

APPENDIX 10 – PROJECT RESPONSE TO JOINT SUMMARY OF ISSUES AND ENGAGEMENT TABLE 2 COMMENTS

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JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
Accidents, Malfunctions, and Public Safety			
1. Potential for adverse environmental and human health effects from accidents and malfunctions, including those caused by weather related- events and seismic events. This includes spills of hazardous substances, marine incidents, pipeline leakages, road failures, on-site problems, and domino effect- accidents	Qualitative assessment of the risks associated with accidents and malfunctions (e.g., spills and marine incidents) as well as the effects of the environment on the Project (e.g., extreme weather and seismic events and tsunamis) will be completed for the EA-IA. A preliminary review of this assessment is provided in the DPD. The Proponent will complete risk assessment studies during FEED to inform design and the EA-IA.	The Proponent has engaged Indigenous groups and there is a common view that marine shipping associated with the Project poses a potential risk to marine resource and marine use. The Proponent proposes to work with federal authorities and Indigenous groups to undertake a TERMPOL or TERMPOL-like analyses to analyze the potential Project marine shipping risks and use those studies to inform the EA-IA for the Project. FEED level engineering is required – at considerable Proponent expense to design the Project’s marine terminal. This level of engineering will not be available to inform the DPD.	9, 9.4.3, 9.4.5, 9.4.7, 9.4.8, 10.2, 10.3
2. Concern regarding unreliable or incomplete coverage for remote monitoring of maritime traffic and distance to, and availability of Canadian Coast Guard support	Marine emergency response capabilities in the Wil Milit area rely on the Canadian Coast Guard with support from the Western Canada Marine Resource Corporation (WCMRC), as warranted, and, as available, from the NLG, Enforcement and Emergency Services department. The Proponent understands the lack of VHF communications and limitations in radar coverage in the Wil Milit area. These two critical marine safety variables will be addressed in a Project TERMPOL or TERMPOL-like analyses. NLG engaging Coast Guard on emergency preparedness with Transport Canada (TC).	Engagement with Indigenous groups confirms that there is a concern with respect to marine emergency response. Marine safety variables will be addressed in a Project TERMPOL or TERMPOL-like analyses.	9, 9.1, 9.2.4, 9.2.5
3. Concern regarding the monitoring and enforcement of “exclusion zones” around the marine terminal during FEED	The Proponent will establish EPZs and HPZs, as these are integral to the BC OGC LNG Facility Permit - a permit that only be adjudicated if the BC EA decision is positive and the Project is approved to go forward. EPZs and HPZs are an outcome of analyses (e.g., risk assessment, “as low as reasonably practicable” (ALARP), HAZID, etc.) that support an application for the LNG Facility permit. Monitoring and enforcement will be the responsibility of the marine terminal operator, the Proponent.	Indigenous groups have expressed concern about being excluded from marine areas in the Project’s proposed Water Lot. Exclusion will be necessary due to safety issues; an active marine terminal for involve LNGCs or NGL product carriers will not be safe for any other users.	9, 9.2.3
4. Details on the existing emergency response mechanisms and arrangements with Response Organizations within the spatial extent of marine shipping associated with the Project	Project will work with TC, NLG and other agencies to improve Emergency Planning at the Site and along shipping routes. Ksi Lisims LNG plans to join WCMRC prior to construction starting.	Indigenous groups have also expressed concerns with respect to marine emergency response. Critical marine safety variables will be addressed in a Project TERMPOL or TERMPOL-like analyses. Project Emergency response is addressed in FEED, however, that response will not be ready to include in the DPD. It will inform the EA-IA.	9, 9.2.4, 9.2.5, 9.3
5. Concern regarding the proponents’ role for executing and/or financing of clean-up measures in the event of a spill or other accidents/malfunctions	LNG carriers and other vessels calling on the LNG facility are owned and operated by third parties. They are regulated by International Marine Organization and TC legislation and must carry adequate insurance. The LNG facility must have permit to operate by the BC OGC and must have approved Emergency Response plans and insurance in place.	Indigenous groups have requested that the Proponent fund clean-up measures with respect to spills. Emergencies that result in marine spills at the Project’s marine terminal would be addressed as required by the Proponent as required by provincial and federal legislation and regulations supported by other mechanisms (e.g., WCMRC). Marine accidents that involve LNGCs and NGL product carriers who are under the care and control of others (e.g., BC Coast Pilots, the Ship’s Master) away from the Project’s marine terminal are not the responsibility of the Project.	9, 9.1, 9.2.3
6. Information on emergency management and response should be available in local Indigenous languages	The Project will take the comment under advisement and consult with the NLG initially, and the other Indigenous groups, to see if emergency management and response information in their language would be helpful.	Indigenous groups have commented that marine emergency response information should be in an Indigenous language. The Project will carefully consider this request in consultation with the Indigenous group.	Not applicable

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7. Consideration of seasonal and lunar/tidal windows, critical life cycle windows, and harvesting windows when planning for accidents and malfunctions	Seasonal and lunar/tidal windows, critical life cycle windows, and harvesting windows will be considered in risk assessment studies that will inform the overall accidents and malfunction potential effects analysis for the Project.	<p>The Proponent has engaged Indigenous groups and there is a common view that marine shipping associated with the Project poses a potential risk to marine resource and marine use.</p> <p>Seasonal and lunar/tidal windows, critical life cycle windows, and harvesting windows will be considered in risk assessment studies that will inform the overall accidents and malfunction potential effects analysis for the Project.</p> <p>The Proponent proposes to work with federal authorities and Indigenous groups to undertake a TERMPOL or TERMPOL-like exercise to analyze the potential Project marine shipping risks and use those studies to inform the EA-IA for the Project. FEED level engineering is required – at considerable Proponent expense to design the Project’s marine terminal. This level of engineering will not be available to inform the DPD.</p>	5.3.3.4
8. Accidents or malfunctions related to shipping should be assessed specifically for relevant valued components, such as terrestrial wildlife, marine birds, human health, marine habitat, and marine fish	The Project will consider potential effects as applicable to the Project’s applicable proposed VCs when accidents and malfunctions related to marine shipping are assessed.	The Proponent has engaged Indigenous groups and there is a common view that marine shipping associated with the Project poses a potential risk to marine resources, marine use and potentially to human health.	5.3.3.2, 5.3.3.4 5.3.4.2 5.3.4.4
9. Protection of tributaries from accidents enroute to the Project	The protection of tributaries into marine environments from marine accidents enroute to, or leaving the Project’s marine terminal, will be addressed in Emergency Response planning (e.g., accidents where spills of contaminants could potentially affect marine ecosystems) and shipping operations procedures applicable to the Project’s marine terminal.	<p>The Proponent has engaged Indigenous groups and there is a common view that marine shipping associated with the Project poses a potential risk to marine resources and marine use with a further risk to important marine (e.g., Work Channel) or freshwater rivers and streams and the fishery resource.</p> <p>Potential marine shipping accidents and malfunctions to tributaries to marine waters and freshwater rivers and streams on the marine shipping route will be assessed in the EA-IA informed by TERMPOL, TERMPOL-like analyses and Project Emergency planning.</p>	9.4.3, 9.4.4, 9.4.5, 9.4.8
10. Concern regarding extreme winds in the Portland Canal, how this impacts the safety of transporting LNG via this route, and potential anchoring and refuge options	Winds are being measured at the Site. Extreme winds will be factored into berthing simulations during FEED. Safe anchorages will be analyzed when marine terminal downtimes are analyzed. Information will be included in the proposed Marine Use VC effects assessment.	<p>The Proponent has engaged Indigenous groups and there is a common view that the Site is in an area of occasional extreme weather.</p> <p>Meteorological and metocean equipment has been deployed at the Site to establish baseline information and this information is informing engineering design and the EA-IA.</p>	10.1, 10.2, 5.3.3.2
Acoustic Environment (Terrestrial)			
11. Inclusion of a noise assessment in accordance with Health Canada’s guidance which identifies and describes sensitive human receptors, and considers effects of noise disturbance, including the potential for sleep disturbance to local residents	<p>A noise assessment in accordance with Health Canada’s guidance which identifies and describes sensitive human receptors, and considers effects of noise disturbance, including the potential for sleep disturbance to residents, will be undertaken.</p> <p>Noise modelling will be undertaken to confirm the range of noise that may exceed established thresholds.</p> <p>Noise at the facility will be regulated by the BC OGC under the LNG Facility permit.</p>	<p>The Proponent has engaged Indigenous groups and there is a view that potential noise from the Project needs to be assessed.</p> <p>The Project is assessing potential Project effects from noise and is engaged on the scope of the proposed Acoustic VC with Indigenous groups.</p>	3.5.2, 5.3.1.3, 5.3.4.2

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Alternative Means of Carrying Out the Project			
12. Consideration of GHG emissions as a criterion in the evaluation and selection of Project design alternatives and/or proposed mitigation	GHG effects assessment will be undertaken as required by the Environment and Climate Change Canada’s SACC and using methodologies described in the SACC Technical Guidance document, August 2021. Project is seeking lowest possible GHG emissions through connection to renewable power from BC Hydro.	Some Indigenous groups have expressed a concern with respect to Project GHG emissions and how these are to be assessed in the EA-IA. The Project has adopted the guidance in the technical memo to the SACC and that analysis framework has been incorporated into the DPD. The Project has already adopted the best achievable technology to power the LNG facility. It will be 100% electric with a new connection to the BC Hydro grid.	2.9,2.9.5, 5.3.1.2, Tables 2.7, 2.9 and 2.14
13. Additional information on alternative approved LNG project site locations	Alternative LNG Project site locations are summarized in the DPD.	Indigenous groups have asked for more information on Project siting. The Site has been selected by the Nisga’a Nation as appropriate for an LNG facility. They are the landowners. The DPD includes a brief description of other sites considered.	2.14.2, 2.14.2.2, Table 2.14
Atmospheric Environment			
14. Use of the most stringent Canadian Ambient Air Quality Standards to undertake an assessment of existing baseline, project-only, and future (baseline + project), and cumulative effects	Air Quality is a proposed VC and the effects assessment will be undertaken using methodologies in the final AIR and, if necessary, in the Tailored Impacts Statement Guidelines (TISG). Air modelling will be undertaken when FEED level information is available using established methodologies.	Indigenous groups have advised the Proponent that they have concerns about potential Project effects to air quality. Effects to air quality will be evaluated and assessed in the EA-IA using methodologies confirmed in the final AIR and, if necessary, in the TISG.	3.1.1, Table 3.3, 3.5.1, 5.3.1
15. Effects on air quality from construction and operation, including activities associated with combustion (e.g., LNG carriers, marine vessels, truck, rail and compression stations), and from accidents and malfunctions	Air Quality is a proposed VC and the effects assessment will be undertaken using methodologies in the final AIR and if necessary, in the TISG. Air modelling will be undertaken when FEED level information is available using established methodologies. Potential effects to air quality from construction and operations, including activities associated with combustion and potential accidents and malfunctions will be assessed. Potential air quality effects from feed gas pipeline compression stations have already been assessed in the environmental assessment for either of the two potential feed gas pipelines. Air quality effects from trucks will be included in the EA-IA, however their potential for meaningful effects to air quality are considered low due to the nature of this “island” Site. There is no rail component to this EA-IA.	Indigenous groups have advised the Proponent that they have concerns about potential Project effects to air quality. Effects to air quality will be evaluated and assessed in the EA-IA using methodologies confirmed in the final AIR and, if necessary, in the TISG.	2.8.1, 2.8.2, 3.1.1, 3.5.1, 5.3.1.1
16. Consideration of NO _x , SO _x , CO, VOCs, PAHs, PM _{2.5} and PM ₁₀ in air quality assessment, as well as the carcinogenic and non-carcinogenic health impacts from diesel particulate matters.	Air Quality is a proposed VC, and the effects assessment will be undertaken using methodologies in the final AIR. Air modelling will be undertaken when FEED level information is available using established methodologies confirmed in the final AIR and if necessary, in the TISG. NO _x , SO _x , CO, VOCs, PAHs, PM _{2.5} and PM ₁₀ generated from fuel consumption will be assessed in the air quality assessment.	Indigenous groups have advised the Proponent that they have concerns about potential Project effects to air quality. Effects to air quality will be evaluated and assessed in the EA-IA using methodologies confirmed in the final AIR and if necessary, in the TISG.	3.1.1, 3.5.1, 5.3.1.1
17. Recommend that emission estimates assume the maximum anticipated number of LNG carriers and support vessels per year, including during construction	GHG emissions from FEED-level estimates of the maximum estimated number of Project related vessels (e.g., LNGCs, NGL product carriers, tugboats, etc.) calling upon the marine terminal will be estimated for operations and construction.	Indigenous groups have advised the Proponent that they have concerns about potential Project effects to air quality. Effects to air quality will be evaluated and assessed in the EA-IA using methodologies confirmed in the final AIR, and if necessary, in the TISG.	2.8.2, 3.1.1, 3.5.1, 5.3.1.1

