

July 28, 2016

**Electronic Delivery**

BC Environmental Assessment Office  
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**Attention: Sean Moore, Project Assessment Manager**

**Re: Response to Dodge Cove and EAO workshop summary regarding the Aurora LNG Project**

On January 28, 2016, the BC Environmental Assessment Office (“EAO”) posted a summary of the Community Tour and EAO Workshop that it held with Dodge Cove regarding the Aurora LNG Project (the “**Project**”) on December 7, 2015 (the “**Workshop Notes**”). Nexen Energy ULC, on behalf of the Aurora LNG joint venture (hereinafter “**Aurora LNG**”), was advised by the EAO that it could provide a response to the concerns that Dodge Cove outlined at that meeting as outlined in the Workshop Notes.

Aurora LNG has attached a Response Table as its response to the comments from Dodge Cove summarized in the Workshop Notes. As part of the Response Table, Aurora LNG has grouped the comments into functional categories in an effort to facilitate more useful and meaningful responses. The Response Table is intended to provide technical information in relation to the comments provided, including:

- references to relevant sections of the Application Information Requirements (“**AIR**”) and associated Environmental Assessment (“**EA**”) Certificate Application (yet to be submitted);
- references to other applicable government bodies, regulators and regulatory regimes; and
- other technical information and considerations that are relevant to the inquiries posed.

In addition to the technical responses provided in the Response Table, Aurora LNG reiterates its commitment to working with Dodge Cove and local communities on topics of concern. To this end, Aurora LNG notes it:

- appreciates the value that Dodge Cove places on its current use of Digby Island and the surrounding marine areas and recognizes that anxiety and stress can come from uncertainty associated with the Project;
- would be happy to further explore and discuss the concerns identified in the Workshop Notes (e.g. through ongoing meetings or a community workshop), as we are committed to looking for additional opportunities for the community to better understand the Project and its potential effects;
- is hoping to better understand Dodge Cove’s current uses of the areas in the vicinity of the Project to better inform the assessments contemplated as part of the EA Certificate Application;
- would appreciate input from Dodge Cove on potential follow-up and/or mitigation measures that could be considered as means of mitigating identified concerns; and

- is open to having further discussion with Dodge Cove regarding the measures and requirements identified in the Response Table that will be implemented and applied to the Project.

Aurora LNG has consistently demonstrated its commitment to work with key Stakeholders and Aboriginal groups as part of a comprehensive and transparent EA process, as well as a commitment to working with the residents of Dodge Cove as part of this process. Recently, as part of the EA process, Aurora LNG responded to all of the comments received from Dodge Cove residents during the public comment period for the draft AIR on November 23, 2015 and has not received any follow-up questions or requests for additional clarification related to these responses. We have encouraged residents of Dodge Cove to participate as part of the formal regulatory process so that their perspectives may be considered and addressed as part of this review.

In addition to the ongoing regulatory process, we have engaged extensively with residents of Dodge Cove to provide them with updates on our ongoing investigative work on Digby Island, the progress of the EA, and have provided multiple opportunities for Dodge Cove to raise concerns and receive responses to those concerns.

Following the initial meeting with community members in Dodge Cove on November 7, 2014, Aurora LNG has worked to maintain an on-going dialogue with residents of Dodge Cove. This dialogue and information exchange has included a briefing for the Dodge Cove Board of Trustees, weekly update telephone calls with appointed representatives, a helicopter tour of our proposed site, several open houses (both EAO hosted and Aurora LNG hosted open houses), and responses to several individual inquiries. A brief synopsis of Aurora LNG's engagement follows:

- Jan 13, 2015: Representatives of Aurora LNG met with Dodge Cove Board of Trustees at Dodge Cove to provide project updates.
- Feb 17, 2015: Representatives of Aurora LNG met again with representative of Dodge Cove Board of Trustees in Dodge Cove to provide project updates and to preview topics to be discussion at the Community Open House.
- Feb 18, 2015: Hosted Community Open House in Prince Rupert that was attended by residents of Dodge Cove. Provided feedback forms for all participants to provide comments and concerns back to Aurora LNG.
- April – June 2015: Responded to six inquiries and requests for information sent to Aurora LNG by residents of Dodge Cove.
- Apr 10, 2015: Responded to complaint from residents of Dodge Cove alleging extensive Aurora LNG helicopter traffic.
- Jun 12, 2015: Representatives of Aurora LNG had follow up conversation with residents of Dodge Cove on status of helicopter traffic. Residents of Dodge Cove indicated that helicopter traffic has noticeably improved around the Dodge Cove area, and that pilots are being more respectful of air space.
- Aug 25, 2015: Provided helicopter tour of proposed Digby Island project site to two residents of Dodge Cove that had requested supplementary information on the project.
- Aug 25, 2015: Representatives of Aurora LNG met again with representatives of Dodge Cove in Dodge Cove to provide the latest project update.
- Oct 21, 2015: Made formal offer to Dodge Cove residents to host comprehensive workshop on proposed Aurora LNG facility. Request was declined by residents of Dodge Cove.
- Nov 9, 2015: Established weekly phone update with residents of Dodge Cove. Provided notification to Dodge Cove residents of pending archeology impact assessment field work to be undertaken on Digby Island that month.
- Nov 16, 2015: Representatives of Aurora LNG provided telephone update on status of ongoing field work at Digby Island project site.

- Nov 23, 2015: Provided notification to residents of Dodge Cove that a meteorological tower required for investigative work is to be installed at Casey Cove that week. Provided further updates on status of field work and notification of early December open houses to be hosted by Aurora LNG in both Prince Rupert and Port Edward.
- Dec 2/3, 2015: Held community open houses in Prince Rupert and Port Edward, respectively. Several members of Dodge Cove attended the open house in Prince Rupert.
- Jan 20, 2016: Representatives of Aurora LNG met with representatives of Dodge Cove to provide a project update and discuss the potential of having Dodge Cove participate in a regional synergy group that Aurora LNG was looking into establishing to work through concerns identified by the Prince Rupert Harbour communities.
- Feb 12, 2016: Aurora LNG and Dodge Cove discussed the potential of having Dodge Cove residents attend a meeting (and field visit) to Buddha Hill (Mount Comblain) and Wahl Lake to help Aurora LNG better understand input on the recreational use of this area. Dodge Cove later (on February 29, 2016) declined this invitation.
- Feb 12, 2016: Aurora LNG provided Dodge Cove with notification of upcoming investigative work (that was being conducted pursuant to the Investigative Use Licence granted on November 19, 2015) that was planned on Digby Island.
- Feb 22, 2016: Aurora LNG followed-up on a request from Dodge Cove and provided information and results related to field work and studies that had been conducted by Aurora LNG (related to bird nests, the marine sample locations and water test sampling results).
- Nov 2015 - Ongoing: Weekly update phone call with residents of Dodge Cove to exchange project information.

Aurora LNG has and will continue to work on creating opportunities for Dodge Cove to participate in the regulatory processes related to the Project. To this end, Aurora LNG will continue to advance its dialogue with Dodge Cove, through established channels such as the weekly update telephone calls. Aurora LNG also notes that it has recently offered to hold a comprehensive project overview workshop to Dodge Cove residents to provide them with additional details regarding the Project. Aurora LNG is also hopeful that Dodge Cove will participate in the regional synergy group that Aurora LNG is currently working on establishing. Both offers remain open if Dodge Cove decides at a later date that they would like to participate in either initiative. We remain committed to working with Dodge Cove residents to address any questions they may have about the proposed Project, keep them informed of our activities as the Project progresses and respond to issues or concerns they may identify.

