

DAY MONTH YEAR
25-Sep-2009Application #
1605489APPLICANT'S FILE NUMBER
9L66 RelocationSUBMISSION STATUS Registered SUBMISSION ID 195873 CREATION DATE 24-Sep-2009**1. APPLICANT INFORMATION**

Primary Applicant

COMPANY NAME ATCO Electric Ltd. BA CODE 0A5ZCONTACT NAME Kara GreenTELEPHONE (780) 420-7277 FAX (780) 420-8017E-MAIL facilityapp@atcoelectric.comMAILING ADDRESS 10035 - 105 Street, Edmonton AB, T5J 2V6**2. PROJECT OVERVIEW**

1. Application Description:

240kV Line 9L66, Relocation on Muskeg River Mine Site2. Are there other AUC applications directly related to this application? Yes No

Application Category Application Type Application Number (If Known)

Electric Need Assessment 1605456**3. APPLICATION TYPES**

1. Identify what this application is for:

Electric Transmission Lines

If you have any questions or comments, please contact the EAS Administrator.

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SUBMISSION STATUS Registered SUBMISSION ID 195873 CREATION DATE 24-Sep-2009

4. TRANSMISSION LINE

1. Provide the name(s) of all other companies having ownership in the project, details of their incorporation, and the share in the project that each would have.

Company Name: _____ Percentage: _____

Details:

Total other ownership (%)

2. Have you conducted a participant involvement program?

Yes No

If No, explain:

3. Are there outstanding public or industry objection and/or concerns? Yes No

4. Provide Electric Facility ID Number(s):

5. Provide the legal descriptions, including latitudes and longitudes of start and end points of the transmission line.(Provide latitude and longitude coordinate in decimal degrees.)

Start Point of Transmission Line

Lsd	Sec	Twp	Rge	Mer	Lat (NAD 83)	Long (NAD 83)
13	3	96	12	4	57.3050	-111.8726

End Point of Transmission Line

Lsd	Sec	Twp	Rge	Mer	Lat (NAD 83)	Long (NAD 83)
2	23	95	10	4	57.2525	-111.5056

If you have any questions or comments, please contact the EAS Administrator.



September 25, 2009

Don Popowich, Director, Facilities
Alberta Utilities Commission
Fifth Avenue Place
400, 425 - 1 Street SW
Calgary, Alberta, T2P 3L8

Dear Sir:

**RE: Application for the Alteration of 240 kV Transmission Line 9L66
and Removal of Idle Line 201-PTL260-A1**

1.0 INTRODUCTION

ATCO Electric Ltd. proposes to relocate power transmission facilities on Shell Canada Energy's Muskeg River Mine site in the Fort MacKay area, approximately 80 kilometres (km) north of Fort McMurray, Alberta (see regional map, Attachment 4-drawing A-01). The project includes the removal of 5.0 km of existing double-circuit 240 kilovolt (kV) transmission line and the construction of approximately 8.9 km of new single-circuit 240 kV transmission line. The work is planned to commence by December 2009, or if conditions permit, as soon as Permit and Licence is received, for an in-service date of April 20, 2010.

1.1 Proposal

ATCO Electric Ltd. hereby applies to the Alberta Utilities Commission pursuant to Sections 14, 15 and 21 of the *Hydro and Electric Energy Act*, being Chapter H-16 of the Revised Statutes of Alberta 2000, as amended, for Permits, Licences, Approvals and Orders to:

- a. **Alter the existing Joslyn to Muskeg River 240 kV transmission line 9L66** (*Permit and Licence No. U2006-149, and Enquiry Approval E2009-39*) by:
 - i. Discontinuing the operation of, disconnecting and removing a 5.0-km segment of existing 240 kV line; and
 - ii. Constructing, connecting and operating a 8.9-km segment of new 240 kV line; and to
- b. Discontinue the operation of, disconnect and remove the existing 240 kV line **201-PTL260-A1** (*Permit and Licence Permit and Licence U2001-237, Enquiry Approval E2006-38 and Enquiry Approval E2009-39*).

ATCO Electric is seeking:

- A new Permit and Licence for transmission line 9L66 approving the alterations as described in this application, approving the operation of the line between Joslyn substation 849S and Muskeg River substation 847S, and rescinding existing *Permit and Licence No. U2006-149*.
- An Order approving the removal of existing transmission line 201-PTL260-A1 and rescinding existing *Permit and Licence No. U2001-237*.

The circuits to be removed constitute a double-circuit 240 kV line from the west boundary of Shell's mine-site lease where the lines cross under Syncrude's D05 to Aurora North 240 kV lines (the "Syncrude Crossing"), to the Muskeg River substation. The line on the north side of the double-circuit structures (the "North Circuit") is an idle circuit which is designated in *Permit and Licence No. U2001-237* as line 201-PTL260-A1, and which is designated by ATCO Electric for operating purposes as line **201-PTL260-2**. The line on the south side of the double-circuit structures (the "South Circuit") is designated in *Permit and Licence No. U2006-149* as part of 9L66. Both lines are the subject of *Enquiry Approval E2009-39* whereby, as part of the construction and re-connection plan for the alterations described in this application and prior to their removal, the two circuits will be swapped temporarily, with the North Circuit operating as part of 9L66 and the South Circuit temporarily idle (designated as 9L92).

1.2 Project Need and Combined Filing with AESO Application

ATCO Electric operates an existing double-circuit 240 kV transmission line located within the development area of Shell Canada Energy's approved Muskeg River Mine site. Shell has requested that ATCO Electric relocate the transmission line to facilitate the expansion of Shell's overburden disposal area at the Muskeg River Mine. ATCO Electric proposes to relocate the transmission line to a new corridor south of the existing right-of-way along Shell's external tailings facility (ETF) berm, located within Shell's mine site, as specified by Shell. The project involves a simple line move at the request of a single customer, however the Alberta Electric System Operator (AESO) has requested the following variances from the existing specifications for the line segment being replaced:

- Existing idle transmission circuit 201-PTL260-A1 (201-PTL260-2) will not be replaced. As a result, the replacement segment of line will be a single-circuit rather than double-circuit line.
- The conductor specifications for the replacement segment of line 9L66 will be upgraded from single to double (bundled) 795 MCM conductor, to be consistent with the conductor size of the remainder of line 9L66 from the Joslyn substation to the Syncrude Crossing.