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18. Effects on air quality from the Project, resulting in impacts to sensitive aquatic and terrestrial ecosystem receptors, contamination of nearby land and waterbodies, and effects on plants, wildlife, fish and fish habitat, and human health	Air Quality is a proposed VC and the effects assessment will be undertaken using methodologies outlined in the final AIR. Air modelling will be undertaken when FEED level information is available using established methodologies. Potential effects from the Project on air quality resulting in impacts to sensitive aquatic and terrestrial ecosystem receptors, contamination of nearby land and waterbodies, and effects on plants, wildlife, fish and fish habitat, and human health will be assessed.	Indigenous groups have advised the Proponent that they have concerns about potential Project effects to air quality. Air Quality is proposed as a VC and assessment will be undertaken using methodologies outlined in the final AIR, and if necessary, in the TISG. Air modelling will be undertaken when FEED level information is available using established methodologies. Potential effects from the Project on air quality resulting in impacts to sensitive aquatic and terrestrial ecosystem receptors, contamination of nearby land and waterbodies, and effects on plants, wildlife, fish and fish habitat, and human health will be assessed.	2.8.1, 2.8.2, 3.1.1, 5.3.1.1
19. Consideration of best available technologies, best environmental practices, and robust mitigation measures to reduce air emissions related to construction, storage tanks, terminal operations, and marine shipping components of the Project	Alternatives analyses of the LNG facility's and marine shipping's potential effects from air emissions will be undertaken with a focus on material GHG and air emission reduction measures that are informed by FEED information.	Indigenous groups have advised the Proponent that they have concerns about potential Project effects to air quality. Effects to air quality will be evaluated and assessed in the EA-IA using methodologies confirmed in the final AIR, and if necessary, in the TISG.	2.9, 2.9.5, Tables 2.7, 2.9 and 2.14, 5.3.1.1, 5.3.1.2
Archaeological Sites			
20. Impacts to Indigenous sacred sites and other cultural and heritage-sensitive areas	Archaeology and Heritage Resources is proposed as a VC. Potential Project effects to the VC will be assessed as described in the final AIR, and if necessary, in the TISG. Archeological investigations will be conducted at the Site supported by the Nisga'a and the application of their archaeological policies on their lands. The Nisga'a Treaty has specific provisions with respect to archeological resources on Nisga'a lands. Archeological investigations on Nisga'a Category A Treaty lands will be governed by the Heritage Conservation Act Archeological Investigation Assessment Permit issued by the FLNRORD. Archeological investigations in the inter-tidal will be governed by the BC Heritage Conservation Act Archeological Investigation Assessment Permit issued by MFLNRORD.	Indigenous groups have expressed concerns with respect to potential Project effects to heritage values. Archaeology and Heritage Resources is proposed as a VC. Potential Project effects to the VC will be assessed as described in the final AIR and if necessary, in the TISG.	4.6.4, 5.3.4.5, Appendix 7
21. Effects to historic, heritage and fossil resources, and mitigation measures established to avoid or reduce potential impacts, including the development of a chance find protocol	The Project has incorporated a Nisga'a Chance Find Protocol to guide archaeological field investigation on their land at the Site. Their Chance Find Protocol is informed by an alternative but similar Chance Find Protocol advanced by another Indigenous group for inter-tidal archaeological investigations. Archeological investigations in the inter-tidal will be governed by the Heritage Conservation Act Archeological Investigation Assessment Permit issued by FLNRORD.	Indigenous groups have expressed concerns with respect to potential Project effects to heritage values. Heritage is proposed as a VC. Potential Project effects to the VC will be assessed as described in the final AIR and if necessary, in the TISG	6.4, 5.3.4.5, Appendix 7
Climate Change and Greenhouse Gas Emissions			
22. Clarity on the anticipated direct and indirect GHG emissions, the scope of activities included in GHG estimates (including incidental physical activities), and descriptions of the methodologies and assumptions used for the quantification of GHG emissions from each activity	The Project's GHG effects assessment in the EA-IA will be undertaken consistent with the SACC Technical Guidance document – August 2021.	Indigenous groups have expressed concerns with respect to potential Project effects from GHG emissions. The Project has already adopted the best achievable technology as the facility will be 100% electrified. The Project's GHG effects assessment in the EA-IA will be undertaken consistent with the SACC Technical Guidance document – August 2021.	2.9

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
23. Consideration of best available technologies, best environmental practices, and mitigation and offset measures to reduce GHG emissions, including the effectiveness and costs of potential carbon capture and sequestration	The Project is to be a net-zero facility and will incorporate offsets to essentially reduce Project GHG emissions to zero. Electricity is to be provided to the LNG facility from the BC Hydro grid.	Indigenous groups have expressed concerns with respect to potential Project effects from GHG emissions. The Project has already adopted the best achievable technology as the facility will be 100% electrified. Net zero will be achieved through the purchase of necessary offsets. The Project's GHG effects assessment in the EA-IA will be undertaken consistent with the SACC Technical Guidance document – August 2021.	2.9, 2.14
24. Clarity of the type of activities that would result in impacts on carbon sinks by ecosystem type, including GHG emissions caused by wildfires	The potential GHG effects from potentially burning biomass resulting from clearing at the Site will be assessed but is anticipated to not be material due to the small area being cleared.	Indigenous groups have expressed concerns with respect to potential Project effects from GHG emissions. The Project's GHG effects assessment in the EA-IA will be undertaken consistent with the SACC Technical Guidance document – August 2021.	2.9
25. Clarity on how the goals set out by the FNCI and the Net Zero goal will be met	FNCI goals are to support LNG development in FNCI Indigenous participant territories using electricity supplied by BC Hydro. The Project is being designed to be net-zero by 2050 and intends to use electricity from the BC Hydro grid as the power source. To achieve net-zero there will be a small quantity of emissions annually that will need to be offset. The Project plans to buy carbon credits to offset these emissions. One potential source for the credits is from Nisga'a lands as they are in the planning stages of developing a carbon project to develop carbon credits. From conservation and enhanced forest management on their lands.	Indigenous groups have expressed concerns with respect to potential Project effects from GHG emissions. The Project has already adopted the best achievable technology as the facility will be 100% electrified. Net zero will be achieved through the purchase of necessary offsets.	2.9, 6.3.5, 7.4
26. Consideration of upstream and downstream climate impacts related to the Project's life cycle emissions, including carbon leakage from overseas construction and fugitive emissions from processing, transport and final combustion of gas	The Project's GHG effects assessment will be undertaken consistent with the SACC Technical Guidance document – August 2021.	Indigenous groups have expressed concerns with respect to potential Project effects from GHG emissions. The Project has already adopted the best achievable technology as the facility will be 100% electrified. Net zero will be achieved through the purchase of necessary offsets. The Project's GHG effects assessment will be undertaken consistent with the SACC Technical Guidance document – August 2021.	2.9, 5.3.1.1
27. Concern regarding climate change effects from the combustion of LNG, as opposed to other fossil fuels and renewable and sustainable energy, over the lifespan of the Project	The Project believes that the export of LNG to countries dependent on using coal to supply power provides opportunities to use LNG instead of coal ultimately lowering global GHG emissions. Using LNG may also be a feedstock for making hydrogen fuel which is even cleaner.	Indigenous groups have expressed concerns with respect to potential Project effects from GHG emissions. The Project takes the view that providing LNG to countries dependent on other fossil fuels (e.g., coal) to produce electricity will ultimately lower global GHG emissions and address Internationally agreed to Climate change global GHG reduction targets. The Project's GHG effects assessment will be undertaken consistent with the SACC Technical Guidance document – August 2021.	1.2, 6.3.5.1, 6.3.5.2
28. Inclusion of climate modeling in the operational design	Potential climate change effects on the Project will be assessed in the operational design.	Indigenous groups have expressed concerns with respect to potential Project effects from climate change. The Project will be modelling climate change effects on the project and that information will inform the EA-IA.	9.2.1, 9.2.2, 10.1, 10.2, 10.6
29. Contribution of the Project's emissions on Canada's environmental commitments on climate change (including consideration of the Paris Accords and the latest United Nations IPCC report), and how this could impact provincial and federal targets	The Project's GHG effects assessment will be undertaken consistent with the SACC Technical Guidance document – August 2021.	Indigenous groups have expressed concerns with respect to potential Project effects on provincial and federal GHG reduction targets-objectives. This issue will be assessed in the EA-IA and due to the nature of this 100% electrified LNG facility, there is very low risk that the Project will materially negatively impact these objectives.	6.3.5.1

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Cultural			
30. Effects on Indigenous knowledge transmission, cultural continuity, sense of place, and psychosocial impacts	<p>Potential Project effects to Nisga'a culture will be assessed as required in Chapter 10 of the Nisga'a Treaty and described in a specific Nisga'a effects assessment section in the final AIR.</p> <p>Potential Project effects to the expressed cultural values of other area Indigenous Nations will be assessed as described in the final AIR, and if necessary, in the TISG.</p>	<p>Indigenous groups have expressed substantive concerns with respect to the Project having potential effects to their culture.</p> <p>Potential Project effects to Nisga'a culture will be assessed as required in Chapter 10 of the Nisga'a Treaty and described in a specific Nisga'a effects assessment section in the final AIR.</p> <p>Potential Project effects to the expressed cultural values of other area Indigenous Nations will be assessed as described in the final AIR and if necessary, in the TISG.</p>	6.1.1, Appendix 7
31. Impacts on human cultural heritage off the north coast	<p>Potential Project effects to Nisga'a culture will be assessed as required in Chapter 10 of the Nisga'a Treaty and described in a specific Nisga'a effects assessment section in the final AIR.</p> <p>Potential Project effects to the expressed cultural values of other area Indigenous Nations will be assessed as described in the final AIR and, if necessary, in the TISG.</p>	Same as above	6.1.1, Appendix 7
Cumulative Effects			
32. Cumulative effects to Indigenous communities and the exercise of section 35 rights due to significant oil, gas, forestry and mining development activities over the past several decades	<p>Potential cumulative effects to Indigenous interests are to be addressed in each of the applicable Proponent proposed VCs. Indigenous interests will also be assessed in each nation's sections of the Application. Some may be unique to a nation and a cumulative effects analysis may be required if residual effects are found for that interest in that nation's section. Potential cumulative effects to Nisga'a culture will be assessed as described in the final AIR and, if necessary, in the TISG Chapter regarding Nisga'a Treaty 8f assessment.</p>	<p>Indigenous groups have expressed substantive concerns with respect to the Project having potential cumulative effects to the exercise of their Section 35 rights.</p> <p>Potential cumulative effects to Indigenous interests are to be addressed in each of the applicable Proponent proposed VCs. Indigenous interests will also be assessed in each nation's sections of the Application. Some may be unique to a nation and a cumulative effects analysis may be required if residual effects are found for that interest in that nation's section. Potential cumulative effects to Nisga'a culture will be assessed as described in the final AIR and, if necessary, in the TISG Chapter regarding Nisga'a Treaty 8f assessment.</p>	5.3.5, 6.1.1, Appendix 7
33. Cumulative effects from increased vessel traffic, pipeline construction and operation, and the ongoing development at the Port of Prince Rupert	<p>Potential cumulative effects to Indigenous interests are to be addressed in each of the applicable Proponent proposed VCs. Indigenous interests will also be assessed in each nation's sections of the Application. Some may be unique to a nation and a cumulative effects analysis may be required if residual effects are found for that interest in that nation's section. Potential cumulative effects to Nisga'a culture will be assessed as described in the final AIR and, if necessary, in the TISG Chapter regarding Nisga'a Treaty 8f assessment.</p> <p>In addition, potential cumulative effects associated with the Project at the Port of Prince Rupert will be assessed for effects on the economy and employment, infrastructure and services, marine use, marine resources, acoustics and air quality.</p>	<p>Indigenous groups have expressed substantive concerns to the Proponent with respect to the Project having potential cumulative effects to the exercise of their Section 35 rights. Their interests can be summarized in the following Proponent proposed VCs: Economy and Employment, Infrastructure and Services, Marine Use, Marine Resources, Acoustics and Air Quality</p> <p>Potential cumulative effects to Indigenous interests are to be addressed in each of the applicable Proponent proposed VCs. Indigenous interests will also be assessed in each nation's sections of the Application. Some may be unique to a nation and a cumulative effects analysis may be required if residual effects are found for that interest in that nation's section. Potential cumulative effects to Nisga'a culture will be assessed as described in the final AIR and, if necessary, in the TISG Chapter regarding Nisga'a Treaty 8f assessment.</p> <p>In addition, potential cumulative effects associated with the Project at the Port of Prince Rupert will be assessed for effects on the economy and employment, infrastructure and services, marine use, marine resources, acoustics and air quality.</p>	5.3.5, 6.1.1, Appendix 7