Sincerely,



Darcy Janko  
Manager – Regulatory Affairs, LNG  
Nexen Energy ULC

Enclosure

CC: Alli Morrison, EAO  
Kristen Dieter, Nexen Energy ULC  
Jason Gouw, Nexen Energy ULC  
Scott Wagner, Nexen Energy ULC

Topic	Comments From Dodge Cove	Aurora LNG Response
#1  Project Component Location/ Siting	<ul style="list-style-type: none"><li>• The siting of the materials offloading facility (MOF) and laydown area in Casey Cove was noted as being of critical concern for residents due to the importance of the site.</li><li>• The siting of the work camp and access road in close proximity to Dodge Cove was of primary importance and deep concern to Dodge Cove residents.</li><li>• The siting of the LNG berths directly in the region’s primary shipping, ferry and general vessel traffic route is of critical safety concern.</li><li>• Health and safety of residents in light of a potential accident or malfunction (particularly in an earthquake-prone environment) and in consideration of global standards or best practices for siting and operation of LNG facilities and marine transport (i.e. SIGTTO, Sandia report)</li><li>• The docking structure proposed for the LNG tankers lies over rock piles and mudflats and does not meet international standards</li><li>• Docking jetty is in line to severe storm winds and currents in a narrow channel at the entrance to the Prince Rupert Harbour</li></ul>	<p>Aurora LNG is committed to the safe design and operation of its facility and associated infrastructure. Aurora LNG will continue to work with the EAO and other regulators, including the Oil and Gas Commission (OGC), Prince Rupert Port Authority (PRPA) and Transport Canada, as well as local communities to address relevant siting considerations and implement robust safety and emergency response plans during the construction, operation and decommissioning phases of the Project.</p> <p>As identified in the AIR, the EA Certificate Application will include the following sections related to the comments provided:</p> <ul style="list-style-type: none"><li>• Section 1.2 will include a description of the main features of the LNG facility and an overview of mitigation measures incorporated into project planning related to site selection and engineering design features.</li><li>• Section 9 will address the potential effects of accidents and malfunctions, and will consider Project siting and safety considerations.</li><li>• Section 10 will address the potential effects of natural events (e.g. extreme weather, seismic events and tsunamis) on the Project, and will consider Project siting and safety considerations.</li><li>• Mitigation measures and follow-up and monitoring programs will be proposed in the EA Certificate Application based on the outcomes of the assessments completed.</li></ul> <p>In addition to the requirements of the EA process, Aurora LNG will comply with siting requirements and related safety considerations administered by other relevant project regulators, including the OGC, PRPA and Transport Canada.</p> <p>The Project will be developed in compliance with applicable legislation, industry standards and guidelines. Under the <i>Oil and Gas Activities Act</i> and associated <i>Liquefied Natural Gas Facility Regulation</i>, the Project will be required to obtain a LNG Facility Permit. As part of the process of obtaining a LNG Facility Permit, Aurora LNG will, among other things, be required to design its facility in accordance with the applicable siting requirements and meet the engineering and design requirements contained in Canadian Standards Association CSA Z276 (Liquefied natural gas (LNG) - Production, storage, and handling) or complete a qualitative risk assessment to support any deviations. As part of the facility permitting process, Aurora LNG will be required to complete a number of studies, which generally include Design and Safety studies related to siting, a preliminary Hazard Identification study and Seismic, Geotechnical and Tsunami Hazard studies.</p> <p>In addition to the LNG Facility Permit requirements, siting requirements may also be developed as part of Aurora LNG’s engagement with the PRPA, which is responsible for vessel and harbor traffic management, and Transport Canada, as part of the voluntary TERMPOL process that Aurora LNG intends to participate in, which provides a technical review of marine terminal system and transshipment sites.</p> <p>With respect to the application of guidance from the Society of International Gas Tanker and Terminal Operators (SIGTTO) and the Sandia report, Aurora LNG notes that it has and will continue to consider guidance from SIGTTO, including the Site Selection and Design Guidelines for LNG Ports and Jetties (SIGTTO 2000), and the Sandia Report entitled Guidance on Risk Analysis and Safety Implications of a Large Liquefied Natural Gas (LNG) Spill Over Water (Sandia 2004) as part of facility design, construction and operations. Aurora LNG refers to its technical assessment of the contents and applicability of these documents as provided in the Public Comment Tracking Table (posted 2015/11/23). For the reasons cited in this analysis, Aurora LNG is of the view that, while not currently legally enforced, its current facility component siting is consistent with the recommendations provided by SIGTTO and in the Sandia Report. Nonetheless, Aurora LNG understands that this is an important issue to Dodge Cove and on that basis is open to further discussion with Dodge Cove on this topic.</p> <p>Aurora LNG notes that it is currently in the process of investigating potential siting configurations with the goal of optimizing the proposed Project’s site layout. As part of this process, Aurora LNG is open to considering possibilities such as relocating the camp and road further away from the community of Dodge Cove and incorporating mechanisms to provide safe access for pedestrian traffic from Dodge Cove across the planned access road. However, Aurora LNG’s ability to effectively implement these siting features to a large degree depends on receiving specific input from Dodge Cove.</p> <p>With respect to the materials offloading facility (MOF), the current location of the MOF has been determined based on a number of considerations, including proximity to the proposed Project site, its protected location and availability of fee simple lands. Utilizing the proposed MOF site would involve redevelopment of a site that was historically used for industrial activities.</p>
#2  Marine Navigation & Shipping Safety	<ul style="list-style-type: none"><li>• The siting of the LNG berths directly in the region’s primary shipping, ferry and general vessel traffic route is of critical safety concern.</li><li>• Pollution from LNG tankers from the fuel, bilge or in the event of a collision, the oil spills</li><li>• What safeguards are in place in event of a collision of grounding?</li></ul>	<p>Aurora LNG has made safety a priority and takes the safety of its employees, contractors and the public extremely seriously. Aurora LNG will continue to work with the EAO and other regulators, including the PRPA, Transport Canada, the Pacific Pilotage Authority (PPA) and the British Columbia Coast Pilots (BCCP), as well as local communities, so that all relevant shipping safety considerations are identified and addressed and that robust safety and emergency response plans are in place for the safe operation of vessels associated with the LNG facility.</p> <p>As identified in the AIR, the EA Certificate Application will include the following sections related to the comments provided:</p> <ul style="list-style-type: none"><li>• Section 6.5 will assess potential effects (and proposed mitigation measures) of the Project on marine traffic and navigation.</li></ul>

