



## Description of a Designated Project

Fort Saskatchewan Rail Facility

Fort Saskatchewan, AB

Prepared by:



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## 1.0 GENERAL INFORMATION AND CONTACT(S)

### 1.1 The Project's Name, Nature and Proposed Location

Plains Midstream Canada ULC (PMC) is proposing to construct a rail yard at their Fort Saskatchewan Fractionation Plant and Storage Facility. The Plains Fort Saskatchewan (PFS) Rail Facility will be located in the SE quarter of section 23-55-22 W4M within the limits of the City of Fort Saskatchewan and encompasses approximately 50 ha (500,000 m<sup>2</sup>) of land zoned for heavy industrial use.

The existing PMC plant has been in operation since the 1970s. The facility is currently used to receive, store and distribute ethane and natural gas liquids (NGL – predominantly propane and butane with some condensate). Product receipt and the majority of product distribution occurs by pipeline. Some of the NGL is fractionated at the existing gas fractionation plant (installed in the 1980s) to provide a propane stream. The separated products are stored in underground salt caverns until required for shipment. The outbound propane is currently transported by truck and pipeline with no rail infrastructure on-site.

PMC wishes to expand the existing operations to export their products by rail. The initial rail yard build (21 tracks) will have the capacity to export 60 rail cars (60' – 70' in length) of outbound spec propane per day. PMC also has plans to further expand the rail yard by a further 10 tracks in the future to handle an additional 60 cars of condensate. The propane and condensate will originate from either the existing on-site fractionation plant or the existing underground storage facilities and will be transferred to the rail cars by top loaded nozzles. After loading, the rail cars will be transported back onto the CN main line and continue on to the final sales destination.

### 1.2 Contact Information

**Project Name**

Plains Fort Saskatchewan (PFS) Rail Facility

**Proponent Name**

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**CEO or equivalent**

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**1.3 List of Jurisdictions That Were Consulted**

No public consultation was completed by PMC while preparing the Project Description. The project is an expansion of an existing facility which was the subject of various consultation initiatives in the past and is not within 10 km of First Nations reserve land therefore no consultation with Aboriginal groups was undertaken. As part of the Provincial rail application process, the local emergency authority and Alberta Environment and Sustainable Resource Development (AESRD) will be contacted to confirm they have no objections to the project. AESRD has already approved development of the proposed rail area. The City of Fort Saskatchewan has already been contacted and notified of the proposed works.

Local industry partners will be contacted regarding the proposed project when securing third-party crossing agreements for the rail tracks, rail yard access road and associated piping.

In the event that a full Environmental Assessment is requested then consultation will be performed with public and aboriginal stakeholders as required.

**1.4 Other Regulatory Requirements**

The PFS site is subject to an existing Industrial Approval under the *Alberta Environmental Protection and Enhancement Act (EPEA)* along with *Water Act* and Water Resources approvals. The Industrial Approval has already been amended to include the development of the rail yard and associated surface water runoff ponds. The application to AESRD for amendment to the PMC's current EPEA approval described the current environmental setting of the proposed development site and all potential environmental effects and mitigation. AESRD has approved all of the potential effects and mitigation presented in that application and no Provincial Environmental Impact Assessment was requested. Under EPEA approval 10081-02-02 PMC is required to submit an annual industrial wastewater and industrial runoff report, annual waste management summary report, annual groundwater monitoring program summary report, annual air emissions summary report and monthly air emissions summary reports. The current EPEA approval and amendments are available upon request.

The current operations at the facility fall under the jurisdiction of the Alberta Energy Regulator (AER) including a facility license for the fractionation plant and multiple well and cavern approvals.

In addition to submitting this Project Description to CEAA, PMC will require approvals under the *Railway (Alberta) Act* to construct and operate the proposed rail yard. The project also requires development and building permit approvals from the City of Fort Saskatchewan.

No other approvals (Federal or Provincial) are anticipated.

## 1.5 Regional Environmental Study

The Alberta Industrial Heartland is subject to a Regional Noise Management Plan. It has been determined by the Alberta Energy Regulator that due to the high concentration of industrial activity in the Heartland region, traditional noise management practices are not practical and therefore noise compliance is demonstrated through the Regional Noise Management Plan (RNMP). The RNMP was jointly developed by the Alberta Energy Regulator and the Northeast Capital Industrial Association (comprised of 24 companies that operate in the Heartland).

PMC recently contracted a noise survey for the PFS site that demonstrated compliance with this plan. As the main CN line already carries regular locomotive traffic, the rail operations are not anticipated to significantly alter the background noise level of the area as per the existing regional noise model. PMC at a minimum will meet Occupational Health and Safety guidelines for noise and will employ best practices for noise management.

The PFS site also falls within the Capital Region and is therefore subject to the *Capital Region Air Quality Management Framework* (the framework) which developed by a steering committee made up of municipalities, industry, non-governmental organizations, airsheds and federal and provincial governments. The main contaminants of concern outlined in the framework are:

- nitrogen dioxide;
- sulphur dioxide;
- fine particulate matter; and
- ground level ozone.

The framework enhances current initiatives for monitoring and reducing emissions of the above contaminants by assigning four ambient air quality levels or action levels for each contaminant. The lower levels allow time to address the ambient concentrations and implement management responses to avoid reaching the annual air quality limit for each contaminant. As each higher level is encountered progressively more rigorous management actions, compliance tools and action timelines are required.

PMC undertakes regular environmental studies as a function of their operating approval under EPEA. These environmental studies consist of soil monitoring programs, groundwater monitoring, industrial runoff monitoring and air emission monitoring. The results of these studies are submitted to AESRD in annual reports.

Several environmental studies have also been contracted at the PFS site including vegetation, wildlife, soil and archeological assessments, these are available upon request.

## 2.0 PROJECT INFORMATION

### 2.1 General Description and Objectives

The proposed rail facility will support existing site operations which include activities not listed in the *Regulations Designating Physical Activities*.

The existing PFS facility is currently operating in sections 14 and 23-55-22 W4, at 11010 - 125th Street North of River Road in Fort Saskatchewan, Alberta and includes an NGL fractionation plant and storage facility. The proposed rail yard is intended to support the current plant operations by supplementing the existing propane export by truck. The first phase of the new rail facilities would allow propane transport out of the facility at a capacity of 60 rail cars per day. In future the full rail yard build will allow the site to receive condensate by rail, which would permit an increase in the current operating capacity of the existing fractionation plant. Rail traffic will be handled on the Canadian National (CN) Railway Company network with possible interchange to other lines depending on the destination. The daily inbound empty cars for spec propane will arrive in an average of 60 car train lengths during the initial phase of the project however the design will provide enough capacity for up to 90 cars for inbound flexibility. The daily outbound spec propane will depart in 60 car train lengths.

The rail yard design will consist of 31 tracks constructed in two phases with the initial 21 tracks made up of CN runaround, entry/exit and locomotive escape track, bad order track, CN and PMC pullback tracks, departure, receiving, storage and loading/unloading main and support tracks. The total track length for the initial proposed rail yard is 13.4 km. The future second phase full build design would include an additional total of 10 switching, R&D, departure, receiving and storage tracks for outbound condensate cars. Therefore the full build will consist of 31 tracks with a total track length of 20.2 km; there is no anticipated timeline for the full build at this point.

The rail facility will be fully owned and operated by PMC. The empty cars are brought onto the site by a CN locomotive, loaded by PMC and then transported offsite by CN again. CN has reviewed and approved the rail yard design and all interchanges between PMC and CN track. PMC is responsible for ensuring all required operational practices and procedures prescribed by CN are followed on the site at all times.

The main new components of the project include:

- The rail yard and loading rack;
- Two new surface runoff ponds ( existing EPEA Approval);
- A rail office (administration building) and parking lot;
- Firewater pump house;
- Propane surge bullet;
- Off-spec surge bullet;
- Mercaptan injection building;
- Off-spec vapour compressor building;
- Coalescer vessel;
- CaCl<sub>2</sub> dehydrator (2 units);
- Brine degassing drum; and

- Flare knock-out vessel.

Other minor new components include:

- Expansion of on-site firewater piping;
- Sub-drain system under the rail yard;
- Connection to existing on-site power lines;
- A new access road off 125<sup>th</sup> Street;
- Buried piping for surface water runoff pond and drainage;
- Pumps and filters; and
- Mercaptan storage vessel.

## 2.2 Regulations Designating Physical Activities

The *Canadian Environmental Assessment Act (CEAA 2012) Regulations Designating Physical Activities* includes in Section 2, Subsection 25b the following provision that describes the Project as a designated activity:

The construction, operation, decommissioning and abandonment of a new railway yard with seven or more yard tracks or a total track length of 20 km or more.

## 2.3 Components and Activities

### 2.3.1 Physical Works

The first phase of the rail yard build will consist of two surface runoff ponds, 13 km of rail track and associated on-site buildings, equipment and utilities. The proposed construction will occur on an existing, fenced brownfield industrial site and the footprint of the proposed rail yard area is approximately 49.5 ha. The full rail build will increase the total length of track to approximately 20 km but will remain within the same development footprint.

The existing site consists of a fractionation plant, truck loading terminal and storage facility. The new structures associated with the proposed rail yard include:

- Rail car loading rack;
- Two surface runoff ponds;
- An administration building;
- Surge bullets;
- Mercaptan and coalescer vessels;
- Firewater pump house;
- Mercaptan injection building;
- Dehydrators; and
- Brine degassing drum and flare knock-out drum.

PMC will install various safety systems within the proposed rail yard including over pressure protection, fire and gas detection, emergency shut off valves and fire water monitors (used for cooling the structures to reduce risk of equipment failure in event of a fire) and spill containment.

On-site power will be provided via existing power lines; existing emergency backup generators are available when required. The main fire water pumps and all transfer pumps will be powered by electricity however a diesel driven emergency fire water pump will be available if required. Water and sewage for the proposed administration building will be provided by underground freshwater holding tank and a sewage holding tank, respectively. New on-site piping is required to connect and drain the new surface water runoff ponds, and to extend the fire water piping to the new fire monitors for the rail loading area.

### 2.3.2 Anticipated Size

The proposed rail facility will consist of storage, receiving, departure, pullback, bad order and loading/unloading tracks which will be connected to CN's main line which runs between the CN Walker yard in Edmonton and the Scotford yard to the northeast of Fort Saskatchewan. With the full build a total of 20.173 km of rail track will be installed in the yard, made up of 31 separate tracks. The maximum allowed speed will be 10 miles per hour. Initially during the first phase of the project only 21 separate tracks will be installed with a total length of 13.395 km. Please see the conceptual rail plan in Appendix A which details the track breakdown and associated facilities.

The rail facility will be designed to accommodate 90 inbound rail cars per day and to export 60 rail cars per day.

Track use designation in the initial phase differs from those in the ultimate full build stage. The proposed PMC rail yard initial phase construction consists of the following track groups and illustrates the control of the rail yard between CN and PMC. Please refer to the attached rail plan (Appendix A).

- Receiving and Departure (R&D) – operated by CN and PMC
  - One track (A1) for CN locomotive runaround, entry/exit lead, and locomotive escape
  - Two tracks (B1, B4) for CN departure, 60 car maximum capacity. Yard air facilities with connections at these tracks would be installed to charge the airbrake system of the departing train prior to CN arrival on site.
  - Three tracks (B2, B3, B5) for receiving, 90 car maximum capacity. These tracks must be vacated prior to CN arrival on site.
  - CN Entry/Exit Lead. This short entry/exit lead off the CN Vegreville Subdivision main track at Mile 109.56 near the Fort Saskatchewan 125 Street grade crossing would be equipped with a switch point derail for CN to lock out any switching movement by PMC onto the main track.
  - CN Locomotive Escape/Pullback Track
    - This track, located at the west end of the R&D Yards is connected to the PMC switching pullback track. It is used for PMC in-plant switching between the R&D Yards and other PMC tracks.
    - When CN is on site, this track would be locked out by PMC so that PMC can continue in-plant switching of the storage yards on the PMC switching pullback track. The locked out CN locomotive escape track would have a clear length of 325 m for 2 locomotives and up to 9 cars. CN may have a minimum of 5 non-DC cars separating the inbound PMC traffic from the operating locomotives.

- PMC Loading/Unloading, Ancillary, and Storage tracks – operated by PMC only for the initial phase. All ‘A’ yard and ‘B’ yard tracks will be built to CN operated standards for future track use flexibility. For all phases, while CN is on-site PMC will only have operating access to the bad order track, the ‘C’ tracks, the ‘D’ tracks, and the loading tracks. The ‘A’ tracks, ‘B’ tracks, and the CN pullback will be locked out for CN only access.
  - Two tracks (L1, L2) for Loading/Unloading racks in-between for loading or unloading 10 cars each per track (total 20 cars) at a time. Loading of LPG would be via top loading hatches.
  - Three tracks (C2, C3, C4) for loading support, 30 car minimum capacity for sorting cars for loading and departure. Two tracks will be used for pre-sorting empties for the next split. One track will be used to temporarily set off the loaded cars.
  - One track (B.O.) for Bad Order Car Set-off & Repair. This track can accommodate up to 7 cars for minor repairs on site. with pipe
  - PMC Switching Pullback Track
    - The PMC pullback track has a headway distance for one locomotive and 20 cars while switching between the storage yards and the loading/unloading tracks.

### 2.3.3 Increase in Size

There are currently no on-site rail facilities.

### 2.3.4. Project Activities

Activities that are incidental to the proposed rail facility include installation of necessary subsurface utilities, construction of the two new surface water runoff ponds for the rail facility and any required utility hookups.

Installation of subsurface utilities and construction of the surface water containment ponds is complementary to the project and will be performed by contractors hired by PMC. There are a number of third-party pipelines that intersect the proposed rail site, any maintenance work performed on these pipelines will be in the care and control of the pipeline owner but will be overseen and approved by PMC personnel.

Line locates and utility hookups will be performed by third-party organizations but will be supervised by PFS site personnel.

All of the above activities are solely for the benefit of PMC except the maintenance activities carried out by third-party pipeline owners throughout the life of the facility.

Line locates are regulated by Alberta One Call. The requirement for the new surface water runoff ponds is dictated by the site’s existing EPEA approval and the condition that all surface runoff must be collected and tested prior to being released off site.

CN Rail will be responsible for delivering the rail cars to the new PMC rail facility for loading. PMC and CN have an ongoing relationship initiated in the design phase of the project. PMC staff will oversee the arrival and departure of the CN locomotive and staff and will in turn adhere to the operating procedures laid out by CN for the site.



## 2.4 Emissions, Discharges and Waste

### 2.4.1 Sources and Location of Atmospheric Emissions

During the construction phase of the project, there will be some dust created and emissions from construction equipment (e.g. excavators, dozers etc.). All reasonable mitigative measures will be taken to reduce dust during this time through the use of water trucks providing dust control. The site has seen ongoing construction during recent provincially regulated expansion activities and has never received an emission complaint.

During the operating phase, the only source emissions anticipated are diesel fumes from the emergency diesel pump for the firewater monitor. The monitor is powered electrically however an emergency diesel pump will provide backup in the event of a power failure. This pump will be located in the firewater pump house building to contain any potential fumes.

The rail cars will be loaded with overhead nozzles under negative pressure. It will be a closed loop arrangement that will be tied into the existing flare system therefore no offsite odours or emissions are anticipated from the loading rack.

During the decommissioning, remediation and reclamation phases, the only emissions expected are from construction equipment along with some dust.

The project will produce some machinery noise during construction, operation and decommissioning. As the area is heavily industrialized, the additional noise is not expected to cause adverse effects and as noted above in Section 1.5, the project will comply with the RNMP and adapt best practices for noise management.

