

INFRASTRUCTURE

MACKENZIE GAS PROJECT
SUPPLEMENTAL INFORMATION
PROJECT UPDATE

INTRODUCTION

5.1.1 SCOPE AND SUMMARY OF CHANGES

Plans continue to be progressed to support construction of infrastructure, which includes:

- camps and potable water
- barge landing sites
- stockpile and fuel storage sites
- roads
- airstrips and helipads
- borrow sites

The required infrastructure has been modified as a result of:

- refining the project scope and execution plans
- updating the construction schedule
- additional engineering and logistics optimizations

A summary of the refinements that have occurred to the infrastructure plans follow. Details of these changes are provided later in this section.

5.1.1.1 Camps

New camps are required at:

- Yaya River
- Four Mile Creek (Tulita)
- Trout River

A temporary camp is also required on the site of the Inuvik area facility to support construction. Camps to support construction of future compressor stations have been deferred. These camps were planned to be located at:

- Loon River North
- River Between Two Mountains

Camps have been eliminated at:

- 12 Mile Point
- Crow Rock Creek
- Trout Lake
- Hay River

5.1.1.1 Camps (cont'd)

In addition, requirements for HDD crews have been accommodated at a number of pipeline camps and new temporary camp locations.

Potable water requirements have been updated to align with current estimates of camp capacity. As a result, water requirements have shifted relative to the changes in camps.

For further information, see Section 5.2, Camps.

5.1.1.2 Barge Landing Sites

New barge landing sites have been added at Yaya River, Inuvik South and Tulita East. The barge landing sites at 12 Mile Point and Crow Rock Creek have been eliminated.

For further information, see Section 5.3, Barge Landing Sites.

5.1.1.3 Stockpile and Fuel Storage Sites

New stockpile sites are required at:

- Inuvik South
- the new location of the Great Bear compressor station

The stockpile sites at 12 Mile Point and Crow Rock Creek have been eliminated.

The size of the stockpile site at Trout Lake has been reduced as a result of moving the Trout Lake pipeline camp to the future site of the Trout River heater station.

The use of bulk fuel storage at regional centres, such as Inuvik and Norman Wells, continues to be part of project plans. More fuel from these centralized locations will be distributed to project work sites in the region. As a result, the requirements for fuel storage at individual sites have changed.

For further information, see Section 5.4, Stockpile and Fuel Storage Sites.

5.1.1.4 Roads

New all-weather roads are required at:

- Inuvik South
- Little Chicago
- Four Mile Creek

All-weather roads have been eliminated at:

- Tulita West
- 12 Mile Point
- Crow Rock Creek

New winter roads are required at:

- Inuvik South
- Tulita West

Winter roads have been eliminated at:

- the Niglintgak remote sump
- 12 Mile Point
- Crow Rock Creek

For further information, see Section 5.5, Roads.

5.1.1.5 Airstrips and Helipads

A new ice airstrip might be required at Yaya River.

New helipads are required at:

- Liard River
- Yaya River

Helipads have been eliminated at:

- 12 Mile Point
- Crow Rock Creek
- River Between Two Mountains
- Trout Lake

The potential elimination of the helipad at the relocated Great Bear River compressor station is currently being evaluated.

For further information, see Section 5.6, Airstrips and Helipads.

5.1.1.6 Borrow Sites

Borrow site volumes have increased from about 6.8 Mm³ to about 7.6 Mm³ of placed volume. This material is planned to be sourced from 68 borrow sources. About 120 primary and secondary sources continue to be considered for development.

For further information, see Section 5.7, Borrow Sites.

