



Marine Transportation Management Plan

PC21258-SA-PLN-00004

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REVISION HISTORY

Revision	Issued For	Date
A	Cedar Review	13-12-2024
B	Indigenous Nation and Regulatory Review	11-02-2025
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List of Abbreviations

AIS	Automatic Identification System
BC	British Columbia
Cedar	Cedar LNG Partners LP, by its general partner Cedar LNG Partners (GP) Ltd.
EAC	Environmental Assessment Certificate
FLNG	Floating liquefied natural gas facility
IAA	<i>Impact Assessment Act</i>
LNG	Liquefied natural gas
MCTS	Marine Communications and Traffic Services
MTMP	Marine Transportation Management Plan
NAVWARN	Navigational warning
TERMPOL	Technical Review Process of Marine Terminal Systems and Transshipment Sites
VHF	Very high frequency
VTs	Vessel Traffic Service

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1.0 Introduction

Cedar LNG Partners LP, by its general partner Cedar LNG Partners (GP) Ltd. (Cedar), a Haisla Nation-led partnership with Pembina Pipeline Corporation, is constructing a floating liquefied natural gas (FLNG) export facility within the District of Kitimat, British Columbia (BC) (the Project). The Project is subject to the requirements of the provincial *Environmental Assessment Act* and federal *Impact Assessment Act* (IAA) and underwent a comprehensive environmental assessment from 2019 to 2023. Cedar received an Environmental Assessment Certificate (EAC #23-01) under the *Environmental Assessment Act* on March 13, 2023, and a positive Decision Statement under the *Impact Assessment Act* on March 15, 2023.

The Project is located approximately 10 km southwest of the Kitimat town centre. The major components of the Project are:

- The FLNG facility, marine terminal and supporting infrastructure located within District Lot 99, a portion of the adjacent water lot (Lot A District Lot 5469), and an area of submerged Crown land.

Latitude and longitude: 53.976063° -128.700246°

Degrees, minutes, and seconds: 53°58'33.83" N 128°42'0.88" W

UTM (NAD83) Zone 9U: Easting 519660.0 Northing 5980900.0

- An approximately 8 km-long transmission line between the facility area and BC Hydro's Minette Substation.

It is anticipated that the peak construction-related marine vessel traffic will be in the range of two movements per week (up to eight per month). Construction-related marine vessel traffic is expected to include vessels to support construction activities (e.g., tugs, barges), as well as to deliver project components (e.g., electrical transformers).

During operation, up to 50 LNG carriers are expected annually over the 40-year life of the Project along with escort and harbour tugs. Other vessels (e.g., barges, personnel transport vessels) may also be used to supply or remove materials, transport equipment and personnel to/from the FLNG facility.

Cedar received EAC #E23-01 under BC's *Environmental Assessment Act* on March 13, 2023, and a positive Decision Statement under the IAA on March 15, 2023. These include several conditions of approval related to documentation review, notification, consultation, and the development of supporting plans, processes, and reports. As per Condition 7.2 in the IAA Decision Statement, Cedar is required to develop this Marine Transportation Management Plan (MTMP) to document how it will mitigate potential federal adverse effects on the current use of lands and resources for traditional purposes by Indigenous Peoples caused by construction-related marine shipping and operation-related marine shipping in consultation with Indigenous Nations and relevant authorities. This MTMP also addresses the requirements of EAC #E23-01 Condition 12 Marine Transportation Communication Report regarding communication with marine users.

1.1 Purpose and Objectives

The purpose of this MTMP is to document measures to communicate with Indigenous Nations and marine users, as well as mitigate potential federal adverse effects on the current use of lands and resources for

traditional purposes by Indigenous Peoples that could be caused by construction-related marine shipping and operation-related marine shipping. This MTMP outlines the communication and engagement measures that Cedar will take to meet the aforementioned requirements during construction and operation.

Engagement with Indigenous Nations and relevant authorities is a key component of the MTMP. Such engagement will provide interested parties with the information they need to plan for the Project and provide opportunities for dialogue and feedback regarding the effectiveness of mitigation actions.

The objectives of the MTMP are to:

- Satisfy Condition 7.2 of IAA Decision Statement.
- Satisfy Condition 12 of EAC #23-01.
- Describe how Cedar will mitigate potential federal adverse effects on the current use of lands and resources for traditional purposes by Indigenous Peoples caused by construction-related marine shipping and operation-related marine shipping.
- Describe how Cedar will continue to provide relevant information to interested parties to enhance transparency and mitigate potential adverse effects from the Project.
- Describe how Cedar will communicate project-related marine shipping activities.
- Address identified relevant feedback in a timely manner in accordance with the Community Feedback Process (PC21258-RG-PRO-00001).