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34. Inclusion of cultural considerations in cumulative effects assessments	<p>Potential cumulative effects to Indigenous interests are to be addressed in each of the applicable Proponent proposed VCs. Indigenous interests will also be assessed in each nation's sections of the Application. Some may be unique to a nation and a cumulative effects analysis may be required, if residual effects are found for that interest in that nation's section. Potential cumulative effects to Nisga'a culture will be assessed as described in the final AIR and, if necessary, in the TISG Chapter regarding Nisga'a Treaty 8f assessment.</p> <p>Potential cumulative effects assessments will incorporate the cultural considerations expressed by other Indigenous groups.</p>	<p>Indigenous groups have expressed substantive concerns with respect to the Project having potential cumulative effects and that their cultural considerations need to be factored into cumulative effects assessments.</p> <p>Potential cumulative effects assessments will incorporate the cultural considerations expressed by other Indigenous groups.</p> <p>Potential cumulative effects to Indigenous interests are to be addressed in each of the applicable Proponent proposed VCs. Indigenous interests will also be assessed in each nation's sections of the Application. Some may be unique to a nation and a cumulative effects analysis may be required. If residual effects are found for that interest in that nation's section. Potential cumulative effects to Nisga'a culture will be assessed as described in the final AIR and, if necessary, in the TISG Chapter regarding Nisga'a Treaty 8f assessment.</p>	5.3.5, 6.1.1, Appendix 7
35. Cumulative effects on climate change from various LNG development projects in the province	<p>The Project has already adopted the best achievable technology as the facility will be 100% electrified. Net zero will be achieved through the purchase of necessary offsets.</p>	<p>Indigenous groups have expressed concerns with respect to potential Project cumulative effects on climate change from GHG emissions.</p> <p>The Project has already adopted the best achievable technology as the facility will be 100% electrified. Net zero will be achieved through the purchase of necessary offsets.</p>	2.9
Current and Future Generations			
36. Project impacts on future generations due to climate change and environmental degradation	<p>The Project will provide jobs, resources, tax revenue etc. that can be used to improve the environment and mitigate climate change impacts for future generations. Potential Project effects to the proposed Employment and Economy and Infrastructure and Services VCs will be assessed as described in the final AIR and as necessary, in the TISG.</p>	<p>Indigenous groups have expressed a concern that potential Project effects could negatively impact climate change mitigation efforts and degrade the environment potentially result in impacts to future generations.</p> <p>Potential Project effects to the proposed Employment and Economy and Infrastructure and Services VCs will be assessed as described in the final AIR and as necessary, in the TISG.</p>	5.3.4, 5.3.5, 6.1.1
Differential Impacts upon Diverse Persons and Groups			
37. Use of a GBA plus approach throughout the assessment to understand the differential impacts and experiences of risk, benefits and impacts of the Project on men, women, gender diverse persons and people from a range of groups and communities	<p>A GBA plus approach will be tailored to the uniqueness of this Project (e.g., isolated Site with workers confined to the Site during construction and operations) used in the effects assessment to understand risk, benefits and impacts of the Project on men, women, gender diverse persons and people from a range of groups and communities.</p>	<p>Note: GBA plus assessment has not been raised with the Proponent by Indigenous groups.</p> <p>Comment left is applicable to the provincial and federal requirements.</p>	8.3.3
38. Use of disaggregated baseline information (at a minimum, by sex, gender, age and ethnicity, and where possible, by other factors such as Indigeneity or education and income levels and inclusion of descriptions of data gaps, where applicable	<p>Disaggregated baseline information where available and applicable to the unique circumstances of this Project will be used in the assessment.</p>	<p>Note: GBA plus assessment has not been raised with the Proponent by Indigenous groups.</p> <p>Comment left is applicable to the provincial and federal requirements.</p>	8.3.3
39. Ensure inclusiveness in consultation by engaging diverse subgroups to identify different needs, providing language and information materials that are accessible to all, considering the decision-making abilities of individuals or groups, and mitigating barriers to participation	<p>The Project will strive to ensure inclusiveness in Project engagements as described in the Project's Engagement plan.</p>	<p>Note: GBA plus assessment has not been raised with the Proponent by Indigenous groups.</p> <p>Comment left is applicable to the provincial and federal requirements.</p>	8.3.3
40. Inclusion of gender-based violence (e.g., sexual harassment, violence against women, and human trafficking) in scoping, assessment and mitigation measures and identification of vulnerable groups among women (e.g., Indigenous and younger women)	<p>The Project will include gender-based violence in scoping, assessment and mitigation measures, and identification of vulnerable groups among women.</p>	<p>Note: GBA plus assessment has not been raised with the Proponent by Indigenous groups.</p> <p>Comment left is applicable to the provincial and federal requirements.</p>	8.3.3

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41. Inclusion of qualitative insights from studies, consultations, and other sources to complement quantitative information	The Project will include qualitative insights from studies, consultations, and other sources to complement quantitative information as appropriate.	Note: GBA plus assessment has not been raised with the Proponent by Indigenous groups. Comment left is applicable to the provincial and federal requirements.	Not applicable
42. Project hiring resulting increased potential violence to women and girls	Project hiring policies have yet to be developed and due to the isolated nature of the Project's workforce will consider potential for increased violence against women at the Site.	Note: GBA plus assessment has not been raised with the Proponent by Indigenous groups. Comment left is applicable to the provincial and federal requirements.	Not applicable
Economic Conditions			
43. Effects of the Project on the local and regional economy (including tourism, fishing, responsible logging and small business)	Potential Project effects on the local and regional economy (including tourism, fishing, forestry and small business) will be assessed under the proposed Employment and Economy VC and, as applicable, the Nisga'a Treaty Chapter 10, sub-section 8f effects assessment as described in the final AIR and, as necessary, in the TISG.	Indigenous groups have raised concerns about the potential effects of the Project and regional economy. Potential Project effects to the local and regional economy will be evaluated and assessed under the proposed the Employment and Economy VC and, as applicable, the Nisga'a Treaty Chapter 10, sub-section 8f effects assessment as described in the final AIR and, as necessary, in the TISG.	4.4, 4.4.1, 4.4.4, 4.6.1, 4.6.2, 4.6.3, 5.3.4
44. Effects of the Project on local job creation, recruitment, retention, welfare and long-term job opportunities	Potential effects of the Project on the local and regional economy (including tourism, fishing, forestry and small business) will be assessed under the proposed Employment and Economy VC and, as applicable, Nisga'a Treaty Chapter 10, sub-section 8f as described in the final AIR and, as necessary, in the TISG.	Indigenous groups have raised concerns about the potential effects of the Project and regional economy – specifically jobs. Potential Project effects to the local and regional economy and employment will be evaluated and assessed under the proposed the Employment and Economy VC and, as applicable, the Nisga'a Treaty Chapter 10, sub-section 8f effects assessment as described in the final AIR and, as necessary, in the TISG.	5.3.4, Appendix 7
45. Information on whether the Project employs or introduces any innovative technologies or processes which would add to Canada's knowledge capital	Information regarding the introduction of innovative technologies and/or processes which would add to Canada's knowledge capital will be added into the assessment as appropriate. The use of floating LNG is a relatively new technology with limited proposed implementation in Canada.	Comment same as left	1.2
46. Consideration of the global market for LNG and LNG prices	Consideration of the global market for LNG and LNG prices will be included in the assessment.	Comment same as left	1.2, 5.3.4
47. Consideration of how this Project can promote an efficient and inclusive labour market	Consideration of how this Project can promote an efficient and inclusive labour market will be assessed in the proposed Employment and Economy VC as described in the final AIR and, as necessary, in the TISG.	Comment same as left	5.3.4
48. Information on the overall costs and benefits of the Project to the province and Canada	Information on the overall costs and benefits of the Project to the province and Canada will be assessed in the proposed Employment and Economy VC as described in the final AIR and, as necessary, in the TISG.	Comment same as left	1.2, 5.3.4
Ecosystems			
49. Effects of the Project on aquatic (e.g., Kispiox, Nass, and Skeena Rivers) and forest ecosystems	Potential effects of the Project on aquatic and forest ecosystems will be assessed under a number of proposed environmental VCs as described in the final AIR and, as necessary, in the TISG.	Indigenous groups have expressed concerns that the Project may have potential effects to regional ecosystems. Potential effects of the Project on aquatic and forest ecosystems will be assessed under a number of proposed environmental VCs as described in the final AIR and, as necessary, in the TISG.	3.3.5, 5.1, 5.3.3

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
50. Effects on keystone species such as Chinook and Coho salmon, Black and Brown (and Kermode) bears, and sea otters	Potential effects of the Project on keystone (e.g., “focal”) species will be assessed under a number of proposed environmental VCs as described in the final AIR and, as necessary, in the TISG.	Indigenous groups have expressed concerns that the Project may have potential effects to keystone species. Potential effects of the Project on keystone (e.g., “focal”) species will be assessed under a number of proposed environmental VCs as described in the final AIR and, as necessary, in the TISG.	3.5.6, 5.1, 5.3.3
51. Impacts to sensitive environmental areas along the proposed LNG carrier route, and the associated mitigations and commitments that would be required during specific times of the year	Potential effects to sensitive environmental areas along the proposed LNG carrier route will be evaluated and assessed under the proposed Marine Resources and Marine Use VCs as described in the final AIR and, as necessary, in the TISG. Potential mitigations to negative effects and who is the accountable organization or entity, and the timing of any mitigations will be included in the EA-IA.	Indigenous groups have expressed concerns that the Project may have potential effects to sensitive environmental areas along the LNGC shipping route. Potential effects to sensitive environmental areas along the proposed LNG carrier route and other shipping routes will be evaluated and assessed under the proposed Marine Resources and Marine Use VCs as described in the final AIR and, as necessary, in the TISG. Potential mitigations to negative effects and who is the accountable organization or entity, and the timing of any mitigations will be included in the EA-IA.	3.5.6, 4.6.2, 5.1, 5.3.2, 5.3.3
Effects of the Environment on the Project			
52. Effects of the environment on the Project such as earthquakes, climate change, extreme weather events and sea-level rise	The potential effects of the environment on the Project such as earthquakes, climate change, extreme weather events and sea-level rise will be assessed as described in the final AIR, and as necessary in the TISG.	Indigenous groups have expressed concerns that the Project may have potential effects to sensitive environmental areas from climate changes and sea level rise and from seismic induced tsunamis at the Site. The Proponent will be undertaking modelling to predict sea level rise and potential effects from an earthquake induced tsunami and this will inform Project engineering and the EA-IA.	10.1 – 10.4 inclusive
53. Recommend incorporating adaptive design components to adapt to anticipated changes in the Project area due to climate change	Project design will incorporate predicted climate change where appropriate.	Comment same as left	10.1
Environmental and Impact Assessment Processes			
54. Clarity on the scope of impact assessment, including effects from marine shipping, ferry service, power transmission system, workforce accommodations and backup onsite power generation	Potential Project effects from marine shipping, workforce transportation and accommodations and backup onsite power generation, as described in the DPD will be assessed as described in the final AIR and, as necessary, in the TISG.	Indigenous groups have expressed a need for clarity on the scope of impact assessment, including effects from marine shipping, ferry service, power transmission system, workforce accommodations and backup onsite power generation. All of the above are clearly described in the DPD, Potential Project effects from marine shipping, workforce transportation and accommodations and backup onsite power generation, as described in the DPD will be assessed as described in the final AIR and, as necessary, in the TISG.	5.1, 5.2, 5.3
55. Concern regarding the use of stand-alone assessment areas, including the Marine Shipping Assessment Area and Construction Support Shipping Corridor, and their potential to diminish the assessed impacts of the Project as a whole	The proposed Study areas have been under discussion with Indigenous groups for the past few months and have been revised. They remain “proposed” and will not be confirmed until the final AIR and, as necessary, in the TISG, is approved.	Indigenous groups have expressed a concern regarding the use of stand-alone assessment areas, including the Marine Shipping Assessment Area and Construction Support Shipping Corridor, and their potential to diminish the assessed impacts of the Project as a whole. The proposed Study areas have been under discussion with Indigenous groups for the past few months and have been revised. They remain “proposed” and will not be confirmed until the final AIR and, as necessary, in the TISG is approved.	5.1, 5.2, 5.3
56. Consideration of how this Project compares to other proposed LNG projects in Northwest BC	The Project Interaction List for cumulative effects includes Cedar LNG and Port Edward LNG.	The project Interaction List is “proposed” and will not be confirmed until the final AIR and, as necessary, in the TISG is approved.	5.1