5.1.2 INFRASTRUCTURE LOCATIONS

For the locations of required infrastructure sites, see:

- Figure 5-1 for infrastructure sites from the Mackenzie Delta south to Little Chicago
- Figure 5-2 for infrastructure sites south of Little Chicago to Wrigley
- Figure 5-3 for infrastructure sites south of Wrigley to Alberta

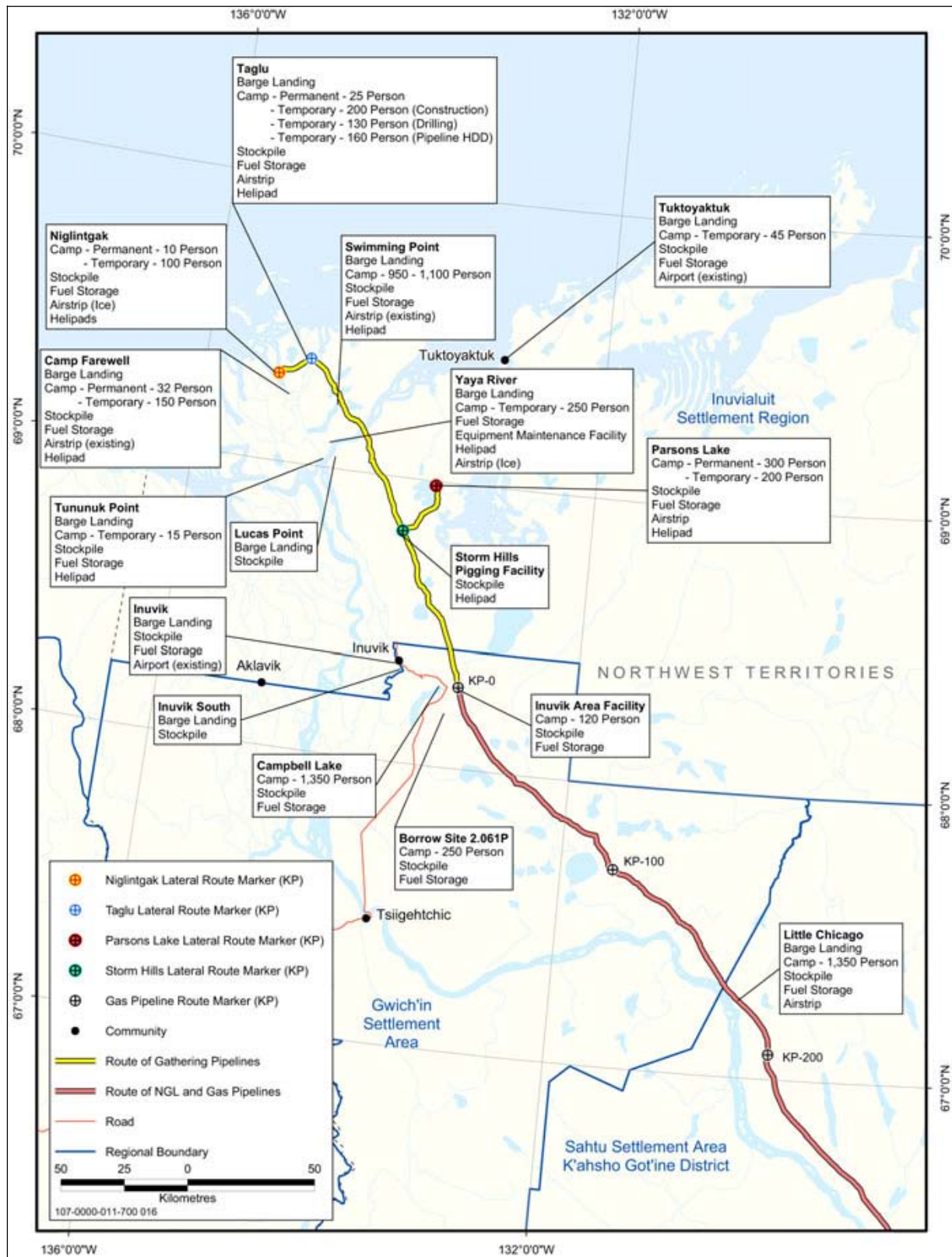


Figure 5-1: Infrastructure Sites From the Mackenzie Delta South to Little Chicago