Appendix A provides the table of concordance with respect to Condition 7.2 of IAA Decision Statement and Condition 12 of EAC #23-01. An overview of the Qualified Professionals retained to lead development of the MTMP is provided in **Appendix B**.

1.2 Marine Shipping Route

Vessels visiting the Project are expected to follow established shipping routes. Those arriving from Asia would enter Canadian waters through Dixon Entrance north of Haida Gwaii, proceed eastward and then southward through Hecate Strait to Browning Entrance at the northern extent of Principe Channel. Vessels will follow a route south through Principe Channel before navigating through Nepean Sound, Otter Channel, Squally Channel, Lewis Passage, Wright Sound, and Douglas Channel. Where required by the *Pilotage Act* (e.g., LNG carriers), one or more BC Coast Pilots will board at the designated Pilot Boarding Station near Triple Islands (54°19.00' N; 130°53.10' W), approximately 35 km west of the Port of Prince Rupert. The Pilot will guide the vessel to and from the FLNG in accordance with the *North Coast Waterway Management Guidelines*. Ships will only deviate from this route for reasons of safety of life, the ship, or the environment. Outbound vessels are also expected to follow established shipping routes.

Vessels delivering materials or equipment to the Project from suppliers during construction and operation may utilize other shipping routes. Ports of departure for materials and supplies are expected to include but are not limited to Vancouver, Prince Rupert and South Korea.

1.3 Implementation Schedule

Based on the current project schedule, vessels are anticipated to use the marine shipping route during:

- Construction: 2024 to 2028
- Operation: Up to 40 years following the completion of construction

This MTMP addresses both construction- and operation-related shipping.

Work in support of operation-related shipping is currently underway, and this MTMP will be updated prior to operation. Cedar will engage Indigenous Nations a minimum of six months in advance of operation-related shipping to seek feedback related to construction-related shipping and identify whether changes are required to the MTMP. The procedure for updating the MTMP is provided in Section 1.4.

1.4 Plan Updates

Cedar may revise the MTMP from time to time in response to:

- Feedback provided by MTMP reviewers or other regulators.
- One or more objectives set out in Condition 7.2 of the Decision Statement not being fully addressed.
- Changes in industry best practices or technology.
- New conditions of regulatory permits and authorizations.
- Unforeseen issues that may arise during construction or operation.

Cedar will inform MTMP reviewers when minor revisions are made to the MTMP (i.e., small changes that do not affect the scope and objectives of the MTMP).

If material revisions are required, Cedar will provide MTMP reviewers with the opportunity to comment on those revisions concurrently with their implementation (i.e., changes to the scope or mitigation and monitoring requirements). The revised MTMP will be shared with Indigenous Nations, the Impact Assessment Agency of Canada, Canadian Coast Guard, and Transport Canada. A document history table listing version, date, and distribution will be provided in the updated document.

2.0 Linkages to Other Management Plans and Processes

While the MTMP focuses on direct project-related shipping, mitigation referred to in the MTMP may have linkages to other management plans that would support the management of project-related shipping.

These plans are:

- **Community Feedback Process** (Cedar Document Number PC21258-RG-PRO-00001) – This document describes the process for members of the community to provide feedback on Project-related effects as well as the approach that Cedar will implement to document and report on adaptive measures taken in response to feedback. The Community Feedback Process is available on Cedar's [website](#).
- **Accident, Malfunctions and Communication Plan** (Cedar Document Number PC21258-SA-PLN-00005) – This plan demonstrates compliance with applicable regulations as well as addresses the accident and malfunction-related requirements in the federal Decision Statement. Section 4.0 of this plan includes information regarding communication and notification in the event of an accident or malfunction. The Accident, Malfunctions and Communication Plan is available on Cedar's [website](#).
- **Terminal Operations Manual** (Cedar Document Number TBD) – This document provides information to Masters of LNG carriers calling at the terminal. It will be prepared in advance of operation-related shipping. Once this plan is available, Cedar will update this MTMP in accordance with Section 1.4 as required for consistency with the Terminal Operations Manual.

3.0 Engagement

Cedar provided a draft version of the MTMP (Revision B) to the following groups as part of its development:

- Haisla Nation
- Kitselas First Nation
- Kitsumkalum First Nation
- Gitga'at First Nation
- Gitxaala Nation
- Lax Kw'alaams Band
- Metlakatla First Nation
- Haida Nation
- Métis Nation British Columbia
- Canadian Coast Guard
- Transport Canada

Each of these parties was invited to review the draft MTMP and provide feedback. All comments were considered by Cedar, and where relevant or required, revisions were made throughout the MTMP. Feedback offered by Indigenous Nations throughout the environmental assessment process was also considered as part of the MTMP development.

