based on an assumption of when those modelled years would occur. The HHRA was considering 'Year 4' from the air quality report to be equivalent to 2025; however, this was determined to be inaccurate given that if construction begins in summer of 2023, 'Year 4' of construction would be projected to occur in 2026, rather than 2025,. Therefore, adjustments have been made to the HHRA to remove references to specific calendar years and to apply both the 2020 CAAQS and the 2025 CAAQS to all modelled results for NO2 and SO2 given that construction may begin prior to 2025 and continue into 2025 and beyond. Some minor adjustments were also made to the calculation of cancer risk due to exposure to DPM to align with the time frame provided in the air quality appendix. Overall, these changes result in a more accurate HHRA that is not linked to specific calendar years and there were no significant changes to the conclusions of the HHRA based on these adjustments. "
		defer to other agencies.	2023-03-09	The following response was provdided in an email from WLNG and included here by EAO as a record of the response. The HHRA was updated and the following details WLNG's response to ENV's-AQ comments, suggestions and concerns: "The HHRA was updated to address comments received regarding the air quality appendix, we determined that there was a disconnect between the air quality modelling that was done (which focused on generic "Year 2, Year 3, and Year 4" of construction) and the HHRA (which linked specific years of construction to specific calendar years like 2023, 2024, 2025). This was a particular issue for SO2 and NO2, for which the HHRA compared specific years of modelled data to 2020 CAAQS and 2025 CAAQS based on an assumption of when those modelled years would occur. The HHRA was considering 'Year 4' from the air quality report to be equivalent to 2025; however, this was determined to be inaccurate given that if construction begins in summer of 2023, 'Year 4' of construction would be projected to occur in 2026, rather than 2025,. Therefore, adjustments have been made to the HHRA to remove references to specific calendar years and to apply both the 2020 CAAQS and the 2025 CAAQS to all modelled results for NO2 and SO2 given that construction may begin prior to 2025 and continue into 2025 and beyond. Some minor adjustments were also made to the calculation of cancer risk due to exposure to DPM to align with the time frame provided in the air quality appendix. Overall, these changes result in a more accurate HHRA that is not linked to specific calendar years and there were no significant changes to the conclusions of the HHRA based on these adjustments. "
		defer to other agencies.	2023-03-09	The following response was provdided in an email from WLNG and included here by EAO as a record of the response. The HHRA was updated and the following details WLNG's response to ENV's-AQ comments, suggestions and concerns: "The HHRA was updated to address comments received regarding the air quality appendix, we determined that there was a disconnect between the air quality modelling that was done (which focused on generic "Year 2, Year 3, and Year 4" of construction) and the HHRA (which linked specific years of construction to specific calendar years like 2023, 2024, 2025). This was a particular issue for SO2 and NO2, for which the HHRA compared specific years of modelled data to 2020 CAAQS and 2025 CAAQS based on an assumption of when those modelled years would occur. The HHRA was considering 'Year 4' from the air quality report to be equivalent to 2025; however, this was determined to be inaccurate given that if construction begins in summer of 2023, 'Year 4' of construction would be projected to occur in 2026, rather than 2025,. Therefore, adjustments have been made to the HHRA to remove references to specific calendar years and to apply both the 2020 CAAQS and the 2025 CAAQS to all modelled results for NO2 and SO2 given that construction may begin prior to 2025 and continue into 2025 and beyond. Some minor adjustments were also made to the calculation of cancer risk due to exposure to DPM to align with the time frame provided in the air quality appendix. Overall, these changes result in a more accurate HHRA that is not linked to specific calendar years and there were no significant changes to the conclusions of the HHRA based on these adjustments. "

Follow up Comment (WLNG Response satisfied initial comment?)	Date TAC Provided Comment	Squamish Nation comments re WLNG reponse(s)	Date WLNG Provided Response	Woodfibre LNG Limited Response
		defer to other agencies.	2023-03-09	The following response was provdided in an email from WLNG and included here by EAO as a record of the response. The HHRA was updated and the following details WLNG's response to ENV's-AQ comments, suggestions and concerns: "The HHRA was updated to address comments received regarding the air quality appendix, we determined that there was a disconnect between the air quality modelling that was done (which focused on generic "Year 2, Year 3, and Year 4" of construction) and the HHRA (which linked specific years of construction to specific calendar years like 2023, 2024, 2025). This was a particular issue for SO2 and NO2, for which the HHRA compared specific years of modelled data to 2020 CAAQS and 2025 CAAQS based on an assumption of when those modelled years would occur. The HHRA was considering 'Year 4' from the air quality report to be equivalent to 2025; however, this was determined to be inaccurate given that if construction begins in summer of 2023, 'Year 4' of construction would be projected to occur in 2026, rather than 2025,. Therefore, adjustments have been made to the HHRA to remove references to specific calendar years and to apply both the 2020 CAAQS and the 2025 CAAQS to all modelled results for NO2 and SO2 given that construction may begin prior to 2025 and continue into 2025 and beyond. Some minor adjustments were also made to the calculation of cancer risk due to exposure to DPM to align with the time frame provided in the air quality appendix. Overall, these changes result in a more accurate HHRA that is not linked to specific calendar years and there were no significant changes to the conclusions of the HHRA based on these adjustments. "

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	The EAO understands that WLNG continues to work on the management plans identified as part of their certificate. The EAO expects that WLNG will meet the requirments of the Certificate's Conditions. Many of these comments pertain to information that will be included in the management plans and it's clear that WLNG continues to work to address these questions in the development of their management plans. The EAO aknowledges that the Holder is required to comply with applicable local/regional regulations. The EAO considers this comment to be resolved and that WLNG will share additional information with DoS in the permitting of the Floatel.
