

**PACIFIC NORTHWEST LNG - ADDENDUM TO THE ENVIRONMENTAL IMPACT STATEMENT**

Benefits to Canadians  
December 12, 2014

## **29.0 BENEFITS TO CANADIANS**

The benefits to Canadians of the Project, and of the environmental assessment, were described in Section 29 of the EIS. This section of the EIS Addendum provides an update to the Benefits to Canadians section as a result of the Project changes.

Table 29-1 lists the documents applicable to the Benefits to Canadians section submitted by PNW LNG as part of the environmental assessment process to date and identifies if information is either *updated by the EIS Addendum*, *superseded*, *not relevant*, or *not affected* by information in the EIS Addendum. The following sections of the EIS Addendum contain information that updates the documents classified as *updated by the EIS Addendum* in Table 29-1.

**Table 29-1 Status of Previously Submitted Documents**

<b>Document Name</b>	<b>Status</b>
Section 29 of the EIS (February 2014)	Updated by EIS Addendum
Responses to the Working Group (June 2014)	Not affected

### **29.1 CHANGES TO THE PROJECT SINCE INITIALLY PROPOSED**

Key changes to the Project described in this EIS Addendum are summarized in Table 29-2.

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**Table 29-2 Benefits of Project Changes**

Project Feature	Project Change	Benefits of Change
Marine terminal	<p>The marine terminal design mitigation:</p> <ul style="list-style-type: none"> <li>• Removes the need to construct project infrastructure (i.e., piles) on Flora Bank</li> <li>• Eliminates the need for dredging on Agnew Bank and the associated disposal at sea of the dredged materials</li> </ul>	<p>The objective of this design mitigation is to avoid the activities in the marine environment with the greatest potential environmental effects (i.e., effects on marine fish and fish habitat) and to eliminate the need to compensate for potential effects on these resources.</p> <p>Overall, this design mitigation addresses key concerns raised by First Nations, government agencies, and the public during the review of the EIS/Application.</p> <ul style="list-style-type: none"> <li>• No project infrastructure (i.e., piles) will be constructed on Flora Bank</li> <li>• No construction activities will be conducted on Flora Bank.</li> <li>• A clearance height of a minimum of 11.3 m above higher high water (HHW) to allow local vessels (e.g., gill netters) to transit Flora Bank via the use of the passage west of Lelu Island.</li> <li>• No dredging will be conducted at the marine berths; therefore no maintenance dredging would be needed.</li> <li>• The marine project development area will be reduced, thus reducing potential serious harm to fish habitat, and thereby reducing the need to offset effects on fish habitat.</li> <li>• Substantially reduces the area of potential serious harm to fish habitat; therefore smaller scale fish offsetting projects will be developed and proposed as part of the Fisheries Act authorization for the Project.</li> <li>• Dredging at the MOF will not increase the concentration of PCDD/Fs in the marine environment or in the food chain. The potential remains that mistrust in information and perceptions of 'marine contamination' could result in decisions to forego the consumption of marine country foods near the project development area</li> </ul>
Worker accommodation camp	<ul style="list-style-type: none"> <li>• PNW LNG will use an accommodation camp managed by a third party service provider.</li> <li>• The accommodation will be constructed in the Port Edward or the Prince Rupert general area.</li> </ul>	<ul style="list-style-type: none"> <li>• Removes potential risks to worker safety associated with locating the camp on Lelu Island.</li> <li>• Removes the need to trench water, wastewater, and utility pipelines through Lelu Slough. Utility pipelines from Port Edward will provide water and sewer services for the LNG facility during operations and will be attached to the permanent road bridge from Lelu Island to the mainland.</li> <li>• The accommodation camps will be available for use by other projects such as pipelines, Prince Rupert LNG and the Canpotex Potash Terminal Project.</li> </ul>

## **29.2 BENEFITS OF THE PROJECT**

### **29.2.1 Marine Terminal**

The overall cost and employment requirements associated with constructing and operating the Project will not be affected by changes to the location or design of the marine terminal. The cost of constructing the Project is still estimated to be \$11.4 billion ( $\pm 40\%$ ), with operating costs over the life of the Project totaling \$2.8 billion. It is estimated that project construction would still provide 8,000 person years (PYs) of work for Canadians and that operation would still provide 650 direct jobs. Because the proposed changes to the location and design of the marine terminal will not affect project cost or employment, the estimates of benefits to Canadians will not change. The Project is still expected to directly and indirectly generate \$3,990 million in Gross Domestic Product (GDP) in Canada during construction and \$2,407 million per year in GDP during operation. Project construction will still provide \$500 million in revenues for the Government of Canada while operation will generate \$638 million per year. Project revenues for the Government of British Columbia during construction will still amount to an additional \$477 million, while operation will generate an additional \$757 million.

### **29.2.2 Accommodation Camp**

The overall cost and employment requirements associated with constructing and operating the Project will not be affected by a change in the location or ownership of the accommodation camp. The cost of constructing the Project is still estimated to be \$11.4 billion ( $\pm 40\%$ ), although a subcontractor will be hired to provide accommodation for the workforce instead of this amount being part of the prime construction contract. Operating costs over the life of the Project will total \$2.8 billion. It is estimated that project construction would still provide 8,000 person years (PYs) of work for Canadians and that operation would still provide 650 direct jobs. Because the proposed changes to the location or design of the accommodation camp will not affect project cost or employment, the estimates of benefits to Canadians will not change.