Topic	Comments From Dodge Cove	Aurora LNG Response
	<ul style="list-style-type: none"><li>• What safeguards are in place for docking, fueling the LNG into tankers and the departure of these vessels in the event of storms?</li><li>• Some homes rely on boat transportation not accessible on low tides</li></ul>	<ul style="list-style-type: none"><li>• Section 9 will assess the potential effects of accidents and malfunctions (e.g. grounding of marine vessels, collisions of marine vessels with another vessel, releases from LNG carriers) related to the proposed Project. This section will describe the potential event and methods for assessing the potential risk, provide an assessment of the likelihood and probability of the event occurring, detail any measures proposed to reduce the likelihood of occurrence, provide an assessment of potential effects and/or consequences, and describe any emergency response measures proposed to mitigate the effects and/or consequences.</li><li>• Section 10 will assess the potential effects of natural events (e.g. extreme weather) on the Project, and will consider relevant safety measures.</li><li>• Mitigation measures and follow-up and monitoring programs will be proposed in the EA Certificate Application based on the outcomes of the assessments completed.</li></ul> <p>In addition to the requirements of the EA process, Aurora LNG will be subject to the related safety considerations and requirements administered by relevant project regulators, including the PRPA, Transport Canada and the PPA. As part of the relevant regulatory processes, comprehensive operational procedures will be developed to ensure safe operations of the LNG facility and marine terminal.</p> <p>Vessel and harbor traffic will be managed by the PRPA. Aurora LNG has and will continue to engage with the PRPA throughout the planning stages, with vessel and harbor traffic being one of the main topics of discussion, including joint participation in vessel/navigation simulations. Aurora LNG will work with the PRPA to ensure that all vessel and harbor safety requirements are understood and met.</p> <p>The PRPA is currently completing several marine safety enhancement projects to have industry leading marine safety and security practices in place to accommodate the growth being contemplated in its jurisdiction. In collaboration with the Canadian Coast Guard, the PRPA recently installed a navigation aid (with advanced technology capabilities) at the mouth of the Fairview Channel. These groups are also working together to install a shore-based radar system, which is expected to be operational in July 2016, that will provide shore based radar coverage extending to the northeast of Haida Gwaii and as far north as the Alaskan border.</p> <p>In addition, LNG will be transported from the Aurora LNG facility utilizing double-hulled ships, with primary and secondary containment systems, designed to prevent leakage or rupture in a collision or grounding. The carriers will transit though Chatham Sound and Brown Passage within designated shipping zones, and escort and berthing tugs will support safe passage of the LNG carriers. Operation of the vessels will be in accordance with the <i>Canada Shipping Act</i> and relevant practices and procedures established by the PRPA. The marine terminal and channel approach will have navigation aids that conform to standards under the <i>Canada Shipping Act</i>.</p> <p>Marine transport of LNG by large vessels has a long record of safe operations. Since the first commercial LNG cargo shipped over 50 years ago there have been no incidents resulting in a loss of containment of LNG. This can be attributed to the robust design and construction of LNG vessels, comprehensive operational procedures, effective industry standards and regulatory oversight.</p> <p>Even with the historical track record for LNG carriers, determining the potential impact on public safety in the event of a collision, grounding or spill is important so we can plan accordingly. To this end, Aurora LNG also intends to participate in the voluntary Transport Canada TERMPOL process, which is intended to provide a technical review of marine terminal system and transshipment sites. The TERMPOL process will include a comprehensive risk assessment to enable safety of vessel transits from the terminal to open ocean, the development of recommendations to improve safety and minimize risk and the development of detailed safety procedures and emergency response plans.</p>
#3  Accidents & Malfunctions	<ul style="list-style-type: none"><li>• Health and safety of residents in light of a potential accident or malfunction (particularly in an earthquake-prone environment) and in consideration of global standards or best practices for siting and operation of LNG facilities and marine transport (i.e. SIGTTO, Sandia report)</li><li>• Flare stacks and flat dish style flares pose a hazard to humans and local or migrating wildlife, in the air or on the ground - what safeguards are in place to prevent any contact by wildlife with the flaring?</li><li>• Docking jetty is in line to severe storm winds and currents in a narrow channel at the entrance to the Prince Rupert Harbour</li></ul>	<p>Aurora LNG has made safety first a priority and takes the safety of its employees, contractors and the public extremely seriously. Aurora LNG is committed to the safe design and operation of its facility and associated infrastructure. Aurora LNG will continue to work with the EAO and other regulators, including the OGC, PRPA and Transport Canada, as well as local communities, to address relevant siting considerations and implement robust safety and emergency response plans during the construction, operation and decommissioning phases of the Project.</p> <p>As identified in the AIR, the EA Certificate Application will include the following sections related to the comments provided:</p> <ul style="list-style-type: none"><li>• Section 4.7 will assess the estimated change in wildlife mortality risk due to interactions with Project activities and infrastructure (e.g. flaring events).</li><li>• Section 9 will assess the potential effects of accidents and malfunctions (e.g. grounding of marine vessels, collisions of marine vessels with another vessel, releases from LNG carriers), and will consider relevant safety measures.</li><li>• Section 10 will assess the potential effects of natural events (e.g. extreme weather, seismic events and tsunamis) on the Project, and will consider relevant safety measures.</li><li>• Mitigation measures and follow-up and monitoring programs will be proposed in the EA Certificate Application based on the outcomes of the assessments completed.</li></ul> <p>In addition to the requirements of the EA process, Aurora LNG will comply with siting requirements and related emergency and safety considerations administered</p>

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	<ul style="list-style-type: none"><li>• What safeguards are in place in event of a collision of grounding?</li><li>• What safeguards are in place for docking, fueling the LNG into tankers and the departure of these vessels in the event of storms?</li><li>• Has the company put forward a bond in case its activities affect the water or air quality or general safety of our community in the case of a disaster?</li><li>• In the event of a catastrophe, our community is the first to be affected, but are we the first to be warned - where could we go - it's an island!</li></ul>	<p>by other relevant project regulators, including the OGC, PRPA and Transport Canada. As part of the relevant regulatory processes, comprehensive operational procedures will be developed to facilitate safe operations of the LNG facility and marine terminal.</p> <p>The Project will be developed in compliance with applicable legislation, industry standards and guidelines. Under the <i>Oil and Gas Activities Act</i> and associated <i>Liquefied Natural Gas Facility Regulation</i>, the Project will be required to obtain a LNG Facility Permit and meet the engineering and design requirements contained in Canadian Standards Association CSA Z276 (Liquefied natural gas (LNG) - Production, storage, and handling) or complete a qualitative risk assessment to support any deviations. As part of the facility permitting process, Aurora LNG will be required to complete a number of studies, which generally include Design and Safety studies related to siting, a preliminary Hazard Identification study and Seismic, Geotechnical and Tsunami Hazard studies.</p> <p>Aurora LNG also intends to participate in the voluntary Transport Canada TERMPOL process, which is intended to provide a technical review of marine terminal system and transshipment sites. The TERMPOL process will include a comprehensive risk assessment to ensure safety of vessel transits from the terminal to open ocean, the development of recommendations to improve safety and minimize risk and the development of detailed safety procedures and emergency response plans.</p> <p>Safety and environmental responsibility are core values of Aurora LNG and we are committed to minimizing any potential environmental impact. Aurora LNG will implement appropriate emergency response plans and procedures that address the safety of our personnel, the environment and residents of the communities in which we operate. Aurora LNG is not aware of any current legal or regulatory requirements to post a bond (or other form of security) for potential environmental events and confirms that it will comply with all legal and regulatory requirements related to environmental protection and emergency response planning.</p> <p>With respect to flaring, Aurora LNG notes that gas flaring is not expected to occur during normal operating procedures, and is only expected to occur on an occasional basis during upset and emergency conditions, or during controlled events such as startup, shutdown, venting and purging. Appropriate safety measures will be designed and implemented (as part of the project planning phase) so that flaring is done in a safe manner.</p>
#4  Acoustic Environment (Noise)	<ul style="list-style-type: none"><li>• Increased noise</li><li>• The continuous sight and sound of low flying helicopter traffic, when weather allows - has a considerable stressful impact on people and wildlife</li><li>• A 'connecting' road now proposed for the Aurora project would run directly behind our homes, disturbing our quality of life during its construction with traffic noise of trucks and equipment - and cut off our access to our recreational areas such as Wahl Lake and overland trails to beaches</li><li>• Noise from this plant during its construction, then in operation would be considerable - what are the known effects on humans and other animals short and long term of an LNG plant running 24/7 and the generators that power it? (the Port and train traffic is already extremely loud as loading and unloading sounds echo off Mt. Hays at all hours)</li><li>• Increased noise underwater has effects on sea mammals and fish</li></ul>	<p>Aurora LNG is committed to making all reasonable efforts to minimize noise related concerns. Aurora LNG will continue to work with the EAO and other regulators, including the OGC, as well as local communities, to ensure all relevant acoustic environment and noise considerations are addressed to the extent possible and appropriate plans are in place during the construction, operation and decommissioning phases of the Project.</p> <p>As identified in the AIR, the EA Certificate Application will include the following sections related to the comments provided:</p> <ul style="list-style-type: none"><li>• Section 4.4 will address potential effects on the acoustic environment (i.e. noise) associated with the Project, including an assessment of the overall sound levels and low frequency noise levels associated with project construction and operations, as well as vibration during construction. The assessment will estimate the projects anticipated contribution to existing background noise levels, which would include existing and foreseeable activities from the Prince Rupert Port.</li><li>• Sections 4.9 and 4.10 will address the potential effects of noise associated with in-water construction and operation activities (i.e. shipping) on marine fish and marine mammals. In preparation for the EA Certificate Application, Aurora LNG has conducted numerous surveys to better understand the marine fish and mammal species present in the local assessment area and will use an underwater noise model to predict the underwater sound levels generated by project activities.</li><li>• Mitigation measures and follow-up and monitoring programs will be proposed in the EA Certificate Application based on the outcomes of the assessments completed.</li></ul> <p>In addition to the requirements of the EA process, the LNG facility's noise contribution during operation must meet the permissible sound level defined by the OGC. The permissible sound level accounts for variables such as population density, proximity to heavily travelled roads, etc., and is meant to be representative of the average background sound level. Where mitigations measures are implemented they will be developed in accordance with the OGC's <i>British Columbia Noise Control Best Practices Guideline</i>.</p> <p>Aurora LNG notes that Prince Rupert is an active harbor, and existing waterfront activities (e.g. Prince Rupert Ferry Terminal, Ridley Terminal) are situated as close as 2 km from the Dodge Cove community; while it is anticipated that the MOF will be situated closer than 2 km, the majority of the project components associated with the liquefaction facility and marine terminal will be farther than 2 km from the community. In addition, Aurora LNG is considering the use of noise management technology and topography and natural/vegetative barriers (which will be incorporated into the final design of the Project) to reduce changes to background noise levels.</p> <p>With respect to concerns regarding helicopter traffic, the use of helicopters by Aurora LNG is required for the environmental assessment being conducted for the Project and the ongoing site evaluation work on Digby Island. Aurora LNG notes that in April 2015 it promptly responded when this concern was first communicated by Dodge Cove by re-routing the helicopter flight path (to minimize the helicopter disturbance to Dodge Cove). In addition, Aurora LNG notes that all Skeena River Helicopters include GPS trackers that provide the ability to monitor the flight path of the helicopters being used in association with the Project,</p>

