

Federal Authority Advice Record (FAAR)**FAAR Response must be submitted by July 24, 2026**

Trigon Pacific LPG Project – Trigon Pacific Terminals Ltd.

Registry File: 90557

Department/Agency	Canadian Coast Guard
Lead Contact	Alana Carroll
Full Address	914 Yates Street, Victoria
Email	alana.carroll@dfo-mpo.gc.ca
Telephone	250-410-9664
Alternate Contact	Terry Speed

1. Will your department or agency exercise a **power, perform a duty or function**, or provide **financial assistance**, related to the project to enable it to be carried out in whole or in part?

Yes

As relevant,

- a) Specify the power, duty or function, or financial assistance, and the likelihood that it will be required to construct the project, based on the Initial Project Description, as either Required, Potential, Likely, Unlikely or Not Required

The Canadian Coast Guard (CCG), a special operating agency within the Department of National Defence (DND), helps the Department meet its responsibility to ensure safe and accessible waterways for Canadians. CCG also plays a key role in ensuring the sustainable use and development of Canada's oceans and waterways.

Transport Canada (TC) is the lead for Canada's marine safety system, establishing the legislation and regulations that oversee the system. The CCG, operating within DND, provides services to the system at the operational level. The CCG fleet supports the Department of Fisheries and Oceans (DFO) in carrying out science, hydrographic, and conservation and protection operations. It also supports commercial fishing, maritime transportation, shipping and tourism industries, as well as recreational boating.

The Oceans Act gives the Minister of National Defence responsibility for providing the following services that may be relevant to the proposed Project: aids to navigation; marine communications and traffic services; icebreaking and ice-management services; channel maintenance; marine search and rescue; marine pollution response; and support to other government departments, boards and agencies through the provision of ships, aircraft and other services.

The Canada Shipping Act, 2001 provides powers, responsibilities and obligations concerning aids to navigation, search and rescue, pollution response, and vessel traffic services. Based on the Initial Project Description, it is likely that the CCG would exercise a duty or function related to its mandate.

- b) Describe any associated Indigenous or public consultation, including timelines

CCG may participate in Indigenous and public consultation activities coordinated through the federal impact assessment process, where applicable, to provide information regarding navigation safety, marine communications and traffic services, aids to navigation, icebreaking, channel maintenance, search and rescue, pollution response, or other operational mandates.

- c) Describe any associated information requirements (e.g., alternative means assessment, habitat offsetting), and specify those that may be coordinated with the impact assessment process, if an impact assessment is required

Canadian Coast Guard has not identified any project-specific information requirements outside of those that may be requested through the federal impact assessment process. Additional information requirements may be identified as project review progresses.

- d) Identify any associated project-specific guidance or issues of which the proponent should be aware, or information the proponent should provide

The proponent should be aware that project activities affecting marine navigation, vessel traffic patterns, marine communications, aids to navigation, emergency response considerations, search and rescue operations, or pollution preparedness and response may require engagement with the Canadian Coast Guard during project planning and review.

- e) Indicate whether your department or agency has identified any power that it will not be exercising or may not be able to exercise to allow the project to be carried out, in whole or in part.

Not applicable

2. **Using Table 1**, identify project- and context- specific **key issues**, based on the expertise within your mandate¹ and the information in your possession, including the Initial Project Description, any exchanges with the proponent or others related to the project and known means to address the effects of the project. For each key issue:

- a) Specify the key issue (e.g., specific species and location)
- b) Specify the project component or activity linked to the key issue
- c) Explain why it's a key issue based on:
 - i. biophysical effect pathway(s) from the specific project component or activity
 - ii. concern unique to the project or a priority within your mandate
 - iii. the issue being material² to decision making under the *Impact Assessment Act*
- d) Identify how the issue could be resolved, including through means other than an impact assessment
- e) Identify additional information the proponent could provide including to give confidence on how the issue can be addressed through other means.

Alana Carroll, Senior Program Advisor
Name and Title of Departmental /
Agency Responder

July 22 2026
Date

¹ Refer to the [Memoranda of Understanding with IAAC](#).

² An issue is material to decision making if its analysis is anticipated to affect the conclusions on (1) whether adverse effects within federal jurisdiction or direct and incidental adverse effects (collectively adverse federal effects) are likely not significant, or of low, medium or high significance; (2) appropriate mitigation measures for significant adverse federal effects; or (3) justification in the public interest.

Table 1: Key Issues to inform the impact assessment process

This table should outline key issues to inform the impact assessment process, including whether an impact assessment is required and, if so, the scope of the assessment and tailoring of the Tailored Impact Statement Guidelines.

Key issues are the major concerns directly related to a project component or activity, the analysis of which is anticipated to be material to decision-making under the *Impact Assessment Act*.

Federal authorities' advice should be guided by the identification and resolution of key issues. If an impact assessment is required, it will be focused on key issues.