### 2.4.2 Sources and Location of Liquid Discharges

Surface water runoff from the rail yard will be directed to two new storm water runoff ponds that will be located south of the rail yard. The surface water retention ponds will have a combined capacity of 36,980 m<sup>3</sup>. A minimum volume of around 1300 m<sup>3</sup> will be maintained in these ponds to provide fire water; additional volumes will be maintained to allow sludge to settle below the level of fire water outtake and to allow for 1 m of ice formation on the surface of the ponds in the winter. The total capacity of the pond is designed to contain a 1:100 year storm event. If required, these ponds will be drained into a natural low area further to the west in accordance with Provincial regulations.

Liquid discharges from the rail yard administration building will drain to an on-site underground sewage holding tank. The tank will be emptied as required by a local company and disposed offsite.

### 2.4.3 Types of Waste and Intended Disposal

The rail facility will generate recyclable and non-recyclable solid waste. All wastes will be disposed of according to the *Waste Control Regulation* and the requirements for each waste classification outlined in the *Alberta Waste Users Guide for Waste Managers*. Recyclable material will be separated into containers and removed from the site for recycling by a qualified carrier. Non-recyclable domestic waste will be collected on-site and then sent to the county landfill through a qualified carrier. Overall, waste management will be integrated into the existing waste

management programs and procedures already developed for the PMC Fort Saskatchewan facility. A summary of wastes and their associated waste management is included below:

Table 1: Summary of Wastes and Waste Management Methods

<b>Waste Type</b>	<b>Management Method</b>
Domestic solid waste	Contracted disposal
Recyclables	Contracted recycling
Hazardous waste (not anticipated)	Approved disposal facility
Septic waste	Contracted disposal

## 2.5 Construction, operation and decommissioning and abandonment phases and scheduling

### 2.5.1 Anticipated Scheduling, Duration and Staging of Key Project Phases

Site preparation is planned to commence in mid-August 2014, with construction of the proposed rail yard starting in October 2014. The rail yard is expected to be in service by December 2015. Decommissioning will occur once the facility is no longer required (approximately in 2040) with final reclamation occurring 3 to 5 years after decommissioning. The following table presents the project schedule:

Table 2: Schedule of Key Project Activities

<b>Project Phase</b>	<b>Anticipated Dates</b>
Detailed Design	January – May 2014
Regulatory Approval and Permits	March 2014 – February 2015
Site Preparation	August – November 2014
Rail Yard Subgrade Construction	November 2014 – February 2015
Rail Track Construction	February – October 2015
Equipment Installation	February – October 2015
In Service	December 2015
Decommissioning / Reclamation	2040 - 2045

### 2.5.2 Main Activities in Each Phase

Detailed design and regulatory approval phases are ongoing activities that overlap with the physical construction activities of the project. The regulatory approvals required as well as the rail yard design have already been described in earlier sections.

Site Preparation:

Since the project will be located on a brownfield site, most of the site preparation activities will be minimized. Land clearing and topsoil salvage have already taken place, remaining site preparation activities include grading, pond excavation and infilling. The rail facility area will be leveled and graded as required to meet design requirements, to prepare for construction and to tie into the new surface water run off ponds and catchments areas that will be constructed for the rail facility.

During construction and operation, the project has the potential to reduce the reclamation suitability of the topsoil and subsoil and result in soil erosion and compaction if not properly

mitigated. PMC will implement the following activities to mitigate any potential adverse environmental effects on soils in accordance with applicable provincial regulatory requirements concerning conservation and reclamation:

Topsoil has been salvaged in areas proposed for construction and has been stored within the project site. In areas to be occupied by permanent facilities, topsoil and subsoil will be salvaged and stored separately for the life of the project in soil stockpiles located in the Northlands area. PMC will ensure that soil salvage will be conducted according to relevant standards. Following construction, all topsoil and subsoil will be replaced in areas not occupied by permanent facilities.

During construction, PMC will closely monitor soil handling activities and ensure the mitigation measures are successfully deployed. Once operation commences and to the extent possible, portions of the expansion site that are not used for the facility footprint will be restored using the stored soil materials.

The entire PFS site is fenced. A new access road will be constructed to provide access to the rail facility site during construction; this may become a permanent rail facility access road. Site construction infrastructure (trailers, electrical service etc.) will be installed. Construction laydown, storage and fabrication areas will be established.

Excavation for subsurface infrastructure (e.g. piping, electrical cables etc.) will be conducted and the infrastructure installed.

#### Rail Yard Subgrade Construction:

The initial construction activities will include installation of the rail track sub-ballast and sub-drain systems as well as any buried utilities and infrastructure.

#### Rail Track Construction:

The pipe racks for the loading rack will be installed first. Then the turnouts and track materials will arrive on site, the skeleton tracks and skeleton loading tracks will be constructed. The loading tracks will be bonded and grounded and CN will install a no.12 turnout off the main line then ballasting and surfacing will commence. The final step is installation of walking ballast and final trimming.

To limit the potential for introduction of weeds and to ensure compliance with the Alberta Weed Control Act, all construction equipment will enter the site in a clean condition, free of mud and vegetation and seeds. Following construction, areas not containing permanent facilities or access roads will be reclaimed. Only certified weed-free seed mixes will be used and will be selected in consultation with the City of Fort Saskatchewan. With these measures, the project is not expected to introduce or spread listed weed species.

#### Equipment Installation:

The first step in mechanical construction is driving of the steel piles that will form the foundation for all buildings and structures in the rail yard. The next step is erection of structural steel for pipe racks and equipment structures. The required buildings are all self-contained steel structures that will be fabricated off-site and placed on the piles by crane along with the freestanding equipment. Fabrication and installation of piping systems and installation of power and control wiring systems (including yard lighting) occurs next followed by installation of protective coverings e.g. insulation

and fireproofing. The final steps include pre-commissioning (including testing) of all mechanical, power and control systems and commissioning and start-up.

**In Service and Decommissioning/Reclamation:**

Prior to startup of the rail yard area of the facility, testing and commissioning of various pieces of equipment and systems will occur. It is expected that the testing and commissioning phase of the rail yard will span the final 2 to 4 weeks of construction. The project will then be ready for operation.

The rail facility is designed to export 60 rail cars per day of outbound propane and receive an additional 60 cars of inbound condensate per day. The number of rail cars of outbound propane and inbound condensate will fluctuate based on market demand. The rail facility is generally expected to operate for a period of 25 years.

The decommissioning phase would typically involve the removal and recycle of surface infrastructure where appropriate. Any hazardous materials expected to be encountered would be managed through hazardous materials assessments, removed as the first stage of surface dismantling and disposed of in accordance with required regulations. Removal of benign surface facilities would follow. Following surface dismantling removal of underground infrastructure would be undertaken. Where appropriate, piping will be purged and abandoned in place or removed as required.

All waste generated during dismantling and decommissioning of the facility will be collected, stored appropriately and disposed at approved disposal facilities.

PMC will seek purchasers for equipment which is still in operable condition, or where materials can be salvaged for recycle, this will be the preferred method for dismantling rather than disposing all infrastructure as waste.

During decommissioning and dismantling, surface run-off will be managed through the on-site surface run-off control system. All approval criteria related to the operation of the system will be followed. Once reclamation has commenced the surface run-off control system will be re-graded and re-contoured as required to maintain required containment and capture prior to release. Any release will be in accordance with regulations at the time.

Once soils have been remediated, re-contouring of the landscape will commence. All runoff control structures will be removed and the landscape returned to a natural state that is characteristic of the area. Re-contouring will ensure erosion features are not prohibitive to the establishment of vegetation, drainage is sufficient to prevent un-characteristic "ponding" and all criteria outlined in the AESRD document *Reclamation Criteria for Wellsites and Associated Facilities for Cultivated Lands* or applicable regulations that are current at the time of reclamation are met.

## 3.0 PROJECT LOCATION

### 3.1 Description and Project Location

#### 3.1.1 Site Coordinates

The site is located at latitude N 53° 45' 34.485" and longitude W 113° 9' 19.278" within the City of Fort Saskatchewan, AB.

#### 3.1.2 Plot Plan

The attached rail plan and plot plan (Appendix A) illustrate the facility layout.

#### 3.1.3 Map

The attached maps (Appendix B) show the PMC facility relative to nearby watercourses, roads, pipelines, the City of Fort Saskatchewan, aboriginal groups, federal lands and provincial boundaries.

#### 3.1.4 Site Photographs

A selection of photographs of the proposed rail yard area is attached as Appendix C.

#### 3.1.5 Proximity of the Project to

##### a. Residences

The nearest residence is 480 m to the west, directly across the North Saskatchewan River.

##### b. Traditional Territories

The nearest First Nations Reserve is the Enoch Cree Nation located 47 km to the southwest. The Buffalo Lake Metis Settlement is situated 85 km to the northeast.

##### c. Federal Lands

The PFS facility is located adjacent to the North Saskatchewan River. The closest federal land is Elk Island National Park located approximately 19 km to the east-southeast of the PFS facility.

### 3.2 Land and water use

#### 3.2.1 Zoning Designation

The land is currently zoned as heavy industrial by the City of Fort Saskatchewan.

### 3.2.2 Legal Land Description

The existing Fractionation and Storage Facility is located in Fort Saskatchewan and occupies the northeast and northwest quarters of Section 23, Township 55, Range 22, West of the 4th Meridian. The proposed rail facility will occupy the south half of Section 23, Township 55, Range 22, West of the 4th Meridian, predominantly the southeast quarter. PMC owns the surface rights to the entire site as well as all mineral rights for 10-14-55-22 W4M, 15-14-55-22 W4, the northwest quarter of section 14-55-22 W4M and the southwest quarter of 23-55-22 W4M. Encana owns coal rights in the SW quarter of section 23-55-22 W4M and all mines and minerals (including gas and petroleum) for the southeast quarter of 23-55-22 W4M. The land and mineral titles are attached as Appendix D.

### 3.2.3 Land Use Plan

The PFS facility falls within the City of Fort Saskatchewan Alberta's Industrial Heartland Area Structure Plan (2001) which provides guidance for future industrial growth in the northeast areas of the city. The Plan encourages more efficient use of the land resource, establishes complementary land use policies for industrial, transition and environmental areas, reduces environmental impacts, reduces land use conflicts and establishes buffers and transition areas around heavy industry, facilitates efficient provision and extension of transportation and utility infrastructure and joint use of these services and encourages the use of eco-industrial principles.

The Plan proposes five land use patterns one of which is an Environmental Policy Area. The intent of the Environmental Policy Area is to conserve environmentally sensitive areas, to provide watershed protection, control soil erosion and maintain slope stability; to provide a spatial, undeveloped buffer between heavy industry activity and environmentally sensitive areas, such as shore lands, steeper slopes and areas of native vegetation; to conserve culturally significant areas; to conserve and enhance the integrity of the North Saskatchewan River Valley and tributary stream valleys; to conserve wildlife habitat and corridors; to conserve opportunities for recreational and educational activities consistent with the setting, while protecting and enhancing the river valley character; and to allow current land uses to continue, where and as appropriate. The extent of the Environmental Policy Area is shown on the attached Figure 1. As the PMC Fort Saskatchewan (PFS) facility was already in place when this area was defined, the Environmental Policy Area includes a portion of the existing facility and the proposed rail yard.

The PFS facility is also subject to the Fort Saskatchewan Municipal Development Plan and as noted above is zoned for heavy industrial use. This facility is located in the North Saskatchewan Region, an area subject to provisional regional planning. Under the *Alberta Land Stewardship Act*, this region will fall under the North Saskatchewan Regional Plan (NSRP), which is currently in the development phase. Once the NSRP is implemented, the PFS facility will fall under its jurisdiction.

A Regional Groundwater Monitoring Framework will be part of the North Saskatchewan Regional Plan, as highlighted above, this plan is still in the development phase.

### 3.2.4 Traditional Lands

The project does not require access to, use or occupation of or exploration or development and production of any lands and resources currently used by Aboriginal peoples.

## 4.0 FEDERAL INVOLVEMENT – FINANCIAL SUPPORT, LANDS AND LEGISLATIVE REQUIREMENTS

### 4.1 Federal Financial Support

No proposed or anticipated federal financial support for this project.

### 4.2 Federal Lands

An existing water permit for drawing water from the North Saskatchewan River is in place. No other federal lands will be used in carrying out this project.

### 4.3 Federal Legislative Requirements

No other federal permits or licenses are required for this project.

## 5.0 ENVIRONMENTAL EFFECTS

### 5.1 Physical and Biological Setting

PMC's Fort Saskatchewan site is located in Alberta's Industrial Heartland region. This area is zoned as heavy industrial with a number of other facilities and plant sites in the surrounding vicinity. There are no additional environmental effects anticipated due to the construction and operation of PMC's PFS Rail Facility.

#### Soil:

The proposed rail yard is located in a region that has highly variable landscape characteristics and soil series distribution due to industrial development in the area. However prior to development Ortho Black Chernozem soils of the Mundare series were likely present (AGRASID 2014).

When the facility is decommissioned at the end of its operational life and depending on plans for subsequent land use, soils that were within areas of the facility footprint can be restored to an equivalent land capability using the stored topsoil and subsoil. As a result, the project is not expected to cause an adverse environmental effect on soils.

#### Vegetation:

The proposed site is comprised of mainly grass lands with dispersed areas of wooded vegetation which consist mainly of shrubs and bushes.

A vegetation inventory was carried out within the proposed rail yard area in 2004 (this report is available upon request). No federally or provincially listed plant species were observed during the vegetation survey at the project site. Therefore the project is not expected to cause adverse environmental effects on listed vegetation.

#### Watershed:

The proposed rail facility is located within the watershed of the North Saskatchewan River (NSR). The NSR is one of the largest watersheds in Alberta with a total drainage area of approximately 131,800 km<sup>2</sup> and an effective drainage area of 68,800 km<sup>2</sup>. Flow in the river is controlled by two upstream dams which reduce peak flow and increase low flow. A total of 114 surface water withdrawal licenses are located along the NSR between the Town of Devon, to the southwest and downstream, and the Town of Pakan to the northeast. PMC has one of these licenses however the water sourced from this intake is not required for the construction or operation of the rail facility.

The Northeast Capital Industrial Association (NCIA) is a regional cooperative of industries in the Fort Saskatchewan area (including PMC). They have provided framework for managing the North Saskatchewan watershed to help decrease the overall impact on the NSR. Through management, the NCIA is looking to improve the water quality, minimize load discharge, and set contaminant threshold levels to accurately determine problem areas.



The regional hydrogeology in the Fort Saskatchewan area is influenced by pre-glacial, glacial and post-glacial events. The Empress Formation is interpreted to be located on a bedrock terrace adjacent to the Beverly Channel deposits and represents a potential aquifer beneath the project site. The NCIA is also responsible for protection of the Beverly Channel through groundwater monitoring.

#### Fish:

Approximately 680 fish surveys have been performed on the North Saskatchewan watershed within a 10 km radius of the proposed rail facility (FWIMT, 2014). Survey sites were located along the North Saskatchewan River, Sturgeon River, Astotin Creek, and Ross Creek. These surveys resulted in the identification of up to 19 different species: Walleye, Brook Stickleback, White and Longnose Sucker, Longnose and Northern, Redbelly Dace, Shorthead Redhorse, Burbot, Mountain Whitefish, Sauger, Goldeye, Flathead Minnow, Trout, Perch, Northern Pike, Spottail and Emerald Shiner, Lake Sturgeon, Quillback and Mooneye.