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
Fish and Fish Habitat			
57. Effects on fish mortality, quality, resilience and productivity (including salmon, eulachon, herring, anadromous species, shellfish and crustaceans)	Potential Project effects on fish mortality, quality, resilience and productivity (including salmon, eulachon, herring, anadromous species, shellfish and crustaceans) will be assessed in the proposed Freshwater Fish and Marine Resources VCs as described in the final AIR. They remain “proposed” and will not be confirmed until the final AIR and, as necessary, in the TISG is approved.	Indigenous groups have expressed concern that the project could potentially have negative effects on fish mortality, quality, resilience and productivity (including salmon, eulachon, herring, anadromous species, shellfish and crustaceans). Potential Project effects on fish mortality, quality, resilience and productivity (including salmon, eulachon, herring, anadromous species, shellfish and crustaceans) will be assessed in the proposed Freshwater Fish and Marine Resources VCs as described in the final AIR and, as necessary, in the TISG.	5.3.3
58. Effects on fish habitat and spawning routes through harmful alteration, disruption and destruction of habitat during construction and operation	Potential Project effects on fish habitat and spawning routes through harmful alteration, disruption and destruction of habitat during construction and operations will be assessed in the proposed Freshwater Fish and Marine Resources VCs as described in the final AIR and, as necessary, in the TISG.	Indigenous groups have expressed concern that the Project could potentially effect fish habitat and spawning routes through harmful alteration, disruption and destruction of habitat during construction and operation. Potential Project effects on fish habitat and spawning routes through harmful alteration, disruption and destruction of habitat during construction and operations will be assessed in the proposed Freshwater Fish and Marine Resources VCs as described in the final AIR and, as necessary, in the TISG.	5.3.3
General – Project Description			
59. Clarity and additional information on the following Project components and activities:	Not applicable	Not applicable	
a. Exclusion zones;	A Project marine terminal safety component that follows a positive EA-IA decision and forms part of the BC OGC Facility permit – informed by a number of analyses such as risk assessment, Emergency Planning and Hazard zone boundary definition, ALARP and HAZID.	Indigenous groups have expressed concern about being excluded from marine areas in the Project’s proposed Water Lot. Exclusion will be necessary due to safety issues; an active marine terminal for LNGC and NGL product carriers will not be safe for any other users.	9.2.3
b. Potential of having contaminated sediments in and around the Water Lot during construction;	The seabed within the Water Lot is expected to be in a natural condition. Seabed sediment sampling analysis within proposed disturbed areas of the marine infrastructure footprint may be undertaken as informed by Project geo-technical work in the inter-tidal and sub-tidal marine footprint in the Water Lot.	Comment same as left.	3.3.4, 3.5.6, 4.4, 4.6.5, 5.3.3
c. Potential sewage treatment facilities (location, components, potential barging effects, and options for emission offset);	As described in the DPD; potential sewage treatment and its discharge is under design. Project wastewater management, including collection, composition, treatment, effluent pipeline, outfall and diffuser into Portland Canal will be assessed in the EA-IA as defined in the final AIR and, as necessary, in the TISG. Other post-EA-IA authorizations are required before effluent can be released into marine waters.	Indigenous groups have expressed concerns with respect to how the Project intends to handle Project wastewaters (e.g., sewage). Project wastewater management, including collection, composition, treatment, effluent pipeline, outfall and diffuser into Portland Canal will be assessed in the EA-IA as defined in the final AIR and, as necessary, in the TISG. Other post-EA-IA authorizations are required before effluent is released into marine waters.	2.1, 2.3.3, 2.4.2, 2.8.1, 2.8.2

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
d. Power supply by BC Hydro;	As described in the DPD. The Project plan is to be 100% electric with the lowest possible GHG emissions. Power to be supplied by connection to BC Hydro provided by a third party. The third party will work with BC Hydro to engage in studies, secure the necessary transmission capacity, design the mainland and subsea connection to a sub-station at the Site, seek the authorizations necessary from NLG and BC to build the connection and operate the new power line connection. The provision of BC Hydro grid electricity to the Project is not under the care and control of the Proponent.	Indigenous groups have expressed concerns with respect to how the Project is powered. The Project plan is to be 100% electric with the lowest possible GHG emissions. Power to be supplied by connection to BC Hydro provided by a third party. The third party will work with BC Hydro to engage in studies, secure the necessary transmission capacity, design the mainland and subsea connection to a sub-station at the Site, seek the authorizations necessary from NLG and BC to build the connection and operate the new power line connection. The provision of BC Hydro grid electricity to the Project is not under the care and control of the Proponent.	2.3.14, 2.4.2 2.14
e. Size of the natural gas-fired power plant;	As described in the DPD. If the BC Hydro power connection is delayed, the Project will use temporary power barges to temporarily produce the power necessary for facility operation until the BC Hydro connection is in place. The temporary power barges will then be removed from the Site. Power requirements are estimated to be up to 600 MW but not more electricity than a 287 KV line can safely transmit.	Comment same as left.	2.4.1, 2.14
f. Portion of onshore facility that would be constructed at an offsite location;	This information is not available for the DPD. Project onshore construction, and those Project components constructed elsewhere and transported to the Site will be determined in FEED and provided in the EA-IA.	Comment same as left.	2.3.3, 2.4.4
g. Use of landfill during construction;	As described in the DPD. Construction waste that cannot be safely managed on site (e.g., combustible in high temperature incinerator located at the Site) may be transported by barge and then truck to an approved landfill for disposal (e.g., Nisga'a Regional Landfill). An overburden storage area will also be developed at the Site.	Comment same as left.	2.8
h. Design and purpose of the refrigerant cooling systems;	As described in the DPD. Final design information will be generated in FEED and provided in the EA-IA.	Comment same as left.	2.3.9
i. Decommissioning plan for sub-sea floor pipelines;	Not a Project component. Decommissioning of the pipeline is under the care and control of the third-party pipeline service provider.	Not applicable	Not applicable
j. Purging process involved in the removal of residual gas;	Not a Project component. Decommissioning of the pipeline is under the care and control of the third-party pipeline service provider.	Not applicable	Not applicable
k. Freshwater needs of the Project and supply options;	As described in the DPD. A number of water source options are under consideration and study. The final decision with respect to the source of Project water will be based on water availability and quality at the potential source as well as an assessment of reliability and cost of all potential sources including surface water, precipitation catchment, groundwater and desalination.	Indigenous groups have asked for clarification on water needs and sources of water for the Project. As described in the DPD. A number of options are under consideration. The final decision with respect to the source of Project water will be based on water availability and quality at the potential source as well as an assessment of reliability and cost of all potential sources including surface water, precipitation catchment, groundwater and desalination.	2.1, 2.11, 4.4.2

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
l. Condensate loading and export (size and frequency);	As described in the DPD. The volume of condensate created and the number of shipments (e.g., early estimate less than 30,000 m3 in volume and less than 10 shipments per year) is expected to be small in number, however, finalization of volumes and number of marine shipments cannot be finalized for the DPD and will be included in the EA-IA. Marine shipping routes are expected to be south from Triple Island to potential buyers on the USA west coast or directly west to commercial buyers in Asia from Triple Island.	Indigenous groups are concerned about the Project's condensate by-product and the marine shipping of that product through their territories. As described in the DPD. The volume of condensate created and the number of shipments (e.g., early estimate less than 30,000 m3 in volume and less than 10 shipments per year) is expected to be small in number, however, finalization of volumes and number of marine shipments cannot be finalized for the DPD and will be included in the EA-IA. Marine shipping routes are expected to be south from Triple Island to potential buyers on the USA west coast or directly west to commercial buyers in Asia from Triple Island.	2.3.11, 2.5, 2.6
m. The handling and management of waste streams such as condensates, biomass waste, excavated overburden, hazardous waste and organic material;	As described in the DPD. Handling and management options will be assessed for effects and proposed mitigations presented in the EA-IA. The Project is likely to develop management plans that will employ adaptive management during construction and operation.	Indigenous groups have expressed concern with respect to how the Project intends to manage its wastes. As described in the DPD. Handling and management options will be assessed for effects and proposed mitigations presented in the EA-IA. The Project is likely to develop management plans that will employ adaptive management during construction and operation.	2.8, 2.3.11
n. The peak construction workforce, number of years of construction, and the operational workforce.	Preliminary information is as described in the DPD. Improved estimates are expected to be an outcome of FEED and will be provided in the EA-IA.	Indigenous groups have expressed interest in the number of workers and their origin during construction and operations. This Project is in an isolated location with a construction workforce confined to the Site. Project Operations staff will likely be transported by vessel from either Gingolx or potentially Prince Rupert although the latter is a much longer voyage (5 times longer). Preliminary information is as described in the DPD. Improved estimates are expected to be an outcome of FEED and will be provided in the EA-IA.	2.4.3
60. Clarity on whether the Water Lot lease will change jurisdictional oversight in the marine environment and the implications it may have on the ongoing monitoring and management of the Project	The Water Lot lease is a lease by the Province to the Nisga'a. The Nisga'a subsequently lease the Water Lot to the Ksi Lisims LNG Project. Enforceable permits would be issued potentially by NLG but certainly from BC OGC, Department of Federal Fisheries and Oceans (DFO) and TC Navigation Protection Branch. Environmental monitoring plans would form part of follow up activities.	Indigenous groups have expressed concern with respect to jurisdiction of the Water Lot. The Water Lot lease is a lease by the Province to the Nisga'a. The Nisga'a subsequently lease the Water Lot to the Ksi Lisims LNG Project. Enforceable permits would be issued potentially by NLG but certainly from BC OGC, DFO and TC Navigation Protection Branch. Environmental monitoring plans would form part of follow up activities.	2.11 and 6.3.3
61. Clarity on anticipated baseline sampling sites, including the justification for their selection and the level of sampling effort	The Baseline Monitoring Plan was finalized in May 2021. Nisga'a and another area Indigenous Nation provided review and edit. The plan was shared in draft to the area's Indigenous Nations in May 2021 with a Baseline Program Update provided in October 2021. Comments have been received on the plan and update from some Nations including Nisga'a. Participating Indigenous Nations are offered the opportunity to participate in appropriate baseline sampling programs.	Some Indigenous groups have expressed concern that they have had no involvement in the design and implementation of the Project's baseline study plan. The Baseline Monitoring Plan was finalized in May 2021. Nisga'a and another area Indigenous Nation provided review and edit. The plan was shared in draft to the area's Indigenous Nations in May 2021 with a Baseline Program Update provided in October 2021. Comments have been received on the plan and update from some Nations including Nisga'a. Participating Indigenous Nations are offered the opportunity to participate in appropriate baseline sampling programs.	3.5, Tables 3.9, 3.10, 3.11

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
62. Baseline Field Program should include Indigenous knowledge-based indicators of health or quality, and anticipated sampling sites should be shared in advance	Where Indigenous knowledge-based indicators of health or quality, and anticipated sampling sites have been provided (e.g., Nisga'a recommendations on their land and in marine areas (e.g., environmental surveys consistent with annual eulachon run) they have been incorporated into the Baseline Study plan.	Some Indigenous groups have recommended that the Baseline Field Program should include Indigenous knowledge-based indicators of health or quality, and that anticipated sampling sites should be shared in advance. Nisga'a Nation biological consultants provided substantive input and guidance into the Project's Baseline Study program and the Baseline Study Update report. Recent Indigenous group input has led to revision of several local and regional study areas and different biological monitoring strategies and opportunities for marine and heritage resources.	3.5, Tables 3.9, 3.10, 3.11 Appendix 5 Appendix 6
Geology, Geochemistry, and Geological Hazards			
63. Inclusion of a seismic hazard assessment and effects related to seismic activity	Seismic hazard will be considered in the effects of the environment on the Project. The Project is required to conduct this analysis and effects assessment in order to secure a construction and operating permit for the BC OGC LNG Facility permit. Seismic hazard assessment and effects on the Project is a FEED component that will also inform the EA-IA.	Comment same as left.	9.2.3, 10.3
64. Inclusion of a Tsunami hazard assessment, including from both seismic and landslide generated sources	Tsunami hazard will be considered in the effects of the environment on the Project. The Project is required to conduct this analysis and effects assessment in order to secure a construction and operating permit for the BC OGC LNG Facility permit. Tsunami hazard assessment and potential effects on the Project is a FEED component that will also inform the EA-IA.	Comment same as left.	9.2.3, 10.3
65. Effects of Project activities (such as geotechnical investigations, pile driving and dredging) on tidal land coastal geomorphic environments, including increased sedimentation on the foreshore and wake effects	Potential effects from Project construction and operation of marine infrastructure on marine resources is briefly described in the DPD and will be assessed using methodologies described in the final AIR for the proposed Marine Resource VC. New baseline sediment sampling may be undertaken in 2022 informed by engineering geophysical assessment for inter-tidal and sub-tidal marine footprint areas in the Water Lot. Sediment movement may need to be modelled supported by Water Lot acoustic doppler current profiler (ADCP) information. Dredging is no longer a Project component.	Indigenous groups have raised concerns with respect to potential Project from geotechnical investigations, pile driving and dredging) on tidal land coastal geomorphic environments, including increased sedimentation on the foreshore and wake effects. Potential effects from Project construction and operation of marine infrastructure on marine resources is briefly described in the DPD and will be assessed using methodologies described in the final AIR and, as necessary, in the TISG for the proposed Marine Resource VC. New baseline sediment sampling may be undertaken in 2022 informed by engineering geophysical assessment for inter-tidal and sub-tidal marine footprint areas in the Water Lot. Sediment movement may need to be modelled supported by Water Lot ADCP information. Dredging is no longer a Project component. Dredging is no longer a Project component.	Table 3.9, 3.3.4, 5.3.3.4
Human Health and Well-Being			
66. Inclusion of the locations of all potential human receptors (including closest permanent public structures, known recreational trails, workforce accommodations, sites used for hunting, fishing, trapping, berry picking, and ceremonial or other uses) and the distance between them and the Project	Gingolx is the closest community, 15 km east of the Site. Other publicly known area land users are few but are provided in the DPD, all more than 15 km away from the Site. Transitory marine users may be closer to the Site from time to time. The potential effects to the proposed Health VC are using methodologies as described in the final AIR. Nisga'a potential effects assessment to the health of Nisga'a citizens is as described in the final AIR and, as necessary, in the TISG (e.g., Nisga'a Treaty Chapter 10 8f assessment).	Comment same as left.	4.6.5, 5.3.4.4