The need for the specification variances and the assignment of system costs are addressed by AESO in a needs identification document (NID) filed by the AESO on September 17, 2009, as **Application No. 1605456** pursuant to the applicable processes under the *Electric Utilities Act*. In accordance with Section 35 of the *Electric Utilities Act*,

the AESO has directed the Applicant to submit this application. A copy of that correspondence is included in Attachment 9.

AESO and ATCO Electric have agreed to coordinate the submission of the need and facility applications. Under the provisions of the applicable AESO and AUC rules and of Section 15.4 of the *Hydro and Electric Energy Act*, **ATCO Electric hereby requests that this application be combined for consideration with Application No. 1605456.**

1.3 Facility Locations and Coordinates

TABLE 1 – Location Coordinates

Facility	Land (Legal)	Lat. (N)	Long. (E)
240 kV Line 9L66 -Start (Joslyn Substation) -End (Muskeg River Substation)	LSD 13, NW 3-96-12-W4M LSD 2, SE 23-95-10-W4M	57.3050 57.2525	-111.8726 -111.5056
240 kV Line 201-PTL260-A1 -Start (Structure 225NE) -End (Muskeg River Substation)	LSD 15, NE 17-95-10-W4M LSD 2, SE 23-95-10-W4M	57.2498 57.2524	-111.5868 -111.5061

2.0 PROJECT DESCRIPTION

This section describes the location, project details and engineering specifications of the proposed transmission facilities. The facilities will be designed in accordance with the AESO's direction and final functional specifications (included in Attachment 10). The facilities will be built and operated in accordance with the authorizations granted pursuant to this application, and in accordance with the requirements of Section 39 of the *Electric Utilities Act* (safe and reliable operation), the *Safety Codes Act*, and applicable regulations and industry standards. The proposed facilities will be inspected and declared safe prior to being energized.

2.1 Relocation of 240 kV Transmission Line 9L66

ATCO Electric operates 240 kV transmission line 9L66 between the Joslyn substation 849S northwest of Fort MacKay and the Muskeg River substation 847S at Shell's Muskeg River Mine site (see regional map drawing A-01). Line 9L66 is 27.4 km in length and terminates at the east bay on the south side of Muskeg River substation (see site plan drawing A-05A). The 5.0-km eastern portion of 9L66, from the Syncrude Crossing in LSD 2, NE 17-95-10-W4M to the Muskeg River substation in LSD 2, SE 23-95-10-W4M, operates as the South Circuit built on steel lattice towers, double-circuited with the idle 240 kV North Circuit which terminates at the west bay at Muskeg River substation.

ATCO Electric proposes to remove the portion of existing 240 kV transmission line 9L66 between Structure 225S (see drawing A-05B) at the Syncrude Crossing and the Muskeg River substation 847S, and replace it with a new segment approximately 8.9 km in length,

to be routed up to two kilometres south of the existing alignment. The proposed route is shown on the reference map drawing A-02 and route mosaic drawing A-06. The new segment would start at approved Structure 225NE (see drawing A-05B) and terminate at the east bay on the south side of Muskeg River substation (see drawing A-05A).

On completion, line 9L66 will be approximately 31.2 km in length between the Joslyn to Muskeg River substations.

Removal of Double-Circuit Transmission Line 9L66/201-PTL260-A1

The existing lines to be removed consist of the two circuits strung on steel lattice towers from Structure 18 (see drawing A-05B) east to Muskeg River substation. ATCO Electric will also remove the span of line 9L66 that goes west from Structure 18 to existing wood-pole Structure 225S (see drawing A-05B) where the line crosses under the Syncrude lines; and will remove the span of the North Circuit that goes west from Structure 18 to approved wood-pole Structure 225NE.

Each circuit is a set of three conductor wires with single 795 MCM conductors. All wires, conductors and towers will be removed once the relocated portion of 9L66 is energized.

Temporary Swap of North and South Circuits

In order to minimize overall re-construction and outage requirements, the North and South Circuits will be swapped temporarily so that 9L66 utilizes the North Circuit while the existing 9L66 in the vicinity of Structure 225S is removed, and the new line is connected to the east bay at Muskeg River substation. The temporary swap is described in Enquiry Proposal Application No. 1605286, and approved by *Enquiry Approval E2009-39*.

New Transmission Line Details

The newly constructed portion of 9L66 will be standard three-phase design, with a single circuit of three conductor wires plus overhead shield wires strung on steel structures built to ATCO Electric's standards for operation at the nominal voltage of 240 kV. The typical structures for most of the line will be single circuit "H-frame" design or similar. This design has a typical height of approximately 24.0 m and a typical span length of approximately 250 to 300 m between structures. The typical structure is shown on drawing RS-TX350-240SC in Attachment 7. Design details are summarized in Table 2.

TABLE 2 - Transmission Line 9L66 Details

Design Type	Typical 240 kV H-Frame Structure
Nominal voltage	240 kV
Line length	8.9 km
Number of transmission circuits	1
Transmission line conductor	2 x 795 MCM, 3 phases per circuit
Overhead shield wires (9.5 mm)	2
Typical structure height	24 m
Typical span between structures	250 to 300 m
Minimum conductor clearance, mid-span	7.4 m (varies with location per safety codes)

Non-typical structures with wider dimensions, taller or additional poles, and/or anchors and guy wires are required for corners, and at locations where site factors or activities require greater support or clearance. The typical "dead-end" or corner structure "G-Tower" is shown on drawing RS-GTower-240SC in Attachment 7. Shell has requested that ATCO Electric investigate the use of taller structures in certain locations to accommodate additional clearance for mining operations. ATCO Electric and Shell are currently assessing design criteria and the associated impacts to project costs and feasibility. Final structure specifications will be determined following survey and line design. In all cases, the line would meet or exceed the requirements of applicable safety regulations.

Conductors for the line will be double (bundled) 795 MCM (Drake) per phase as specified by the AESO. Thermal ratings for the line are shown in Table 3.