#### Wildlife:

The river valley is home to porcupines, deer, coyotes, skunks, muskrats, rabbits, and beavers. Additionally, approximately 80 bird species have been observed in the NSR valley of which a number (60) are protected under the Migratory Birds Convention Act, 1994. Many of these birds nest in the river valley.

#### Water Quality:

Based on information obtained from the provincial Groundwater Information System database, a total of 10 water wells are located in section 14 and one water well is located in section 23. The majority of these wells are identified as being industrial for the subject site and for the surrounding facilities. A groundwater monitoring network is in place at the PFS facility and additional monitoring wells will be installed in the rail yard area. The wells are sampled on a semi-annual basis and reported annually as a function of the operating approval through AESRD.

The NCIA has developed a water management framework for the Industrial Heartland and the Capital Region to ensure proper water management. Importantly there is sufficient water currently remaining in the NRS to promote and maintain aquatic life as well as support current and proposed industrial development. Although 29% of the mean annual flow is licensed for use in Alberta only 5% is permanently lost due to consumptive use.

The water quality of the NSR has been negatively impacted at various locations. From upstream to downstream of Edmonton and the Alberta Industrial Heartland (AIH) the water quality declines from good to fair with a 20% increase in contaminants. Based on monitoring maximum allowable loads (MALs) of important water quality factors the capacity has been exceeded for some compounds. Of particular importance, the nutrient and bacteria concentrations have been exceeded. Excessive amounts of phosphorous and nitrogen enter the NSR from agriculture, domestic sewage, and industrial releases resulting in the eutrophication of the NSR during periods of low flow. Additionally, an index developed for non-fish biota, such as invertebrates, declines from a good to marginal environment.

## Air Quality:

The air quality of the Fort Saskatchewan area is monitored in part by the Fort Air Partnership (FAP). The FAP monitored this area for a total of 8383 hours out of a possible 8784 hours and supplied a rating based on the Air Quality Health Index (AQHI). In 2013, the Fort Saskatchewan area recorded a “Low Risk” rating 91.6% of the time and a “Moderate Risk” rating 7.95% of the time. At no point in 2013 was a “Very High Risk” rating recorded.

The Fort Saskatchewan area is also monitored for H<sub>2</sub>S, methane and non-methane hydrocarbons, oxides of nitrogen (NO/NO<sub>x</sub>/NO<sub>2</sub>), ozone, fine particulate matter, SO<sub>2</sub>, relative humidity, wind speed and direction.

Based on the collected data for 2013, there are negligible effects to soil, water, vegetation, animals, visibility or overall human health. This is due to the compliance with Alberta Ambient Air Quality Objectives (AAAQO) to protect Alberta’s environmental and human health.

## 5.2 Changes that the Proposed Project May Cause to

### a. Fish and Fish Habitat

No fluids will be released to the North Saskatchewan River by PMC therefore there will be no affect to fish or fish habitat in the river. No water will be used during the operation of the rail yard. As noted above, two new storm water retention ponds will collect surface runoff and a minimum level of water will be maintained in these ponds for fire water in the event of an emergency. The surface runoff ponds will not be fish bearing or potential fish habitat. If required, these ponds will be drained into a natural low area to the west in accordance with Provincial regulations.

### b. Aquatic Species

The proposed rail facility is separated from the North Saskatchewan River and no discharges into the river are planned. During heavy rain events, storm water will be released from the new retention ponds to a natural low area located southwest of the new rail yard. As mentioned above, low area likely supports aquatic species. The aquatic species should not be affected as any discharge will be stormwater and the water will require laboratory analyses prior to discharge.

### c. Migratory Birds

There are no surface water bodies in the new rail yard area other than the proposed surface water runoff ponds. The area is heavily industrialized and the proposed rail site has already been cleared therefore no changes to migratory bird habitat are expected due to the project. No bird deterrents are planned for the proposed ponds. There is an existing surface water retention pond that occasionally has birds land and rest in the pond however; this water is generally clean as it holds mainly rain water from runoff ditches around the facility. The birds do not stay long as they find out the pond holds no food supply as it is synthetically lined and does not support vegetation growth. The neighbouring facility (DOW) to the east of PFS has built a very large naturally vegetated duck pond which birds in the area tend to prefer over the PMC pond.

The low area that is planned to receive stormwater runoff during heavy rain events is within the existing PFS area. Any migratory birds utilizing the low area will not be affected as any water

released to the low area will be stormwater that will have been subjected to analytical testing and approval prior to discharge.

### **5.3 Changes that the Proposed Project May Cause to Federal Lands**

The closest federal land to the project is Elk Island National Park which is 19 km to the east-southeast. No off-site odours, noise or emissions are expected to impact Elk Island National Park during the construction and normal operation of the proposed development. Additionally, PMC has provisions in their Corporate Emergency Response Plan for mitigating any emissions and odour releases during potential emergency situations. Therefore changes in air quality at Elk Island National Park or over other federal lands is not anticipated.

There will be a temporary increase in noise associated with the construction phase of the project. No equipment on site will be generating appreciable noise during construction of or use of the proposed facility. Therefore no issues with noise will affect federal lands at Elk Island National Park.

### **5.4 Effects on Aboriginal Peoples**

The project will not require access to, use of, or the exploration, development and production of resources or lands currently used for traditional purposes by Aboriginal peoples. The closest First Nation Reserve is the Enoch Cree Nation located approximately 45 km to the southeast. The Buffalo Lake Métis Settlement is situated 95 km to the northeast.

The project is not expected to adversely affect Aboriginal peoples from changes to the environment due to the distance from Aboriginal peoples and the distance to any lands currently occupied by Aboriginal peoples. This reduces the potential for effects on health and socio-economic conditions, physical and cultural heritage, the current use of lands and resources for traditional purposes, or any structure, site or thing that is of historical, archaeological, paleontological or architectural significance to negligible.

The subject site is privately owned and fenced and there are no current or known traditional uses by Aboriginal peoples or groups. There is no habitat to support wildlife that Aboriginal groups or peoples may have an interest in hunting and no vegetation that would be subject to gathering activities.

## 6.0 PROPONENT ENGAGEMENT AND CONSULTATION WITH ABORIGINAL GROUPS

### 6.1 List of Interested Aboriginal Groups

Using the Provincial guidelines to determine an area for consultation (within two townships and ranges) there are no Aboriginal Groups identified that would be required to be consulted therefore we have identified the two closest First Nations groups which could be consulted with as required under a full Environmental Assessment if it is determined that an assessment is required.

First Nation	Distance from Project Site	Address
Alexander First Nation	49.62 km NW	P.O. Box 3419, Morinville, AB T8R 1S3 Phone: 780-939-5887 Fax: 780-939-4434 E-mail: <a href="mailto:carrieavveduti@yahoo.ca">carrieavveduti@yahoo.ca</a>
Enoch Cree Nation	45.26 km SW	P.O. Box 29, Enoch, AB T7X 3Y3 Phone: 780-470-4505 Fax: 780-470-3380 E-mail: <a href="mailto:admin@enohecdev.ca">admin@enohecdev.ca</a>

### 6.2 Description of Engagement with Aboriginal Groups

The impact area of the rail facility is contained to the existing fenced industrial PFS site. The lands proposed for the project are not currently used by any Aboriginal peoples for traditional purposes. The land proposed for the project is owned by PMC and has been previously disturbed as part of construction activities on site. No new land will be disturbed for the construction of the rail facility. The area surrounding the project site has been used for industrial purposes since the 1950s; industrial activity has occurred at the site since the mid-1970s.

There is no planned consultation with Aboriginal groups due to the distance between the project site and the nearest Aboriginal communities and lands. However, in the event that consultation with Aboriginal Groups is required PMC has developed a First Nations Consultation Plan (FNCP) to ensure that open and meaningful communication and consultation is established between all involved parties. The PMC FNCP identifies the various steps and processes used to share, collect, and provide feedback on all aspects of the proposed project.

PMC intends to provide information to targeted communities in the form of face-to-face meetings with primary consultation contacts, any First Nation's Chief and Council, and all associated First Nation trappers. Notification and information messages will be sent via registered mail packages to all affected parties. These packages may include any information related to project notifications and updates, other pertinent information, and appropriate maps. PMC will utilize email, telephone, and their project website to ensure that information is accessible to all parties involved. Furthermore, PMC may host community open houses and/or participate in community initiated events to promote informal dialogue regarding the project.

Through in person meetings, PMC will collect any feedback as well as identify the next steps associated with consultation. Any concerns or impacts resulting from participation in environmental field studies, First Nations' independent assessments, or the project in general will

be identified through the use of meetings, emails, telephone conversations, and /or community events. Through open dialogue PMC aims to develop mutually agreeable avoidance and mitigation measures.

PMC will also maintain a database of all project specific information packages and how / when such information was provided to targeted communities and meeting notes of all phone calls, emails, meetings, and/or any other event in which feedback or concerns have been provided. To ensure that commitments are upheld, PMC will retain records of any and all commitments made and their associated follow up.

### **6.3 Comments and Concerns Expressed by Aboriginal Groups**

Not applicable as no consultation has been completed with Aboriginal peoples to date.

### **6.4 Aboriginal Consultation Plan**

There are no current plans for Aboriginal consultation regarding this project due to the distance between the project site and the nearest Aboriginal peoples. However, PMC has developed a First Nations Consultation Plan (FNCP) to ensure that all appropriate parties are involved in project planning and development should consultation be required. Please refer to section 6.2 for more information.

## 7.0 CONSULTATION WITH THE PUBLIC AND OTHER PARTIES

### 7.1 Comments and Concerns Expressed by Stakeholders

Not applicable.

### 7.2 Ongoing or Proposed Consultation Activities

No public or industry consultation is required for this project by any of the responsible regulatory bodies. PMC will contact local industry partners regarding the proposed project when negotiating third-party pipeline and utility crossing agreements for the rail tracks, access road and facility piping.

If public consultation is required for the project under a full Environmental Assessment it will include local authorities, residents, landowners, occupants and urban authorities up to 1.8 km from the project which is the largest Emergency Planning Zone for the facility. A specific line list outlining all affected parties will be generated at the time of consultation.

There is ongoing consultation with CN over the design of the rail. The local emergency response authority and AESRD will be consulted when completing the provincial rail permitting.

If public consultation is required for the project under a full Environmental Assessment all identified stakeholders (see Section 7.1 above) will be supplied with an information package about the project which will include a brief description of the rail facility development and the main components being added to the site, the different aspects of the development that they may be concerned with (e.g. emissions, noise, traffic impacts etc.) and other pertinent information and appropriate maps.

All residents within the 1.8 km radius will be personally consulted with (either in person or by phone) to ensure that they have no objections to the proposed development. Through in person meetings, PMC will collect any feedback as well as identify the next steps associated with consultation. Any concerns or impacts resulting from participation in environmental field studies, or the project in general will be identified through the use of meetings, emails, telephone conversations, and /or community events. Through open dialogue PMC aims to develop mutually agreeable avoidance and mitigation measures.

PMC will also maintain a database of all project specific information packages and how / when such information was provided to targeted communities and meeting notes of all phone calls, emails, meetings, and/or any other event in which feedback or concerns have been provided. To ensure that commitments are upheld, PMC will retain records of any and all commitments made and their associated follow up.

### 7.3 Consultation with Other Jurisdictions

Regulatory approvals for this project are required by several provincial and municipal regulators. These stakeholders will be consulted as part of the project permitting phase and include Alberta

Transportation, Alberta Energy Regulator (AER) and the City of Fort Saskatchewan. Alberta Transportation requires that the local emergency response agency and AER are contacted prior to submitting an application for an Industrial Railway Operating Certificate in order to confirm that they have no objections to the proposed railway.

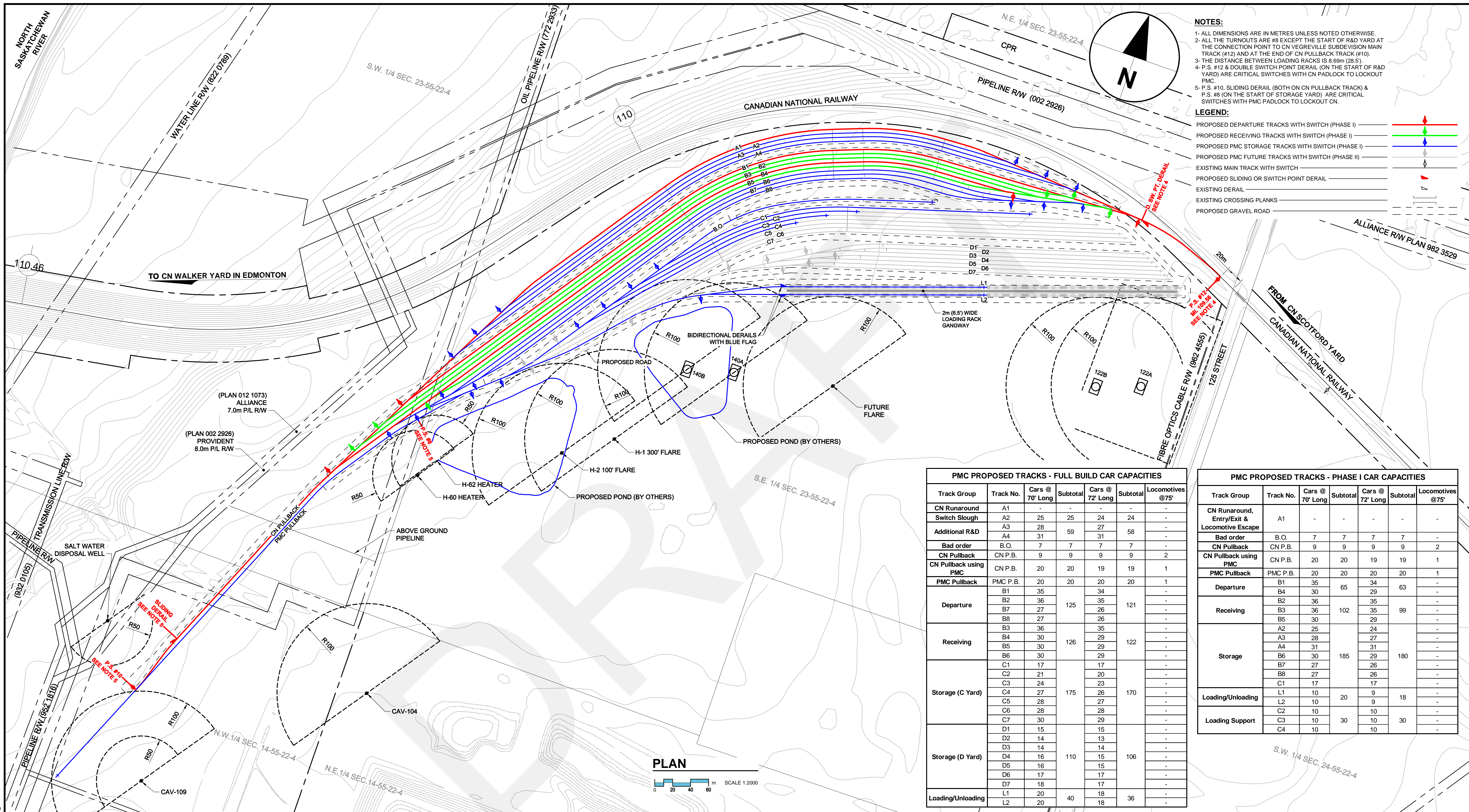
During the initial regulatory scoping, the City of Fort Saskatchewan was contacted regarding the proposed rail facility. AESRD has already approved the land development required for the facility under an amendment to an existing EPEA approval. As part of the AESRD approval process PMC was required to post a public notice detailing the project on the plant's bulletin board for 30 days.