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
67. Inclusion of a detailed Health Impact Assessment that considers physical, mental, and social well-being, differential impacts on subgroups, public health consequences, broader social determinants of health for all potentially impacted Indigenous groups, and other community concerns	<p>The Proponent does not believe a Health Impact Assessment is necessary due to the unique nature and isolated location of the Site, however the need for a Human Health assessment will be evaluated.</p> <p>The potential effects to the proposed Health VC are assessed using methodologies as described in the final AIR. Nisga'a potential effects assessment to the health of Nisga'a citizens is as described in the final AIR, and as necessary in the TISG (e.g., Nisga'a Treaty Chapter 10 8f assessment).</p>	<p>Indigenous groups have advocated that the Project undertake a Human Health Assessment.</p> <p>The Project will undertake a Human Health Risk Assessment.</p> <p>The Proponent will evaluate whether a Human Health "Impact" Assessment is necessary. The potential effects to the proposed Health VC are assessed using methodologies as described in the final AIR and, as necessary, in the TISG.</p> <p>Nisga'a potential effects assessment to the health of Nisga'a citizens is as described in the final AIR, and as necessary in the TISG (e.g., Nisga'a Treaty Chapter 10 8f assessment).</p>	4.6.5, 5.3.4.4
68. Inclusion of a screening level Human Health Risk Assessment in which no potential contaminants of concern, pathways or receptors are eliminated, and all potential emissions are considered. The assessment should be conducted when elevated levels of contaminants of potential concern are identified in environmental media, and when there are possible exposure pathways to humans	<p>The potential Project effects to the proposed Health VC are assessed using methodologies as described in the final AIR. Nisga'a potential effects assessment to the health of Nisga'a citizens is as described in the final AIR, and as necessary in the TISG (e.g., Nisga'a Treaty Chapter 10 8f assessment).</p>	<p>Comment same as left.</p> <p>The Proponent will be conducting a Human Health Risk Assessment.</p>	4.6.5, 5.3.4.4
69. Positive and negative impacts on human health from upstream and downstream activities, including marine shipping, and proposed ancillary infrastructure such as the electric transmission line and natural gas pipeline)	<p>The powerline and pipeline are under the care and control of two distinct third parties. They are not components of this Project, however, will be included in the cumulative effects Project Inclusion list.</p> <p>Marine Use is a proposed VC and the methodologies for assessing potential effects to marine use are described in the final AIR and, as necessary, in the TISG.</p>	<p>Indigenous groups have expressed interest and concerns with potential Project negative effects on human health from the third-party powerline and feed gas pipeline, and marine shipping.</p> <p>The powerline and pipeline are under the care and control of two distinct third parties. They are not components of this Project, however, will be included in the cumulative effects Project Inclusion list.</p> <p>Marine Use is a proposed VC and the methodologies for assessing potential effects to marine use are described in the final AIR and, as necessary, in the TISG.</p>	4.6.5, 5.3.4.4
70. Potential changes to the quality of water sources used by residents in the area and the need to confirm adherence to applicable water quality standards or guidelines (e.g., Guidelines for Canadian Drinking Water Quality)	<p>Water quality is a proposed VC and the methodologies for assessing potential effects to water quality are described in the final AIR and, as necessary, in the TISG.</p> <p>The risk of contamination of water used by area residents is estimated to be very low. Air dispersion modelling – informed by FEED information – will be undertaken to model the dispersion of air contaminants and their potential to impact any water sources used by Nisga'a citizens on their land and surrounding lands within the Study area.</p>	<p>Indigenous groups have expressed concerns about potential Project effects to water quality.</p> <p>Water quality is a proposed VC and the methodologies for assessing potential effects to water quality are described in the final AIR and, as necessary, in the TISG.</p>	4.6.5, 5.3.4.4
71. Effects on traditional foods consumed by residents in the area from the release of contaminants of potential concern into the environment (air and water)	<p>Water and Air quality are both proposed VCs and the methodologies for assessing potential effects to water and air quality are described in the final AIR and, as necessary, in the TISG. Results from these studies will also inform the Human Health Risk Assessment as necessary.</p> <p>Air dispersion modelling – informed by FEED information – will be undertaken to model the dispersion of air contaminants and their potential to impact any air and water that could impact traditional food sources used by Nisga'a citizens on their land.</p>	<p>Indigenous groups have expressed concern with Project potential effects on traditional foods consumed by residents in the area from the release of contaminants of potential concern into the environment (air and water).</p> <p>Water and Air quality are both proposed VCs and the methodologies for assessing potential effects to water and air quality are described in the final AIR and, as necessary, in the TISG. Results from these studies will also inform a Human Health Risk Assessment as necessary.</p> <p>Air dispersion modelling – informed by FEED information – will be undertaken to model the dispersion of air contaminants and their potential to impact any air and water that could impact traditional food sources used by Nisga'a citizens on their land and surrounding lands within the Study area.</p>	4.6.5, 5.3.4.4

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
72. Effects on surface and ground water quality from sedimentation or spills, which may impact human health through dermal contact	Effects on surface and ground water quality from sedimentation or spills at the Site will be assessed under the proposed Water Quality VC and under Accidents and Malfunctions using methodologies described in the final AIR and, as necessary, in the TISG.	Comment same as left.	4.6.5, 5.3.4.4
Indigenous Peoples' Rights and Interests			
73. Impacts on the Aboriginal and/or Treaty rights of Indigenous peoples and their traditional land uses, including hunting, gathering, and marine harvesting	Potential Project effects on the Aboriginal and/or Treaty rights of Indigenous peoples and their traditional land uses, including hunting, gathering, and marine harvesting will be assessed using methodologies as defined in the final AIR and, as necessary, in the TISG. With respect to Nisga'a citizens, these same issues will be assessed as described in the final AIR for the Nisga'a Treaty Rights assessment (Nisga'a Treaty Chapter 10, Sub-section 8e).	All Indigenous groups engaged in the early engagement phase of the EA-IA of this Project have expressed concern that the Project's potential effects may negatively impact their Section 35 rights. The Proponent is engaged with Indigenous groups to optimally understand their specific concerns and collaborate with the Indigenous groups and both provincial and federal EA-IA regulatory agencies on defining the necessary methodologies to be included in the final AIR and, as necessary, in the TISG. The Nisga'a also require an assessment of the Project's potential effects to their Treaty rights.	7, Appendices 6 and 7
74. Opportunities for the continued growth and vitality of Indigenous groups and economic reconciliation through job creation, training opportunities and equitable participation in the Project	Potential Project effects that may result in opportunities for the continued growth and vitality of Indigenous groups and economic reconciliation through job creation, training opportunities and equitable participation will be assessed as described in the final AIR and, as necessary, in the TISG. With respect to Nisga'a citizens, these same issues will be assessed as described in the final AIR for the Nisga'a Treaty Rights assessment (Nisga'a Treaty Chapter 10, Sub-section 8f).	Some Indigenous groups have expressed an interest in Project economic opportunities. Potential Project effects that may result in opportunities for the continued growth and vitality of Indigenous groups and economic reconciliation through job creation, training opportunities and equitable participation will be assessed as described in the final AIR and, as necessary, in the TISG. With respect to Nisga'a citizens, these same issues will be assessed as described in the final AIR and, as necessary, in the TISG. for the Nisga'a Treaty Rights assessment (Nisga'a Treaty Chapter 10, Sub-section 8f).	7, Appendices 6 and 7
75. Direct and cumulative impacts of pipeline routes and increased vehicular and marine traffic	Submarine pipeline routes from the mainland to the Site are not the responsibility of the Proponent. They are the responsibility of the third-party pipeline service provider. The pipeline from the mainland to the Site is included on the proposed cumulative effects Project Inclusion list. Marine use is a proposed VC and the methodologies for assessing potential Project effects to Marine use will be described in the final AIR and, as necessary, in the TISG.	Comment same as left.	7, Appendices 6 and 7
76. Clarity on how the United Nations Declaration on the Rights of Indigenous Peoples will be applied to the assessment	The Project will follow guidance from BC EAO on application of BC's new UNDRIP implementation legislation in the assessment. It is already understood that certain aspects of consultation are delegated to the Proponent and the Proponent is engaged with all Indigenous groups, particularly those designated as Participating Indigenous Nations. The Proponent has established a comprehensive record of early engagement with each nation and has provided preliminary responses to the many issues, concerns, questions and suggestions made to date in writing. Engagement now continues between the Proponent and each Nation to finalize the Proponent's response or chart a path to resolution.	Comment same as left.	6.2, Appendices 6 and 7
77. Impacts to culture and places of spiritual importance	Potential Project effects to culture and places of spiritual importance will be assessed using methodologies as described in the final AIR and, as necessary, in the TISG. Potential Project effects assessment to the cultural aspects of Nisga'a Treaty rights is as described in the final AIR (e.g., Nisga'a Treaty Chapter 10, Sub-section 8f).	Indigenous groups have concerns with potential Project effects to their cultural values. The Proponent will collaborate with BC EAO, the Agency and Indigenous groups in defining methodologies for cultural effects assessment in the final AIR and, as necessary, in the TISG.	7, Appendices 6 and 7

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
78. Impacts to governance and stewardship	Impacts to Indigenous governance and stewardship will be assessed using methodologies as described in the final AIR and, as necessary, in the TISG. Potential Project effects assessment to the cultural aspects of Nisga'a Treaty rights is as described in the final AIR (e.g., Nisga'a Treaty Chapter 10, Sub-section 8f).	Indigenous groups have concerns with potential Project effects to their governance and stewardship values. The Proponent will collaborate with BC EAO, the Agency and Indigenous groups in defining methodologies for Indigenous governance and stewardship effects assessment in the final AIR and, as necessary, in the TISG.	
79. Opportunities for Indigenous groups to draft their own impacts on rights assessment	This Proponent does not oppose Indigenous groups conducting their own effects assessment; however, Participating Indigenous Nations engagement is required with BC EAO on this matter. Section 19(2) of the BC EAA 2018 allows for Indigenous groups to conduct their own effects assessment.	Indigenous groups have concerns with potential Project effects to their aboriginal rights and may choose to undertake their own effects assessment.	
80. Impacts of accidents or malfunctions on mental health, wellbeing, and the real and perceived safety of traditional resources	Potential Project effects of accidents or malfunctions on Indigenous community mental health and wellbeing will be assessed using methodologies as described in the final AIR and, as necessary, in the TISG. Potential Project effects to the health, wellbeing, and the real and perceived safety of traditional resources to Nisga'a citizens (e.g., as these issues pertain to Nisga'a Treaty rights) will be evaluated and assessed using methodologies described in the final AIR and, as necessary, in the TISG (e.g., Nisga'a Treaty Chapter 10, Sub-section 8e and/or 8f).	Indigenous groups have concerns with potential Project effects from potential accidents or malfunctions on their mental health, wellbeing, and the real and perceived safety of traditional resources. Potential Project effects of accidents or malfunctions on Indigenous community mental health and wellbeing will be assessed using methodologies as described in the final AIR and, as necessary, in the TISG.	
81. Restricted access and travel to harvesting sites as a result of Project activities	Restricted access and travel to harvesting sites within the Project's Water Lot will be further evaluated and defined in the BC OGC LNG facility permit through risk assessment, emergency planning and hazard zones. Non-facility personnel will not be permitted to enter these zones.	Indigenous groups have concerns with potential Project effects from restrictions to areas where they have travelled to or traditionally harvested resources. Exclusion of any other users in the Project's Water Lot will be necessary due to safety issues; an active marine terminal for LNGCs and NGL product carriers will not be safe for any other users of the Water Lot. With respect to Indigenous groups travelling to harvesting sites, that aspect will be assessed and evaluated in the proposed Marine Use VC using methodologies described in the final AIR and, as necessary, in the TISG.	
82. Effects to valued components identified by Indigenous groups	Potential Project effects to any new VCs identified by Indigenous groups will be discussed with the Indigenous groups and with BC EAO and the Agency. The assessment of potential Project effects to these VCs may be led by the Participating Indigenous Nation.	Indigenous groups have expressed concerns with respect to some of the VCs proposed by the Proponent. They have expressed the view that the VCs and-or the VC sub-components may not address their interest. Potential Project effects to any new VCs identified by Indigenous groups will be discussed with the Indigenous groups and with BC EAO and the Agency. The assessment of potential Project effects to these VCs may be led by the Participating Indigenous Nation.	