TABLE 3 – 9L66 Thermal Ratings (240 kV Nominal)

Conductor	Thermal Rating, Normal		Thermal Rating, Emergency	
	Summer	Winter	Summer	Winter
2 x 795 MCM (Drake)	753 MVA	996 MVA	866 MVA	1049 MVA

Transmission Line Alignment and Right-of-Way

The proposed transmission line alignment for the new construction was based on environmental and land-use constraints, feedback received through consultation with affected parties and requirements specified by AESO and Shell. Through consultation with the oil sands lease operator, a feasible route alignment was selected as having the least impact on future industrial operations. The routing of the transmission line was influenced by Shell and the Muskeg River Mine site development plans.

A minimum right-of-way width is required for construction, safety, conductor swing and maintenance access. Typical minimum right-of-way width is dependent on the structure

type. Both the steel H-frame and steel G-Tower will require a minimum of 17 m on each side of centre line of the structure, for a total right-of-way width of 34 m. Right-of-way requirements for specific route segments are shown on the cross-sections, drawing A-07 in Attachment 7.

Additional right-of-way width may be required for larger structures and/or for safe separation from other facilities. Additional right-of-way for tree clearing, taken as a vegetation control easement (VCE), will be required, with the width determined by tree height. The clearing standards for tree-free zones are based on tree heights in relation to the location of the nearest conductor at maximum sag. Typical tree-free requirements are shown on the chart included in Part 2 of the Conservation and Reclamation document (Attachment 2).

2.2 Schedule

Construction is scheduled to start by December 2009, or sooner if conditions permit and all necessary approvals are received. The targeted completion date is April 20, 2010, based on outages scheduled to coincide with Shell plant turn-arounds.

A summary of the approximate schedule of key preparatory and construction activities is provided in the following table. The dates are approximate and may change according to factors such as timing of approvals, contractor plans, resource availability, material delivery, ground conditions, weather and Shell's plant outages.

Activity or Milestone	Start	Completed
Transmission line survey	August 2009	September 2009
AUC approval	September 2009 (application filed)	January 2010 (approvals issued)
Transmission line right-of-way clearing	January 2010	February 2010
Transmission line foundations installed	February 2010	March 2010
Transmission line structures / wires installed	February 2010	March 2010
Salvaging of existing lines	March 2010	July 2010
Project In Service Date		April 20, 2010

2.3 Project Costs

The cost estimate for the scope of the project work, as detailed in ATCO Electric's proposal to provide service submitted to Shell and the AESO, is provided in Table 4. The majority of the costs are customer related. A small portion of costs related to the upgrading of the conductors from single to double 795 MCM and a portion of the salvaging costs are designated as a system cost by the AESO.

TABLE 4 – Project Cost Estimate

Accuracy : +20/-10%	System Portion	Customer Portion	Total	Capital Maintenance
Transmission Line Costs				
Material	\$ 371,000	\$ 4,187,000	\$ 4,558,000	-----
Labour	149,000	2,520,000	2,669,000	-----
Total-Transmission Line	520,000	6,707,000	7,227,000	
Substation Facilities Costs				
Material	-	10,000	10,000	-----
Labour	-	175,000	175,000	-----
Total-Substations	-	185,000	185,000	
Owners Costs				
Proposal to Provide Service	-	71,000	71,000	-----
Facility Applications	-	69,000	69,000	-----
Right of Way Costs	-	138,000	138,000	-----
Land – Damage Claims	-	51,000	51,000	
Total-Owners Costs	-	329,000	329,000	
Distributed Costs				
Procurement	-			-----
Project Management	-	267,000	267,000	-----
Construction Management	-	91,000	91,000	-----
Total-Distributed Costs	-	358,000	358,000	
TOTAL DIRECT COSTS	520,000	7,579,000	8,099,000	
Salvage				
Transmission Line Labour	533,500	533,500	1,067,000	-----
Substation Labour	-	-	-	-----
Land Reclamation	-	-	-	-----
Total-Salvage	533,500	533,500	1,067,000	
Other Costs				
AFUDC	57,000	-	57,000	-----
E&S	84,000	649,000	733,000	-----
Total Other Costs	141,000	649,000	790,000	
TOTAL INDIRECT COSTS	674,500	1,182,500	2,299,000	
TOTAL PROJECT COSTS	\$ 1,194,500	\$8,761,500	\$ 9,956,000	

3.0 ROUTE SELECTION

3.1 Study Area

The project is located within the Regional Municipality of Wood Buffalo, northeast of the hamlet of Fort MacKay. The area is a mixture of forested and non-forested industrially developed Crown land with generally flat terrain. All lands have been allocated for oil sands development. The existing and new transmission facilities are located on lands where the oil sands rights are held by Shell Canada. The salvaging of the existing lines and the construction of the new line are compatible with the surrounding industrial development. The salvaging of 5.0 km of existing 240 kV transmission line between Muskeg River substation and the west boundary of Shell's mine lease in NE 17-95-10-W4M will be completed within the existing easements. The proposed 8.9 km of new transmission line is on or adjacent to existing oil sands development area, is not located within scenic viewpoints and will not be visible from Fort MacKay.

3.2 Selection of Proposed Route

Routing of the new line was selected based on consultation with affected landholders, agencies, other interested parties, and standard routing criteria: seek generally direct and straight alignments, follow existing corridors, avoid conflicts with other land-uses, and avoid any known sensitive areas. The proposed route and alignments are shown on the route mosaic drawing A-06 (Attachment 6), and the right-of-way cross-sections drawing A-07 (Attachment 7).

The proposed route follows an existing power line across the Muskeg River from the Muskeg River substation to Nodes A1 and A2. It then proceeds southwest from Nodes A2 to A5 along the edge of Shell's mining area while maintaining the required setback of 100 m from the Muskeg River, as specified by Alberta Sustainable Resource Development (ASRD). The proposed route crosses the Muskeg River adjacent to Shell's planned infrastructure corridor between Nodes A5 and A5B. The western portion of the route from A5B to A9 is located on Shell's EFT Dyke. From A9 to A9A the route will parallel Syncrude's existing pipelines and Syncrude's 260 kV transmission lines. The final segment from A9A to Structure 225NE crosses a pipeline corridor to connect with the existing/approved segment of 9L66. The majority of the area on or adjacent to the route has been or will be cleared for oil sands development. The placement of the transmission line was determined in conjunction with Shell as part of a planned utility corridor.