AESRD did not express any concerns with the project and the approval was issued within two months of submission with a few additional approval conditions relating to the proposed activities. The original EPEA approval and amendments for the PFS facility are available upon request. No comments were received as a result of the public notice posting on the plant's bulletin board.

The City of Fort Saskatchewan Development Officer indicated that a development permit was not required for the rail tracks or loading racks only for any buildings with an area greater than 107 ft<sup>2</sup>. She did not express any further concerns regarding the project except that CN Rail should be consulted regarding their requirements. CN is an integral stakeholder in the design phase and has been the subject of ongoing consultation and design review. The rail design team is working with CN to accommodate their comments on the design.

# APPENDIX A: PLOT PLAN





- NOTES:**
- 1- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
  - 2- ALL THE TURNOUTS ARE #8 EXCEPT THE START OF R&D YARD AT THE CONNECTION POINT TO CN VEGREVILLE SUBDIVISION MAIN TRACK (#12) AND AT THE END OF CN PULLBACK TRACK (#10).
  - 3- THE DISTANCE BETWEEN LOADING RACKS IS 8.69m (28.5').
  - 4- P.S. #12 & DOUBLE SWITCH POINT DERAIL (ON THE START OF R&D YARD) ARE CRITICAL SWITCHES WITH CN PADLOCK TO LOCKOUT PMC.
  - 5- P.S. #10, SLIDING DERAIL (BOTH ON CN PULLBACK TRACK) & P.S. #8 (ON THE START OF STORAGE YARD) ARE CRITICAL SWITCHES WITH PMC PADLOCK TO LOCKOUT CN.
- LEGEND:**
- PROPOSED DEPARTURE TRACKS WITH SWITCH (PHASE I)
  - PROPOSED RECEIVING TRACKS WITH SWITCH (PHASE I)
  - PROPOSED PMC STORAGE TRACKS WITH SWITCH (PHASE I)
  - PROPOSED PMC FUTURE TRACKS WITH SWITCH (PHASE II)
  - EXISTING MAIN TRACK WITH SWITCH
  - PROPOSED SLIDING OR SWITCH POINT DERAIL
  - EXISTING DERAIL
  - EXISTING CROSSING PLANKS
  - PROPOSED GRAVEL ROAD

Track Group	Track No.	Cars @ 70' Long	Subtotal	Cars @ 72' Long	Subtotal	Locomotives @75'
CN Runaround	A1	-	-	-	-	-
Switch Slough	A2	25	25	24	24	-
Additional R&D	A3	28	59	27	58	-
	A4	31	31	31	31	-
Bad order	B.O.	7	7	7	7	-
CN Pullback	CN P.B.	9	9	9	9	2
CN Pullback using PMC	CN P.B.	20	20	19	19	1
PMC Pullback	PMC P.B.	20	20	20	20	1
Departure	B1	35	35	34	-	-
	B2	36	125	35	121	-
	B7	27	26	26	-	-
	B8	27	26	26	-	-
Receiving	B3	36	126	35	122	-
	B4	30	29	29	-	-
	B5	30	29	29	-	-
	B6	30	29	29	-	-
Storage (C Yard)	C1	17	17	17	-	-
	C2	21	20	20	-	-
	C3	24	23	23	-	-
	C4	27	26	26	170	-
	C5	28	27	27	-	-
	C6	28	28	28	-	-
	C7	30	29	29	-	-
Storage (D Yard)	D1	15	15	15	-	-
	D2	14	13	13	-	-
	D3	14	14	14	-	-
	D4	16	110	15	106	-
	D5	16	15	15	-	-
	D6	17	17	17	-	-
	D7	18	17	17	-	-
Loading/Unloading	L1	20	40	18	36	-
	L2	20	18	18	-	-

Track Group	Track No.	Cars @ 70' Long	Subtotal	Cars @ 72' Long	Subtotal	Locomotives @75'
CN Runaround, Entry/Exit & Locomotive Escape	A1	-	-	-	-	-
Bad order	B.O.	7	7	7	7	-
CN Pullback	CN P.B.	9	9	9	9	2
CN Pullback using PMC	CN P.B.	20	20	19	19	1
PMC Pullback	PMC P.B.	20	20	20	20	1
Departure	B1	35	65	34	63	-
	B4	30	29	29	-	-
Receiving	B2	36	35	-	-	-
	B3	36	102	35	99	-
	B5	30	29	-	-	-
Storage	A2	25	24	24	-	-
	A3	28	27	27	-	-
	A4	31	31	31	-	-
	B6	30	185	29	180	-
	B7	27	26	-	-	-
	B8	27	26	-	-	-
	C1	17	17	-	-	-
Loading/Unloading	L1	10	20	9	18	-
	L2	10	9	9	-	-
	C2	10	10	10	-	-
Loading Support	C3	10	30	10	30	-
	C4	10	10	10	-	-

**PLAN**  
SCALE 1:2000

Filename: 60309575-SHT-PH00-G-1001-ROA.DWG

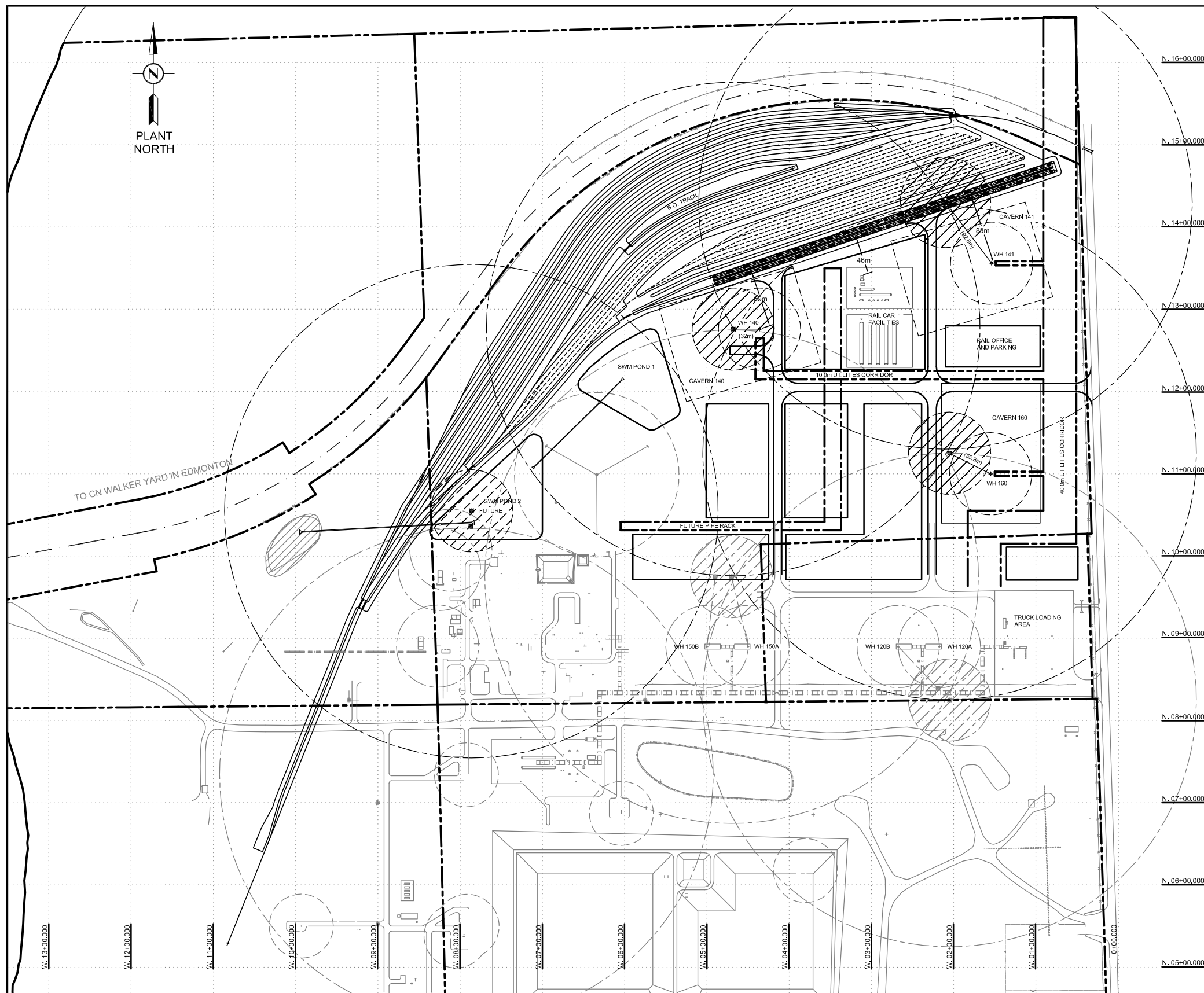
ISSUED FOR INFORMATION  
Date: 2013/12/06

2013/12/06	Issued For Information	HRZ	DJC	DG		
REV	DATE	DESCRIPTION	DRWN	CHK'D	APP'D	MCLP A.F.E. NO.

PREPARED BY		<b>AECOM</b>
DRAWN BY	HRZ	
DATE	-	
CHK'D BY	DJC	
DATE	-	
APPV'D BY	DG	
DATE	-	
CLIENT APP	-	
EPCM PROJ#	-	
DRAWING SCALE	1:2000	
EPCM DRWG#	-	

FT SASKATCHEWAN STORAGE FACILITY Alberta		
CONCEPTUAL RAIL PLAN FORT SASKATCHEWAN EXPANSION TRACK CONSTRUCTION PHASES SITE PLAN		
PREVIOUS DRAWING NUMBER	Z-0001	
DRAWING NUMBER	G-1001	
REV	A	





**DISTANCE TO RAIL CAR LOADING RACK**  
 1. WH-141A TO RAIL RACK IS 83m.  
 2. WH-140A TO RAIL RACK IS 69m.  
 3. RAIL CAR FACILITIES TO RAIL RACK IS 46m.

CAVERN / WELLHEAD LOCATION TABLE					
CAVERN	WELLHEAD	WELLHEAD COORDINATES		DOWNHOLE COORDINATES	
		NORTH	WEST	NORTH	WEST
120 PROPANE	120A	08+90.000	02+17.500	08+25.000	02+05.000
	120B	08+90.000	02+67.500	08+39.000	02+19.000
160	160	11+00.000	01+55.000	11+25.000	02+05.000
141 DOW	141	13+56.000	01+54.000	14+30.000	02+10.000
140 NOVA	140	12+76.000	04+36.000	12+76.000	04+68.000
150 BUTANE	150A	08+90.000	04+50.000	09+75.000	06+50.000
	150B	08+90.000	05+00.000	09+75.000	04+70.000
FUT.	FUTURE	-	-	10+55.000	07+86.000

THIS DRAWING IS CONCEPTUAL AND FOR DISCUSSION PROPOSES ONLY. IT IS NOT FOR FORMAL USE.

**PRELIMINARY**  
 NOT FOR CONSTRUCTION  
 Date: May 12, 2014

DRAWING NUMBER		TITLE/DESCRIPTION		GENERAL NOTES (UNLESS OTHERWISE SPECIFIED)		REV		DATE		DESCRIPTION		DRWN		CHKD		APP'D		PMCLP A.F.E. NO.		PERMIT		ENGINEERING		EPCM PROJ#		DRAWING SCALE		PREVIOUS DRAWING NUMBER		DRAWING NUMBER		REV	
						B		2014/06/18		REVISED WH-140 DOWNHOLE LOC.		MA												2013038		1:2500				D-FSE-210-SK2		B	
REFERENCE DRAWINGS						A		2014/05/20		ISSUED FOR INFORMATION		MA												EPCM DRWG#									

PREPARED BY

FORT SASKATCHEWAN STORAGE  
 Alberta

**PLAINS MIDSTREAM**  
 CANADA

LSL: 14-055-22 W4M

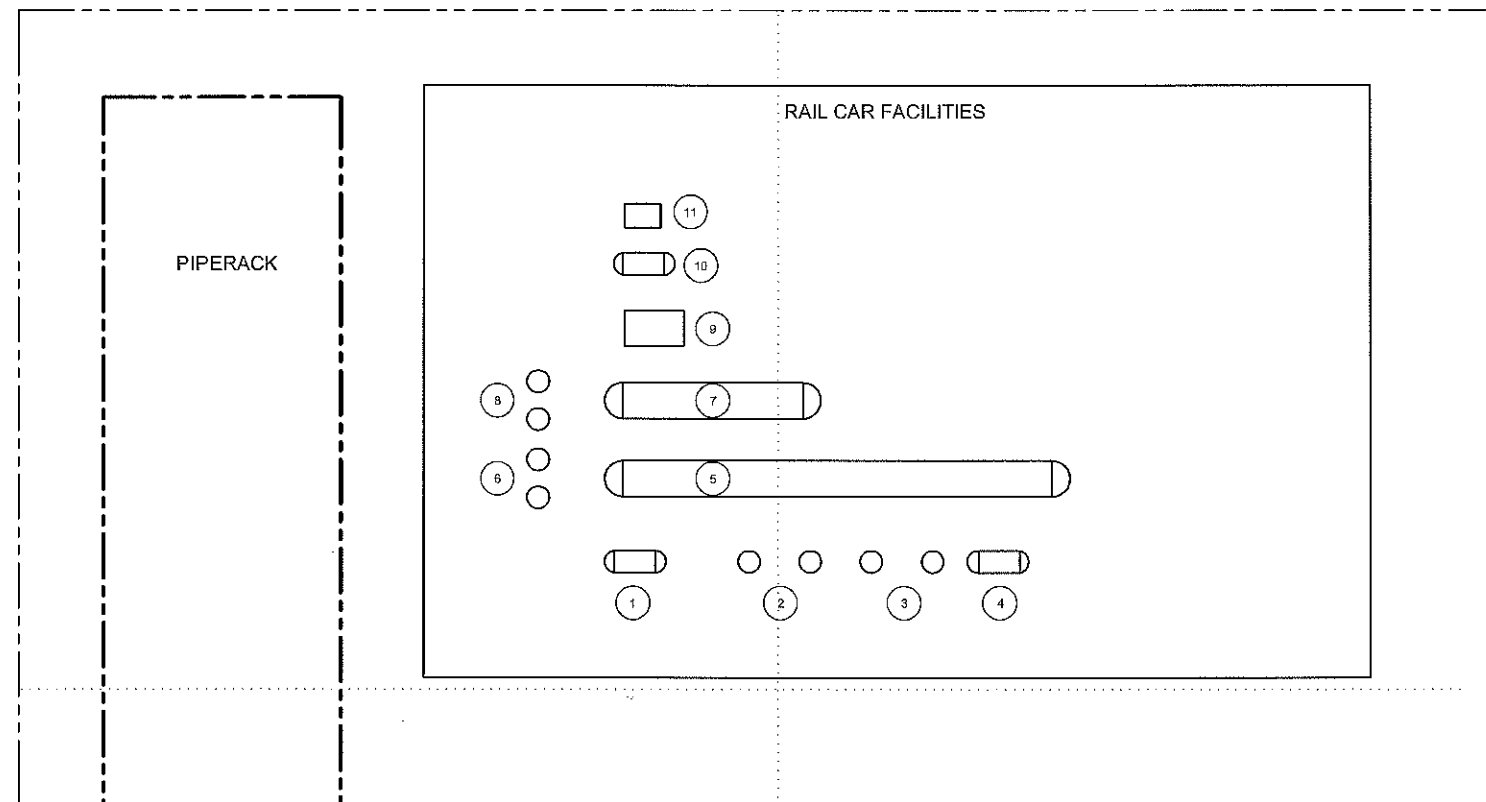
PFS RAIL FACILITY  
 AREA PLAN - CAVERN LOCATIONS