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
Infrastructure and Services			
83. Effects on regional infrastructure, including access to potable water, hospitals, emergency management, law enforcement, solid and liquid waste management facilities, roads, bridges, ferries, recreational resources, leisure services, traffic, commutes, and safety	Infrastructure and Services is a proposed VC. The methodologies to assess potential Project effects to this VC will be described in the final AIR and, as necessary, in the TISG.	Some Indigenous groups have expressed concerns that the Project may potentially affect regional infrastructure such as: access to potable water, hospitals, emergency management, law enforcement, solid and liquid waste management facilities, roads, bridges, ferries, recreational resources, leisure services, traffic, commutes, and safety. The Proponents' proposed Infrastructure and Services VC will address most of these but not access to potable water as that is not relevant to the Site. Infrastructure and Services is a proposed VC. The methodologies to assess potential Project effects to this VC will be described in the final AIR and, as necessary, in the TISG.	4.6.3, 5.3.4.3
Land and Resource Use			
84. Clarity on whether ancillary works, such as power transmission line and natural gas receiving facility, will occur on federal, provincial or Indigenous lands, and its intersection with any reserve boundaries	The third-party powerline and the pipeline are under their care and control and the Proponent asserts these are not components to be assessed as part of this Project. With that said, the third party powerline is anticipated to connect to a BC Hydro sub-station on Nisga'a lands and traverse those lands to tidewater where a sub-sea power cable will connect to the Site via Portland Inlet and Portland Canal. The powerline and cable will require its own assessment subject to Nisga'a, provincial and federal legislation, regulations and policies. The third party feed gas pipeline is also anticipated to leave the BC mainland at the head of Nasoga Gulf and follow a to be defined sub-sea route up down Nasoga Gulf and then up Portland Inlet and then Portland Canal to the Site. An EAC amendment is required for the pipeline.	Indigenous groups have asked for clarity on whether ancillary works, such as power transmission line and natural gas receiving facility, will occur on federal, provincial or Indigenous lands, and its intersection with any reserve boundaries. With that said, the third party powerline is anticipated to connect to a BC Hydro sub-station on Nisga'a lands and traverse those lands to tidewater where a sub-sea power cable will connect to the Site via Portland Inlet and Portland Canal. The powerline and cable will require its own assessment subject to Nisga'a, provincial and federal legislation, regulations and policies. The third party feed gas pipeline is also anticipated to leave the BC mainland at the head of Nasoga Gulf and follow a to be defined sub-sea route up down Nasoga Gulf and then up Portland Inlet and then Portland Canal to the Site. An EAC amendment is required for the pipeline.	2.3.4, 2.3.16
85. Clarity on the jurisdiction of the full Project area and if Category A Lands extend into the marine waters	Category A lands are confined to the Title issued to the Nisga'a Lisims Government. They do not extend below the high water mark into inter-tidal and sub-tidal areas. The NLG will be seeking tenure from the BC Government for the Water Lot.	Indigenous groups have asked for clarity with respect to Nisga'a Category A Treaty lands (e.g., the Site) and jurisdiction within the Proposed Water Lot. Category A lands are confined to the Title issued to the Nisga'a Lisims Government. They do not extend below the high water mark into inter-tidal and sub-tidal areas. The NLG will be seeking tenure from the BC Government for the Water Lot.	2.11
Marine Shipping			
86. Clarity on the operational marine shipping scenario that will be considered in the assessment, including the basis of annual shipment estimates, ranges of potential scenarios and phases, and the feasibility and confidence in the scenarios	Operational LNGC and NGL product carrier shipping frequency estimates are provided in a preliminary manner in the DPD and will be improved as an outcome of FEED and incorporated into the EA-IA. Construction shipping frequency estimates require much more detailed engineering and will be included in the EA-IA when this information is better understood. Potential Project effects to values along the Project's marine shipping routes will be evaluated and assessed under the proposed Marine Resources and Marine Use VCs as described in the final AIR and, as necessary, in the TISG. Potential mitigations to predicted negative effects and who is the accountable organization or entity, and the timing of any mitigations will be included in the EA-IA.	All Indigenous groups engaged with the Proponent have expressed concerns that the Project may have potential effects to their values due to an increase in marine shipping along the Project shipping routes. Potential Project effects to Indigenous values along the Project's marine shipping routes will be evaluated and assessed under the proposed Marine Resources and Marine Use VCs as described in the final AIR and, as necessary, in the TISG. Potential mitigations to predicted negative effects and who is the accountable organization or entity, and the timing of any mitigations will be included in the EA-IA.	2.6, Appendices 6 and 7, 9.2.4, 9.3, 9.4.3 – 9.4.5

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
87. Risks to the coast from tankers and other ocean transport vessels	Risks to coastal areas from accidents and malfunctions from LNGCs and NGL product carriers will be assessed in Accidents and Malfunctions and in the proposed Marine Use VC as described in the methodologies included in the final AIR and, as necessary, in the TISG.	Indigenous groups have expressed concern with respect to potential Project effects to coastal environments from marine shipping associated with the Project. The Proponent proposes to work with federal authorities and Indigenous groups to undertake a TERMPOL or TERMPOL-like analyses to analyze the potential Project marine shipping risks and use those studies to inform the EA-IA for the Project. FEED level engineering is required – at considerable Proponent expense to design the Project’s marine terminal. This level of engineering will not be available to inform the DPD.	2.6, Appendices 6 and 7, 9.2.4
88. Vessel traffic impacts to salmon, marine mammals, sense of place, and traditional harvesting by Indigenous peoples	Potential Project vessel traffic effects from LNGCs and NGL product carriers to salmon, marine mammals, sense of place, and traditional harvesting by Indigenous peoples are proposed to be assessed in Accidents and Malfunctions and in the proposed Marine Use VC as described in the methodologies included in the final AIR and, as necessary, in the TISG.	Indigenous groups have expressed concern with respect to potential Project effects to from increased marine shipping associated with the Project on salmon, marine mammals, sense of place, and traditional harvesting by Indigenous peoples. Potential Project vessel traffic effects from LNGCs and NGL product carriers to salmon, marine mammals, sense of place, and traditional harvesting by Indigenous peoples are proposed to be assessed in Accidents and Malfunctions and in the proposed Marine Use VC as described in the methodologies included in the final AIR. The Proponent proposes to work with federal authorities and Indigenous groups to undertake a TERMPOL or TERMPOL-like analyses to analyze the potential Project marine shipping risks and use those studies to inform the EA-IA for the Project. FEED level engineering is required – at considerable Proponent expense to design the Project’s marine terminal. This level of engineering will not be available to inform the DPD.	2.6, Appendices 6 and 7, 9.2.4
89. Clarity on whether a fulsome shipping safety study would serve as a mitigation measure for the Project	TERMPOL or TERMPOL-like studies and analyses will be undertaken to fully assess construction and operations shipping safety risks related to Project marine activities and to identify mitigation measures. Information will be incorporated into the EA-IA using methodologies described in the DPD and final AIR and, as necessary, in the TISG as applicable. Response updated based on feedback from TC that construction related shipping safety risks are not required for assessment.	Indigenous groups have asked for clarity with respect to whether a fulsome shipping safety study would serve as a mitigation measure for the Project. TERMPOL or TERMPOL-like studies and analyses will be undertaken to fully assess shipping safety risks related to Project marine activities and to identify mitigation measures. Information will be incorporated into the EA-IA using methodologies described in the DPD and final AIR and, as necessary, in the TISG as applicable.	2.6, Appendices 6 and 7, 9.2.4
90. Clarity on whether the assessment would capture any shipping activity related to Project construction that would travel from Prince Rupert to the Project site	TERMPOL or TERMPOL like studies and analyses will be undertaken to fully assess construction and operations shipping safety risks related to Project marine activities and to identify mitigation measures. Information will be incorporated into the EA-IA using methodologies described in the DPD and final AIR and, as necessary, in the TISG as applicable.	Indigenous groups have asked for clarity with respect to whether shipping activity related to Project construction will be evaluated (e.g., construction shipping activity between Prince Rupert and the Site). TERMPOL or TERMPOL-like studies and analyses will be undertaken to fully assess shipping safety risks related to Project marine activities and to identify mitigation measures. Information will be incorporated into the EA-IA using methodologies described in the DPD and final AIR and, as necessary, in the TISG as applicable.	2.6, Appendices 6 and 7, 9.2.4

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
Marine Mammals			
91. Effects of shipping on marine mammals (e.g., Humpback whales and Northern Resident Killer Whales), including those related to acoustic masking, potential vessel strikes, and avoidance behaviors	Potential Project effects of Project related marine shipping on marine mammals will be assessed as described in the methodologies in the final AIR and, as necessary, in the TISG for the proposed Marine Resources VC.	Indigenous groups have expressed concerns with respect to potential Project effects to marine mammals. Potential Project effects of Project related marine shipping on marine mammals will be assessed as described in the methodologies in the final AIR and, as necessary, in the TISG for the proposed Marine Resources VC.	3.3.4, 3.5.6, 5.3.3, Appendices 6 and 7
92. Effects to marine mammals and their habitat through harmful alteration, disruption and destruction during Project construction and operation	Potential Project effects of Project related marine shipping on marine mammals will be assessed as described in the methodologies in the final AIR and, as necessary, in the TISG for the proposed Marine Resources VC.	Indigenous groups have expressed concerns with respect to potential Project effects to marine mammals. Potential Project effects of Project related marine shipping on marine mammals will be assessed as described in the methodologies in the final AIR and, as necessary, in the TISG for the proposed Marine Resources VC.	3.3.4, 3.5.6, 5.3.3, Appendices 6 and 7
Migratory Birds			
93. Additional clarity required regarding effects pathways to migratory birds, including habitat degradation due to terminal exploration, construction, operation, and decommissioning; contamination from unintentional spills or releases of hazardous substances; pollution associated with new or increased train, truck and marine traffic	Potential Project effects on migratory birds will be assessed in the proposed Wildlife VC using methodologies described in the final AIR and, as necessary, in the TISG.	Indigenous groups have expressed concerns with respect to potential Project effects to migratory birds. Potential Project effects on migratory birds will be assessed in the proposed Wildlife VC using methodologies described in the final AIR and, as necessary, in the TISG.	3.5.4, 5.3.3, 5.4
94. Effects of noise, vibration and artificial lighting on migratory birds and their habitats	Potential Project effects at the Site to migratory birds from noise, light and vibration will be assessed using methodologies described in the final AIR and, as necessary, in the TISG for the proposed Wildlife VC.	Indigenous groups have expressed concerns with respect to potential Project effects to migratory birds. Potential Project effects on migratory birds will be assessed in the proposed Wildlife VC using methodologies described in the final AIR and, as necessary, in the TISG.	3.5.4, 5.3.3, 5.4
Natural Gas Extraction using Hydraulic Fracturing (Fracking) Methods			
95. Impacts of increased fracking in producing the gas to be provided to the LNG facility on Indigenous territories, fresh water, aquifer pollution, human health, geological hazards, wildlife, and GHG emissions (e.g., fugitive emissions from fracking)	Fracking is not a Project component.	An Indigenous group expressed a view that the natural gas supply for the Project will result in an increase in fracking. Fracking is regulated by the BC OGC.	Not applicable
96. Information on financing clean-up measures for the Project's by-products, including from fracking	Fracking is not a Project component. Any LNG facility by-products and any clean-up of any spills of by-products would need to be managed as per NLG requirements and applicable provincial and federal legislation. The Project's facility will be required to have Environmental Management and Emergency Response plans and insurance.	Indigenous groups have expressed a view that clean-up efforts from potential Project accidents and malfunctions, Project by-products and fracking should be part of the assessment. Fracking is not a Project component. Any LNG facility by-products and any clean-up of any spills of by-products would need to be managed as per NLG requirements and applicable provincial and federal legislation. The Project's facility will be required to have Environmental Management and Emergency Response plans and insurance.	Not applicable