4.0 ENVIRONMENTAL AND ELECTRICAL EFFECTS

ATCO Electric will construct and maintain the proposed transmission facilities adhering to Alberta Environment's C&R/IL/95-2, *Environmental Protection Guidelines for Electric Transmission Lines*, and in accordance with the terms and conditions of the right-of-way agreements and easements, including any requirements identified in environmental field reports filed for easements on Crown land.

Measures to reduce the environmental impacts of this project are described in the conservation and reclamation document (Attachment 2), along with general reclamation and long term right-of-way management practices, and a discussion of potential electrical effects and mitigation.

5.0 PARTICIPANT INVOLVEMENT

ATCO Electric undertook a comprehensive consultation program with landholders, agencies and other interested parties, as described in Attachment 3, Public and Landholder Consultation. ATCO Electric consulted with adjacent landholders, agencies and other interested parties within 800 m of the transmission line right-of-way, and confirmed no objections to the proposed relocation of 9L66 and removal of the existing double-circuit line. ATCO Electric mailed project information to a list of 15 agencies, 11 industrial landholders, one trapper and four First Nations. A copy of the public information package is included as Attachment 11. There are no permanently occupied residences within 800 m of any of the proposed work. ATCO Electric will provide a list of landholders and agencies under separate cover.

The project is located in traditional area identified by several First Nation communities including Athabasca Chipewyan First Nation, Mikisew Cree First Nation, Fort McMurray #468 First Nation, and Fort McKay First Nation. ATCO Electric implemented a plan to ensure thorough and meaningful consultation with the affected communities. Consultation continues with each community regarding ongoing aspects of the Project. The consultation with each community is described in Attachment 3.

ATCO Electric followed up with personal communication with the surrounding landholders and occupants, as well as all agencies to confirm no concerns. Industrial landholders confirmed no concerns to the project provided that all required crossing agreements were obtained and standard setbacks were observed. All parties will be provided a project update, and those on the proposed route will be advised of the construction schedule and details prior to construction.

6.0 CONCLUSION

The design, construction and operation of the new and the removal of the existing line will be conducted in accordance with the requirements of the *Safety Codes Act* and applicable regulations and industry standards. The proposed facilities will be inspected and declared safe prior to being energized.

ATCO Electric is confident that the alterations described herein are both warranted and cost effective, and respectfully requests the Commission's favourable and timely consideration. Correspondence or questions concerning this project can be directed to Kara Green (phone 780-420-7277, fax 780-420-8017), or to the project manager Craig Shutt (phone 780-420-3676).

Yours truly,

< Original signed by >

Paul Goguen, P.Eng., MBA
Vice President, Transmission

Attachments:

1. Application Text (this document)
2. Conservation and Reclamation document
3. Public and Landholder Consultation document
4. Regional Map (drawing A-01) and Reference Map (drawing A-02)
5. System SLD (drawing A-03), Muskeg River Substation SLD (drawing A-04), Muskeg River Substation Site Plan (drawing A-05A), and Line Alterations At Syncrude Crossing (drawing A-05B)
6. Route Mosaic (drawing A-06)
7. Right-of-Way Cross-Sections (drawing A-07), and Typical Structures (TX350 and GTower)
8. Forestry-CLI (drawing A-10a) and Environmental Constraints Map (drawing A-10b)
9. AESO Direction Correspondence
10. Functional Specification
11. Public Notification (Project Information Package)

CC: B. Belway / D. Patterson, AESO, Calgary

ATTACHMENT 2

CONSERVATION AND RECLAMATION

ATCO Electric Ltd. proposes to construct 240 kilovolt (kV) transmission facilities and remove existing facilities to re-locate the existing transmission line 9L66 and allow for further development of the Shell Canada Energy's ("Shell") Muskeg River Mine. The project area is east of Fort MacKay, approximately 80 kilometres (km) north of Fort McMurray, Alberta (see regional map drawing A-01, in Attachment 4). The project includes the construction of an 8.9 km segment of new single-circuit 240 kV transmission line to accommodate the relocation of 9L66 between the existing Muskeg River substation and the western boundary of Shell's mineral lease in the NE 17-95-10-W4M, and the removal of the existing 5.0 km of double-circuit transmission line (9L66/201-PTL260-A1) between these two points.

The project details are provided in Attachment 1 of this application to the Alberta Utilities Commission (AUC). This document describes conservation and reclamation measures for the project.

1 Project Setting and Study Area

The entire project area is located within the Regional Municipality of Wood Buffalo, northeast of the hamlet of Fort McKay. There are two crossings required on the Muskeg River watercourse that have timing restrictions (April to July). In addition, there are wildlife habitat areas that require special attention along the Muskeg River. Environmental constraints, forest land capability and muskeg areas are shown on maps A-10a and A-10b (Attachment 8).

The area is forested and non-forested industrially developed Crown land with generally flat to rolling terrain dominated by extensive areas of muskeg (black spruce, tamarack and willow). All lands in the area have been allocated for oil sands development, including surface oil sands leases and subsurface oil sands rights held by Shell (see regional map A-01, Attachment 4). Alberta-Pacific (Al-Pac) and Northland Forest Products hold timber rights in the area under a forest management agreement and timber quotas, respectively. Major pipeline infrastructure is in place and continues to be planned to serve the oil sands developments. Access to the construction area is via Highway 63 and Shell's mine roads.

The project is within an area of traditional and active use by the local Aboriginal Communities. Traditional and active uses are being accommodated in consultation with the local First Nations and the registered trapline holder.

Further project details are provided in the text (Attachment 1) of the application to the AUC. Routing factors, including environmental constraints, are described in section 3.0 of Attachment 1. Stakeholder concerns are identified in the participant involvement program summary, Attachment 3 of the application.

2 General Routing Considerations

The construction of the major portion of the proposed route will occur on Shell's Muskeg River Mine, in Crown lands. An overview of the routing is provided in Attachment 1.

3 Requirements of Alberta Environment

The proposed transmission facilities are not of the class requiring a Conservation and Reclamation Approval or an environmental assessment report under the *Environmental Protection and Enhancement Act*.

4 General Conservation and Reclamation Measures

ATCO Electric will undertake the alterations adhering to:

- Alberta Environment's *C&R/IL/95-2, Environmental Protection Guidelines for Electric Transmission Lines*;
- ATCO Electric's general construction and maintenance environmental protection standards; and
- Terms and conditions of the applicable right-of-way agreements and easements.

