

March 30, 2021

Re: Updated EAC amendment to haul material to dam site when conveyor not operational

Dear neighbour,

We're writing to update you on our request to amend our Site C Environmental Assessment Certificate, related to the movement of materials from the 85th Avenue Industrial Lands to the dam site.

Our main method of moving materials to site is by conveyor system. The five-kilometre-long conveyor began operating in 2019 and is used between April and October every year.

While we still plan to use the conveyor to move the vast majority of the material needed for the dam, this amendment would let us use trucks to haul the material during times when the conveyor belt is unavailable for reasons beyond BC Hydro's control.

Having this contingency plan helps us maintain our schedule when the conveyor is being repaired.

Changes made as a result of your feedback

1. Truck hauling will no longer be needed during routine maintenance

Our draft EAC amendment request described the use of trucks to haul material for approximately 10 days a year when the conveyor was undergoing maintenance. Based on feedback from local governments and residents and a review of our material stockpiling capabilities on site, we have revised our plan to eliminate hauling during maintenance periods altogether.

Instead, we are now proposing to haul to the dam site area **only** when the conveyor is not operational due to events beyond BC Hydro's control.

This type of conveyor disruption may include vandalism/sabotage, extreme and prolonged inclement weather, equipment repair delay/disruption, expertise disruption, localized fires, vehicle, equipment or human accident, and "Force Majeure" or "Act of God" events.

2. The trucking route has been changed

We have also updated our proposed haul route to reduce the distance required to haul from 85th Avenue Industrial Lands to the dam site.

The new route goes south on Old Fort Road directly to Gate B of the dam site. The route no longer goes along the 240 Road.



Frequency and duration of truck traffic

Durations of hauling would vary based on the type of conveyor interruption. At a maximum, truck hauling would occur from 7 a.m. to 7 p.m, except during school bus hours, on the days the conveyor is not working.

Any potential hauling would only take place between April and October each year, which is the same period that the conveyor operates.

Though unlikely, a worst-case-scenario break down could require up to 61 return truck trips per hour for an extended period of time. In this unlikely event, the hauling would take place up to seven days a week for 12 hours a day from 7 a.m. to 7 p.m.

Safety is our top priority

You will be fully informed before hauling begins. The communication will include information on hours and duration of work, vehicle volumes, safety considerations, mitigation measures and BC Hydro contact information.

In addition, a range of safety and traffic management measures will be put in place, which could include:

- Traffic flagging personnel
- Signage
- Restricted hauling during school bus hours

We're working closely with the Ministry of Transportation and Infrastructure to make sure that we comply with all rules and regulations. We'll also monitor road conditions and work with the ministry to repair any damage caused by truck traffic.

Opportunities for input

Once we've filed our final EAC Amendment request, the B.C. Environmental Assessment Office will notify BC Hydro of the requirements for public input.

Sincerely,

Site C Project Team

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