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		including adherence to the flight path modifications made as a result of the concerns identified by Dodge Cove.
#5  Visual Quality	<ul style="list-style-type: none"><li>• Loss or degradation of current land/marine uses (i.e. recreational trails and viewpoints in and surrounding the project site; marine and land access to beaches, fishing spots, plant harvesting for food and medicinal purposes, hunting, and Wahl Lake)</li><li>• Degraded visual quality (from highly-valued land and marine sites around the project site)</li><li>• The size of the project has grown, the development is no longer "the southern tip" of Digby Island, it now surrounds our community and intrudes into areas we use for viewpoints, recreation and food gathering</li><li>• Light pollution from an operation running 24/7 would be an ugly disturbance to the natural light of our community</li><li>• There are heritage landmarks that people hike to, trails all over the island which development would have a direct impact on for their visual quality</li><li>• Residents have many favorite trails they frequent throughout the year, some sites offering clear unobstructed views over the island and bays</li></ul>	<p>Aurora LNG is committed to addressing concerns regarding potential effects on visual quality. Aurora LNG will continue to work with the EAO and other regulators, including the OGC, as well as local communities, to ensure relevant visual quality and viewpoint related considerations are addressed to the extent possible and appropriate plans are in place during the construction, operation and decommissioning phases of the Project.</p> <p>As identified in the AIR, the EA Certificate Application will include the following sections related to the comments provided:</p> <ul style="list-style-type: none"><li>• Section 6.2 will evaluate the predicted change in landscape character experienced from important viewpoints near the LNG facility. The EA Certificate Application will consider predicted changes in visibility, existing visual condition and the attainment of visual quality objectives (where they exist), and discuss anticipated changes in nighttime lighting conditions adjacent to the LNG facility.</li><li>• Mitigation measures and follow-up and monitoring programs will be proposed in the EA Certificate Application based on the outcomes of the assessments completed.</li></ul> <p>Buddha Hill (Mount Comblain) has been identified as a viewpoint of concern by Dodge Cove residents. As a result, Aurora LNG plans to collect baseline information and assess the predicted change in landscape character experienced from this viewpoint in the EA Certificate Application. Aurora LNG and Dodge Cove have discussed the potential of having Dodge Cove residents participate in a field visit to Buddha Hill and Wahl Lake to help Aurora LNG better understand input on recreational use of this area.</p> <p>In addition to the requirements of the EA process, the facility’s light contribution during operation must meet the light control requirements defined by the OGC. As part of the regulatory process, Aurora LNG will take reasonable steps to minimize light emissions to surrounding areas, without compromising the safety of workers or the facility’s safe operation. This may include the mitigation measures such as: not using unnecessary lighting, avoiding using unnecessarily bright lights, using automated sensors (that shut down lighting in areas of no activity, where it is safe to do so), and, re-angling, shading or screening of lighting.</p> <p>The facility will need to be very well illuminated at night, as is required for large industrial sites, to ensure safe construction and operation. However, in addition to the potential for mitigation measures to be developed (as identified above), it is currently anticipated that terrain and vegetation will obstruct, to some degree, the facility or marine terminal light from certain viewpoints. Aurora LNG will be preparing a before and after night time rendering to help local communities and Aboriginal groups visualize the potential change in nighttime lighting conditions.</p>
#6  Air Quality	<ul style="list-style-type: none"><li>• Reduced air quality</li><li>• Initial construction will impact our air quality from vehicle emissions and particulate matter in the air, water and soil</li><li>• The LNG plant is directly downwind of our community, add the prevailing winds being southerly, southwest and south east, pollutants will blow over us and the rest of the island as well</li><li>• LNG emissions combined with heavy precipitation could contaminate water collected for near organic vegetable gardens and drinking water from rain collection barrels</li><li>• With more and more concern regarding greenhouse gas emissions contributing to climate change, what are and who will monitor the emissions from this LNG proposal?</li><li>• What are the allowable limits to the numerous emissions and chemicals and how do they affect us in the short term and long term and who monitors them?</li></ul>	<p>Aurora LNG is committed to developing this Project in a sustainable and environmentally responsible manner. Aurora LNG will continue to work with the EAO and other regulators, including the OGC, the BC Ministry of the Environment (BC MOE) and Environment Canada, as well as local communities, including Dodge Cove, and relevant Aboriginal groups, to ensure all relevant air quality considerations are addressed to the extent possible and appropriate plans are in place during the construction, operation and decommissioning phases.</p> <p>As identified in the AIR, the EA Certificate Application will include the following sections related to the comments provided:</p> <ul style="list-style-type: none"><li>• Section 4.2 will provide a quantitative assessment of emissions anticipated during the construction, operation and decommissioning of the LNG facility, including vessels at berth for loading. The air quality assessment will focus on criteria air contaminants (CACs), namely nitrogen dioxide (NO2), carbon monoxide (CO), particulate matter (PM10 and PM2.5), sulphur dioxide (SO2), hydrogen sulphide (H2S), and total volatile organic compounds (VOCs). The assessment will consider potential Project effects on existing ambient air quality within the nearby Dodge Cove Improvement District (including any appropriate proposed mitigation measures), and will reference applicable Canada and BC ambient air quality objectives. In addition, the air quality assessment will also address cumulative effects, taking into account the emissions from approved and reasonably foreseeable projects.</li><li>• Section 4.3 will provide an assessment of potential effects associated with the release of greenhouse gases (GHGs) associated with construction, operation and decommissioning of the LNG facility. This will include an estimate of carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O) emitted during Project construction (in tonnes) and operations (in tonnes/year).</li><li>• Section 4.5 (water quality) will incorporate the results from the air quality modelling into the assessment of the potential for acidification and/or eutrophication of surface water, vegetation and wetland resources. The Dodge Cove Community Watershed is included as a water quality receptor.</li><li>• Mitigation measures and follow-up and monitoring programs will be proposed in the EA Certificate Application based on the outcomes of the assessments completed.</li></ul> <p>In addition to the requirements of the EA process, a waste discharge permit will be required from the BC MOE to authorize the emission of CACs as part of the</p>