All activity will be confined to the existing or acquired rights-of-way and to public roads and road allowances.

Salvaged towers and materials will be disposed of appropriately. When removing the structures, towers and anchors will be removed in their entirety where possible, and the holes will be filled with clean compacted sand. Shell will be expanding the Muskeg River Mine overburden disposal area onto ATCO Electric's existing right-of-way where the structures will be salvaged. ATCO Electric will discharge the existing easement and request an exemption from a reclamation certificate in respect to the *Alberta Environmental Protection and Enhancement Act*, as Shell will continue development on these lands.

ATCO Electric will follow standard good practices to minimize potential soil erosion and compaction, spills and prairie or forest fires, and to implement post-construction clean-up and reclamation. Construction activities are planned for frozen ground conditions, and soil erosion and rutting are unlikely. Construction activities will be delayed if required by weather and soil conditions.

5 Equipment

All construction equipment will be sent to the right-of-way in a clean condition to minimize the risk of weed or disease introduction. Logging equipment and crawler tractors will be used for clearing the right-of-way where required. The following types of equipment may be used to construct the transmission line:

- pick up trucks for hauling crews;
- 1 ton trucks with generators;
- 3 and 4 ton drill trucks for digging holes;
- pole trucks with crane (similar to logging trucks);

- skidder or D6 Crawlers for pulling wire;
- 3 ton picker trucks for framing;
- Nodwells or LGP crawlers may be used to pull wire or drag poles depending on ground conditions; and
- all terrain vehicles (ATVs) or Nodwells may be used to transport crews to work sites.

6 Waste Disposal

The Applicant will ensure that during the course of the project no fuel, lubricating fluids, hydraulic fluids, antifreeze, herbicides, biocides, or other chemicals are released on the ground or into any watercourse. In the event of a spill, the spilled contents will be cleaned up to the satisfaction of the landowner, Crown or Regional Municipality.

Construction waste will be continuously collected and disposed of at an approved facility to avoid the attraction of wildlife. Waste containers will accompany each working unit. All garbage will be stored in wildlife-proof containers. Personnel will be made aware of proper disposal methods for cigarette butts and other hot or burning materials. Each working unit will have fire fighting equipment on hand as regulated by the *Forest and Prairie Protection Regulations*.

7 Operation and Maintenance

Continued operation and maintenance of the line will require access to the structures and conductors. Access for work on the line will be from the acquired right-of-way, using existing access where available.

Tree clearing will be required along many segments of the proposed route, based on the present land use and land cover. Vegetation management and removal, where required to control the growth of vegetation along the line will be done in accordance with the standards of practice for the Industrial Vegetation Management Association of Alberta.

8 Vegetation Clearing

ATCO Electric will remove all trees and woody shrubs that would infringe on the required clearance to maintain the safe and reliable operation of the transmission facilities. All incompatible vegetation and trees posing a risk to the line will be cleared from the right-of-way as well as areas surrounding anchors.

9 Additional Right-of-Way for Tree Clearing

Minimum right-of-way widths are described in Section 2.1 of the application text (Attachment 1). Additional right-of-way width for tree clearing will also be required, based on tree height. Standard right-of-way widths have been devised for areas having tree growth of varying heights to ensure that the vegetation does not pose a problem. The clearing standards for tree free zones are based on tree heights in relation to the location of the nearest conductor at maximum sag. Typical tree-free requirements are shown on Table 2-2 included in this attachment.

10 Timber Salvage

The exact right-of-way width and the timber to be salvaged will be determined once the clearing requirements along the proposed line have been flagged following final field surveys.

First right of refusal for salvaged timber generally will be given to the landowner or timber disposition holder (Forest Management Agreement or quota holder). On Crown land, ATCO Electric will be in contact with the local forest officer and the disposition holder to address salvage regarding the specifications, decking and transportation components for the salvaged timber.

11 Slash Disposal

All piled slash not required for corduroy, slash berms or rollback will be burned during periods of low fire hazard. If burning is delayed, slash will be stored along the edge of the right-of-way. Slash burning crews will have fire fighting equipment on hand as regulated by the *Forest and Prairie Protection Regulations*. ATCO Electric will avoid locating burn piles on peat-rich soils in order to limit the risk of residual fires after construction. During periods of high fire hazard, ATCO Electric will wait until the hazard is reduced. Burn locations will be hand checked or infrared scanned upon completion of the burning.

12 Water Course Crossings

The new transmission lines will span watercourses, but no structures are expected to be placed in or on the banks of any watercourse. If such structures are required, the Applicant will obtain the necessary approvals from ASRD and Alberta Environment. Trees will be felled away from watercourses to reduce the damage to stream banks, beds and adjacent trees. Steep slopes near the watercourse will be hand cleared to minimize disturbance. Trees felled within the high watermark will be removed in a manner that minimizes disturbance of the bed and banks. ATCO Electric will not stand or yard trees across the watercourses. Watercourses with restricted activity periods are shown on the proposed route mosaic drawings A-06 in Attachment 6 and on the environmental constraints map drawing A-10b in Attachment 8. The Applicant will adhere to the Alberta Environment *Code of Practice for Watercourse Crossings*. All watercourses crossing will occur under frozen conditions and Fisheries and the applicable permits from the *Department of Fisheries and Oceans Canada* for Ice bridges, snow fill and overhead line construction will be obtained. Trees or other debris will be removed in a manner that minimizes disturbances of the banks.

Watercourse crossings with identified restricted activity periods are listed as follows:

Crossing No.	Location	Watercourse Name	Class	Restriction Period
WCC 1	NE 14-95-10 W4M	Muskeg River	C	April 16 to July 15
WCC 2	NE-10-95-10 W4M	Muskeg River	C	April 16 to July 15

13 Timing

Based on a proposed clearing start date of December 2010, clearing will occur mainly on frozen ground conditions. If these areas are not frozen, work on dry areas will commence first in order to minimize compaction and rutting. Construction of the proposed line is planned to start by February 2010 for completion by the end of April 2010.