EPCM PROJ# 2013038  
 DRAWING SCALE 1:2500

PREVIOUS DRAWING NUMBER -  
 DRAWING NUMBER D-FSE-210-SK2  
 REV B

LEGEND

ITEM	TAG	DESCRIPTION
1	V-70000	PROPANE COALESCER VESSEL
2	V-70100A/70200	PROPANE CaCl2 DEHYDRATORS
3	V-70150A/70250	PROPANE FILTERS
4	V-70300	BRINE DEGASSING VESSEL
5	V-73100	PROPANE SURGE VESSEL
6	P-73300/P-73400	PROPANE TRANSFER PUMPS
7	V-74000	PROPANE OFF-SPEC VESSEL
8	P-74100/P-74200	PROPANE OFF-SPEC PUMPS
9	Z-74300	PROPANE OFF-SPEC COMPRESSOR
10	V-73500	MERCAPTAN STORAGE VESSEL
11	Z-73500	MERCAPTAN PUMP
12	V-70400	FLARE K.O. VESSEL
13	P-412A/P-412B	FIRE WATER PUMPS
14	B-XXXX	RAIL CAR OFFICE BUILDING
15	-	RAIL CAR LOADING RACK

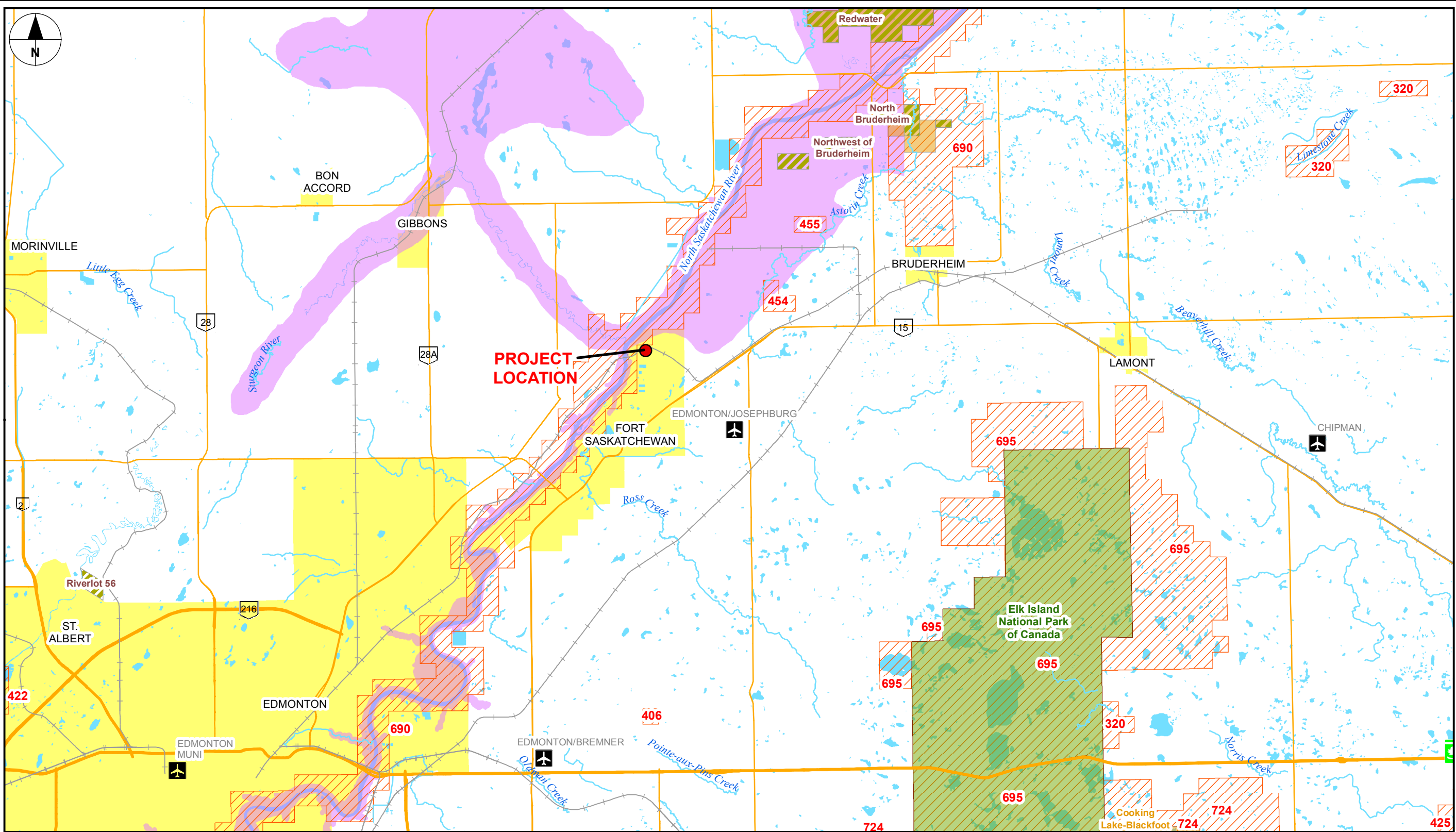


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**PRELIMINARY**  
NOT FOR CONSTRUCTION  
Date: May 12, 2014

		NOTE: ITEMS 9 AND 11 ARE HOUSED.						PREPARED BY		FORT SASKATCHEWAN STORAGE Alberta																			
								DRAWN BY: M.ANCTIL		DATE: 2014/05/12		LSD: 14-055-22 W4M																	
								CHK'D BY: -		DATE: -		PFS RAIL FACILITY																	
								APP'D BY: -		DATE: -		SITE PLAN - RAIL CAR FACILITIES - EQUIPMENT																	
								CLIENT APP: -		DATE: -		PREVIOUS DRAWING NUMBER																	
DRAWING NUMBER		TITLE/DESCRIPTION		REV		DATE		DESCRIPTION		DRWN		CHK'D		APP'D		PMCLP A.F.E. NO.		PERMIT		ENGINEERING		EPCM PROJ#		DRAWING SCALE		DRAWING NUMBER		REV	
REFERENCE DRAWINGS		(UNLESS OTHERWISE SPECIFIED)		DRAWING REVISIONS		PROFESSIONAL STAMPS		EPCM PROJ#		2012038		DRAWING SCALE		1:300		-		D-FSE-210-SK3		A									

## APPENDIX B: PMC MAP



1:200,000  
NAD 1983 3TM 114

Road Network, Hydro Network, and Rail Network data are from GeoBase. Protected Areas and Parks as well as Environmentally Significant Areas are from Alberta Tourism, Parks and Recreation.

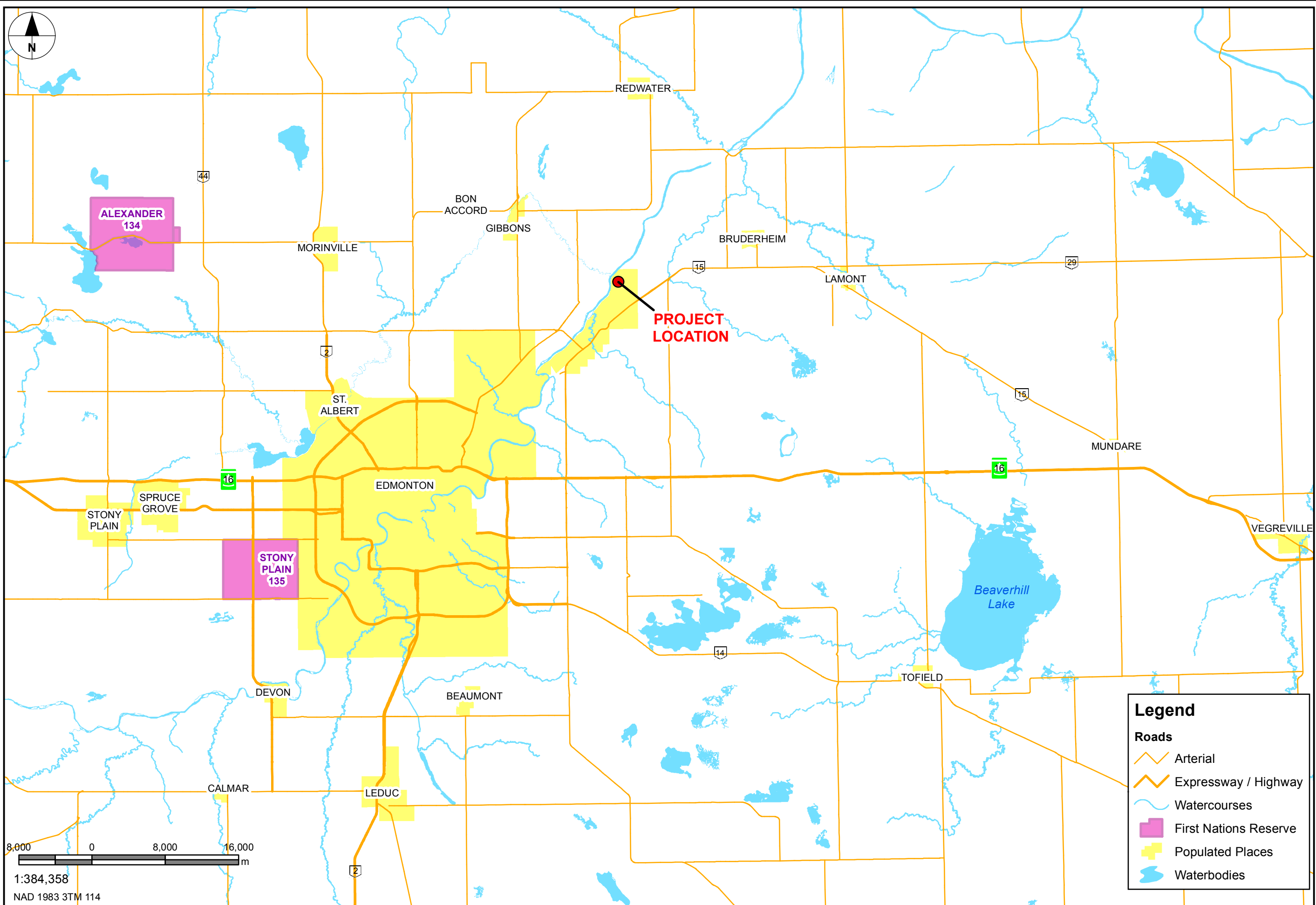
- Legend**
- Airports and Aerodomes
  - Railway
  - Provincial Natural Area
  - Provincial Recreation Area
  - National Park
  - Environmentally Significant Area
  - Populated Places
  - Key Wildlife and Biodiversity Zones
  - Key Wildlife and Biodiversity Zones
  - National Park
  - Environmentally Significant Area
  - Populated Places
- Roads**
- Arterial
  - Expressway / Highway
  - Watercourses
  - Waterbodies

Issue Status: Final

FORT SASKATCHEWAN RAIL YARD PROJECT  
 PHASE 2  
 ENVIRONMENTALLY SENSITIVE AREAS  
 AND AIRPORTS



Figure 2



8,000 0 8,000 16,000  
m  
1:384,358  
NAD 1983 3TM 114

**Legend**

- Roads
  - Arterial
  - Expressway / Highway
- Watercourses
- First Nations Reserve
- Populated Places
- Waterbodies

Issue Status: Final

FORT SASKATCHEWAN RAIL YARD PROJECT PHASE 2 FIRST NATIONS AND LOCAL COMMUNITIES

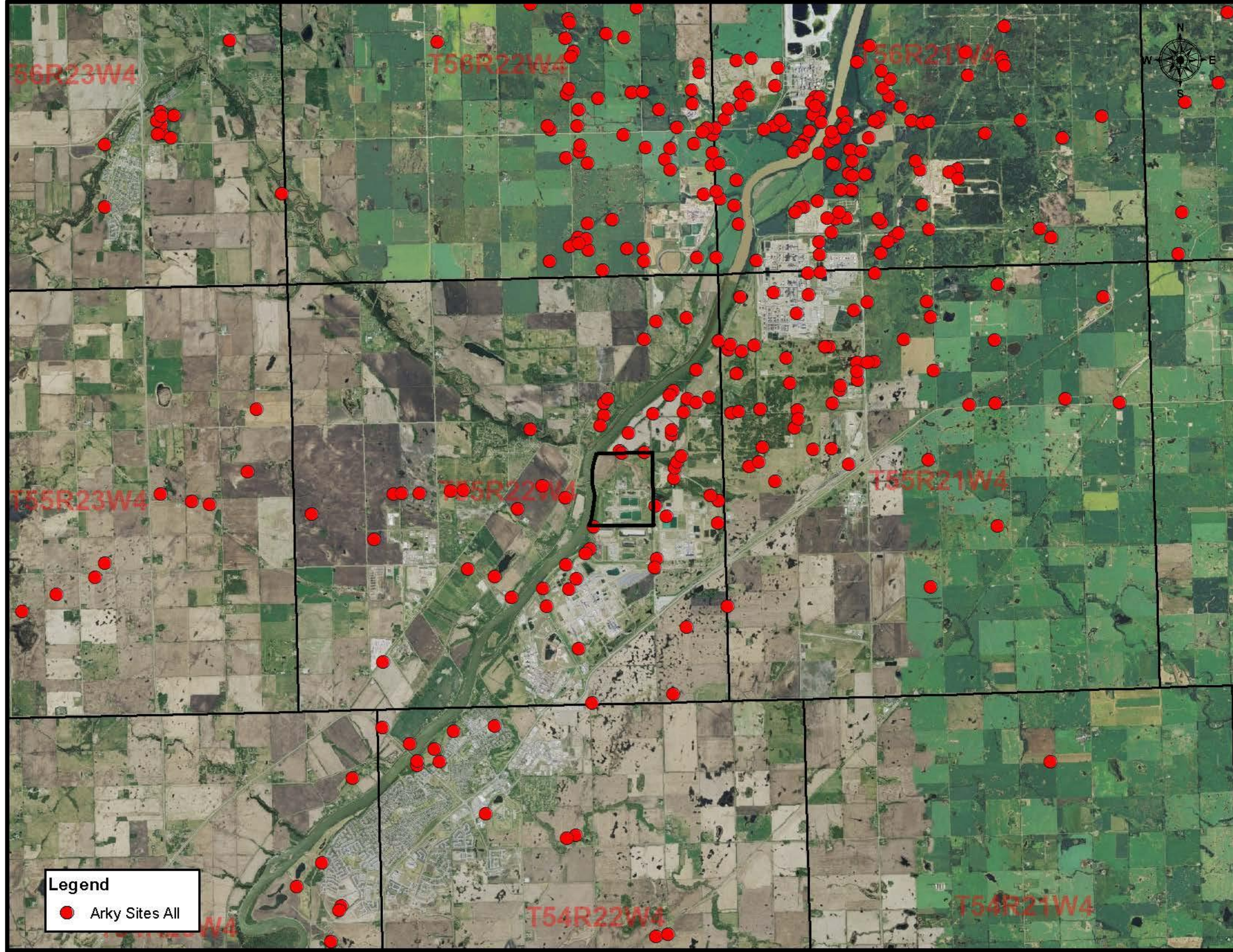


Figure: 1

PLAINS MIDSTREAM CANADA  
Project No.: 60309575 Date: 2014-06-06

Road Network and Hydro Network data, and First Nations Reservations are from GeoBase.