Comments, which were received from Gitxaala Nation, Transport Canada, and the Canadian Coast Guard, were incorporated into Revision 0 of the MTMP.

In addition to the parties listed above, Cedar is working with the BC Coast Pilots to complete their requirements (e.g., simulations) in advance of operation-related shipping.

If additional feedback is received from reviewers, Cedar will update the MTMP in accordance with Section 1.4.

4.0 Roles and Responsibilities

4.1 Cedar

The responsibilities of Cedar in the development and implementation of the MTMP include:

- Develop the MTMP to satisfy Condition 7.2 of IAA Decision Statement.
- Develop the MTMP to satisfy Condition 12 of EAC #23-01.
- Engage with Indigenous Nations, the Canadian Coast Guard and Transport Canada on the MTMP and provide opportunities for review and input.
- Engage with Indigenous Nations for the life of the Project, documenting any concerns regarding project-related effects on the current use of lands and resources for traditional purposes by Indigenous Peoples caused by construction-related marine shipping and operation-related marine shipping.
- Liaise with the Canadian Coast Guard and Transport Canada for the duration of the Project to keep parties up to date on project-related marine shipping.
- Submit the MTMP to the Impact Assessment Agency of Canada and Environmental Assessment Office at least 60 days prior to the start of marine shipping-related activities.
- Participate in the BC Coast Pilots and Pacific Pilotage Authority's Navigational Risk Assessment.
- Track communication with Indigenous Nations, the Canadian Coast Guard, Transport Canada, BC Coast Pilots, and Pacific Pilotage Authority, as well as any revisions made to the MTMP in response to communication with the MTMP reviewers.
- Implement the Community Feedback Process, including reporting in accordance with Section 5.0 of that process. The Community Feedback Process is available on Cedar's [website](#).

4.2 Third-Party Vessel Operators

The roles and responsibilities of the Third-Party Vessel Operators (i.e., the vessel operators that are neither owned nor controlled by the Project, but are operating on behalf of the Project) in the implementation of the MTMP include:

- Implement and adhere to marine communications protocols in accordance with legislative requirements and industry standard.
- Contact the Canadian Coast Guard through the Prince Rupert Marine Communications and Traffic Services (MCTS) Centre to provide vessel information, including notice of planned arrival times, and intentions.
- Maintain compliance with the applicable marine regulatory and safety requirements and the BC North Coast Waterway Management Guidelines.
- Record and report marine incidents and accidents to Cedar, and other relevant parties as required by legislation, when in Canadian waters.

- Record and report any marine mammal strikes to Fisheries and Oceans Canada and Cedar when in Canadian waters.

4.3 Indigenous Nations

The role of Indigenous Nations in the development and implementation of the MTMP are:

- Review the MTMP and provide feedback.
- Advise on Project-related effects and share feedback with Cedar.
- Provide a primary point of contact to receive updates from Cedar.

4.4 Canadian Coast Guard

The roles and responsibilities of the Canadian Coast Guard in the development and implementation of the MTMP are:

- Review the MTMP and provide feedback.

4.5 Transport Canada

The roles and responsibilities of Transport Canada in the development and implementation of the MTMP are:

- Review the MTMP and provide feedback.

5.0 Project Activities

Cedar is committed to sharing information about project activities, including marine shipping that may affect marine use or the current use of lands and resources for traditional purposes by Indigenous Peoples.

- *Construction:* It is anticipated marine shipping will be the primary mode of transportation for large infrastructure components (e.g., transformers, electrical distribution buildings, mooring-related items), some heavy equipment that will be used to construct the marine terminal, and pile driving (if required). Construction-related vessels will consist primarily of tugs and barges and potentially include heavy lift cranes. The construction phase will also require the transportation of the FLNG facility to the Cedar site. It is anticipated that the annual peak construction-related vessel traffic will be in the range of two movements per week (up to eight per month).
- *Operation:* Operation-related vessels will consist primarily of LNG carriers and escort tugs. A typical LNG carrier is anticipated to have a cargo capacity of approximately 180,000 m³. Shipping activities during operation will consist of an LNG carrier along with escort and harbour tugs visiting the Project approximately every 7 to 10 days (up to 50 annually). Other vessels (e.g., barges, personnel transport vessels) may also periodically be used to supply or remove materials, transport equipment and personnel to/from the FLNG facility.