Work in wet soil conditions will be executed when sufficient frost or low soil moisture will allow construction without causing excessive rutting or soil compaction. However, if construction crews encounter unfrozen wet ground, the Applicant will use tracked or low ground pressure (LGP) equipment to complete the brushing, framing of structures, digging and setting poles, and the stringing of the line. This equipment will be assisted by LGP dozers. All cleanup and reclamation related to re-contouring, erosion control and placement of rollback will be completed with the LGP dozers.

The decision to delay construction will be made by the Applicant in consultation with the stakeholders and the ASRD forest officer.

14 Muskeg

The project area is dominated by treed and open muskeg, generally indicated by the Class 6 land capability for forestry data on the Canadian Land Inventory (CLI) map, drawing A-10a in Attachment 8. The CLI map indicates where wet ground conditions prevail based on the land's ability to grow commercial forests. There is a potential for equipment to severely rut these areas during non-frozen soil conditions. The location and type of structures will be chosen to reduce the number of structures in open muskeg areas, or to span over smaller areas. Wherever possible, restricting activities to frozen ground conditions will minimize the impacts on these areas. Access may be required at times when the ground is not frozen. In such conditions, vehicles will access the structure locations perpendicularly from adjacent roadways where possible to minimize rutting. In less accessible areas, LGP or wide-pad equipment will be used to reduce the potential impacts.

15 Erosion Control – Moderate to Steep Slopes

The topography along the route is generally flat to rolling. Preliminary route assessment has not identified any areas with localized steeper slopes with the potential for erosion. The topography and associated erosion control measures will be assessed during field reconnaissance associated with the completion of the environmental field reports for submission with easement applications to ASRD. The right-of-way adjacent to major watercourse crossings will be closely examined through a geo-technical review and assessment prior to construction.

If steep slopes are encountered, the right-of-way will be cut by hand and the shrub layer left in place to provide slope stabilization. Rollback slash and small diameter non-merchantable timber will be left on steep slopes. Gaps in rollback will be left at all obvious wildlife trails.

16 Access Control

Access to the right-of-way will be obtained from existing access roads that cross or parallel the proposed transmission line, existing pipeline right-of-ways with the appropriate permissions, and/or from new rights-of-way obtained by the Applicant. Construction activities will be confined to the allotted right-of-way, existing roads and approved shooflies. All traffic safety and road closure regulations will be followed.

Any new access road created will be restricted to company personnel as required. Regular wheeled vehicles will be used for access onto the right-of-way. In wet areas, the Applicant will use tracked or LGP equipment.

Vegetation screening and brush piles will be used at sensitive locations as identified by government officials to prevent access along the right-of-way.

17 Wildlife and Rare Vegetation

The new construction falls within identified winter and calving habitat for moose along the Muskeg River. During preliminary meetings with the ASRD Forest Officers, it was indicated that due to the existing industrial development, the timing restrictions normally associated with this area would likely be waived.

Wildlife will not be harassed or fed. Construction personnel will not be permitted to have dogs or firearms on the right-of-way. In addition, the recreational use of ATVs and/or snowmobiles by construction personnel on the right-of-way will be prohibited. Any incidents with nuisance wildlife or collisions with wildlife will be reported.

At locations within sensitive wildlife habitat as identified by ASRD's Fish and Wildlife representatives or identified during field assessments, the Applicant may selectively brush at potential access points on the right-of-way to visually screen the right-of-way or construct vegetation screening or brush piles across the right-of-way to provide travel corridors for small mammals and limit the line of sight down the right-of-way. At specific areas identified as corridors for wildlife movement and every 100 metres there would be openings created in lineal barriers.

The Alberta Natural Heritage Information Centre (ANHIC) has identified the occurrence of one mammal species and numerous rare plant species in the project area. The identified mammal species has a sensitive status rating under the General Status of Alberta 2005 and holds no listing under the Alberta Endangered Species Conservation Committee (ESCC), Species at Risk Act (SARA) or the Committee on the Status of Endangered Wildlife in Canada (COSEWIC). All rare plant species occurrences were identified by the plant surveys conducted for the Environmental Impact Assessments for the proposed oils sands mines and are not listed under the General Status of Alberta 2005, ESCC, SARA or COSEWIC. The following species were identified as occurrences;

- *Lasiurus borealis* (Red Bat),
- *Chiloscyphus Pallescens* (Pale Liverwort),
- *Chiloscyphus polyanthus* (Liverwort),

- *Conocephalum conicum* (Scented Liverwort),
- *Lophozia obtuse* (Evans),
- *Riccardia palmate* (Germanderwort),
- *Scapania glaucocephala* (Austin),
- *Amblyodon dealbatus* (Amblyodon Moss),
- *Bryum uliginosum* (Bryum Moss),
- *Entodon schleicheri* (Entoden Moss),
- *Funaria Americana* (Funaria American Moss),
- *Hygroamblystegium tenax* (Fountain-Feather Moss),
- *Leptodictyum* (Leptodictyim Moss),
- *Mnium ambiguum* (Ambiguous Calcareous Moss),
- *Weissia controversa* (Pottiaceae), and
- *Zygodon viridissimus* (Zygodon Moss).

The occurrences are located on the Shell lease and likely have already been disturbed. After right-of-way survey ATCO Electric will confirm the location and take further steps as required.

18 Local Landscape and Environmental Considerations in Conservation and Reclamation

For conservation and reclamation purposes, general procedures and environmental considerations are provided under several headings in this document. Given that there will be some deviations from paralleling existing disturbances, some additional considerations for conservation and reclamation are warranted for this study area where the proposed route encroaches on forested lands, ephemeral wetlands and riparian areas. Additional measures to be followed for these areas will include:

- Monitoring of construction activities (pre-disturbance assessment and on-going assessment) to ensure that any impacts to the landscape will be noted and appropriate mitigation plans developed for remedy.
- Halting of construction activities in wet or inclement weather to avoid soil compaction, rutting and soil erosion.
- Replacement of topsoil that may have been bladed or removed during construction activities (i.e., single lift and subsequent replacement to avoid permanent exposure of sub-horizons).
- Use of low ground pressure (LGP) equipment to minimize soil disturbance and compaction.
- Use of appropriate re-vegetation seed mixtures for forested lands (native vegetation), to be approved through consultation with the ASRD Forest Officer.
- Use of weed control methods, to be approved through consultation with the ASRD, as may be required.
- Post-disturbance (grass species establishment, and noxious weed infestation) monitoring, in consultation with the ASRD, as may be required.
- Wetland and riparian areas should not be affected, as these features can be spanned through placement of poles and use of structures that permit longer spans. In the event of

any impact to these areas, mitigation plans will be developed in consultation with the appropriate authorities (landowner or ASRD).