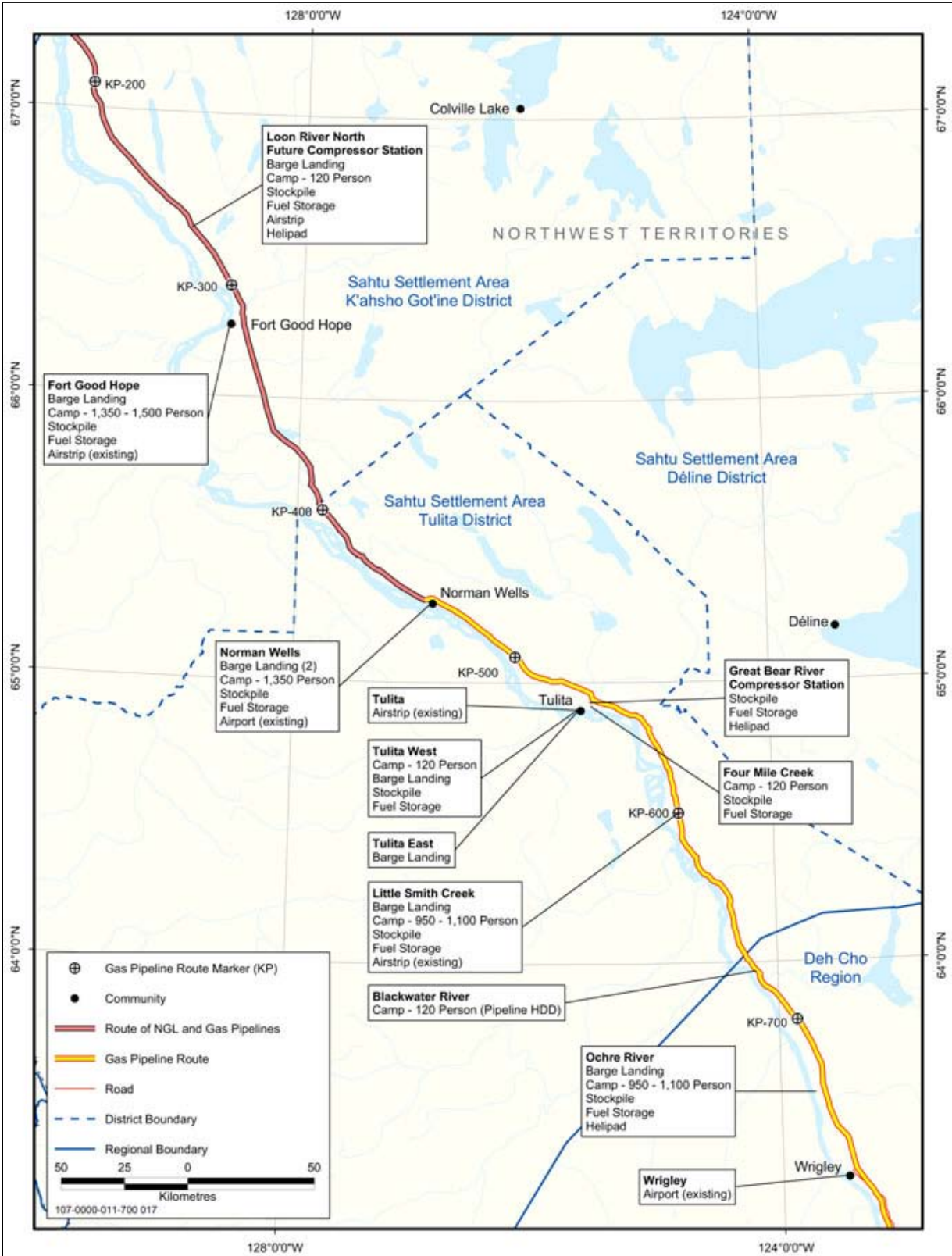


Figure 5-2: Infrastructure Sites South of Little Chicago to Wrigley