6.0 Marine Communications Protocol

Cedar has developed a Marine Communications Protocol to communicate construction- and operation-related marine shipping that may affect marine users or the current use of lands and resources for traditional purposes by Indigenous Peoples. The protocol includes mechanisms that Indigenous Peoples and other marine users can use to provide feedback related to marine transportation activities.

6.1 Marine Communications Activities and Tools

A variety of communications activities and tools will be available throughout construction, operation, or both construction and operation (Table 1).

TABLE 1 MARINE COMMUNICATIONS ACTIVITIES AND TOOLS

Marine Communications Tool	Phase	Applicable	Description Of When It Will Be Used
Project-Specific Marine Communications Activities and Tools			
Direct Communication	Construction	✓	Cedar will continue to liaise directly with Indigenous Nations, including to understand concerns raised by their members regarding marine shipping during construction.
	Operation	✓	Cedar will continue to liaise directly with Indigenous Nations, including to understand concerns raised by their members regarding marine shipping during operation.
Project Website ¹	Construction	✓	Indigenous Peoples and other marine users can access the project website to view project updates, including an up-to-date marine shipping schedule for construction.
	Operation	✓	Indigenous Peoples and other marine users can access the project website to view project updates, including an up-to-date marine shipping schedule for operation.
Email Address ²	Construction	✓	Indigenous Peoples and other marine users can use the email address to communicate concerns and share information during construction.
	Operation	✓	Indigenous Peoples and other marine users can use the email address to communicate concerns and share information during operation.
Telephone Line ²	Construction	✓	Indigenous Peoples and other marine users can use the telephone line to communicate concerns and share information during construction.
	Operation	✓	Indigenous Peoples and other marine users can use the telephone line to communicate concerns and share information during operation.

¹ <https://www.cedarlng.com/>

² <https://www.cedarlng.com/contact/>

Marine Communications Tool	Phase	Applicable	Description Of When It Will Be Used
Community Feedback Process	Construction	✓	Indigenous Peoples and other marine users can use the Community Feedback Process to communicate concerns and share information during construction.
	Operation	✓	Indigenous Peoples and other marine users can use the Community Feedback Process to communicate concerns and share information during operation.
Existing Marine Communications Tools			
Canadian Coast Guard's MCTS Program ³	Construction	Arrival of the FLNG facility	Third-party vessel operators will use the Canadian Coast Guard's MCTS program to communicate the planned arrival of the FLNG facility. Cedar will notify the Canadian Coast Guard of project activities that may potentially result in navigational impacts so that the Canadian Coast Guard can issue Navigational Warnings when appropriate. Indigenous Nations can contact the Canadian Coast Guard's Prince Rupert MCTS when there are concerns regarding safe navigation or traditional marine use.
	Operation	✓	Third-Party vessel operators will use the Canadian Coast Guard's MCTS program to communicate the planned arrival and departure of LNG carriers. Cedar will notify the Canadian Coast Guard of any project activities (e.g., the safety zone) that may potentially result in navigational impacts so that the Canadian Coast Guard can issue Navigational Warnings when appropriate. Indigenous Nations can contact the Canadian Coast Guard's Prince Rupert MCTS when there are concerns regarding safe navigation or traditional marine use.
Pacific Pilotage Authority ⁴	Construction	Arrival of the FLNG facility	Indigenous Peoples and other marine users can use the Pacific Pilotage Authority website to see the status of vessels (i.e., the FLNG facility) that are carrying a BC Coast Pilot.
	Operation	✓	Indigenous Peoples and other marine users can use the Pacific Pilotage Authority website to see the status of vessels (i.e., LNG carriers) that are carrying a BC Coast Pilot
MarineTraffic ⁵	Construction	✓	Indigenous Peoples and other marine users can use the MarineTraffic website to track vessels that are carrying an Automatic Identification System (AIS) onboard (e.g., arrival of the FLNG facility).
	Operation	✓	Indigenous Peoples and other marine users can use the MarineTraffic website to track vessels that are carrying an automatic identification system (AIS) onboard (e.g., LNG carriers).

³ <https://www.coast-guard.gc.ca/contact/MCTS-contact-STM-eng.html>

⁴ <https://ppaportal.portlink.co/marine-traffic>

⁵ <https://www.marinetraffic.com/en/ais/home/centerx:-128.3/centery:53.5/zoom:8>

6.2 Project-specific Communications Tools

Although the marine communications activities and tools may vary depending on the Project phase (i.e., construction, operation, or both) and feedback received, at a minimum, Cedar will maintain a website, an email address, and a telephone line to support communication related to marine shipping activities.