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	<ul style="list-style-type: none"><li>Actual names and quantities of emissions and pollutants have not been given</li></ul>	<p>Project. Conditions of the permit will include monitoring and reporting requirements to the BC MOE. The reporting of GHG emissions will also be required, where the Project exceeds Canadian or BC emission thresholds.</p> <p>With respect to CAC thresholds, relevant regulatory agencies use a variety of ambient air quality objectives developed at the national and provincial level to inform decisions on the management of CACs. Air quality objectives are limits on the acceptable presence of contaminants in the atmosphere, established by government agencies to protect human health and the environment.</p>
#7  Fresh (Surface/ Drinking) Water	<ul style="list-style-type: none"><li>Degraded water quality (including their drinking water obtained from surface collection)</li><li>The dumping of 'organic soils' along the riparian zone of Delusion Bay would destroy huge areas habitat and disturb and muddy the waters needed for local animals, migrating birds and fish</li><li>Unknown impact on the water quality of our water system and ground water flow from rock blasting followed by the construction of buildings and roads so close to our community</li><li>Disturbance and alteration to the lakes and ponds of a fragile wetland all over Digby Island including Wahl Lake and our water system</li><li>What chemicals are used and discharged into both fresh and salt water? Who monitors these emissions and what safeguards are in place?</li><li>If acidification occurs in the ground water, what safeguards are in place for fragile plants and vulnerable amphibians at all stages of development?</li><li>LNG emissions combined with heavy precipitation could contaminate water collected for near organic vegetable gardens and drinking water from rain collection barrels</li></ul>	<p>Aurora LNG recognizes the importance of watersheds and freshwater quality. Aurora LNG will continue to work with the EAO and other regulators, including the OGC, BC MOE, Department of Fisheries and Oceans (DFO) and Environment Canada, as well as local communities, to address relevant surface and drinking water quality considerations to the extent possible and implement appropriate management plans during the construction, operation and decommissioning phases.</p> <p>As identified in the AIR, the EA Certificate Application will include the following sections related to the comments provided:</p> <ul style="list-style-type: none"><li>Section 4.5 will address the potential surface water effects associated with the construction, operation and decommissioning of the Project, including site preparation actives (which may include blasting). The assessment will focus on potential effects on freshwater and changes to freshwater quality from soil erosion or soil transport resulting from the Project. In preparation for the assessment, the drainage basins on Digby Island have been delineated using high resolution topographic imagery. These basins, which include the Dodge Cove community watershed, will be assessed for potential effects prior to final site design and layout. As such, baseline water quality sampling of the community watershed is planned to assist with the assessment of potential effects and to provide a foundation from which to investigate mitigation options if potential impacts are identified.</li><li>Results of air quality modelling (anticipated sulphur dioxide and nitrogen oxides emissions) completed as part of Section 4.2 will be incorporated into the assessment of the potential effects of acidification and/or eutrophication on surface water, vegetation and wetland resources.</li><li>Section 4.7 will incorporate the results from the water quality assessment as part of the assessment of potential effects to wildlife species including migratory birds, small mammals and amphibians.</li><li>Section 8 will describe the potential health risks from chemical exposure related to air inhalation, drinking water and consumption of locally harvested foods.</li><li>Mitigation measures and follow-up and monitoring programs will be proposed in the EA Certificate Application based on the outcomes of the assessments completed.</li></ul> <p>With respect to freshwater discharges, Aurora LNG notes that there are currently no expected discharges from the Project into freshwater systems, as it is anticipated that discharges (e.g. storm water runoff) will occur into the marine environment.</p> <p>Aurora LNG is currently in the process of developing a water management plan that will be completed prior to construction and operation of the LNG facility. To the extent that there is any discharge into freshwater (which is not currently anticipated), Aurora LNG would be required to obtain an appropriate waste discharge permit for the discharge of any wastewater under the <i>Environmental Management Act</i>. Aurora LNG notes that any required waste discharge permits would include conditions for monitoring and reporting of data to the BC MOE.</p> <p>With respect to the storage of salvaged organic soils and overburden, Aurora LNG is examining mechanisms and design choices (as part of the ongoing site layout optimization processes) that could maintain the ecological functions of the area, particularly Delusion Bay. For example, Aurora LNG is considering options for siting configurations that do not alter the main drainages into Delusion Bay.</p>
#8  Marine Water Quality	<ul style="list-style-type: none"><li>The dumping of 'organic soils' along the riparian zone of Delusion Bay would destroy huge areas habitat and disturb and muddy the waters needed for local animals, migrating birds and fish</li><li>Disturbance and alteration to drainage into the Delusion Bay, water quality affecting both nesting and migrating waterfowl and salmon</li><li>Disturbance and alteration to water quality and temperature of ocean and eel grass beds in water coming from the plant with yet unknown discharge</li><li>Disturbance and alteration to Casey Cove</li></ul>	<p>Aurora LNG recognizes the importance of marine water quality. Aurora LNG will continue to work with the EAO and other regulators, including the BC MOE, DFO and Environment Canada, as well as local communities, to address relevant marine water quality considerations and implement appropriate management plans during the construction, operation and decommissioning phases.</p> <p>As identified in the AIR, the EA Certificate Application will include the following sections related to the comments provided:</p> <ul style="list-style-type: none"><li>Section 4.5 will assess potential effects from construction, operation and decommissioning of the proposed Project on the marine environment. The assessment will consider potential changes in physical and chemical composition of the marine environment.</li><li>Sections 4.9 and 4.10 will incorporate results of the marine water quality assessment into the assessment of potential effects to other aspects of the marine environment (i.e. to marine fish and fish habitat, and marine wildlife) resulting from construction and operation of the facility and its components (e.g. the marine terminal and MOF in Casey Cove).</li><li>Mitigation measures and follow-up and monitoring programs will be proposed in the EA Certificate Application based on the outcomes of the assessments</li></ul>