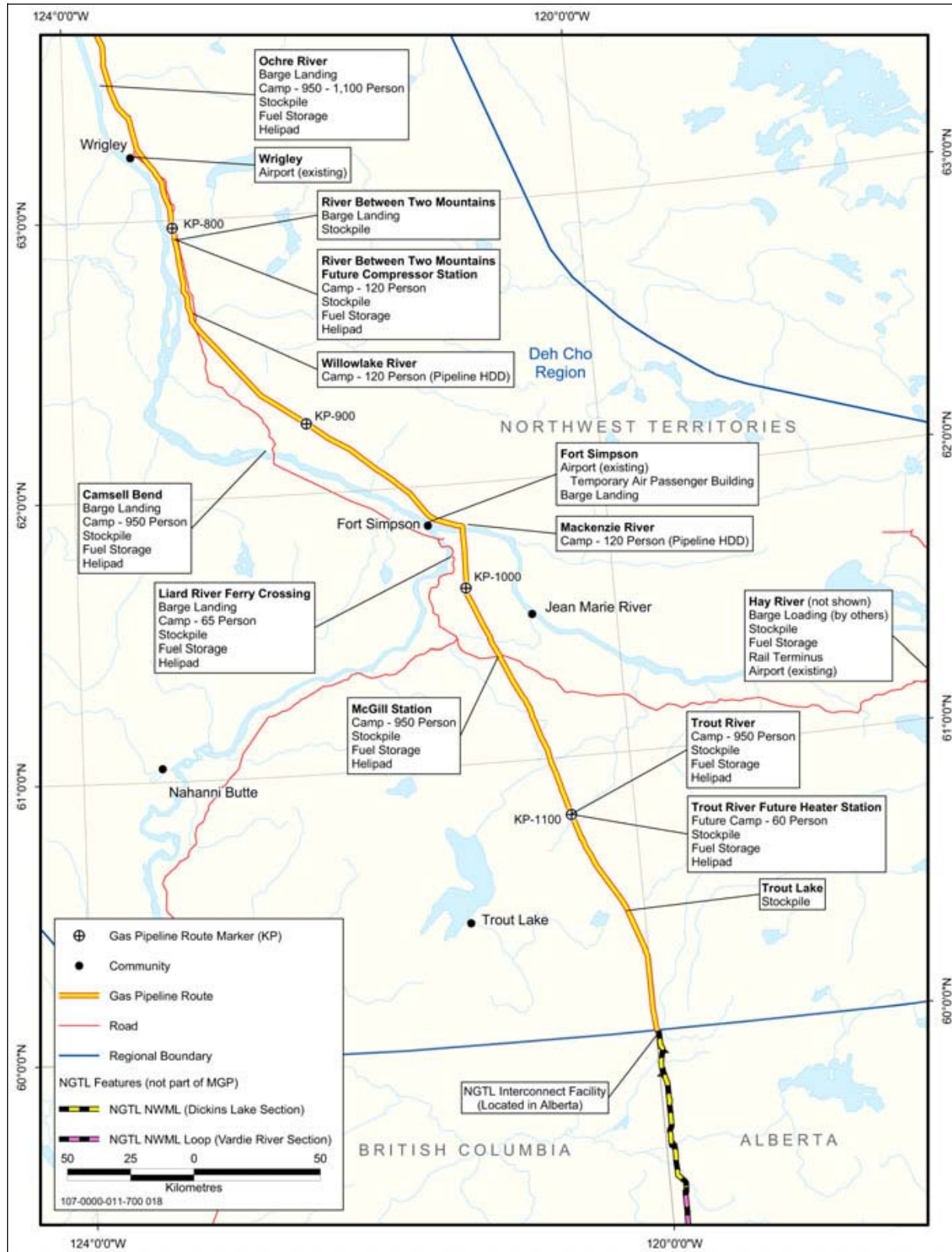


Figure 5-3: Infrastructure Sites South of Wrigley to Alberta