2023-04-30	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
3/13/2023 & 4/30/2023	Y	The EAO understands that WLNG continues to work on the management plans identified as part of their certificate. The EAO expects that WLNG will meet the requirments of the Certificate's Conditions. Many of these comments pertain to information that will be included in the management plans and it's clear that WLNG continues to work to address these questions in the development of their management plans. The EAO aknowledges that the Holder is required to comply with applicable local/regional regulations.The EAO considers this comment to be resolved and that WLNG will share additional information with DoS and ECCC with regards to TUP and applicable mgmt plans, respectively.
	Y	Comment has been resolved.
3/13/2023 & 4/30/2025	Y	The EAO understands that WLNG continues to work on the management plans identified as part of their certificate. The EAO expects that WLNG will meet the requirments of the Certificate's Conditions. Many of these comments pertain to information that will be included in the management plans and it's clear that WLNG continues to work to address these questions in the development of their management plans. The EAO aknowledges that the Holder is required to comply with applicable local/regional regulations. The EAO considers this comment to be resolved and that WLNG will share additional information with ECCC and SN with regards to applicable mgmt plans.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment has been resolved.
3/13/2023 & 4/30/2025	Y	The EAO understands that WLNG continues to work on the management plans identified as part of their certificate. The EAO expects that WLNG will meet the requirments of the Certificate's Conditions. Many of these comments pertain to information that will be included in the management plans and it's clear that WLNG continues to work to address these questions in the development of their management plans. The EAO aknowledges that the Holder is required to comply with applicable local/regional regulations.The EAO considers this comment to be resolved and that WLNG will share additional information with ECCC and SN with regards to applicable mgmt plans.
3/13/2023 & 4/30/2023	Y	The EAO understands that WLNG continues to work on the management plans identified as part of their certificate. The EAO expects that WLNG will meet the requirments of the Certificate's Conditions. Many of these comments pertain to information that will be included in the management plans and it's clear that WLNG continues to work to address these questions in the development of their management plans. The EAO aknowledges that the Holder is required to comply with applicable local/regional regulations. The EAO considers this comment to be resolved and that WLNG will share additional information with ECCC and SN with regards to applicable mgmt plans.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
3023-04-30	Y	Comment has been resolved.
3/13/2023 & 4/30/2023	Y	The EAO understands that WLNG continues to work on the management plans identified as part of their certificate. The EAO expects that WLNG will meet the requirments of the Certificate's Conditions. Many of these comments pertain to information that will be included in the management plans and it's clear that WLNG continues to work to address these questions in the development of their management plans. The EAO aknowledges that the Holder is required to comply with applicable local/regional regulations.The EAO considers this comment to be resolved and that WLNG will share additional information with ECCC and SN with regards to applicable mgmt plans.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
2025-04-30	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment has been resolved.