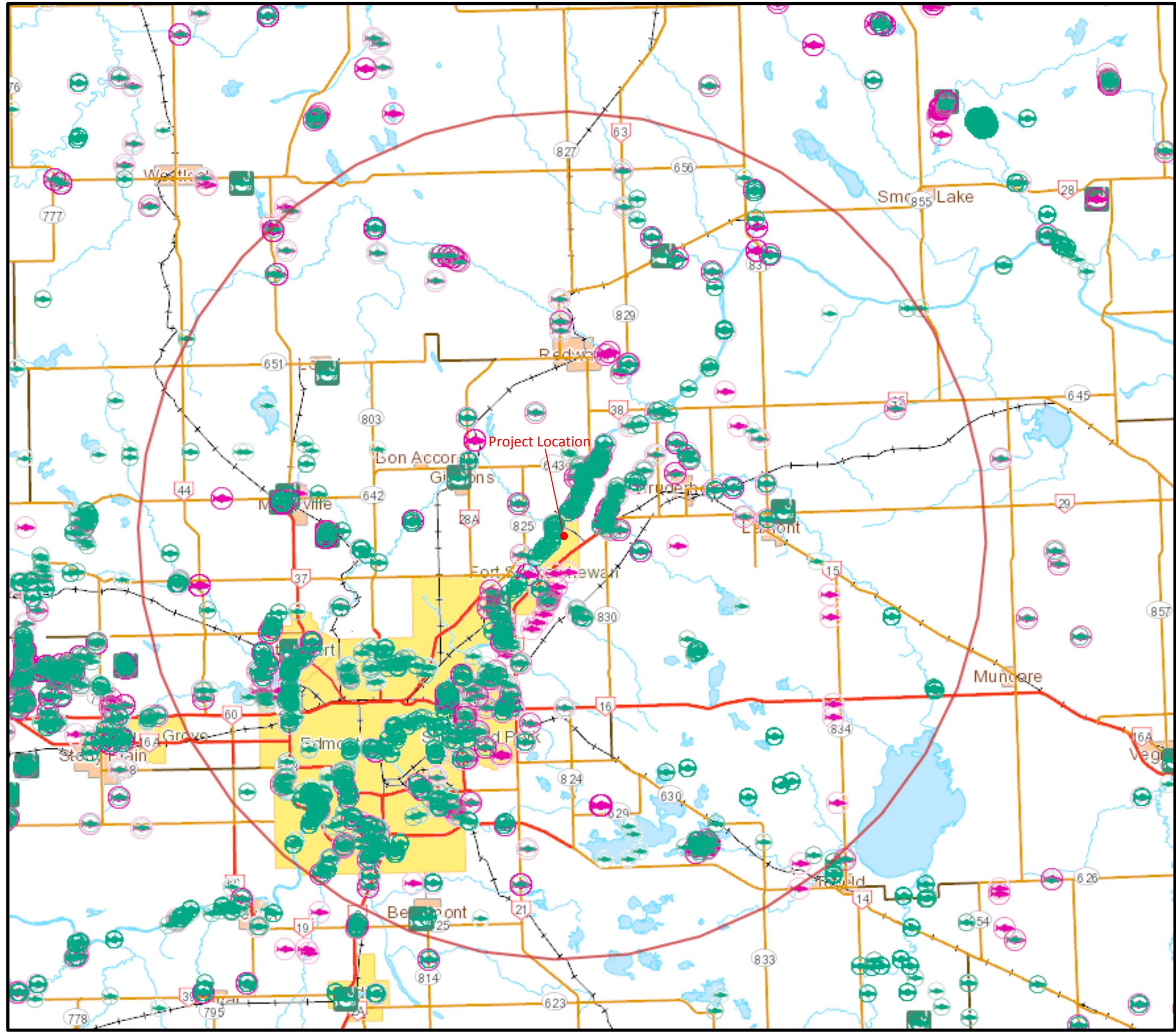
**FORT SASKATCHEWAN RAIL YARD  
PROJECT  
PHASE 2  
PLAINS MIDSTREAM CANADA**  
Date: 2014-06-10

Archeological Sites






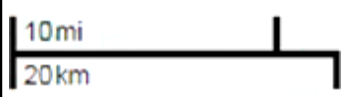
Figure: 3





**Legend**

-  Fish Survey
-  Aquatic Habitat Survey
-  Stocked Waterbodies



**Fish Inventories and  
Stocked Water Bodies**

**FORT SASKATCHEWAN RAIL YARD  
PROJECT  
PHASE 2**

**PLAINS MIDSTREAM CANADA**

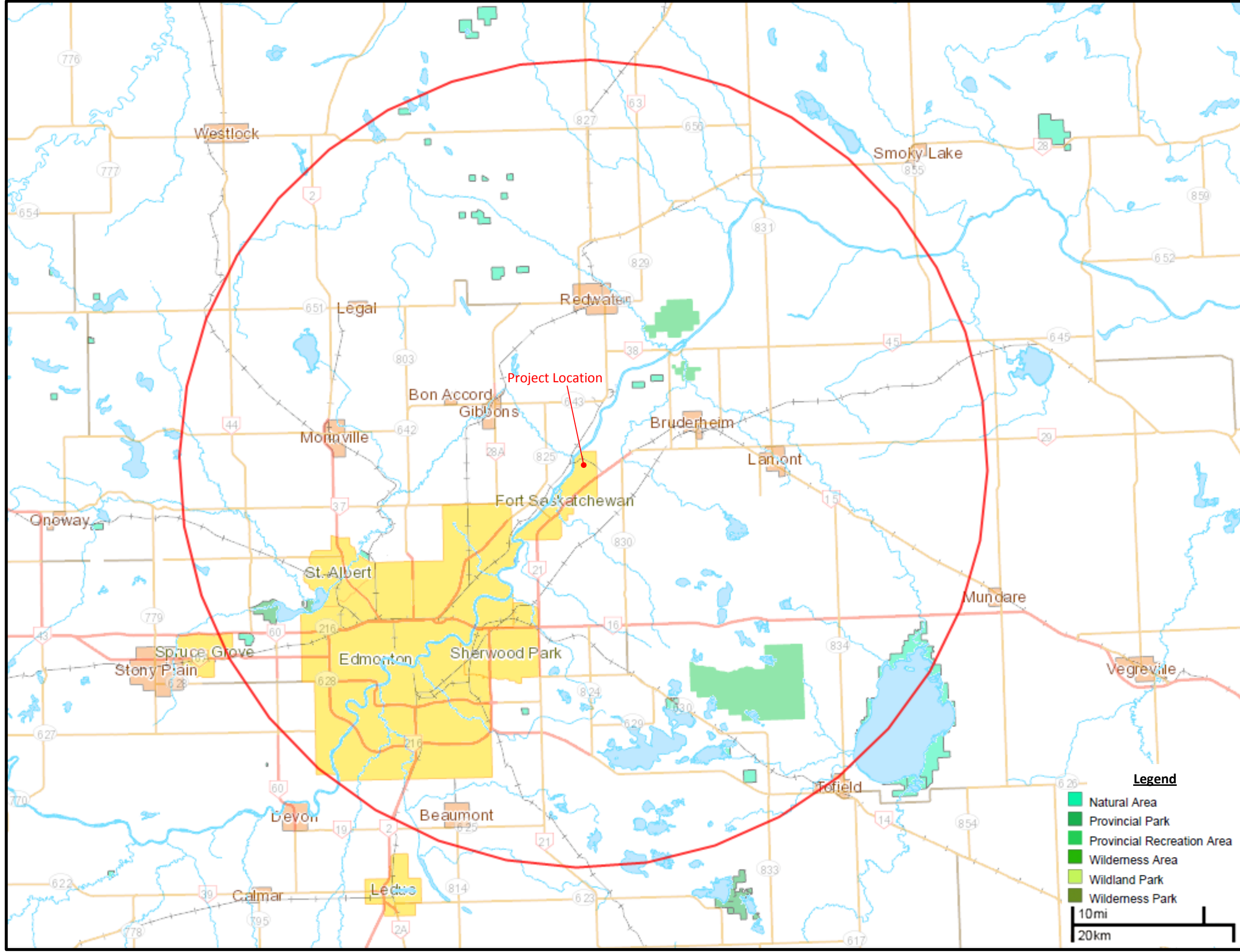
Date: 2014-06-10

**Figure: 4**

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**FORT SASKATCHEWAN RAIL YARD**

**PROJECT**

**PHASE 2**

**PLAINS MIDSTREAM CANADA**

Date: 2014-06-10

**Provincial Parks and Protected Areas**

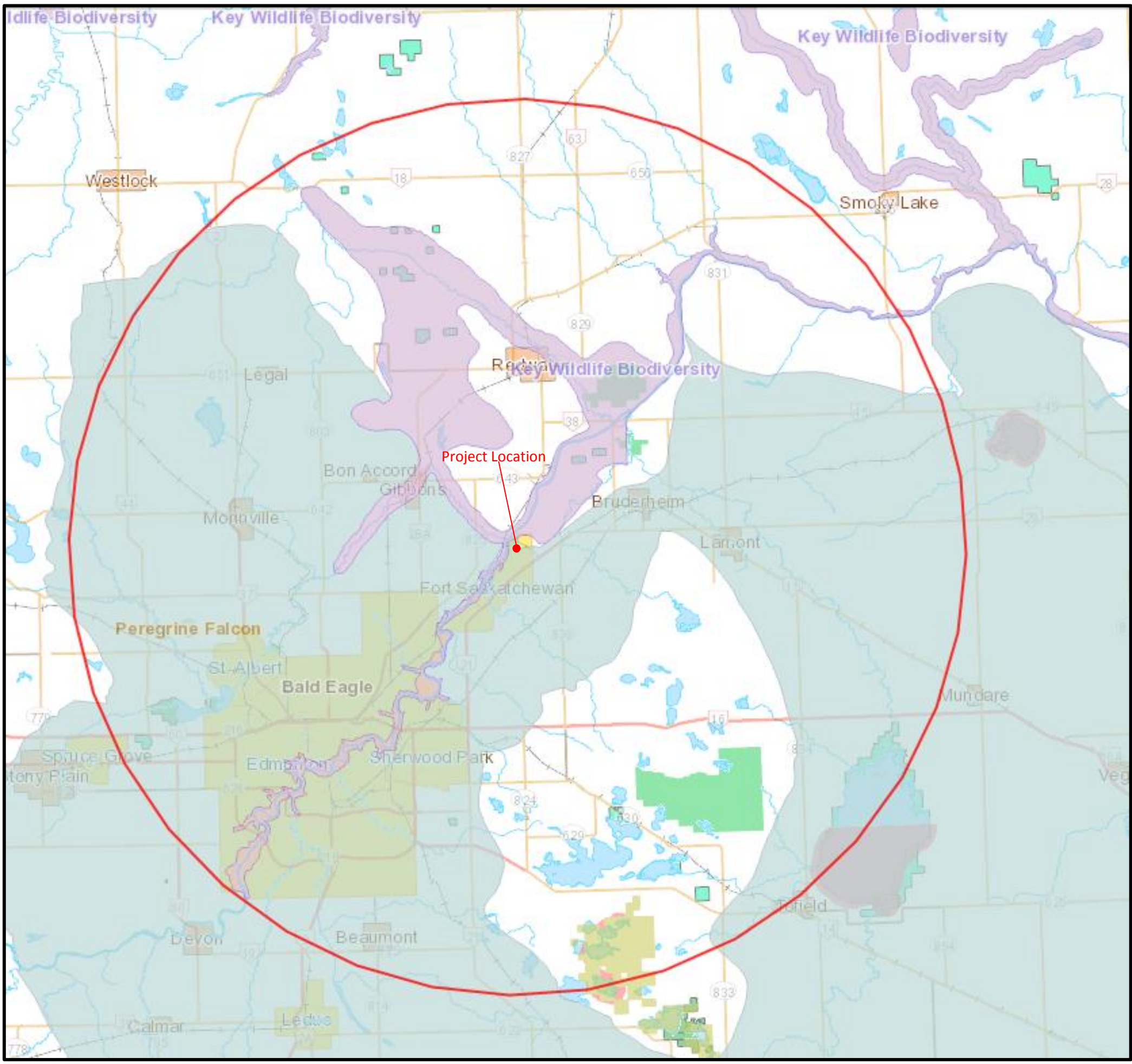


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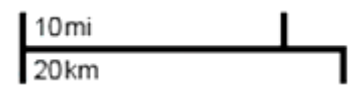


**Figure: 5**





- Legend**
- Key Wildlife and Biodiversity Zone
  - Provincial Special Access Zone
  - Sensitive Raptor Range - Bald Eagle
  - Sensitive Raptor Range - Ferruginous Hawk
  - Sensitive Raptor Range - Golden Eagle
  - Sensitive Raptor Range - Peregrine Falcon
  - Sensitive Raptor Range - Prairie Falcon
  - Provincial Sanctuary Corridor Wildlife
  - Provincial Sanctuary Game Bird
  - Provincial Sanctuary Restricted Area
  - Provincial Sanctuary Seasonal



**FORT SASKATCHEWAN RAIL YARD  
PROJECT  
PHASE 2  
PLAINS MIDSTREAM CANADA**

Date: 2014-06-10



Figure: 6

Display may contain: Base data provided by Spatial Data Warehouse Ltd. Geobase. All Rights Reserved.  
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## APPENDIX C: SITE PHOTOGRAPHS





Photograph 1: Existing CN Rail line and northern border of PMC Fort Saskatchewan facility as noted with chain link fence as viewed facing west (May 6, 2014).



Photograph 2: View facing northwest of existing CN Rail track immediately north of the PMC facility (May 6, 2014).





Photograph 3: A view facing west of the planned expansion area with the existing PMC facility in the background (May 6, 2014).



Photograph 4: A view facing south of the planned expansion area for the PMC facility (May 6, 2014).





Photograph 5: View facing north of the on-site expansion area for the rail yard that has had topsoil salvaged (May 6, 2014).



Photograph 6: A view facing west of the on-site expansion area for the rail yard that has had topsoil salvaged (May 6, 2014).

## APPENDIX D: LAND AND MINERAL TITLES



LAND TITLE CERTIFICATE

S  
LINC                      SHORT LEGAL                      TITLE NUMBER  
0016 350 472            6239MC;;A                      862 278 499

LEGAL DESCRIPTION  
PLAN 6239MC  
LOT A  
EXCEPTING THEREOUT ALL MINES AND MINERALS  
AND THE RIGHT TO WORK THE SAME  
AREA: 7.99 HECTARES (19.74 ACRES) MORE OR LESS

ESTATE: FEE SIMPLE  
ATS REFERENCE: 4;22;55;23;SE

MUNICIPALITY: CITY OF FORT SASKATCHEWAN

---

REGISTERED OWNER(S)					
REGISTRATION	DATE (DMY)	DOCUMENT	TYPE	VALUE	CONSIDERATION
862 278 499	18/12/1986				\$133,274

---

OWNERS

PLAINS MIDSTREAM CANADA ULC.  
OF 1400, 607 - 8TH AVENUE S.W.  
CALGARY  
ALBERTA T2P 0A7  
AS TO AN UNDIVIDED 1/2 INTEREST  
(DATA UPDATED BY: CHANGE OF NAME 132145067)

---

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION  
NUMBER            DATE (D/M/Y)            PARTICULARS

---

NO REGISTRATIONS

TOTAL INSTRUMENTS: 000



THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN  
ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 8 DAY OF MAY,  
2014 AT 08:33 A.M.