Comment ID	a) Key issue	b) Project component or activity	c)(i) Biophysical effect pathway(s)	c)(ii) Concern unique to the project or a priority within your mandate	c)(iii) Material to federal decision-making	d) Means for issue resolution	e) Additional information from the proponent
<i>Identify comments by organization and comment number.</i> <i>e.g., IAAC-01</i>	<i>Specify the key issue (e.g., specific species and location).</i>	<i>Identify the project component or activity linked to the key issue.</i> <i>Be specific about the nature, scale, novelty and complexity or the component or activity.</i>	<i>Identify the specific biophysical effect pathway between the project component or activity and the affected environmental or human receptor (including Indigenous Peoples).</i>	<i>Describe why it's a key issue within the mandate of your department or agency, including in terms of priorities of the federal government and in terms of anticipated likelihood, severity or uncertainty of effects.</i> <i>Identify if the key issue is common for projects of this nature or in this sector, or whether it's unique to this project due to its complexity, size or novelty; a sensitive or rare receiving environment; and/or proximity of sensitive environmental or human receptors (including Indigenous Peoples).</i>	<i>Describe why the key issue is material to decision-making as either:</i> <i>an adverse effect within federal jurisdiction, or a direct or incidental adverse effect, that may be significant based on available evidence including:</i> <i>federal experts' knowledge and experience with past project assessments;</i> <i>presence of sensitive species, habitats or human receptors (including Indigenous Peoples);</i> <i>novel or complex project activities, components or technologies;</i> <i>high uncertainties in effects or in the effectiveness of mitigation measures;</i> <i>unknown or unproven mitigation; or</i> <i>a factor for the justification in the public interest anticipated to be material to decision-making such as a likely positive effect contributing to sustainability, to Canada's environmental obligations or climate change commitments or in supporting governmental priorities, such as reconciliation with Indigenous Peoples.</i>	<i>Describe how the key issue could be resolved or addressed by:</i> <i>Any means, including powers, duties, functions, frameworks, policies or guidance that your department or agency has;</i> <i>Any means, including powers, duties, functions, frameworks, policies or guidance from another jurisdiction, including the province;</i> <i>Common, proven, well-understood or standard mitigation measures to mitigate the effect or effect pathway(s); or</i> <i>Commitments made by the proponent (e.g., in the Initial Project Description).</i>	<i>Describe information the proponent can provide, or commitments the proponent can make, in their Response to the Summary of Issues that would provide confidence that the issue can be resolved by existing means.</i> <i>Consider whether information, studies, analyses or collaborative work with other authorities would be required to address the issue beyond existing means.</i>
CCG-01	Adequacy of marine emergency preparedness, response capability, and multi-party coordination for potential liquefied petroleum gas (LPG) and hazardous and noxious substances (HNS) incidents associated with the project.	Construction and operation of an LPG marine export terminal and associated marine transportation activities, including regular transit of Very Large Gas Carriers (VLGCs) through the Prince Rupert marine environment. The project would expand marine activity involving the bulk transport of LPG and associated risks related to LPG and other hazardous and noxious substances (HNS), requiring specialized emergency	Increased VLGC traffic and LPG export operations increase the potential for marine incidents, including vessel collisions, groundings, fires, explosions, or releases of LPG and other hazardous and noxious substances (HNS). Such incidents could adversely affect marine waters, fish and fish habitat, species at risk, migratory birds, coastal ecosystems, Indigenous Peoples and communities, Indigenous use of marine resources,	The project introduces specialized LPG/HNS risks requiring response capabilities, planning assumptions, equipment, training, and interagency coordination that continue to evolve under the developing federal HNS response framework. The project's scale, specialized cargo, and proximity to sensitive marine ecosystems, Indigenous communities, and important marine-use areas increase the importance of ensuring that preparedness and response measures are adequate. This issue is directly relevant to the Canadian Coast Guard's mandate for marine	The requirement for close coordination with Transport Canada, Trigon Pacific and Western Canada Marine Response Corporation to ensure there is appropriate first response equipment in Prince Rupert for an incident involving a VLGC. The risks for this type of marine export would warrant addition or amplification into future North Coast Marine Incident Preparedness, Response and Recovery Plan.	The CCG, in conjunction with key federal partners, are currently developing Hazardous & Noxious Substances (HNS) response policy. This will eventually determine how our response posture is designed in the region. This project will be reassessed by MEHR Western once that policy is in place.	- Anticipated VLGC traffic volumes and LPG cargo volumes; - Hazard identification and consequence analyses for credible marine accident and malfunction scenarios, including vessel collisions, groundings, fires, explosions, and HNS releases; - Details of proposed spill, fire, explosion, and HNS emergency response arrangements; - Information on proposed response equipment, response capacity, and expected response timelines in the Prince Rupert area; - Coordination protocols with CCG, TC, WCMRC, Indigenous

		preparedness, response planning, training, equipment, and coordination among federal authorities, Indigenous Nations, local communities, and marine response organizations.	cultural practices, and local communities. The likelihood and consequences of such incidents are influenced by navigational safety measures, emergency preparedness, response capacity, and coordination among responsible authorities, Indigenous Nations, local responders, and industry partners. The effectiveness and timeliness of preparedness and response measures would influence the extent, severity, and duration of potential adverse effects.	environmental emergency preparedness and response.			Nations, local governments, and emergency responders; - Information on how the project will support preparedness planning, training, and exercises; and - A more detailed Accidents and Malfunctions section, as the current description is insufficient to enable CCG assessment of potential marine emergency preparedness and response implications.
--	--	---	--	--	--	--	---

Please insert additional rows as necessary.