3/13/2023 & 4/30/2023	Y	The EAO has been tracking this comment and concern closely and has concluded that it will not be suggesting that WLNG reassess the HHRA to include the MCV as a human health receptor for off-duty workers. This position has been made in a way that considers all of the available information regarding the conditions and behaviour of the MCV as a dedicated construction vessel operating in the CPA. The EAO considered that the MCV will be operational in the CPA for a limited timeframe, have variability in it's location, and will be required to comply with a subset of federeal regulations. The EAO followed up with WLNG with additional questions about the MCV and is satisfied with WLNG's responses. Given that the HHRA provided by WLNG captures the off-duty workers of the Floatel as the human health receptor, the EAO is satisfied with the responses WLNG has provided to address these comments. The EAO is not proposing any additional conditions that address the MCV's off duty wokrers inclusion in the HHRA Floatel Amendment but has proposed a change to Condition 4, adding specifc Air Quality monitring details for the Floatel as well as using updated modelling from data provided in subsequent amendments. The EAO will reach out to the Health agencies to ensure that EAO's position has been shared with the commentors who
3/13/2023 & 4/30/2023	Y	The EAO has been tracking this comment and concern closely and has concluded that it will not be suggesting that WLNG reassess the HHRA to include the MCV as a human health receptor for off-duty workers. This position has been made in a way that considers all of the available information regarding the conditions and behaviour of the MCV as a dedicated construction vessel operating in the CPA. The EAO considered that the MCV will be operational in the CPA for a limited timeframe, have variability in it's location, and will be required to comply with a subset of federeal regulations. The EAO followed up with WLNG with additional questions about the MCV and is satisfied with WLNG's responses. Given that the HHRA provided by WLNG captures the off-duty workers of the Floatel as the human health receptor, the EAO is satisfied with the responses WLNG has provided to address these comments. The EAO is not proposing any additional conditions that address the MCV's off duty wokrers inclusion in the HHRA Floatel Amendment but has proposed a change to Condition 4, adding specifc Air Quality monitring details for the Floatel. The EAO will reach out to the Health agencies to ensure that EAO's position has been shared with the commentors who have diligently raised this concern.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	It appears that WLNG has responded, providing clarity on the previous comments and responses. Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	N	Comment has been resolved noting that there is mitigation measure that addresses the concern. If there is disagreement wit this conclusion, the EAO can further facilitate those discussions.
	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
	Y	Comment has been resolved.
	Y	Comment has been resolved.
2025-04-30	Y	Comment has been resolved.
2025-04-30	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment has been resolved.
2025-04-30	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2025-04-30	Y	Comment has been resolved noting that there is mitigation measure that addresses the concern. If there is disagreement wit this conclusion, the EAO can further facilitate those discussions.
2023-04-30	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	The EAO has been tracking this comment and concern closely and has concluded that it will not be suggesting that WLNG reassess the HHRA to include the MCV as a human health receptor for off-duty workers. This position has been made in a way that considers all of the available information regarding the conditions and behaviour of the MCV as a dedicated construction vessel operating in the CPA. The EAO considered that the MCV will be operational in the CPA for a limited timeframe, have variability in it's location, and will be required to comply with a subset of federeal regulations. The EAO followed up with WLNG with additional questions about the MCV and is satisfied with WLNG's responses. Given that the HHRA provided by WLNG captures the off-duty workers of the Floatel as the human health receptor, the EAO is satisfied with the responses WLNG has provided to address these comments. The EAO is not proposing any additional conditions that address the MCV's off duty wokrers inclusion in the HHRA Floatel Amendment but has proposed a change to Condition 4, adding specifc Air Quality monitring details for the Floatel. The EAO will reach out to the Health agencies to ensure that EAO's position has been shared with the commentors who have diligently raised this concern.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans and advancing engagment on the comments provided here.
2023-04-30	N	Comment closed noting that the Holder is developing the management plans.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant policies that address access. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant policies that address access and traffic. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant policies that address access and traffic. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	Y	Comment closed noting that the Holder is activley in discussions regarding these concerns. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans and Project associated permits such as TUP. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant policies that address access and traffic. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	Y	Comment has been resolved.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant project updates relative to the comments around local employment numbers. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	N	Comment has been resolved.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant project updates relative to the comments around traffic and housing. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant project updates relative to the comments around traffic and transportation. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
3/13/2023 & 4/30/2023	Y	Comment closed noting that the Holder is developing the management plans which would specifically address these concerns. The Holder is encouraged to continue to discuss these concerns with both ECCC and Squamish Nation.
2023-04-30	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
	N	Comment has been resolved.
	N	Comment has been resolved.
	N	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.