Topic	Comments From Dodge Cove	Aurora LNG Response
	<p>shoreline, waters and habitat</p> <ul style="list-style-type: none"><li>• What chemicals are used and discharged into both fresh and salt water? Who monitors these emissions and what safeguards are in place?</li><li>• How are temperature changes from discharge monitored?</li><li>• What are the effects of discharge into the ocean?</li><li>• Pollution from LNG tankers from the fuel, bilge or in the event of a collision, the oil spills</li></ul>	<p>completed.</p> <p>With respect to potential discharges into the marine environment (e.g. storm water runoff), Aurora LNG will obtain a waste discharge permit for the discharge of any wastewater under the <i>Environmental Management Act</i>. Waste discharge permits include conditions for monitoring and reporting of data to the BC MOE. Any discharge into the ocean will be tested to confirm it meets regulatory requirements, which are designed to minimize potential effects to the marine environment.</p> <p>Aurora LNG is currently in the process of developing a water management plan which will be completed prior to construction and operation of the LNG facility. Additional details related to discharges to the marine environment will be provided during the permitting phase, when Project engineering and design is further advanced.</p> <p>With respect to the temperature of discharges into the marine environment, Aurora LNG notes that heat created during the liquefaction process is typically removed through air or sea water cooling systems. Aurora LNG currently anticipates the use of an air cooling system as part of the LNG facility. Therefore, it is not anticipated that water will be discharged at a different temperature back into the marine environment.</p> <p>With respect to Casey Cove, the MOF is proposed to be located in the southern portion of the cove. As such, disturbance to the shoreline would be limited to that portion of the cove and would involve the redevelopment of an existing industrial site. As part of the ongoing optimization of the site layout, Aurora LNG will continue to evaluate opportunities to minimize marine disturbance as part its development of the MOF.</p> <p>With respect to the potential for pollution from LNG carriers, all project-related LNG carriers and escort tugs will be required to comply with all relevant national and international shipping requirements regarding disposal of waste, bilge water discharge and ballast water discharge. These regulations are designed to protect the environment and human health. With adherence to these regulations, no adverse effects on water quality, marine fish and fish habitat, marine wildlife or human health are anticipated.</p>
#9  Terrestrial Wildlife, Vegetation & Wetlands	<ul style="list-style-type: none"><li>• A road would affect wildlife such as the blue-listed Western toad known to bask and migrate on roadways or introduce unwanted species of both animal and plant which could affect the island ecosystem</li><li>• Clearing sites will remove berry bushes, trees and undergrowth, all habitats for birds and animals, and possibly remove plants of special concern.</li><li>• Blasting of rock to level sites would further destroy fragile ecosystems, vast areas of habitat along with the creatures that live in the areas levelled</li><li>• The dumping of 'organic soils' along the riparian zone of Delusion Bay would destroy huge areas habitat and disturb and muddy the waters needed for local animals, migrating birds and fish</li><li>• The construction camps proposed lie directly behind our community and already create anxiety in the community as to our safety, the intrusion on our privacy, the added disturbance of noise and light, pollution and damage to the fragile wetland environment around these camps</li><li>• Disturbance and alteration to drainage into the Delusion Bay, water quality affecting both nesting and migrating waterfowl and salmon</li><li>• If acidification occurs in the ground water, what safeguards are in place for fragile plants and</li></ul>	<p>Aurora LNG recognizes the importance of the terrestrial ecosystem. Aurora LNG will continue to work with the EAO and other regulators, including the OGC, BC MOE and Environment Canada, as well as local communities, to address relevant considerations and implement appropriate management plans during the construction, operation and decommissioning phases.</p> <p>As identified in the AIR, the EA Certificate Application will include the following sections related to the comments provided:</p> <ul style="list-style-type: none"><li>• Section 4.6 will address the potential effects of vegetation removal during the construction phase on plant species, ecological communities and wetland function. The assessment of potential effects to vegetation and wetlands will include consideration of Project emissions (e.g. direct effects from high concentrations of NO2 and SO2 and indirect effects from soil acidification or eutrophication) and will incorporate the results from air quality modelling and an acidification and eutrophication soil sampling program.</li><li>• Section 4.7 will address potential affects to wildlife species including migratory birds, small mammals and amphibians, including western toad. The assessment will integrate the results of the assessments of water quality (freshwater), vegetation and wetland resources and the acoustic environment assessments, as these components may affect wildlife resources (e.g., habitat use by migratory birds and other terrestrial wildlife).</li><li>• Mitigation measures and follow-up and monitoring programs will be proposed in the EA Certificate Application based on the outcomes of the assessments completed.</li></ul> <p>In addition to other wildlife surveys, amphibian surveys were conducted in June 2014 and May 2015 during breeding periods for amphibian species likely to be present with the local assessment area (LAA). A habitat suitability model will be developed for western toad (and other focal species) as outlined in Section 4.7.1 of the AIR. This modelling will evaluate wildlife use of the ecological communities that are prevalent in the LAA. Potential effects on wildlife will be considered through site design, mitigation development and follow-up monitoring programs. In addition, an invasive plant management plan will be developed prior to construction to minimize the introduction of invasive plant species into the area.</p> <p>Aurora LNG acknowledges that the construction of the LNG facility and associated components (e.g. construction camps) will result in the removal of vegetation from the Project footprint. However, Aurora LNG is committed to make best efforts to reduce the footprint of the LNG facility and optimize site layout, where practical.</p> <p>Specifically in relation to the storage of salvaged organic soils and overburden, Aurora LNG is examining mechanisms and design choices that will maintain the ecological functions of the area, particularly Delusion Bay. For example, as part of the ongoing optimization of the site layout, Aurora LNG is investigating potential siting configurations for the facilities that do not alter the main drainages into Delusion Bay. Potential impacts to terrestrial wildlife and migratory birds will also be considered as part of this process.</p>

