



Federal Authority Advice Record (FAAR)

Trigon Pacific LPG Project – Trigon Pacific Terminals Ltd.

Registry File: 90557

Department/Agency	Transport Canada (TC)
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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?

No.

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
 - b) Describe any associated Indigenous or public consultation, including timelines
 - 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
 - d) Identify any associated project-specific guidance or issues of which the proponent should be aware, or information the proponent should provide
 - 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.
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*

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.

- 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.

Transport Canada (TC) has not identified any key issues based on the Initial Project Description at this time. TC has outlined programs and current initiatives within its mandate related to the marine and rail safety regime, which may or may not apply to this project.

Marine Safety and Security

Transport Canada Marine Safety provides technical and regulatory expertise on spill preparedness, vessel oversight, and TC authorities under the *Canada Shipping Act, 2001*. Should the project be approved, the vessels calling at Trigon Terminal would be required to meet all applicable international standards and Canadian legislative requirements set out by Canada's marine safety and security system. Compliance with those standards and regulations would be monitored and enforced through existing compliance and enforcement programs. Canada's marine safety and security system is scalable, adaptive, and responsive to changes in marine shipping, and has the ability to manage vessel traffic related to the Trigon LPG Project.

TC Marine Safety also provides technical expertise on navigation safety and works with project proponents, Indigenous groups, and other government departments and agencies to conduct a navigation safety assessment of new vessel types, increases in vessel numbers and/or changes to vessel traffic patterns in the region, in accordance with the [Navigation Safety Assessment Process \(NSAP\) Guidelines](#).

Rail Safety Program

TC's Rail Safety Program develops, administers and oversees the policies, regulations, rules and engineering standards needed to keep railway operations safe. The program fosters system-wide safety through targeted oversight of rail companies, promotes public safety at grade crossings, identifies trespassing risks and funds infrastructure improvements in partnership with other jurisdictions.

Rail operations on port lands are regulated by the port authority under the *Canada Marine Act* (CMA) rather than the *Railway Safety Act* (RSA). However, off of port lands, TC's Rail Safety Directorate advances rail safety by regulating, promoting and enforcing compliance with the RSA, and by carrying out outreach and oversight activities across Canada. Through this work, it supports TC's vision of a national transportation system that Canadians recognize as safe, secure and efficient. TC regulates the railway operations, infrastructure and equipment of federally regulated railways pursuant to the RSA.

Transportation of Dangerous Goods (TDG) Program

The transportation of dangerous goods is often required for the construction and ongoing operation of proposed projects undergoing an environmental review. Examples of dangerous goods include acetylene, fuels, some types of paints, wastes and by products that also meet the criteria of [Part 2 \(classification\) of the TDG Regulations](#), etc. Dangerous goods must be handled, offered for transport and transported in accordance with the [Transportation of Dangerous Goods Act](#) (TDG Act) and associated Regulations.

Transport Canada's TDG Program conducts work related to the safe transportation of dangerous goods and the prevention of and response to incidents involving dangerous goods. The group's activities consist of:

- Developing and enforcing safety standards for the safe transportation of dangerous goods;
- Conducting compliance monitoring of modal (air, rail, marine, road) shippers and importers, assessing emergency response assistance plans, means of containment standards and facilities; and,
- Operating the Canadian Transport Emergency Centre to provide advice on emergency response operations for incidents involving dangerous goods.

Current Initiatives

The following initiatives are regional, voluntary, and subject to funding renewal. These initiatives should not be cited as project-specific mitigation measures within an Impact Assessment process.

Proactive Vessel Management (PVM)

The Proactive Vessel Management initiative is a TC initiative under the Oceans Protection Plan that aims to proactively manage shipping impacts by co-developing voluntary measures—like routing, speed controls, and avoidance zones—with Indigenous nations, coastal communities, and industry to improve marine safety and protect sensitive areas. PVM is not a single finalized program or mitigation measure, but a framework for conversation that involves ongoing engagement, regional adaptation, and integration into longer-term shipping corridor and coastal management strategies.

TC-led PVM initiative has successfully worked with north coast Indigenous communities through the Reconciliation Framework Agreements (RFA) for Bioregional Oceans Management and Protection (including several Nations who would be impacted by increased traffic through Prince Rupert), to assess and address issues related to vessel traffic in local waterways through voluntary agreements with marine shipping industry.

Cumulative Effects of Marine Shipping (CEMS)

Cumulative Effects of Marine Shipping is an Oceans Protection Plan initiative that studies the cumulative effects of marine shipping at a regional level. The initiative is centered on First Nations' concerns regarding marine vessel activities across their traditional territories. While information generated through CEMS may contribute to a broader understanding of marine shipping-related effects and inform future management approaches, the outcomes, recommendations, or potential future measures cannot be assumed to occur, to be effective, or to address project-specific effects.

The CEMS process reflects years of relationship-building and collaboration between North Coast First Nations and TC. It does not replace current understanding, local knowledge, processes, or authorities.

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Transport Canada

Name and Title of Departmental /
Agency Responder

July 24, 2026

Date