The project website will include information describing:

- The marine shipping route, which will include a map of the Project's marine shipping route.
- Project-related vessel arrivals and departures, including the point of departure for arriving vessels, and project activities that may potentially affect marine use or the current use of lands and resources for traditional purposes by Indigenous Peoples.
- Marine safety considerations, such as information on the safety zone, project vessel operation, and existing marine communications tools to the extent those are applicable to the current phase of the Project (see Section 6.1).

Advertising in traditional and social media will also be employed for activities that Cedar determines may potentially affect members of the public or as requested by Indigenous Nations. Cedar will use these channels to communicate information related to project activities that may affect marine use (see Section 6.4 for more information on the Community Feedback Process).

The availability of open, two-way direct communication (i.e., the Project website, email address, and telephone line) will enable Cedar to communicate information about project activities, such as the planned arrivals and departures associated with construction- and operation-related marine vessels, to Indigenous Peoples and other marine users and for them to communicate their concerns and share information with Cedar (e.g., information on traditional land and resource use activities during construction or operation). Cedar will also continue to engage directly with Indigenous Nations for the life of the Project.

6.3 Existing Marine Communications Tools

Cedar, its contractor(s), and third-party vessel operators will also use existing marine communication tools, which will be shared on Cedar's website as outlined below.

6.3.1 Canadian Coast Guard's MCTS Program

The Canadian Coast Guard's MCTS program provides services on the west coast of Canada through MCTS Centres in Victoria and Prince Rupert (Canadian Coast Guard 2024). There are also remote-controlled sites along the BC coast, including on Haida Gwaii and Vancouver Island. These services include safety radio-communication services; vessel traffic services and regulation; information that supports marine activities; and screening of vessels entering Canadian waters (Canadian Coast Guard 2024). The MCTS program aims to contribute to safety of life at sea, support maritime domain awareness, contribute to safety and efficiency of navigation, and contribute to the protection of the marine environment (Canadian Coast Guard 2024). The MCTS program's safety radio-communication services are provided via a comprehensive system of terrestrial radio facilities (Canadian Coast Guard 2024). These services allow for communication to occur between marine vessels and the onshore MCTS

Centres (Canadian Coast Guard 2024). These services also complement the Global Maritime Distress and Safety System (Canadian Coast Guard 2024).

The Prince Rupert MCTS Centre provides:

- Navigational Warning (NAVWARN) services.
- Vessel traffic offshore functions, which issues clearances to vessels entering Canadian waters.

As per the Vessel Traffic Service (VTS) Zone Regulations, all vessels are required to make reports to Prince Rupert MCTS (VTS) when entering the VTS zone or departing from a location within the VTS zone.

The Canadian Coast Guard's publication *Radio Aids to Marine Navigation* identifies the official MCTS call-in points and is the originating and official source of this information. The BC North Coast Waterway Management Guidelines contain additional information and guidelines relevant to the BC North Coast, including information on call-in points sourced from the *Radio Aids to Marine Navigation* or other official sources. Third-Party Vessel Operators will be required to call into the MCTS Call-in Points, which are located in Douglas Channel, Squally Channel, Nepean Sound, and Principe Channel. All equipment failures that affect the safe navigation of the vessel (i.e., a defect, deficiency, or mechanical breakdown) must be reported to the MCTS in accordance with regulatory reporting requirements (North Coast Waterway Management Guidelines 2023).

Cedar will notify the Canadian Coast Guard's Prince Rupert MCTS Centre of any project activities that may result in navigational obstructions or changes to aids to navigation during construction and operation. The Canadian Coast Guard uses its discretion to share any relevant information on its website and/or by VHF radio as a NAVWARN⁶. NAVWARNs typically include specific areas affected, issuing date, marine chart reference, and a description of the specific hazard. Indigenous Nations can contact the Canadian Coast Guard's Prince Rupert MCTS when there are concerns regarding safe navigation or traditional marine use.

6.3.2 Pacific Pilotage Authority

The role of the Pacific Pilotage Authority is to provide safe, reliable, and efficient marine pilotage and related services in the coastal waters of BC (Pacific Pilotage Authority 2024). Foreign vessels over 350 gross tonnes, including LNG carriers, or Canadian vessels over 10,000 tonnes are required by the *Pilotage Act* to carry a BC Coast Pilot. One or more BC Coast Pilots will board at the designated Pilot Boarding Station near Triple Island. The status of vessels carrying one or more BC Coast Pilots can be monitored on the Pacific Pilotage Authority website⁷.