- Other reclamation, as determined in conjunction with the SRD Forest Officer, Public Lands Officer and/or regional compliance inspector, will be undertaken after line construction is completed.
- Access to any trails or corridors identified during field assessments will be maintained following reclamation. Roll back on the right-of-way will not interfere with the use of identified trails or corridors.

19 Historical Resources

Through consultation with Alberta Culture and Community Spirit, it has been determined that an Historic Resources Impact Assessment (HRIA) will be required for the proposed line along the following specific segments of the route node A1 to A6 that parallel the Muskeg River on the east side and the segment between node A9 to A9A near the western boundary of Shells mineral lease. The "Schedule A" was received on July 8, 2009. Archeological, palaeontological or historical sites identified during the HRIA or identified through stakeholder consultation will be fenced off and avoided or mitigated with the proper permission. Work in proximity to any sites that are discovered during construction will be suspended. No work at that particular location will continue until permission is granted by Alberta Culture and Community Spirit.

20 Landscape, Aesthetics and Residential Considerations

The proposed transmission facilities are located within existing and planned areas of extensive oil sands developments and are compatible with the surrounding industrial development. The proposed transmission lines and substation are not located within scenic viewpoints and will not be visible from Fort MacKay. There are no permanent or private dwellings in the vicinity of the proposed facilities. No land occupants have identified concerns regarding landscape or aesthetic issues. If concerns with the specific location of towers were identified, that information would be taken into account with reasonable flexibility to spot towers to reduce impacts to other land users, where applicable.

21 Socio-economic Considerations

Based on the existing level of development in the Fort McMurray and Fort McKay areas, the Applicant anticipates that the social-economic impacts will be positive but relatively minor in terms of increased business for various service industries (hotels or camps, restaurants, gas stations, trades, etc.) Given the anticipated size of individual crews and the manner in which they will be deployed, the Applicant has concluded that the communities can accommodate and benefit from the additional business generated. Given the dominance of the oil sands activity in the area, and the fact that this region is accustomed to servicing the volumes associate with the oil sands industry, this project will benefit these communities without undue disruption.

The Applicant will work with the Regional Municipality and Alberta Transportation in addressing any road use issues. There are highways and energy sector access roads in the area for reasonable winter access to the project.

20 Noise and Traffic

Any significant noise or traffic is generally limited to the initial construction period, when larger trucks and equipment are required for clearing, hauling and construction. Longer-term traffic is generally limited to less frequent traffic and lighter equipment, mainly along the existing highways and developed Oil Sands roads. There would be no appreciable noise increase from the proposed 240 kV facilities relative to the Oil Sands activities and associated traffic.

21 Fire Contingency Plan

ATCO Electric will comply with the requirements of the *Forest and Prairie Protection Act* and Regulations, and applicable prevention of wildfire agreements. ATCO Electric will designate one of its staff as Fire Boss, who will be familiar with fire suppression techniques and equipment. All inspector and contractor vehicles will carry fire suppression equipment. In the event of a fire, the company will immediately commence fire suppression measures, as well as report the fire to ASRD.

22 Electrical Effects

High voltage electrical transmission facilities may induce a voltage in metal objects that are located nearby. The most common objects are metal fences and buildings, telephone lines, and pipelines. Appropriate mitigation measures are outlined as follows.

23 Radio and Television Interference

The transmission facilities will be constructed and maintained in such a manner as to keep radio and television interference levels within limits acceptable to Industry Canada, the federal government department that regulates communications.

24 Telephone Facilities

Under certain conditions, power transmission facilities can induce both electrical noise and hazardous voltages on telephone lines. ATCO Electric will work with TELUS before and after construction to identify and mitigate adverse impacts.

25 Metal Fences, Buildings and Structures

Where necessary, metal fences, buildings, and structures will be grounded by ATCO Electric to minimize induced voltages. Minimum clearance required between all transmission facilities and buildings will be in accordance with the *Safety Codes Act* and regulations.

26 Oil and Natural Gas Well Heads

Regulations under the *Safety Codes Act* require that transmission facilities must not be located any closer than 40 m from any natural gas or oil well head. This requirement will be adhered to with the use of the most up-to-date information available. Well sites established subsequent to the date of our information and prior to Commission approval will be appropriately accommodated in the design of the project.

27 Pipelines

The *Safety Codes Act* and the *Pipeline Act* both have regulations to which ATCO Electric and the pipeline operators must adhere. ATCO Electric, in conjunction with pipeline operators, will continue to meet the regulated standards so that both facilities can be operated safely.

28 Electric and Magnetic Fields (EMF)

While landowners and occupants occasionally raise questions regarding the potential for health effects from EMF, ATCO Electric's review of available information on biomedical research and epidemiological studies indicates that EMF associated with high-voltage transmission facilities are not demonstrated to cause harmful biological effects.

**Table 2-2
 TYPICAL TREE CLEARING CHART
 FOR 240 kV TRANSMISSION LINE:
 LONG-SPAN STEEL H-FRAME**

Width of Clearing from Centre Line

TREE HEIGHT (m)	CLEARING WIDTH (m)
1	0.0 (min. 17.0)
2	0.0 (min. 17.0)
3	13.0 (min. 17.0)
4	14.5 (min. 17.0)
5	16.0 (min. 17.0)
6	17.0
7	18.0
8	19.5
9	20.5
10	21.0
11	22.0
12	23.5
13	24.0
14	25.0
15	26.0
16	26.5
17	27.5
18	28.5
19	29.5
20	30.5
21	31.5
22	32.5
23	33.5
24	34.0
25	35.5
26	36.0
27	37.0
28	38.0
29	39.0
30	40.0

Chart includes both conifers and hardwoods, and is designed for a 10 year tree-free cycle.
 Minimum clearing would be 17.0 m, for access requirements and conductor swing.