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Navigation			
97. Information on the construction methodology for both the Project and any associated temporary works to determine the Project's impacts to navigation	TERMPOL or TERMPOL-like studies and analyses will be undertaken to fully assess potential Project effects on navigation during construction and operations. Post EA-IA decision authorization is required from Transport Canada's Navigable Waters Protection Program for marine works that restrict navigation.	Indigenous groups have not raised this issue with the Proponent. Comment same as left.	9.2.4
98. Details of the existing infrastructure (location, project date, project methodology, Navigation Protection Program file number for existing infrastructure) proposed for use according to the Initial Project Description	There is no known existing infrastructure (e.g., water intakes, bridges, diversions, transmission lines, pipelines) except for the project's pipeline. Cumulative effects from the pipeline will be assessed. Navigation Warning Notifications have been made for two Project hydrophones, ADCP and wave buoy deployments.	Indigenous groups have not raised this issue (e.g., cumulative effects to navigation from water intakes, bridges, diversions, transmission lines, pipelines) with the Proponent with the exception of cumulative effects from pipelines which will be assessed.	2.3.2, 2.3.3, 2.3.12, 2.3.14, 2.4
99. Information on the potential cumulative impacts to navigation in conjunction with surrounding works (e.g., water intakes, bridges, diversions, transmission lines, pipelines) in the regional study area	TERMPOL or TERMPOL-like studies and analyses will be undertaken to fully assess potential Project effects, including cumulative effects, on navigation during construction and operations.	Indigenous groups have not raised this issue with the Proponent. Comment same as left.	2.3.2, 2.3.3, 2.3.2, 2.3.14, 2.4
Other			
100. Clarity on if the proponents has investigated the option to repurpose LNG infrastructure to hydrogen export infrastructure	Repurposing the LNG infrastructure to hydrogen export infrastructure has not been investigated.	An Indigenous group asked for clarity with respect to repurposing LNG infrastructure to hydrogen export infrastructure. Not a Project component.	Not applicable
101. Concern regarding industrial disturbance resulting from construction (site clearing, lighting, noise, infrastructure development), operations (shipping, lighting, noise, loading activities, etc.)	Acoustic is proposed as a VC. Ambient light will be assessed in the proposed Marine Resources VC. The methodologies for assessing the potential effects of the Project construction (e.g., site clearing, noise, infrastructure development) and Project operations (e.g., ship berthing and loading, lighting, noise) on the proposed Acoustic, Marine Use and Marine Resources VCs is as described in the final AIR, and as necessary, in the TISG. The Site is private land notionally zoned by the governance authority (NLG) as suitable for industrial development. Large, piloted vessels sail past this site on a routine basis on an established shipping channel.	Indigenous groups have expressed concerns that the Project may have potential effects to their values from construction (site clearing, lighting, noise, infrastructure development), operations (shipping, lighting, noise, loading activities, etc.). Acoustic is proposed as a VC. Ambient light will be assessed in the proposed Marine Resources VC. The methodologies for assessing the potential effects of the Project construction (e.g., site clearing, noise, infrastructure development) and Project operations (e.g., ship berthing and loading, lighting, noise) on the proposed Acoustic, Marine Use and Marine Resources VCs is as described in the final AIR, and as necessary, in the TISG. The Site is private land notionally zoned by the governance authority (NLG) as suitable for industrial development. Large, piloted vessels sail past this site on a routine basis on an established shipping channel.	5.3.1, 5.3.3
Public and Stakeholder Engagement			
102. Clarity on the approach to engagement throughout the development and implementation of mitigation measures	Engagement throughout the development and implementation of mitigation measures will be done with the technical advisors, the BC EAO-IAAC established Technical Advisory Committee (TAC) after the Process Order is in place and in the EA-IA.	Indigenous groups have requested clarity on engagement with respect to the new EA process. Engagement responsibilities will be shared between the Proponent and those activities led by the BC EAO and-or the Agency.	8
103. Clarity on who will be responsible for leading engagement	Engagement responsibilities will be shared between the Proponent and those activities led by the BC EAO and-or the Agency.	Indigenous groups have requested clarity on engagement with respect to the new EA process. Engagement responsibilities will be shared between the Proponent and those activities led by the BC EAO and-or the Agency.	8

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
Purpose of and Need for the Project			
104. Consideration of how this Project meets local and provincial energy needs	The Project will benefit local and provincial energy objectives by providing BC Hydro grid connection infrastructure to the BC Northwest coast and better electricity reliability to Nisga'a Nass Valley communities.	Comment same as left.	1.2, 2.3.16
105. Contribution of the Project to displace emissions from coal and other energy sources in countries that would be expected to purchase the LNG exports, and the likely impact on global GHG emissions	The contribution of the Project's exported LNG to other countries who use coal to create electricity will provide an opportunity for coal users to switch to net-zero LNG which is expected to contribute to reduced global GHG emissions. This will be further described in the EA-IA.	Indigenous groups have questioned the Proponent's statements that the Project to displace emissions from coal and other energy sources in countries that would be expected to purchase the LNG exports, and the likely impact on global GHG emissions. The contribution of the Project's exported LNG to other countries who use coal to create electricity will provide an opportunity for coal users to switch to net-zero LNG which is expected to contribute to reduced global GHG emissions. This will be further described in the EA-IA.	1.2, 2.10.4, 6.3.5.2
Social Conditions			
106. Details on workforce characteristics during construction and operations, accommodation plans, food services, and camp infrastructure, including sewage disposal and drinking water source	Additional detail on workforce characteristics during construction and operations, accommodation plans, food services, and camp infrastructure, including sewage disposal and drinking water source is provided in the DPD. Further construction and operation worker Information will be developed in FEED and incorporated into the EA-IA.	Indigenous groups have requested additional detail since the IPD, specifically details on workforce characteristics during construction and operations, accommodation plans, food services, and camp infrastructure, including sewage disposal and drinking water source. Additional detail on workforce characteristics during construction and operations, accommodation plans, food services, and camp infrastructure, including sewage disposal and drinking water source is provided in the DPD. Further construction and operation worker Information will be developed in FEED and incorporated into the EA-IA.	2.1, 2.11, 2.3.3, 2.4.2, 2.4.3, 2.4.4, 2.8.1, 2.8.2, 4.4.2
107. Effects on local and regional social conditions such as: housing availability and affordability, homelessness, increased transient workers, shortage of local supplies, pressure on outdated local services, crime rates and types, community well-being, food security, and financial disparity	Potential Project effects on local and regional social conditions such as: housing availability and affordability, homelessness, increased transient workers, shortage of local supplies, pressure on outdated local services, crime rates and types, community well-being, food security, and financial disparity will be assessed as part of the EA-IA. Infrastructure and Services and Employment and Economy are proposed VCs. As applicable, information will be sufficiently disaggregated and analyzed to support the analysis of potential effects to distinct human populations as per GBA plus. Where available information presents a limitation on the ability to describe differential effects to distinct populations, this limitation will be articulated, and its implications for analysis described. The effects of the Project on the local and regional economy, infrastructure and services will be assessed using methodologies as described in the final AIR and, as necessary, in the TISG including, as applicable, an assessment on Nisga'a Treaty rights as per Chapter 10, sub-section 8f. The Project is also supporting Indigenous-led studies on some of these issues with Participating Indigenous Nations that have signed EA agreements with the Proponent.	Some Indigenous groups have concerns with potential Project effects on local and regional social conditions such as: housing availability and affordability, homelessness, increased transient workers, shortage of local supplies, pressure on outdated local services, crime rates and types, community well-being, food security, and financial disparity. As applicable, information will be sufficiently disaggregated and analyzed to support the analysis of potential effects to distinct human populations as per GBA plus. Where available information presents a limitation on the ability to describe differential effects to distinct populations, this limitation will be articulated, and its implications for analysis described. Infrastructure and Services and Employment and Economy are proposed VCs. The effects of the Project on the local and regional economy, infrastructure and services will be assessed using methodologies as described in the final AIR and, as necessary, in the TISG including, as applicable, an assessment on Nisga'a Treaty rights as per Chapter 10, sub-section 8f. The Project is also supporting Indigenous-led studies on some of these issues with Participating Indigenous Nations that have signed EA agreements with the Proponent.	4.6.1, 4.6.3, 5.3.4.1, 5.3.5.1, Appendix 7

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
108. Effects of temporary construction camps, shipping activities, and potential accidents or malfunctions on community well-being, health, and Indigenous Peoples	<p>Potential Project effects of temporary construction camps, shipping activities, and potential accidents or malfunctions on community well-being, health, and Indigenous Peoples will be assessed as part of the EA-IA. Infrastructure and Services and Employment and Economy are proposed VCs. The effects of the Project on the local and regional economy and infrastructure and services will be assessed using methodologies as described in the final AIR including, as applicable, an assessment on Nisga'a Treaty rights as per Chapter 10, sub-section 8f.</p> <p>The Project is also supporting work on these potential Project effect socio-economic issues as part of EA agreements with some Participating Indigenous Nations. The individual Nations will lead the studies. The outcomes of these studies will inform the EA-IA.</p>	<p>Some Indigenous groups have concerns with potential Project effects of temporary construction camps, shipping activities, and potential accidents or malfunctions on community well-being, health, and Indigenous Peoples.</p> <p>Potential Project effects of temporary construction camps, shipping activities, and potential accidents or malfunctions on community well-being, health, and Indigenous Peoples will be assessed as part of the EA-IA. Infrastructure and Services and Employment and Economy are proposed VCs. The effects of the Project on the local and regional economy and infrastructure and services will be assessed using methodologies as described in the final AIR and, as necessary, in the TISG including, as applicable, an assessment on Nisga'a Treaty rights as per Chapter 10, sub-section 8f.</p> <p>The Project is also supporting work on these potential Project effect socio-economic issues as part of EA agreements with some Participating Indigenous Nations. The individual nations will lead the studies. The outcomes of these studies will inform the EA-IA.</p>	4.6.1, 4.6.3, 5.3.4.1, 5.3.5.1, Appendix 7
109. Concern regarding potential socio-economic impacts related to boom-bust cycles	<p>Boom and bust cycles are an aspect of Employment and Economy – a proposed VC to be assessed using methodologies as described in the final AIR and, as necessary, in the TISG.</p>	<p>Some Indigenous groups have expressed Concern regarding potential socio-economic impacts related to boom-bust cycles.</p> <p>Economy – a proposed VC to be assessed using methodologies as described in the final AIR and, as necessary, in the TISG.</p>	4.6.1, 4.6.3, 5.3.4.1, 5.3.5.1, Appendix 7
110. Baseline Field Program should include socio-community data on all Indigenous and non-Indigenous communities who use the area or may be employed by the Project	<p>The Project's Baseline Field Program will include socio-community data collected from regional Participating Indigenous Nation and non-Indigenous communities who use the region or may be employed by the Project.</p>	<p>Indigenous groups have recommended that the Project's Baseline Field Program include socio-community data on all Indigenous and non-Indigenous communities who use the area or may be employed by the Project.</p> <p>The Project's Baseline Field Program will include socio-community data collected from regional Participating Indigenous Nation and non-Indigenous communities who use the region or may be employed by the Project.</p>	3.3.5, 4.6.3, 5.3.5.1, Appendix 7
Species at Risk, Wildlife and their Habitat			
111. Effects to wildlife, bird (including Marbled Murrelet and Northern Goshawk), species at risk, and their habitat in the Project area, including as a result of habitat loss, alteration or fragmentation, habitat avoidance, direct and indirect mortality, changes in predator/prey relationships, changes to migration or movement patterns, destruction or disturbance to residences, and sensory disturbance (noise, vibration, lighting, visual changes)	<p>Potential Project effects to wildlife, birds (including Marbled Murrelet and Northern Goshawk), species at risk, and their habitat in the Project area, including as a result of habitat loss, alteration or fragmentation, habitat avoidance, direct and indirect mortality, changes in predator/prey relationships, changes to migration or movement patterns, destruction or disturbance to residences, and sensory disturbance (noise, vibration, lighting, visual changes) will be assessed as part of the proposed Wildlife VC using methodologies described in the final AIR and, as necessary, in the TISG. Nisga'a Treaty rights to specific wildlife species will be assessed as part of the Nisga'a Treaty effects assessment (e.g., Nisga'a Treaty Chapter 10, Sub-section 8e).</p>	<p>Indigenous groups have raised concerns with respect to potential Project effects to wildlife.</p> <p>Potential Project effects to wildlife, birds (including Marbled Murrelet and Northern Goshawk), species at risk, and their habitat in the Project area, including as a result of habitat loss, alteration or fragmentation, habitat avoidance, direct and indirect mortality, changes in predator/prey relationships, changes to migration or movement patterns, destruction or disturbance to residences, and sensory disturbance (noise, vibration, lighting, visual changes) will be assessed as part of the proposed Wildlife VC using methodologies described in the final AIR and, as necessary, in the TISG. Nisga'a Treaty rights to specific wildlife species will be assessed as part of the Nisga'a Treaty effects assessment (e.g., Nisga'a Treaty Chapter 10, Sub-section 8e).</p>	3.4, 5.3.3, 5.4

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
112. Impacts to location-based bird, fish, and wildlife spawning and migratory seasonality	Potential Project effects to location-based bird, fish, and wildlife spawning and migratory seasonality will be assessed as part of the proposed Wildlife VC using methodologies described in the final AIR and, as necessary, in the TISG. Nisga'a Treaty rights to specific wildlife species will be assessed as part of the Nisga'a Treaty effects assessment (e.g., Nisga'a Treaty Chapter 10, Sub-section 8e).	Some Indigenous groups have expressed concerns with respect to potential Project effects to location-based bird, fish, and wildlife spawning and migratory seasonality. Potential Project effects to location-based bird, fish, and wildlife spawning and migratory seasonality will be assessed as part of the proposed Wildlife VC using methodologies described in the final AIR and, as necessary, in the TISG. Nisga'a Treaty rights to specific wildlife species will be assessed as part of the Nisga'a Treaty effects assessment (e.g., Nisga'a Treaty Chapter 10, Sub-section 8e).	3.3.2, 3.3.3, 3.5, 3.5.4, 3.5.6, 5.3.3
113. Concern about road or rail infrastructure, increased capacity to existing linear transportation corridors, and increases in road or rail traffic that could result increased wildlife injury and mortality	Rail infrastructure is not a Project component. Potential Project effects related to increased use of Hwy 113 will be assessed as part of the assessment of Project effects on infrastructure and services as well as the subject of an Indigenous-led transportation study. Aspects of the transportation study will inform the EA-IA.	An Indigenous group raised concern about road infrastructure, increased capacity to existing linear transportation corridors, and increases in road traffic that could result increased wildlife injury and mortality. Potential Project effects related to increased use of Hwy 113 will be assessed as part of the assessment of Project effects on infrastructure and services as well as the subject of an Indigenous-led transportation study. Aspects of the transportation study will inform the EA-IA.	9.4.7, Appendix 7
114. Effects on federally and provincially listed aquatic species at risk and their habitats (e.g., Harbor Porpoise, Northern Resident Killer Whale and Northern Transient Killer Whales) from Project construction and operation	Potential Project effects of Project related marine infrastructure and shipping on federally and provincially listed aquatic species at risk and their habitats (e.g., harbor porpoise, northern resident killer whale and northern transient killer whale) due to Project construction and operation will be assessed as described in the methodologies in the final AIR and, as necessary, in the TISG for the proposed Marine Resources VC.	Indigenous groups have expressed concern with respect to potential Project effects federally and provincially listed aquatic species at risk and their habitats (e.g., Harbor Porpoise, Northern Resident Killer Whale and Northern Transient Killer Whales) from Project construction and operation. Potential Project effects of Project related marine infrastructure and shipping on federally and provincially listed aquatic species at risk and their habitats (e.g., harbor porpoise, northern resident killer whale and northern transient killer whale) due to Project construction and operation will be assessed as described in the methodologies in the final AIR and, as necessary, in the TISG for the proposed Marine Resources VC.	3.5, 3.5.6, 3.5.7, 5.3.3
Transboundary			
115. Consideration of the transboundary nature of carbon dioxide and methane emissions and climate change	Air quality is proposed as a VC. Potential for transboundary movement of Project emissions will be assessed using methodologies described in the final AIR and, as necessary, in the TISG.	Comment same as left.	3.5.1, 5.3.1.1, 6.3.4, 6.3.4.1