6.3.3 Marine Traffic

The *Navigation Safety Regulations* outline that self-propelled vessels of 300 gross tonnage or more that are engaged on an international voyage; vessels of 500 gross tonnage or more that are not engaged on an international voyage, excluding fishing vessels; and all passenger vessels despite the vessels' size are to be fitted with Class A AIS. Construction-related and operation-related vessels with AIS transceivers will

⁶ <https://e-navigation.canada.ca/index-en>

⁷ https://pilot.kleinsystems.com/public/PPA/PPA_CurrentTraffic.aspx

automatically communicate their own vessel information to other vessels and shore stations that are also fitted with AIS transceivers (so long as those vessels are within their VHF radio range). AIS information for vessels travelling to and from the Project is also publicly available and can be tracked through the MarineTraffic website or similar websites⁸.

6.4 Community Feedback Process

Cedar is implementing a Community Feedback Process (PC21258-RG-PRO-00001) that allows interested parties to share feedback, including concerns related to Project-related marine shipping and other marine uses, including current lands and resources for traditional purposes by Indigenous Peoples. The process describes the approach that Cedar will implement to document and report on adaptive measures taken in response to this feedback, including potential adverse or unsafe interactions between LNG carriers or other project-related vessels and other marine users.

Marine users will have the opportunity to share information, raise questions or concerns, and share feedback with Cedar through the Process. For example, the Cedar website has a 'contact us' page that provides contact points for sharing feedback. Information received through the Process is documented and addressed by Cedar as relevant and required.

Feedback is digitally filed and reviewed by Cedar. Actions may be taken to address the feedback, or the feedback provider may be contacted by Cedar for further discussion. Feedback will be considered throughout the life of the Project.

The process will be maintained throughout the construction and operation phases. The latest version of the process, as well as the reports prepared under that process, are available on Cedar's [website](#).

6.5 Safety Zone

As part of operations, Cedar will establish a safety zone around the marine terminal and inform marine users of potential nearby safety hazards associated with the Project through the:

- Project website
- Social media
- Direct communication (e.g., e-mail notifications)

The MTMP will be updated prior to operation to include additional information regarding the safety zone. Cedar will request Notices to Mariners from Prince Rupert MCTS as part of communicating the safety zone information.

In addition, the updated MTMP will include a recommended distance that marine users should maintain from LNG carriers.

⁸ <https://www.marinetraffic.com/>

6.6 Engagement with Indigenous Nations

Cedar will continue to engage with Indigenous Nations on an ongoing basis to provide updates on project activities, including those that may affect marine use and the current use of lands and resources for traditional purposes by Indigenous Peoples, and to discuss concerns raised with respect to adverse or unsafe interactions resulting from project-related marine activities.

Through engagement, targeted communication procedures, designed in consultation with Indigenous Nations, will be implemented and will be updated based on feedback from Indigenous Nations. When requested by Indigenous Nations, Cedar will conduct workshops to promote safe navigation practices for marine users. The content of these workshops would be developed in consultation with Indigenous Nations.

Engagement with Indigenous Nations will continue throughout the life of the Project.

7.0 Navigational Risk Assessment

Previous Assessment of the Marine Shipping Route

Transport Canada's voluntary Technical Review Process of Marine Terminal Systems and Transshipping Sites (TERMPOL)⁹ is a technical review process for proposed marine terminals and transshipment sites that focuses on vessel safety and operation in Canadian waters along marine shipping routes. Multiple TERMPOLs have been conducted for projects in the region, which address marine transportation between the Triple Island Pilot Boarding Station and Kitimat. These projects include the Enbridge Northern Gateway project (Transport Canada 2012), LNG Canada project (Transport Canada 2015), and Kitimat LNG project (Transport Canada 2018). Because TERMPOLs had already been completed for the LNG carrier shipping route, Cedar did not undergo a project-specific TERMPOL. Cedar will review and consider the recommendations of the previous TERMPOLs conducted in the region as part of planning for operation. Additional information on implementation of recommendations from previous TERMPOLs will be added to this MTMP prior to operation.

Joint Navigational Risk Assessment

The Joint Navigational Risk Assessment process is shared between the BC Coast Pilots and the Pacific Pilotage Authority (BCCP and PPA 2023). The Joint Navigational Risk Assessment is focused on the navigational risk of piloted vessels moving to and from new terminals (or changes to existing terminals or marine routes). It is designed to verify that all steps have been taken to promote safe navigation to/from a marine facility or through a waterway (BCCP and PPA 2023). Cedar, the BC Coast Pilots, and the Pacific Pilotage Authority will identify the relevant parties who will be involved or affected throughout the assessment process (BCCP and PPA 2023). These parties will collectively form the Navigational Risk Assessment's Risk Assessment Committee (BCCP and PPA 2023).