ORDER NUMBER: 25912205

CUSTOMER FILE NUMBER:



\*END OF CERTIFICATE\*

---

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FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER,  
SUBJECT TO WHAT IS SET OUT IN THE PARAGRAPH BELOW.

THE ABOVE PROVISIONS DO NOT PROHIBIT THE ORIGINAL PURCHASER FROM  
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APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS  
PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING  
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

S		
LINC	SHORT LEGAL	TITLE NUMBER
0018 498 998	4;22;55;23;SE	862 278 498

LEGAL DESCRIPTION

THE SOUTH EAST QUARTER OF SECTION TWENTY THREE (23)  
 TOWNSHIP FIFTY FIVE (55)  
 RANGE TWENTY TWO (22)  
 WEST OF THE FOURTH MERIDIAN  
 CONTAINING 66.4 HECTARES (164 ACRES) MORE OR LESS  
 EXCEPTING THEREOUT: (A) 8.09 HECTARES (20 ACRES) MORE OR LESS AS SHOWN  
 ON PLAN 6239MC  
 (B) 13.388 HECTARES (33.08 ACRES) MORE OR LESS AS SHOWN ON RAILWAY PLAN  
 8620409  
 EXCEPTING THEREOUT ALL MINES AND MINERALS  
 AND THE RIGHT TO WORK THE SAME

ESTATE: FEE SIMPLE

MUNICIPALITY: CITY OF FORT SASKATCHEWAN

REGISTERED OWNER(S)				
REGISTRATION	DATE (DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
862 278 498	18/12/1986			\$5,936,797

OWNERS

PLAINS MIDSTREAM CANADA ULC.  
 OF 1400, 607 - 8TH AVENUE S.W.  
 CALGARY  
 ALBERTA T2P 0A7  
 AS TO AN UNDIVIDED 1/2 INTEREST  
 (DATA UPDATED BY: CHANGE OF NAME 132140057)

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION NUMBER	DATE (D/M/Y)	PARTICULARS
812 134 960	09/06/1981	UTILITY RIGHT OF WAY GRANTEE - CAPITAL REGION VEGREVILLE CORRIDOR WATER SERVICES COMMISSION.

REGISTRATION

NUMBER DATE (D/M/Y) PARTICULARS

1006 ADAMSON CRESCENT, SHERWOOD PARK  
ALBERTA T8A1E3  
"DISCH. 822120388 31 05 1982 AS TO PT. ON PL.  
8220789, DATA UPDATED BY: TRANSFER OF UTILITY RIGHT  
OF WAY #862174766"

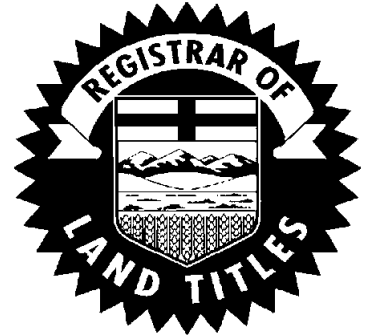
962 146 422 11/06/1996 CAVEAT  
RE : RIGHT OF WAY AGREEMENT  
CAVEATOR - AGT LIMITED.  
ROOM 200, 10025 JASPER AVE  
EDMONTON  
ALBERTA T5J1S6  
AGENT - DALLAS E MAYNARD & ASSOCIATES INC.

TOTAL INSTRUMENTS: 002

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN  
ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 7 DAY OF MAY,  
2014 AT 03:45 P.M.

ORDER NUMBER: 25910188

CUSTOMER FILE NUMBER:



\*END OF CERTIFICATE\*

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED  
FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER,  
SUBJECT TO WHAT IS SET OUT IN THE PARAGRAPH BELOW.

THE ABOVE PROVISIONS DO NOT PROHIBIT THE ORIGINAL PURCHASER FROM  
INCLUDING THIS UNMODIFIED PRODUCT IN ANY REPORT, OPINION,  
APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS  
PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING  
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

S  
LINC                      SHORT LEGAL                      TITLE NUMBER  
0018 498 998            4;22;55;23;SE                      802 065 463

LEGAL DESCRIPTION

THE SOUTH EAST QUARTER OF SECTION TWENTY THREE (23)  
TOWNSHIP FIFTY FIVE (55)  
RANGE TWENTY TWO (22)  
WEST OF THE FOURTH MERIDIAN  
CONTAINING 66.4 HECTARES (164 ACRES) MORE OR LESS  
EXCEPTING THEREOUT: (A) 8.09 HECTARES (20 ACRES) MORE OR LESS AS SHOWN  
ON PLAN 6239MC  
(B) 13.388 HECTARES (33.08 ACRES) MORE OR LESS AS SHOWN ON RAILWAY PLAN  
8620409  
EXCEPTING THEREOUT ALL MINES AND MINERALS  
AND THE RIGHT TO WORK THE SAME

ESTATE: FEE SIMPLE

MUNICIPALITY: CITY OF FORT SASKATCHEWAN

-----

REGISTERED OWNER(S)				
REGISTRATION	DATE (DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
802 065 463	25/03/1980			NIL

-----

OWNERS

PLAINS MIDSTREAM CANADA ULC.  
OF 1400, 607 - 8TH AVENUE S.W.  
CALGARY  
ALBERTA T2P 0A7  
AS TO AN UNDIVIDED 1/2 INTEREST  
(DATA UPDATED BY: CHANGE OF NAME 132140056)

-----

ENCUMBRANCES, LIENS & INTERESTS		
REGISTRATION	DATE (D/M/Y)	PARTICULARS
NUMBER		
812 134 960	09/06/1981	UTILITY RIGHT OF WAY GRANTEE - CAPITAL REGION VEGREVILLE CORRIDOR WATER SERVICES COMMISSION.

-----

REGISTRATION

NUMBER DATE (D/M/Y) PARTICULARS

1006 ADAMSON CRESCENT, SHERWOOD PARK  
ALBERTA T8A1E3  
"DISCH. 822120388 31 05 1982 AS TO PT. ON PLAN  
8220789, DATA UPDATED BY: TRANSFER OF UTILITY RIGHT  
OF WAY #862174766"

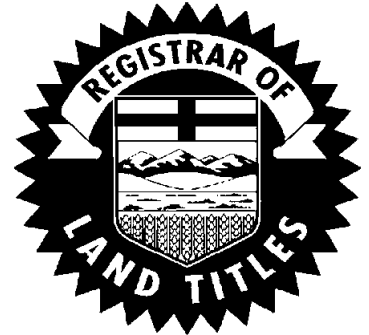
962 146 422 11/06/1996 CAVEAT  
RE : RIGHT OF WAY AGREEMENT  
CAVEATOR - AGT LIMITED.  
ROOM 200, 10025 JASPER AVE  
EDMONTON  
ALBERTA T5J1S6  
AGENT - DALLAS E MAYNARD & ASSOCIATES INC.

TOTAL INSTRUMENTS: 002

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN  
ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 7 DAY OF MAY,  
2014 AT 03:45 P.M.

ORDER NUMBER: 25910188

CUSTOMER FILE NUMBER:



\*END OF CERTIFICATE\*

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED  
FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER,  
SUBJECT TO WHAT IS SET OUT IN THE PARAGRAPH BELOW.

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APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS  
PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING  
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

S  
LINC                      SHORT LEGAL                      TITLE NUMBER  
0016 350 472            6239MC;;A                      802 022 284

LEGAL DESCRIPTION  
PLAN 6239MC  
LOT A  
EXCEPTING THEREOUT ALL MINES AND MINERALS  
AND THE RIGHT TO WORK THE SAME  
AREA: 7.99 HECTARES (19.74 ACRES) MORE OR LESS

ESTATE: FEE SIMPLE  
ATS REFERENCE: 4;22;55;23;SE

MUNICIPALITY: CITY OF FORT SASKATCHEWAN

---

REGISTERED OWNER(S)					
REGISTRATION	DATE (DMY)	DOCUMENT	TYPE	VALUE	CONSIDERATION
802 022 284	31/01/1980				NIL

---

OWNERS

PLAINS MIDSTREAM CANADA ULC.  
OF 1400, 607 - 8TH AVENUE S.W.  
CALGARY  
ALBERTA T2P 0A7  
AS TO AN UNDIVIDED 1/2 INTEREST  
(DATA UPDATED BY: CHANGE OF NAME 132145066)

---

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION	NUMBER	DATE (D/M/Y)	PARTICULARS
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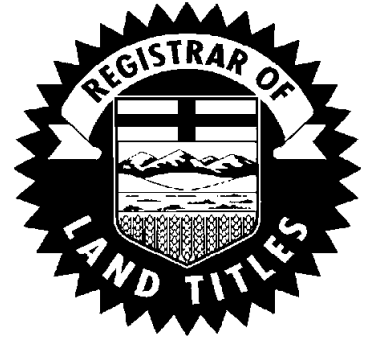
NO REGISTRATIONS

TOTAL INSTRUMENTS: 000

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN  
ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 8 DAY OF MAY,  
2014 AT 08:33 A.M.

ORDER NUMBER: 25912205

CUSTOMER FILE NUMBER:



\*END OF CERTIFICATE\*

---

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FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER,  
SUBJECT TO WHAT IS SET OUT IN THE PARAGRAPH BELOW.

THE ABOVE PROVISIONS DO NOT PROHIBIT THE ORIGINAL PURCHASER FROM  
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APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS  
PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING  
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

S  
LINC                      SHORT LEGAL                      TITLE NUMBER  
0015 405 377            4;22;55;23;SW                      172E268A1

LEGAL DESCRIPTION

ALL THAT PORTION OF THE SOUTH WEST QUARTER OF SECTION TWENTY THREE (23)  
TOWNSHIP FIFTY FIVE (55)  
RANGE TWENTY TWO (22)  
WEST OF THE FOURTH MERIDIAN, WHICH LIES EAST OF THE NORTH SASKATCHEWAN  
RIVER, AS SHOWN ON SAID PLAN OF SURVEY, CONTAINING 39.7 HECTARES (98  
ACRES) MORE OR LESS  
EXCEPTING THEREOUT: A) 4.408 HECTARES (10.89 ACRES) MORE OR LESS, AS  
SHOWN ON RAILWAY PLAN 8620409  
B) ALL THAT PORTION WHICH LIES EAST OF THE NORTH SASKATCHEWAN RIVER  
AS SHOWN ON SAID PLAN OF SURVEY AND WHICH LIES NORTH OF THE NORTHERN  
BOUNDARY OF RAILWAY PLAN 862 0409 CONTAINING 26.321 HECTARES (65.04  
ACRES) MORE OR LESS

EXCEPTING THEREOUT ALL COAL AND ALSO EXCEPTING THEREOUT  
ALL OTHER MINES AND MINERALS

ESTATE: FEE SIMPLE

MUNICIPALITY: CITY OF FORT SASKATCHEWAN

REGISTERED OWNER(S)				
REGISTRATION	DATE (DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
172E268A1	05/10/1973			SEE INSTRUMENT

OWNERS

PLAINS MIDSTREAM CANADA ULC.  
OF 1400, 607 EIGHTH AVENUE SW  
CALGARY  
ALBERTA T2P 0A7

(DATA UPDATED BY: CHANGE OF NAME 132129473)



-----  
ENCUMBRANCES, LIENS & INTERESTS

PAGE 2

# 172E268A1

## REGISTRATION

NUMBER	DATE (D/M/Y)	PARTICULARS
782 002 570	06/01/1978	LEASE LESSEE - PLAINS MIDSTREAM CANADA ULC. 1400, 607 - 8TH AVENUE S.W. CALGARY ALBERTA T2P0A7 "AS TO PT. WITHIN LAND" (DATA UPDATED BY: CHANGE OF NAME 132168188)
782 053 734	15/03/1978	CAVEAT CAVEATOR - NORTHCORP DEVELOPMENT COMPANY LTD. 2107 TD TOWER, 10088-102 AVENUE EDMONTON ALBERTA T5J2Z1 (DATA UPDATED BY: CHANGE OF ADDRESS 092439054)
782 136 565	21/06/1978	CERTIFICATE OF LIS PENDENS AFFECTS INSTRUMENT: 782053734
842 057 166	15/03/1984	UTILITY RIGHT OF WAY GRANTEE - HER MAJESTY THE QUEEN IN RIGHT OF ALBERTA AS REPRESENTED BY THE MINISTER OF PUBLIC WORKS, SUPPLY AND SERVICES
842 277 442	28/12/1984	CAVEAT RE : TRUST AGREEMENT CAVEATOR - PLAINS MIDSTREAM CANADA ULC. 1400, 607 - 8TH AVENUE S.W. CALGARY ALBERTA T2P0A7 (DATA UPDATED BY: TRANSFER OF CAVEAT 132167779)
852 242 429	04/11/1985	UTILITY RIGHT OF WAY GRANTEE - PEMBINA PIPELINE CORPORATION. 3800, 525-8 AVENUE SW CALGARY ALBERTA T2P1G1 (DATA UPDATED BY: CHANGE OF NAME 992285366) (DATA UPDATED BY: TRANSFER OF UTILITY RIGHT OF WAY 012216383) (DATA UPDATED BY: CHANGE OF ADDRESS 122212594)
932 093 400	07/04/1993	UTILITY RIGHT OF WAY GRANTEE - ALTALINK MANAGEMENT LTD. 2611 - 3 AVE SE CALGARY ALBERTA T2A7W7 AS TO PORTION OR PLAN: 9320105 TAKES PRIORITY DATE OF CAVEAT NO. 932006836

( CONTINUED )

REGISTRATION

NUMBER DATE (D/M/Y) PARTICULARS

08-01-93

(DATA UPDATED BY: TRANSFER OF UTILITY RIGHT  
OF WAY 022218691)

(DATA UPDATED BY: CHANGE OF ADDRESS 092077260)

972 350 753 13/11/1997 UTILITY RIGHT OF WAY  
GRANTEE - PEMBINA NGL CORPORATION.  
3800, 525-8 AVE SW  
CALGARY  
ALBERTA T2P1G1

(DATA UPDATED BY: TRANSFER OF UTILITY RIGHT  
OF WAY 002341465)

(DATA UPDATED BY: TRANSFER OF UTILITY RIGHT  
OF WAY 032397423)

(DATA UPDATED BY: CHANGE OF NAME 122205690)

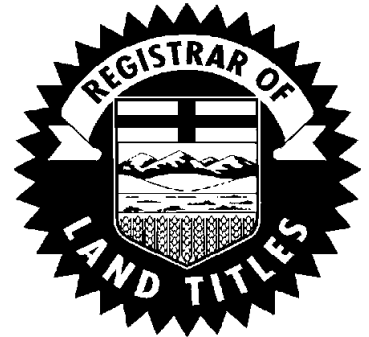
992 078 649 31/03/1999 UTILITY RIGHT OF WAY  
GRANTEE - ALLIANCE PIPELINE LTD.

TOTAL INSTRUMENTS: 009

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN  
ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 7 DAY OF MAY,  
2014 AT 03:45 P.M.