3/13/2023 & 4/30/2023	Y	The EAO has been tracking this comment and concern closely and has concluded that it will not be suggesting that WLNG reassess the HHRA to include the MCV as a human health receptor for off-duty workers. This position has been made in a way that considers all of the available information regarding the conditions and behaviour of the MCV as a dedicated construction vessel operating in the CPA. The EAO considered that the MCV will be operational in the CPA for a limited timeframe, have variability in it's location, and will be required to comply with a subset of federeal regulations. The EAO followed up with WLNG with additional questions about the MCV and is satisfied with WLNG's responses. Given that the HHRA provided by WLNG captures the off-duty workers of the Floatel as the human health receptor, the EAO is satisfied with the responses WLNG has provided to address these comments. The EAO is not proposing any additional conditions that address the MCV's off duty wokrers inclusion in the HHRA Floatel Amendment but has proposed a change to Condition 4, adding specifc Air Quality monitring details for the Floatel. The EAO will reach out to the Health agencies to ensure that EAO's position has been shared with the commentors who have diligently raised this concern.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
3/13/2023 & 4/30/2023	Y	The EAO has been tracking this comment and concern closely and has concluded that it will not be suggesting that WLNG reassess the HHRA to include the MCV as a human health receptor for off-duty workers. This position has been made in a way that considers all of the available information regarding the conditions and behaviour of the MCV as a dedicated construction vessel operating in the CPA. The EAO considered that the MCV will be operational in the CPA for a limited timeframe, have variability in it's location, and will be required to comply with a subset of federeal regulations. The EAO followed up with WLNG with additional questions about the MCV and is satisfied with WLNG's responses. Given that the HHRA provided by WLNG captures the off-duty workers of the Floatel as the human health receptor, the EAO is satisfied with the responses WLNG has provided to address these comments. The EAO is not proposing any additional conditions that address the MCV's off duty wokrers inclusion in the HHRA Floatel Amendment but has proposed a change to Condition 4, adding specifc Air Quality monitring details for the Floatel. The EAO will reach out to the Health agencies to ensure that EAO's position has been shared with the commentors who have diligently raised this concern.
3/13/2023 & 4/30/2023	Y	Comment has been resolved noting the above response addressing the MCV-HHRA for off duty workers as well as the additional information provided by WLNG in response to drinking water sources and water treatment. If there is disagreement with this conclusion, the EAO can further facilitate those discussions. The Holder is encouraged to continue to discuss these concerns with the health agencies as it relates to applicable regulations.
2023-04-30	Y	No follow up comment. Comment has been resolved

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2/27/2023 & 4/30/2023	Y	Comment has been resolved noting that if there is no disagreement with WLNG's response to BCER follow up question on clarity.
2023-04-30	Y	Comment has been closed.
2023-04-30	Y	Comment has been closed.
3/13/2023 & 4/30/2023	Y	Comment closed noting that the Holder is developing the management plans. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
	Y	Comment has been resolved.
3/13/2023 & 4/30/2023	Y	Comment has been resolved noting that if there is no disagreement with WLNG's response to SLRD's follow up question on clarity.
2023-04-30	N	Comment has been resolved.
2023-04-30	Y	This comment tracker will serve as a record for commitments and responses to WG comments and concerns. The EAO is not expecting the Holder's amendment applciation to be udpated. Comment has been closed.
2023-04-30	N	Comment has been resolved.
2023-04-30	N	Comment has been resolved.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant policies that address access and traffic. The Holder is encouraged to continue to discuss these concerns with both DoS, SLRD and Squamish Nation.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	This comment tracker will serve as a record for commitments and responses to WG comments and concerns. The EAO is not expecting the Holder's amendment applciation to be udpated. Comment has been closed.
2023-04-30	Y	Comment has been resolved.
2023-04-30	Y	This comment tracker will serve as a record for commitments and responses to WG comments and concerns. The EAO is not expecting the Holder's amendment applciation to be udpated. Comment has been closed.
	N	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment has been resolved.
2023-04-30	Y	The EAO considers the mooring structures to be apart of "associated mooring and access infrastructure" in suggested draft wording in the amendment to the CPD. This draft will be shared with the WG/TAC in the near future. Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.
2023-04-30	N	Comment has been resolved.
2023-04-30	Y	This comment tracker will serve as a record for commitments and responses to WG comments and concerns. The EAO is not expecting the Holder's amendment applciation to be udpated. Providing that the Holder's response addresses SN follow up comment on clarity, the comment is considered to be resolved.
	Y	Comment has been resolved.
2023-04-30	N	Comment has been resolved.
	N	Comment has been resolved.
2023-04-30	Y	The EAO has proposed a new condition which is meant to address and acknowledge gender and culture based violence, harassment and related misconduct. The Holder has been receptive to this new condition and has highlighted this priority in their summary of commitments. This comment is considered to be resolved noting the Holder's response and EAO proposed additional Certificate conditions relating to gender and cultural safety plans.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	N	Comment has been resolved.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant project updates relative to the comments around debris at the project site. The Holder is encouraged to continue to discuss these concerns with Squamish Nation.