This section of the MTMP will be updated prior to operation.

⁹ Through the Oceans Protection Plan, a review of the TERMPOL was completed and an Enhanced Navigation Safety Assessment Process was proposed to modernize the process.

8.0 Regional Initiatives

Cedar will participate in regional initiatives, to which it has been invited, related to the monitoring, assessment, and management of adverse effects of marine shipping associated with the Project. These initiatives are aimed at improving safety for marine users and reducing risks and/or understanding and mitigating environmental effects of marine shipping (including cumulative effects) that are likely to result from the implementation of the Project in combination with other past, current or future physical activities. Cedar will conduct, at the request of Indigenous Nations, workshops to promote safe navigation practices for marine users.

The *BC North Coast Waterway Management Guidelines* were developed to improve safety on the water by reducing conflicts between Indigenous Nations' marine use activities (e.g., fishing and shoreline harvesting) and commercial vessels on the marine shipping route between Kitimat and Browning Entrance (North Coast Waterway Management Guidelines, September 2023 update). The guidelines came into effect on September 1, 2022, and apply to vessels navigating on the marine shipping route between Kitimat and Browning Entrance, which includes Douglas Channel, Wright Sound, Lewis Passage, Otter Channel, Nepean Sound, and Principe Channel (North Coast Waterway Management Guidelines 2023)¹⁰. Cedar will adhere to the latest version of the *BC North Coast Waterway Management Guidelines*, as applicable, during the construction and operation phases. The guidelines contain information for all vessels, including large commercial vessels, tugs and barges, and all vessels operating in First Nations Areas of Concern (as defined in the guidelines) (North Coast Waterway Management Guidelines 2023). The guidelines state that the Canadian Coast Guard's Prince Rupert MCTS Centre will advise vessel traffic in the area of the need for a reduced wash and wake due to community fishing and harvesting or whales in the areas, as reported by communities (North Coast Waterway Management Guidelines 2023). Communicating information, such as where and when fishing and harvesting practices are taking place will help Third-Party Vessel Operators reduce their wake and wash effects on the current use of lands and resources for traditional purposes by Indigenous Peoples caused by construction- and operation-related marine shipping.

As of February 2025, Cedar has not been invited to participate in any other regional initiatives, nor has it been asked to conduct any workshops to promote safe navigation practices for marine users.

Cedar documents participation in regional initiatives as part of the annual compliance reports provided to the Environmental Assessment Office and the Impact Assessment Agency of Canada. These reports are publicly available on Cedar's [website](#). Similarly, any workshops related to promoting safe navigation practices for marine users will be documented in the *Impact Assessment Act* annual compliance report as required by Condition 2.10 of the Decision Statement.

¹⁰ The latest version of the North Coast Waterway Management Guidelines can be found on the Notices to Mariners.