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	<p>vulnerable amphibians at all stages of development?</p> <ul style="list-style-type: none"> <li>• Flare stacks and flat dish style flares pose a hazard to humans and local or migrating wildlife, in the air or on the ground - what safeguards are in place to prevent any contact by wildlife with the flaring?</li> <li>• What safeguards are in place to prevent the introduction of unwanted species from these vessels, their hulls or bilge onto the island or into the water surrounding it? (note: there are no rats in Dodge Cove)</li> </ul>	<p>In relation to potential human and wildlife impacts associated with gas flaring, Aurora LNG notes that gas flaring is not expected to occur during normal operating procedures, and is only expected to occur on an occasional basis during upset and emergency conditions, or during controlled events such as startup, shutdown, venting and purging. Appropriate measures will be designed and implemented (prior to the operations phase) so that flaring is done in a manner that minimizes potential impacts to people and wildlife.</p> <p>With respect to the potential for pollution from LNG carriers, all Project-related LNG carriers and escort tugs will be required to comply with all relevant national and international shipping requirements regarding disposal of waste, bilge water discharge and ballast water discharge. These regulations are designed to protect the environment and human health. With adherence to these regulations, no significant adverse effects on water quality, marine fish and fish habitat, marine wildlife or human health are anticipated.</p>
#10  Marine Wildlife, Habitat & Resources	<ul style="list-style-type: none"> <li>• The dumping of 'organic soils' along the riparian zone of Delusion Bay would destroy huge areas habitat and disturb and muddy the waters needed for local animals, migrating birds and fish</li> <li>• Disturbance and alteration to drainage into the Delusion Bay, water quality affecting both nesting and migrating waterfowl and salmon</li> <li>• Disturbance and alteration to water quality and temperature of ocean and eel grass beds in water coming from the plant with yet unknown discharge</li> <li>• Disturbance and alteration to Casey Cove shoreline, waters and habitat</li> <li>• Surrounding Digby Island are numerous and varied bays, inlets and mudflats all supporting ecosystems from microscopic to massive - all dependent on the oceans rhythm and regularity - unpolluted</li> <li>• Disturbance and alteration to eel grass beds supporting young salmon and microscopic organisms significant to the food chain</li> <li>• Disturbance and alteration to habitat for feeding, or breeding grounds of sea mammals and their migration routes in Chatham Sound</li> </ul>	<p>Aurora LNG recognizes the importance of a healthy marine ecosystem. Aurora LNG will continue to work with the EAO and other regulators, including DFO, the BC MOE and Environment Canada, as well as local communities, to address relevant considerations and implement appropriate management plans during the construction, operation and decommissioning phases.</p> <p>As identified in the AIR, the EA Certificate Application will include the following sections related to the comments provided:</p> <ul style="list-style-type: none"> <li>• Section 4.9 will address potential effects of the Project on marine fish and fish habitat. This will include an assessment of the permanent alteration or destruction of fish habitat used for spawning, rearing, feeding or migration and residual serious harm to fish as defined under the <i>Fisheries Act</i>. This assessment will consider the marine fish surveys and eelgrass surveys (conducted to define the extent of eelgrass habitat LAA) that Aurora LNG has conducted.</li> <li>• Section 4.10 will address the potential for the Project to result in a change in marine mammal or marine bird health or behavior. The assessment of marine mammals and birds will focus on the potential effects to these species (or their habitat) associated with the LNG facility and shipping activities.</li> <li>• Mitigation measures and follow-up and monitoring programs will be proposed in the EA Certificate Application based on the outcomes of the assessments completed.</li> </ul> <p>As part of the EA process, Aurora LNG has conducted marine water quality and sediment sampling, and fish and fish habitat, marine mammal and bird surveys to better understand the environmental baseline conditions that exist within the local assessment area. The EA Certificate Application will provide the results of these surveys and will also describe any mitigation measures or follow up monitoring programs proposed based on the results of the assessment of the survey results.</p> <p>Aurora LNG will make best efforts to reduce the marine disturbance associated with the Project, where practical, and is current investigating options to optimize marine infrastructure layout and design. In addition, as indicated in the Marine Water Quality response (#8) above, it is anticipated that all discharges into the marine environment will meet regulatory requirements.</p> <p>Specifically in relation to the storage of salvaged organic soils and overburden, Aurora LNG is examining mechanisms and design choices that will maintain the ecological functions of the area, particularly Delusion Bay. For example, as part of the ongoing optimization of the site layout, Aurora LNG is investigating potential siting configurations for the facilities that do not alter the main drainages into Delusion Bay. Potential effects on marine birds and fish will also be considered as part of this process.</p> <p>With respect to Casey Cove, the MOF is proposed to be located in the southern portion of the cove. As part of the ongoing optimization of the site layout, Aurora LNG will continue to evaluate opportunities to minimize marine disturbance as part its development of the MOF.</p>
#11  Community Health & Wellbeing	<ul style="list-style-type: none"> <li>• A substantive change in their present and anticipated future lifestyle and community,</li> <li>• The loss of heritage, history and roots,</li> <li>• Increasing anxiety and distress over the future of the environment around our homes and community and the effects of LNG emissions on our health</li> <li>• The construction camps proposed lie directly</li> </ul>	<p>Since the initiation of consultation and engagement, Aurora LNG has been committed to engaging in dialogue regarding the concerns expressed by the communities and individuals that are located in the vicinity of the proposed Project. Aurora LNG recognizes that anxiety and stress can come from uncertainty associated with the proposed Project and is committed to maintaining an ongoing dialogue with the community to better understand potential effects on community health and wellbeing, to share new information as it becomes available and to discuss concerns and potential mitigation measures.</p> <p>As identified in the AIR, the EA Certificate Application will include the following sections related to the comments provided:</p> <ul style="list-style-type: none"> <li>• Section 6.4 will address land and resource use, including potential effects from the proposed Project on recreation and tourism.</li> <li>• Section 6.5 will address potential effects from the Project on marine use and navigable waters. This will include a discussion and assessment of marine use and potential impacts to marine fisheries (e.g. commercial, recreational and aboriginal fisheries).</li> </ul>

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	<p>behind our community and already create anxiety in the community as to our safety, the intrusion on our privacy, the added disturbance of noise and light, pollution and damage to the fragile wetland environment around these camps</p> <ul style="list-style-type: none"><li>• What is in place for the protection of our health, safety and mental well-being, now and in the future?</li><li>• Some homes rely on boat transportation not accessible on low tides</li><li>• Dodge Cove and Digby Island has hundreds of visitors every year: friends, family, tourists, hikers, kayakers, campers, whale watchers, sports-fishers, commercial fishermen, and sailboats that live here for months on end.</li><li>• We host annual seasonal events that the regional community enjoys - former residents of Dodge Cove return for reunions and weddings.</li><li>• Dodge Cove has had sports-fishing lodges for the last decade, and houses are rented out to visitors who come here to enjoy the island short term</li><li>• Long term residents have no wish or means to relocate away from the homes they have worked long and hard to acquire - new residents are in the midst of working to own their homes in the future</li></ul>	<ul style="list-style-type: none"><li>• Section 6.6 will assess potential project effects related to community health. This will include an assessment of occurrence-rates for medical and mental health incidents and a qualitative assessment of select social determinants of health. This section will also address potential effects to community health from potential changes in harvested foods.</li><li>• Part D will discuss any concerns and issues identified during consultation that were not addressed in Part B of the EA Certificate Application (e.g. social cohesion, quality of life).<ul style="list-style-type: none"><li>◦ Part D of the AIR was revised to include consideration of matters of concern not addressed in Part B in response to comments received during the public comment period (September 1 to October 1, 2015).</li></ul></li><li>• Mitigation measures and follow-up and monitoring programs will be proposed in the EA Certificate Application based on the outcomes of the assessments completed.</li></ul> <p>As part of the EA process, baseline surveys for freshwater and marine fish and fish habitat have been conducted. These surveys began in spring of 2014 and were conducted to determine seasonal variations of species relevant to commercial, recreational and aboriginal fisheries (CRA listed species). Surveys collected data on the fish species present and the habitat in which they reside.</p> <p>With respect to navigation, harbour access and safety, as indicated in the Marine Navigation and Shipping Safety response (#2) above, Aurora LNG has made safety a priority and will continue to work with the EAO and other regulators, as well as local communities, to identify and address all relevant safety considerations and implement robust safety and emergency response plans. In addition, as indicated above, the PRPA is currently completing several marine safety enhancement projects to ensure industry leading marine safety and security practices are in place to accommodate the growth contemplated in its jurisdiction.</p> <p>With respect to the location of the camp and access road, as indicated in the Project Component Location / Siting response (#1) above, as part of the ongoing optimization of the site layout, Aurora LNG is considering the possibility of relocating the camp and road further away from the community of Dodge Cove and mechanisms to provide safe access for pedestrian traffic from Dodge Cove across the planned access road.</p>
#12  Current Use (Recreational Use, Food Harvesting and Heritage Site Use)	<ul style="list-style-type: none"><li>• Loss or degradation of current land/marine uses (i.e. recreational trails and viewpoints in and surrounding the project site; marine and land access to beaches, fishing spots, plant harvesting for food and medicinal purposes, hunting, and Wahl Lake)</li><li>• Proximity of the project components to keystone sites (i.e. Delusion Bay, WW2 heritage buildings at Frederick Point, Buddha Hill (i.e., Mt. Comblain) lookout west towards Chatham Sound),</li><li>• Loss of access to the western beaches of Digby Island for Dodge Cove and Prince Rupert residents.</li><li>• The size of the project has grown, the development is no longer "the southern tip" of Digby Island, it now surrounds our community and intrudes into areas we use for viewpoints, recreation and food gathering</li><li>• Access to Casey Cove community beaches and</li></ul>	<p>Aurora LNG is committed to further dialogue with Dodge Cove to better understand how the proposed Project may change the community’s current use of lands, marine areas and resources, including recreational use and food harvesting, and to discuss possible ways to mitigate potential changes. Since the initiation of consultation and engagement for the proposed Project, Aurora LNG has been committed to engaging in dialogue regarding the concerns expressed by communities and individuals that are located in the vicinity of the proposed Project.</p> <p>Aurora LNG will continue to work with the EAO and other regulators, as well as local communities, to address relevant considerations and implement appropriate management plans during the construction, operation and decommissioning phases.</p> <p>As identified in the AIR, the EA Certificate Application will include the following sections related to the comments provided:</p> <ul style="list-style-type: none"><li>• Section 6.4 will address potential effects on recreational use (including consideration of change in access) of Digby Island as part of the assessment completed under the land and resource use valued component.<ul style="list-style-type: none"><li>◦ As part of the revisions to the AIR completed in response to comments received during the public comment period (September 1 to October 1, 2015), a measurable parameter “access to land use areas” was added to the assessment of “Change in non-tenured land use” in Tables 3-2 and 6-5 of the AIR.</li></ul></li><li>• Section 6.5 will address potential effects on marine fisheries. This will include a discussion and assessment of marine use and potential impacts to marine fisheries (e.g. commercial, recreational and aboriginal fisheries).</li><li>• Section 6.6 will assess potential effects on community health including effects associated with changes in harvested foods.</li><li>• Section 7.2 will address heritage resources, archaeological sites and historic places as defined in applicable provincial and federal legislation. The assessment will focus on potential disturbance of resources protected under the <i>Heritage Conservation Act</i> during the construction and operation of the Project.</li><li>• Part D will address concerns and issues identified during consultation that were not addressed in Part B of the EA Certificate Application (e.g. social cohesion, quality of life).</li></ul>