2023-04-30	N	Comment has been resolved.
2023-04-30	N	Comment has been resolved.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant policies that address access and traffic. The Holder is encouraged to continue to discuss these concerns with both TWN and Squamish Nation.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant policies that address access and transportation. The Holder is encouraged to continue to discuss these concerns with both VCH and Squamish Nation.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant policies that address access and transportation. The Holder is encouraged to continue to discuss these concerns with both VCH and Squamish Nation.
	Y	Comment has been resolved.
2023-04-30	N	Will defer to IAAC for follow up.
	Y	Comment has been resolved.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant policies that address access and transportation. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant policies that address access and transportation. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	Y	This comment is considered to be resolved noting the Holder's response and EAO proposed additional Certificate conditions relating to gender and cultural safety plans.
	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-03-13	Y	Comment has been resolved. EAO will ensure that the most recent updates to the HHRA have been shared with all of the WG members.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment has been resolved. EAO has proposed specific wording which includes AQ monitoring in the proposed Certificate conditions.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-03-13	Y	Comment has been resolved.
2023-04-30	Y	Not all of the comments and concerns here justify the introduction and proposal of a new condition. The EAO has proposed conditions, or adjustments to existing conditions as a result of resolving issues or concerns identified in this amendment assessment process that is specific to the amendment application. The Holder was issued a Certificate with conditions and it's expected that the Holder will comply with the conditions of their Certificate. In the case of this amendment assessment, the Holder has documented and tracked the commitments that it has layed out in this tracking document as part of their responses to the comments and concerns received and considered in this process. Many of the commitments are captured as part of the Certificate conditions, which also relies on management plans to be developed by the Holder, reviewed by various WG members and reviewed/approved by EAO. Tracking tables (TT), such as this are used to detail and track a concern or comment. When the conern or comment is unresolved, typically this will identify an 'issue' that needs further resolution. This tracker is intended to serve as a record of issues identification.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans and or related permitting issues that address waste disposal. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans and or related discussions that address issues of healthy living. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans related to this comment. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans and Project associated permits such as TUP. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans or other relevant project updates relative to the comments around local employment numbers. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
2023-04-30	N	Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	N	Comment has been resolved.
2023-04-30	Y	The EAO expects that the Holder will comply with their Certificate and its conditions. The conditions define a period of time by which the specific plan is meant to be submitted for review/approval by the EAO and other respective parties. This amendment assessment focuses on the Holder's amendment application for the Floatel and is accepted and considered by the EAO to the degree that the Certificate needs amending as a result of the Holder's amendment application. It's the EAO's understanding that the Holder continues to both develop and engage the respective parties on their management plans. The EAO does note, however, that some management plans are expected to finalized shortly, overlapping with the period that this amendment assessment is expected to conclude. The EAO's process for management plan review/approval is seperate and independent of it's assessment of amendment applications.
	Y	Comment has been resolved.
2023-04-30	Y	The EAO expects that the Holder will comply with their Certificate and its conditions. The conditions define a period of time by which the specific plan is meant to be submitted for review/approval by the EAO and other respective parties. This amendment assessment focuses on the Holder's amendment application for the Floatel and is accepted and considered by the EAO to the degree that the Certificate needs amending as a result of the Holder's amendment application. It's the EAO's understanding that the Holder continues to both develop and engage the respective parties on their management plans. The EAO does note, however, that some management plans are expected to finalized shortly, overlapping with the period that this amendment assessment is expected to conclude. The EAO's process for management plan review/approval is seperate and independent of it's assessment of amendment applications.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans and or related permitting issues that address waste disposal. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	Y	Comment closed noting that the Holder is developing the management plans for transportation and or related permitting issues that address waste disposal. The Holder is encouraged to continue to discuss these concerns with both DoS and Squamish Nation.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	N	Comment has been resolved.
2023-04-30	N	Comment has been resolved.
2023-04-30	N	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
	Y	Comment has been resolved.
2023-04-30	N	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.
	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
	Y	Comment has been resolved.
	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.
2023-04-30	Y	Comment has been resolved.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-03-13	Y	Comment has been resolved. The HHRA has been updated which addresses the comment.
2023-03-13	Y	Comment has been resolved. The HHRA has been updated which addresses the comment.
2023-03-13	Y	Comment has been resolved. The HHRA has been updated which addresses the comment.

Date WLNG Provided Response	Resolved (Y/N)	EAO's Final Notes
2023-03-13	Y	Comment has been resolved. The HHRA has been updated which addresses the comment.