9.0 References

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Appendix A

Table of Concordance

TABLE A.1 TABLE OF CONCORDANCE

Condition Requirement	Document Location Reference
7.2. The Proponent shall develop, in consultation with Indigenous groups and relevant authorities, and implement a Marine Transportation Management Plan to mitigate federal adverse effects on the current use of lands and resources for traditional purposes by Indigenous Peoples caused by construction-related marine shipping and operation-related marine shipping.	This Plan
The Proponent shall develop the section of the Plan applicable to each phase of marine shipping activities prior to the beginning of the marine shipping activities to which that section pertains and provide each section to the Agency and Indigenous groups at least 60 days prior to the beginning of the activities to which that section pertains.	Section 5.0
As part of each section, the Proponent shall explain how relevant aspect(s) of the British Columbia Coast Pilots Limited-led Navigational Risk Assessment applicable to the Designated Project have informed the development of the section. Each section shall describe the means by which the Proponent shall:	Section 7.0
7.2.1. Use the Canadian Coast Guard's Marine Communication and Traffic System to provide notice of planned arrival times of Designated Project-related construction vessels (where applicable) or LNG carriers at the Triple Island Boarding Station;	Section 6.3.1
7.2.2. Implement the community feedback protocol referred to in condition 9.1 to allow marine users to report concerns related to interference between Designated Project related marine shipping and marine use;	Section 6.4
7.2.3. Communicate information about Designated Project-related marine shipping to Indigenous groups, including the schedule of Designated Project-related construction vessels or LNG carriers, using targeted communication procedures designed in consultation with Indigenous groups during the development of the Plan;	Section 6.0
7.2.4. Establish a safety zone around the marine terminal and inform marine users of potential nearby safety hazards associated with the Designated Project;	Section 6.5
7.2.5. Participate in regional initiative(s), in which the Proponent is invited to participate and where agreed upon by the party(ies) responsible for the initiative(s), related to the monitoring, assessment and management of adverse federal effects of marine shipping associated with the Designated Project, in the event that such initiative(s) are undertaken during any phase of the Designated Project. Initiative(s) in which the Proponent is required to participate include initiative(s) aimed at:	Section 8.0
7.2.5.1. Improving safety for marine users and reducing risks; or	Section 8.0
7.2.5.2. Understanding and mitigating environmental effects of marine shipping (including cumulative effects that are likely to result from the implementation of the Designated Project in combination with other past, current or future physical activities); and	Section 8.0
7.2.6. Conduct, at the request of Indigenous group(s), workshop(s) to promote safe navigation practices for marine users.	Section 8.0
12.1 The Holder must develop a report regarding Marine Transportation Communication. The report must be developed in consultation with Indigenous Nations, CCG, and Transport Canada. The Holder must provide no less than 30 days for parties to provide views on the plan, as per clause 4.1(a)iii.A) of this Certificate. Following development, the Holder must provide the report to the EAO for review a minimum of 60 days prior to the planned commencement of Construction-related marine shipping.	This plan

Condition Requirement	Document Location Reference
12.2 The report must include a description of how the Holder will undertake the following:	See below
a) Regular communication of project activities that may affect marine use with marine users, including commercial, recreational and Indigenous fisheries, recreationalists, commercial tourism operators, Transport Canada, Fisheries and Oceans Canada, and relevant stakeholders;	Section 6.0
b) Establish liquefied natural gas (LNG) carrier shipping schedule notification processes for Indigenous Nations and Haida Nation;	Section 6.2
c) Reporting mechanisms for Indigenous Nations, Haida Nation and marine users to report on any concerns related to LNG carrier interference with marine use;	Section 6.1 (Community Feedback Process)
d) Location information, where concerns are location-specific and non-confidential, and identification of trends or locations of concerns; and	Section 6.1 (Community Feedback Process)
e) Establishment of a grievance process for Indigenous marine users experiencing loss of fishing gear or other marine use effects.	Section 6.1 (Community Feedback Process) Lost fishing gear would be considered a grievance, and analysis and follow up will be as described in Section 4.0 of the Community Feedback Process.
12.3 The report, and any updates made pursuant to subsection 2.2 or paragraph 3.2(h), must be implemented during any period of the Project when Project-related marine shipping is ongoing under the direction of a Qualified Person retained by the Holder and to the satisfaction of the EAO.	Ongoing

Appendix B

Qualified Contributors

Craig Jackson is an established leader with a reputation developed over more than 25 years in the marine LNG industry. During his seafaring career Craig operated an LPG floating storage vessel and sailed on gas, oil and chemical tankers reaching the rank of Captain. Craig is now an LNG-focused marine consultant providing technical expertise in a number of areas, including LNG terminals, LNG Bunkering and ship construction. Craig has been seconded to SIGTTO (the Society of International Gas Tanker and Terminal Operators) as a technical advisor where he contributed to the writing and revision of several industry publications and information papers and was appointed as Chairman of the Marine Terminal Operator Competency and Training working group that develops standards for terminal staff.

Lara Taylor is the Environmental Assessment Lead for the Cedar LNG Project. She is a professional civil engineer with a master's degree in resource and environmental management. Lara has 20 years of experience providing strategic regulatory advice to project proponents, supporting due diligence processes, and undertaking third-party reviews on behalf of government agencies and Crown corporations. She has extensive experience managing environmental assessments under the British Columbia *Environmental Assessment Act* and the *Impact Assessment Act* with a focus on LNG and marine terminals. Lara has led regulatory and environmental aspects of projects at all stages of development – from early engagement through condition implementation.

Susan Bruckner has more than 20 years of experience providing communications and engagement advice to major infrastructure projects across British Columbia. Susan has extensive experience with all stages of major capital infrastructure projects, from project definition, to regulatory review and construction; and has particular expertise communicating technical and often controversial projects and policies in a manner that builds understanding and support. In her professional career, Susan has been directly involved in the development of some of British Columbia's largest and most complex projects spanning a range of sectors and industries, including transportation, education, mining and resource development, and energy.