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	<p>trails could be in jeopardy</p> <ul style="list-style-type: none"><li>• A 'connecting' road now proposed for the Aurora project would run directly behind our homes, disturbing our quality of life during its construction with traffic noise of trucks and equipment - and cut off our access to our recreational areas such as Wahl Lake and overland trails to beaches</li><li>• Most of us chose the peace and quiet of relatively undisturbed natural environment which we respect - the concern we have lies with the destruction of so much of the area we visit to observe and enjoy nature</li><li>• There are heritage landmarks that people hike to, trails all over the island which development would have a direct impact on for their visual quality</li><li>• Residents have many favorite trails they frequent throughout the year, some sites offering clear unobstructed views over the island and bays</li><li>• Residents expect access to favorite picnic beaches, berry patches and foraging areas</li><li>• Dodge Cove and Digby Island has hundreds of visitors every year: friends, family, tourists, hikers, kayakers, campers, whale watchers, sports-fishers, commercial fishermen, and sailboats that live here for months on end.</li><li>• We host annual seasonal events that the regional community enjoys - former residents of Dodge Cove return for reunions and weddings.</li><li>• Dodge Cove has had sports-fishing lodges for the last decade, and houses are rented out to visitors who come here to enjoy the island short term</li></ul>	<ul style="list-style-type: none"><li>○ Part D of the AIR was revised to include consideration of matters of concern not addressed in Part B in response to comments received during the public comment period (September 1 to October 1, 2015).</li><li>• Mitigation measures and follow-up and monitoring programs will be proposed in the EA Certificate Application based on the outcomes of the assessments completed.</li></ul> <p>As part of the EA process, baseline surveys for freshwater and marine fish and fish habitat have been conducted. These surveys began in spring of 2014 and were conducted to determine seasonal variations of species relevant to commercial, recreational and aboriginal fisheries (CRA listed species). Surveys collected data on the fish species present and the habitat in which they reside.</p> <p>Aurora LNG appreciates the value that recreational and historic sites have on Digby Island and is open to having to further discussions with Dodge Cove regarding specific values and uses to better understand how the proposed Project may adversely affect use and enjoyment of these areas. In this regard, Aurora LNG would like to better understand the use of beaches, specific trails, berry patches and foraging areas in the vicinity of the Project and is open to discussing potential mitigation measures, where potential effects are identified. If gathered, this information can be used in the EA Certificate Application to inform the assessment of potential Project effects.</p> <p>With respect to the use of the proposed area of interest (AOI) for the Project and adjacent lands, Aurora LNG is still working to optimize facility siting and design. As part of this process, Aurora LNG would like to better understand all of the existing uses of the AOI and Digby Island. While access to some lands will be restricted, once current use is understood, efforts can be made to mitigate potential adverse effects. For example, efforts could potentially be made to provide access to desirable areas (i.e. via safe public access corridors) and/or to assist in the identification of alternate areas.</p> <p>With respect to increases in the AOI/project footprint, Aurora LNG notes that the initial Project Description (June 27, 2014) provided an initial conceptual layout of the Project; however, further analysis on the Project was subsequently completed, which resulted in the expansion of the potential AOI as portrayed in the Updated Project Description (January 2015). This expansion was required to accommodate items not originally identified in the initial conceptual layout, such as a soils storage area, power plant and access road. Aurora LNG notes that while the project AOI did increase, the LNG facility location remains within the same area (i.e. the southern portion of Digby). The site layout will continue to be optimized and further refined as additional site evaluation assessments are completed and as the Project progresses through detailed engineering design.</p> <p>With respect to Casey Cove, the MOF is proposed to be located in the southern portion of the cove and is required for the safe berthing and transportation of equipment, modules and other items required for construction and operation of the facility. Aurora LNG notes that the MOF's current AOI/footprint does not include the northern portion of Casey Cove. As it is currently understood, the proposed Aurora LNG development will not infringe on the western beaches, or preclude water-based access to those beaches, which Aurora LNG understands to be a mix of Crown Lands, private lands (owned by the Airport authority) and a Metlakatla Reservation.</p> <p>As indicated above, Aurora LNG acknowledges that its planned north/south access road may restrict foot traffic across the island from Dodge Cove to western beaches and Wahl Lake. As such, Aurora LNG is considering approaches (as part of ongoing site optimization) to facilitating safe foot access across the planned road and is open to feedback in this regard.</p>
#13  Consultation/ Engagement	<ul style="list-style-type: none"><li>• Residents indicated these same issues have been communicated to Aurora and government agencies a number of times since the initiation of the Project, and remain dissatisfied with the responses that have yet to offer adequate solutions, primarily, relocation of the proposed Project away from Digby Island residents.</li><li>• Dodge Cove residents noted a number of substantial barriers for the public in being able to meaningfully participate in the EA process. Open houses in Prince Rupert have not provided meaningful opportunities to ensure their issues are understood and addressed.</li></ul>	<p>Aurora LNG regrets that Dodge Cove has not been satisfied by previous consultation and engagement and the responses to these concerns/issues. As detailed more completely in the cover letter attached to this Response Table, following Aurora LNG's initial meeting with community members in Dodge Cove on November 7, 2014, Aurora LNG has worked to maintain an on-going dialogue with residents of Dodge Cove. This dialogue and information exchange has included a briefing for the Dodge Cove Board of Trustees, weekly update telephone calls with residents, a helicopter tour of our proposed site, several open houses (both EAO hosted and Aurora LNG hosted), and responses to several individual inquiries and comments received during the public comment period. We remain committed to engaging in dialogue regarding Dodge Cove's concerns with the proposed Project and are hopeful that we can collaboratively identify and develop possible solutions to any outstanding issues.</p> <p>Aurora LNG has and will continue to propose additional avenues to engage in dialogue and address Dodge Cove's comments and concerns outside of the EA process and associated open houses. These include additional consultation meetings directly with Dodge Cove and individual responses to concerns. Aurora LNG has proposed a Dodge Cove community specific workshop to meaningfully understand and attempt to address Dodge Cove's concerns. Aurora LNG is also hopeful that Dodge Cove will participate in the regional synergy group that Aurora LNG is currently working on establishing. Both offers remain open if Dodge Cove decides at a later date that they would like to participate in either initiative. Aurora LNG looks forward to further consultation with Dodge Cove on the proposed Project and is</p>

Topic	Comments From Dodge Cove	Aurora LNG Response
	<ul style="list-style-type: none"><li>• Consultation or consideration prior to the start of this disturbance in 2014 to Dodge Cove, the closest community, was not done</li></ul>	open to any suggestions regarding the form that this consultation may take.