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
116. Implementation of air monitoring to determine the potential for transboundary air effects, mitigation mechanisms, and adherence to notification requirements as per the Canada-US Air Quality Agreement prior to Project decision	<p>Engagement with Alaska Department of Natural Resources (DNR) has occurred with respect to air quality and will continue to occur through the EA-IA. The Project has agreed to provide Site meteorological information to DNR if requested and an engagement with respect to the modelling of Project emissions is already confirmed with DNR once that task is undertaken. Baseline air quality within the Study area is considered unaltered by anthropogenic influences at the Site and in neighboring Alaska within the Study area boundary.</p> <p>If modelling of Project “worst case” emissions reveals potential “material” effects that may extend into Alaska, further engagement will be necessary with DNR and Canadian regulatory agencies to explore air monitoring and other potential necessary mitigations.</p> <p>Further, the BC OGC LNG Facility permit is expected to require an operational air monitoring program as a requirement of the LNG facility permit. The air emissions will also be subject to another BC OGC permit issued under their responsibilities for the EMA.</p>	Comment same as left.	3.5.1, 5.3.1.1, 6.3.4, 6.3.4.1
117. Consistent coordination of response planning between Canada, the United States Coast Guard and State and Tribal governments with jurisdiction over potentially affected waterbodies	This coordination will be part of Emergency Response planning. The Project will collaborate with the NLG, TC and potentially other organizations and coordinate with US Coast Guard on training exercises.	Comment same as left.	3.5.1, 5.3.1.1, 6.3.4, 6.3.4.1
Visual Environment			
118. Changes to visual environment from the operating facility (including light emissions) and from the natural gas transmission pipeline, thereby affecting local tourism revenue	Visual quality has not been identified as a proposed VC. The potential Project effects caused by necessary operational Project lighting is assessed under the proposed Marine Use VC using methodologies described in the final AIR and, as necessary, in the TISG.	<p>Some Indigenous groups have expressed a concern that potential Project effects to the visual environment from Project lighting.</p> <p>Visual quality has not been identified as a proposed VC. The potential Project effects caused by necessary operational Project lighting is assessed under the proposed Marine Use VC using methodologies described in the final AIR and, as necessary, in the TISG.</p>	3.3.3, 3.3.4, 3.5.6, 4.6.2, 5.3.4
Transportation (Land)			
119. Clarity on whether the Project has any rail related components	Use of railways is not a Project component.	Not applicable	Not applicable
120. Request that a traffic impact assessment be completed in consultation with government agencies and other interested parties	Potential Project effects that may result in an increase in highway traffic will be analyzed as part of a Highway 113 Transportation study completed in collaboration with Participating Indigenous Nations and assessed as part of the proposed Infrastructure and Services VC as described in the final AIR. In addition, a traffic impact assessment related to the use of Highway 113 may be completed in consultation with appropriate government agencies (e.g., MoTI) and, potentially, other interested parties as part of FEED.	<p>An Indigenous group has requested that the Project collaborate on traffic and transportation studies with respect to the Project’s use of Highway 113.</p> <p>Potential Project effects that may result in an increase in highway traffic will be analyzed as part of a Highway 113 Transportation study completed in collaboration with Participating Indigenous Nations and assessed as part of the proposed Infrastructure and Services VC as described in the final AIR. In addition, a traffic impact assessment related to the use of Highway 113 may be completed in consultation with appropriate government agencies (e.g., MoTI) and, potentially, other interested parties as part of FEED.</p>	9.4.7

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
Water Quality and Processes			
121. Impacts on water quality from in-stream, upland and onsite activities during construction, closure and decommissioning, such as disturbances associated with construction of the initial temporary pioneer dock and discharge of storm water	Potential Project effects on marine water quality from upland and onsite activities during construction of the initial temporary pioneer dock and potential treatment and discharge of stormwater, if required, and will be assessed in the proposed Marine Resources VC using methodologies as described in the final AIR and, as necessary, in the TISG.	Some Indigenous groups have expressed concerns with respect to potential Project effects to water quality. Potential Project effects on marine water quality from upland and onsite activities during construction of the initial temporary pioneer dock and potential treatment and discharge of stormwater, if required, and will be assessed in the proposed Marine Resources VC using methodologies as described in the final AIR and, as necessary, in the TISG.	3.5.5, 3.5.6, 5.3.2.1, 5.3.2.2, 5.3.3.3, 5.3.3.4
122. Long-term impacts associated with Project operations from deposition of airborne particulate matter generated, discharges related to natural gas pre-treatment, maintenance dredging, stormwater management, and domestic and sanitary waste discharges	Long term potential Project effects associated with Project operations from deposition of airborne particulate matter, stormwater management, and domestic and sanitary waste discharges will be addressed after a positive post-EA-IA decision as part of: (1) the BC OGC LNG facility permit and the associated BC OGC air emissions permit. (2) The management, treatment and discharge of sanitary sewage from the Project will be assessed using methodologies described in the proposed Marine Resource VC in the final AIR and, as necessary, in the TISG. Further, BC Ministry of Environment and Climate Change (ENV) requires that these types of discharges be extensively studied to inform a permit issued under the Municipal Waste Management regulation under BC EMA. Off-site Gas pre-treatment and dredging are not Project components.	Indigenous groups have expressed a concern that potential Project effects associated with Project operation from deposition of airborne particulate matter generated, discharges related to natural gas pre-treatment, maintenance dredging, stormwater management, and domestic and sanitary waste discharges could be “long term.” Long term potential Project effects associated with Project operations from deposition of airborne particulate matter, stormwater management, and domestic and sanitary waste discharges will be addressed after a positive post-EA-IA decision as part of: (1) the BC OGC LNG facility permit and the associated BC OGC air emissions permit. (2) The management, treatment and discharge of sanitary sewage from the Project will be assessed using methodologies described in the proposed Marine Resource VC in the final AIR and, as necessary in the TISG. Further, BC ENV requires that these types of discharges be extensively studied to inform a permit issued under the Municipal Waste Management regulation under BC EMA. Off-site gas pre-treatment and dredging are not Project components	5.3.1, 5.3.2, 5.3.3
123. Effects on water quality from accidents or malfunctions, particularly those associated with spills during natural gas transport and storage and/or condensate loading activities	TERMPOL or TERMPOL-like studies will be undertaken to fully assess potential Project effects on water quality from potential accidents or malfunctions during LNGC and NGL product carrier loading and transport activities during operations. Potential Project effects to marine water quality from the same activities will also be evaluated and assessed as described in the final AIR and, as necessary, in the TISG.	Indigenous groups have expressed a concern that there could be potential Project effects on water quality from accidents or malfunctions, particularly those associated with spills during natural gas transport and storage and/or condensate loading activities. TERMPOL or TERMPOL-like studies will be undertaken to fully assess potential Project effects on water quality from potential accidents or malfunctions during LNGC and NGL product carrier loading and transport activities during operations. Potential Project effects to marine water quality from the same activities will also be evaluated and assessed as described in the final AIR and, as necessary, in the TISG.	5.3.3, 5.3.5, Appendix 7
124. Effects of dredging on the marine environment, including the settling of sediments and its effects on habitats for marine species	Dredging is not a Project component.	Indigenous groups expressed concerns about Project dredging. Dredging is no longer a Project component.	Not applicable
125. Effects on water consumption by salmon, bears, birds and other wildlife	Potential sources and use of freshwater by the Project is under investigation as described in the DPD. Potential Project effects on the consumption by wildlife will be assessed in the proposed Wildlife VC using methodologies as described in the final AIR and, as necessary, in the TISG.	Indigenous groups expressed concerns with respect to potential Project effects on water consumption by salmon, bears, birds and other wildlife. Potential sources and use of freshwater by the Project is under investigation as described in the DPD. Potential Project effects on the consumption by wildlife will be assessed in the proposed Wildlife VC using methodologies as described in the final AIR and, as necessary, in the TISG.	2.11, 5.3.3

JSOIE Category	Proponent Response	Engagement Summary on JSOIE Issue with Indigenous Groups	DPD Section Reference
126. Impacts of water use, including water used for cooling and for upstream hydraulic fracturing	Potential sources of and use of freshwater by the Project is under investigation as described in the DPD. Project cooling requirements are described in DPD and will be further developed in FEED to inform the EA-IA. Upstream hydraulic fracturing water use is not a Project component.	Indigenous groups expressed concerns with respect to potential Project effects of Project water use, that water needed for cooling. Potential sources of and use of freshwater by the Project is under investigation as described in the DPD. Project cooling requirements are described in DPD and will be further developed in FEED to inform the EA-IA. Upstream hydraulic fracturing water use is not a Project component.	2.11, Table 2.14, 3.2.1, Table 3.9, 5.3.2.1, 5.3.3
127. Impacts from potential effluent discharges, brine from desalination units, hazardous discharges, and heated water into the marine environment	Potential Project effects from treated effluent discharges, brine from desalination units, any hazardous discharges (none anticipated), and heated water into the marine environment, if required/identified, will be assessed in the proposed Marine Resources VC using methodologies as described in the final AIR and, as necessary, in the TISG.	Indigenous groups have concerns with potential Project effects from the discharge of treated effluents, brine and any hazardous substances into Portland Canal. Potential Project effects from treated effluent discharges, brine from desalination units, any hazardous discharges (none anticipated), and heated water into the marine environment, if required/identified, will be assessed in the proposed Marine Resources VC using methodologies as described in the final AIR and, as necessary, in the TISG.	2.9, 3.3.3, 3.3.4, 3.5.5, 3.5.6, 5.3.3
Wetlands			
128. Effects to estuarine and critical staging and foraging habitat for wildlife, such as marsh, mud flats and sand flats	Potential Project effects to critical staging and foraging habitat for wildlife will be assessed in the proposed Wildlife VC with support from the proposed Vegetation and Wetlands VC using methodologies as described in the final AIR and, as necessary, in the TISG.	Indigenous groups have concerns with potential Project effects to estuarine and critical staging and foraging habitat for wildlife, such as marsh, mud flats and sand flats. Potential Project effects to critical staging and foraging habitat for wildlife will be assessed in the proposed Wildlife VC with support from the proposed Vegetation and Wetlands VC using methodologies as described in the final AIR and, as necessary, in the TISG.	3.2.1, 3.3.2, 3.5.3, 3.5.4, 5.3.3, 5.3.3.1, 5.4
129. Changes in local geomorphological processes which may initiate erosional processes and a further loss of habitat	Potential Project effects from geomorphological changes caused by the Project that may initiate erosional processes and a loss of habitat. This will be evaluated and assessed in the proposed Wildlife VC using methodologies as described in the final AIR and, as necessary, in the TISG.	Comment same as left.	5.3.2.1, 5.3.3
130. Effects on Indigenous peoples from the loss of culturally important wetland plants including medicine plants	Potential Project effects to the traditional use of culturally important plants by the Nisga'a at their Site will be assessed using methodologies as described in the final AIR and, as necessary, in the TISG for the Nisga'a Treaty rights Chapter 10, Sub-sections 8e and 8f assessment.	Some Indigenous groups have expressed concern that the Project has the potential to effect Indigenous peoples from the loss of culturally important wetland plants including medicine plants. Potential Project effects to the traditional use of culturally important plants by the Nisga'a at their Site will be assessed using methodologies as described in the proposed Vegetation and Wetlands VC using methodologies as described in the final AIR and, as necessary, in the TISG. for the Nisga'a Treaty rights Chapter 10, Sub-sections 8e and 8f assessment.	5.3.3, 5.3.3.1, 5.3.5.1