ORDER NUMBER: 25910188

CUSTOMER FILE NUMBER:



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PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING  
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

M  
LINC                      SHORT LEGAL                      TITLE NUMBER  
0024 530 439            4;22;55;23;SW                      782 075 099

LEGAL DESCRIPTION

\*ALL COAL WITHIN, UPON OR UNDER:

MERIDIAN 4 RANGE 22 TOWNSHIP 55  
SECTION 23  
ALL THAT PORTION OF THE SOUTH WEST QUARTER  
WHICH LIES EAST OF THE NORTH SASKATCHEWAN RIVER  
AS SHOWN ON A PLAN OF SURVEY OF THE SAID TOWNSHIP  
2 MAY 1883  
CONTAINING 39.7 HECTARES (98 ACRES) MORE OR LESS

ESTATE: FEE SIMPLE

MUNICIPALITY: STURGEON COUNTY

---

REGISTERED OWNER(S)				
REGISTRATION	DATE (DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
782 075 099	13/04/1978			REF. CPR689

---

OWNERS

ENCANA CORPORATION.  
OF 150-9 AVE SW  
P.O. BOX 2850  
CALGARY  
ALBERTA T2P 2S5

(DATA UPDATED BY: CHANGE OF NAME 062074355)

---

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION	DATE (D/M/Y)	PARTICULARS
NUMBER		

---

NO REGISTRATIONS

TOTAL INSTRUMENTS: 000

( CONTINUED )

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN  
ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 12 DAY OF MAY,  
2014 AT 02:03 P.M.

ORDER NUMBER: 25939558

CUSTOMER FILE NUMBER:



\*END OF CERTIFICATE\*

---

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FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER,  
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APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS  
PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING  
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

M  
LINC                                      SHORT LEGAL                                      TITLE NUMBER  
0024 566 144                              4;22;55;14;;10,15                                      762 071 249

LEGAL DESCRIPTION

\*ALL MINES AND MINERALS WITHIN, UPON OR UNDER:

MERIDIAN 4 RANGE 22 TOWNSHIP 55  
SECTION 14  
LEGAL SUBDIVISION 10 AND THE WEST HALF OF  
LEGAL SUBDIVISION 15  
CONTAINING 24.3 HECTARES MORE OR LESS.  
EXCEPTING THEREOUT:  
THE EAST HALF OF THE NORTH EAST QUARTER OF SAID  
LEGAL SUBDIVISION 10, CONTAINING 2.02 HECTARES  
MORE OR LESS.

ESTATE: FEE SIMPLE

MUNICIPALITY: STURGEON COUNTY

---

REGISTERED OWNER(S)					
REGISTRATION	DATE (DMY)	DOCUMENT	TYPE	VALUE	CONSIDERATION
762 071 249	29/04/1976			\$2,750	REF. 127N271

---

OWNERS

PLAINS MIDSTREAM CANADA ULC.  
OF 1400, 607 - 8TH AVENUE S.W.  
CALGARY  
ALBERTA T2P 0A7  
AS TO AN UNDIVIDED 1/2 INTEREST  
(DATA UPDATED BY: CHANGE OF NAME 132126534)

---

ENCUMBRANCES, LIENS & INTERESTS		
REGISTRATION	DATE (D/M/Y)	PARTICULARS
782 002 570	06/01/1978	LEASE LESSEE - PLAINS MIDSTREAM CANADA ULC. 1400, 607 - 8TH AVENUE S.W.

---

( CONTINUED )

-----  
ENCUMBRANCES, LIENS & INTERESTS

PAGE 2  
# 762 071 249

REGISTRATION

NUMBER      DATE (D/M/Y)      PARTICULARS

-----

CALGARY  
ALBERTA T2P0A7  
"AS TO PT. AS DESC."  
(DATA UPDATED BY: CHANGE OF NAME 132168188)

882 203 038      31/08/1988 CAVEAT  
RE : AGREEMENT CHARGING LAND  
CAVEATOR - BANK OF MONTREAL.  
ATTENTION: CORPORATE BANKING, 350-7 AVE., SW,  
CALGARY  
ALBERTA T2P3N9  
AGENT - R GORDON CORMIE  
"M & M AS DESC."

882 203 923      01/09/1988 CAVEAT  
RE : AGREEMENT CHARGING LAND  
CAVEATOR - BANK OF MONTREAL.  
ATTENTION: CORPORATE BANK  
350-7 AVE SW  
CALGARY  
ALBERTA T2P3N9  
AGENT - R GORDON CORMIE  
"M & M AS DESC."

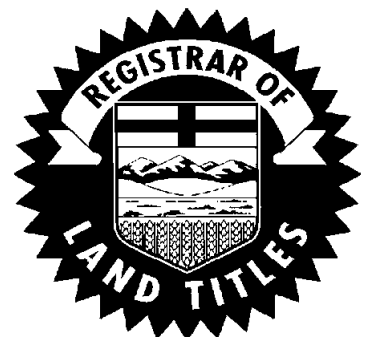
902 107 957      19/04/1990 CAVEAT  
RE : AGREEMENT CHARGING LAND  
CAVEATOR - BANK OF MONTREAL.  
350 7 AVENUE SW, CALGARY  
ALBERTA T2P3N9  
AGENT - R GORDON CORMIE  
"M & M AS DESC."

TOTAL INSTRUMENTS: 004

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN  
ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 12 DAY OF MAY,  
2014 AT 02:03 P.M.

ORDER NUMBER:    25939558

CUSTOMER FILE NUMBER:



\*END OF CERTIFICATE\*

( CONTINUED )

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LAND TITLE CERTIFICATE

M  
LINC                                      SHORT LEGAL                                      TITLE NUMBER  
0024 530 439                              4;22;55;23;SW                                      172E268B

LEGAL DESCRIPTION

\*ALL MINES AND MINERALS EXCEPT COAL WITHIN, UPON OR UNDER:

MERIDIAN 4 RANGE 22 TOWNSHIP 55  
SECTION 23  
ALL THAT PORTION OF THE SOUTH WEST QUARTER  
WHICH LIES EAST OF THE NORTH SASKATCHEWAN RIVER  
AS SHOWN ON A PLAN OF SURVEY OF THE SAID TOWNSHIP  
2 MAY 1883  
CONTAINING 39.7 HECTARES (98 ACRES) MORE OR LESS

ESTATE: FEE SIMPLE

MUNICIPALITY: STURGEON COUNTY

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REGISTERED OWNER(S)				
REGISTRATION	DATE (DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
172E268B	05/10/1973			REF. 171E268

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OWNERS

PLAINS MIDSTREAM CANADA ULC.  
OF 1400, 607 - 8TH AVENUE S.W.  
CALGARY  
ALBERTA T2P 0A7  
(DATA UPDATED BY: CHANGE OF NAME 132126827)

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ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION		
NUMBER	DATE (D/M/Y)	PARTICULARS
782 002 570	06/01/1978	LEASE LESSEE - PLAINS MIDSTREAM CANADA ULC. 1400, 607 - 8TH AVENUE S.W. CALGARY ALBERTA T2P0A7 " (M & M AS DESC.) "

( CONTINUED )



## REGISTRATION

NUMBER	DATE (D/M/Y)	PARTICULARS
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(DATA UPDATED BY: CHANGE OF NAME 132168188)

792 098 022 03/05/1979 CAVEAT  
CAVEATOR - ALIDA SCHMIDT  
CAVEATOR - ALFRED KOCH  
CAVEATOR - HELMUT KOCH  
CAVEATOR - HELEN HAUSE  
" (M & M AS DESC.) "

842 277 443 28/12/1984 CAVEAT  
RE : SEE CAVEAT  
CAVEATOR - PLAINS MIDSTREAM CANADA ULC.  
1400, 607 - 8TH AVENUE S.W.  
CALGARY  
ALBERTA T2P0A7  
" (M & M AS DESC.) "

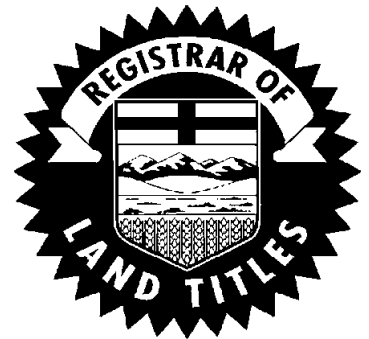
(DATA UPDATED BY: TRANSFER OF CAVEAT  
132167779)

TOTAL INSTRUMENTS: 003

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN  
ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 12 DAY OF MAY,  
2014 AT 02:03 P.M.

ORDER NUMBER: 25939558

CUSTOMER FILE NUMBER:



\*END OF CERTIFICATE\*

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED  
FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER,  
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PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING  
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

M  
LINC                                      SHORT LEGAL                                      TITLE NUMBER  
0015 404 981                      4;22;55;14;NW                                      172E268A

LEGAL DESCRIPTION

\*ALL MINES AND MINERALS WITHIN, UPON OR UNDER:

ALL THAT PORTION OF THE NORTH WEST QUARTER OF SECTION FOURTEEN (14)  
TOWNSHIP FIFTY FIVE (55)  
RANGE TWENTY TWO (22)  
WEST OF THE FOURTH MERIDIAN, WHICH LIES TO THE EAST OF THE NORTH  
SASKATCHEWAN RIVER, AS SHOWN ON A PLAN OF SURVEY OF THE SAID TOWN-  
SHIP SIGNED AT OTTAWA ON THE 2ND DAY OF MAY, A.D. 1883, CONTAINING  
42.5 HECTARES (105 ACRES) MORE OR LESS

ESTATE: FEE SIMPLE

MUNICIPALITY: CITY OF FORT SASKATCHEWAN

---

REGISTERED OWNER(S)				
REGISTRATION	DATE (DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
172E268A	05/10/1973			REF. 171E268

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OWNERS

PLAINS MIDSTREAM CANADA ULC.  
OF 1400, 607 - 8TH AVENUE S.W.  
CALGARY  
ALBERTA T2P 0A7  
(DATA UPDATED BY: CHANGE OF NAME 132126600)

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ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION		
NUMBER	DATE (D/M/Y)	PARTICULARS
782 002 570	06/01/1978	LEASE LESSEE - PLAINS MIDSTREAM CANADA ULC. 1400, 607 - 8TH AVENUE S.W. CALGARY ALBERTA T2P0A7 "M & M AS DESC."

( CONTINUED )

## REGISTRATION

NUMBER	DATE (D/M/Y)	PARTICULARS
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(DATA UPDATED BY: CHANGE OF NAME 132168188)

792 098 022 03/05/1979 CAVEAT  
CAVEATOR - ALIDA SCHMIDT  
CAVEATOR - ALFRED KOCH  
CAVEATOR - HELMUT KOCH  
CAVEATOR - HELEN HAUSE  
"M & M AS DESC."

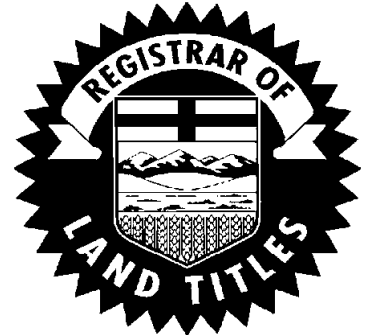
842 277 441 28/12/1984 CAVEAT  
RE : POSTPONEMENT  
CAVEATOR - AMOCO CANADA PETROLEUM COMPANY LTD.  
3200 MANULIFE PLACE, 10180-101 ST  
EDMONTON  
ALBERTA  
AGENT - A H LEFEVER  
"M & M AS DESC."

TOTAL INSTRUMENTS: 003

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN  
ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 12 DAY OF MAY,  
2014 AT 02:03 P.M.

ORDER NUMBER: 25939558

CUSTOMER FILE NUMBER:



\*END OF CERTIFICATE\*

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OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

M  
LINC                      SHORT LEGAL                      TITLE NUMBER  
0024 566 144            4;22;55;14;;10,15            127N271

LEGAL DESCRIPTION

\*ALL MINES AND MINERAL WITHIN, UPON OR UNDER:

MERIDIAN 4 RANGE 22 TOWNSHIP 55  
SECTION 14  
LEGAL SUBDIVISION 10 AND THE WEST HALF OF  
LEGAL SUBDIVISION 15  
CONTAINING 24.3 HECTARES MORE OR LESS.  
EXCEPTING THEREOUT:  
THE EAST HALF OF THE NORTH EAST QUARTER OF SAID  
LEGAL SUBDIVISION 10, CONTAINING 2.02 HECTARES  
MORE OR LESS.

ESTATE: FEE SIMPLE

MUNICIPALITY: STURGEON COUNTY

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REGISTERED OWNER(S)  
REGISTRATION      DATE (DMY)      DOCUMENT TYPE      VALUE      CONSIDERATION  
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127N271            25/01/1974                                      \$5,500            REF. 190M260

OWNERS

PLAINS MIDSTREAM CANADA ULC.  
OF 1400, 607 - 8TH AVENUE S.W.  
CALGARY  
ALBERTA T2P 0A7  
AS TO AN UNDIVIDED 1/2 INTEREST  
(DATA UPDATED BY: CHANGE OF NAME 132126533)

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ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION  
NUMBER      DATE (D/M/Y)      PARTICULARS  
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782 002 570      06/01/1978 LEASE  
LESSEE - PLAINS MIDSTREAM CANADA ULC.  
1400, 607 - 8TH AVENUE S.W.

( CONTINUED )

REGISTRATION

NUMBER      DATE (D/M/Y)      PARTICULARS

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CALGARY  
ALBERTA T2P0A7  
"AS TO PT. AS DESC."  
(DATA UPDATED BY: CHANGE OF NAME 132168188)

902 107 957      19/04/1990 CAVEAT  
RE : AGREEMENT CHARGING LAND  
CAVEATOR - BANK OF MONTREAL.  
350 7 AVENUE SW, CALGARY  
ALBERTA T2P3N9  
AGENT - R GORDON CORMIE  
"M & M AS DESC."

TOTAL INSTRUMENTS: 002

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN  
ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 12 DAY OF MAY,  
2014 AT 02:03 P.M.

ORDER NUMBER:      25939558

CUSTOMER FILE NUMBER:



\*END OF CERTIFICATE\*

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OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

M  
LINC                      SHORT LEGAL                      TITLE NUMBER  
0024 530 520            4;22;55;23;SE                      44P26B

LEGAL DESCRIPTION

\*ALL MINES AND MINERALS (WHICH, WITHOUT RESTRICTING THE GENERALITY THEREOF, SHALL BE DEEMED TO INCLUDE ALL GAS AND PETROLEUM) AND THE RIGHT TO WORK THE SAME WITHIN, UPON OR UNDER:  
MERIDIAN 4 RANGE 22 TOWNSHIP 55  
SECTION 23  
QUARTER SOUTH EAST  
AREA: 66.4 HECTARES (164 ACRES) MORE OR LESS

ESTATE: FEE SIMPLE

MUNICIPALITY: CITY OF FORT SASKATCHEWAN

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REGISTERED OWNER(S)

REGISTRATION	DATE (DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
44P26B	22/05/1913			REF. CPR2514

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OWNERS  
ENCANA CORPORATION.  
OF 150-9 AVE SW  
P.O. BOX 2850  
CALGARY  
ALBERTA T2P 2S5

(DATA UPDATED BY: CHANGE OF NAME 062101455)

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ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION NUMBER	DATE (D/M/Y)	PARTICULARS
132 104 832	15/04/2013	CAVEAT RE : MINES AND MINERALS LEASE INTEREST CAVEATOR - PLAINS MIDSTREAM CANADA ULC. SUITE 1400, 607 EIGHTH AVENUE SW CALGARY ALBERTA T2P0A7 AGENT - VERTEX PROFESSIONAL SERVICES LTD.

REGISTRATION

NUMBER          DATE (D/M/Y)          PARTICULARS

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TOTAL INSTRUMENTS: 001

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ACCURATE REPRODUCTION OF THE CERTIFICATE OF  
TITLE REPRESENTED HEREIN THIS 12 DAY OF MAY,  
2014 AT 02:03 P.M.

ORDER NUMBER:    25939558

CUSTOMER FILE NUMBER:



\*END OF CERTIFICATE\*

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