PUBLIC AND LANDHOLDER CONSULTATION

1. SUMMARY OF PUBLIC AND LANDHOLDER CONSULTATION

Consultation with affected parties played an important role in the planning of the proposed route. ATCO Electric Ltd. (ATCO) undertook a comprehensive consultation program with landowners and occupants ("landholders"), agencies and other interested parties. ATCO Electric notified approximately 31 landholders, agencies and other potentially interested parties within at least 800 metres (m) of the proposed route for the relocation of the existing transmission line project. The proposed route was selected based on input from the landholders, agencies and other potentially affected parties. Consultation activities are summarized in Table A.

ATCO Electric has conducted personal consultation with all of the 31 landholders, agencies and interested parties within 800 m of the proposed 9L66, and existing double circuit right-of-ways, including:

- 15 government departments and agencies
- 11 industry/business landholders
- 1 trapper
- 4 First Nations

ATCO Electric has confirmed no objections to the proposed route for all parties. ATCO Electric will continue to work to address the outstanding concerns, as described in this consultation summary.

Since the project is located in traditional areas identified by Fort McKay First Nation, Athabasca Chipewyan First Nation, Fort McMurray #468, and Mikisew Cree First Nation. ATCO Electric implemented a plan to ensure thorough and meaningful consultation with the affected communities. Consultation continues with each community regarding ongoing aspects of the project. The consultation with the each community is described in the Section 2.

Table B in Section 4 summarizes comments or concerns from agencies and landholders identified through the consultation process for the proposed transmission line project, and ATCO Electric's responses. There several outstanding routine requests but no outstanding concerns.

All those on the proposed route and in the vicinity of the substation sites will be provided a project update, and will be advised of the construction schedule and details prior to construction.

2. SUMMARY OF CONSULTATION WITH FIRST NATION COMMUNITIES

ATCO Electric's relationship with Aboriginal communities has evolved over the years and ATCO Electric continue to further enhance relationships with Aboriginal communities. ATCO Electric believes that responsible development must take into account the issues and concerns of all ATCO Electric stakeholders, including Aboriginal communities. Through information sharing, consultation and collaboration, ATCO Electric works with Aboriginal communities to understand issues and concerns so as to avoid and mitigate impacts within Aboriginal communities' traditional lands wherever possible.

Based on information from First Nation communities and Alberta Sustainable Resource Development (ASRD), ATCO Electric determined the project area to be within the traditional land use areas identified for four First Nation communities:

- Athabasca Chipewyan First Nation (ACFN)
- Fort McKay First Nation (FMKFN)
- Fort McMurray #468 First Nation (FMFN)
- Mikisew Cree First Nation (MCFN)

In April 2009, ATCO Electric approached the First Nation communities listed above and engaged them in a First Nation consultation process. This included providing preliminary project information and holding discussions with the communities to determine the scope of work for consultation, if required. ATCO Electric also provided courtesy notification of our proposed project to the Chipewyan Prairie Dene First Nation, delivering a public Project Information package in late May 2009; ATCO Electric did not receive any feedback on the notification package from CPDFN.

In May 2009, the FMFN confirmed by letter they have no concerns and further consultation is not required for this project. To date, there have been no specific concerns or objections raised by the other three First Nations. The ACFN, FMKFN, and MCFN had requested ATCO Electric supply additional project information for review. ATCO Electric is in compliance to the request and continues to work with these First Nations to identify potential concerns. Further, ATCO Electric has committed to work closely with these communities to mitigate any concerns, should they arise, as is reasonably practicable.

ATCO Electric also provided notification and detailed information of the project to the Athabasca Tribal Council and Metis Nation of Alberta Zone 1.

3. LANDHOLDER/PUBLIC CONSULTATION STEPS

On May 19, 2009, ATCO Electric mailed an information package to landholders, agencies and other potentially interested parties. A comprehensive program of personal consultation with stakeholders throughout the entire study area commenced after the mail out and continued through to completion in August 2009 (see Table A). ATCO Electric followed up with personal consultation, either in person or by phone (at the stakeholder's preference), with landholders on the preliminary route options. Using the feedback obtained in the initial consultations, ATCO Electric confirmed a preferred route, made necessary adjustments, and undertook further consultation to ensure that all concerns of all stakeholders along the proposed route were documented and mitigated wherever possible. All stakeholders for the proposed route have been consulted (see Table B).

TABLE A – KEY CONSULTATION ACTIVITIES

Timing	Activity or Milestone
April 2009	Preliminary meeting with representatives from Fort McKay, Mikisew Cree, Athabasca Chipewyan and Fort McMurray First Nations.
May 19, 2009	Project Information packages sent to 32 agencies and interested parties for the new transmission line and salvaging of the existing transmission line. Project details published on ATCO Electric's world-wide web site.
May 2009 to August 2009	Follow up with 32 agencies and interested parties along all proposed route; comments documented/ reviewed. Routing criteria and consultation feedback used to determine concerns or objections.
April 2009 to present	Ongoing consultation with First Nation communities.

4. SUMMARY OF COMMENTS

The following tables summarize the comments and concerns of Agencies and Stakeholder.

TABLE B – SUMMARY OF AGENCY & STAKEHOLDERS COMMENTS (Part 1 of 2)

Organization	Comments/Concerns	Applicant's Response
MUNICIPAL		
Regional Municipality of Wood Buffalo	Send referral to Suavek Bartosinski. No concerns.	Complied
PROVINCIAL		
Alberta Environment	Send referral to Bill Fishenden, Larry Kuchmak and Ken Bullis. No concerns.	Complied
Alberta Culture and Community Spirit Heritage Resources Management ANHIC	HRIA required: Historical Resources Act clearance to be obtained prior to construction. Report any historic resources encountered during construction. Provided list of conservation known elements. Several occurrences located in proximity to the proposed new transmission line route.	Will comply Will comply ATCO Electric will confirm location of each occurrence during survey and take further steps as required.
Alberta Energy	No concerns.	Complied
Alberta Sustainable Resource Development Fish and Wildlife Division	Minimize Right of Way widths where possible, maintain 100 m buffer on the Muskeg River where paralleling. Avoid structures near river embankments and stay to areas of existing disturbances. No other concerns.	Proposed routes maximize existing cutlines, roads, and trails.
Alberta Sustainable Resource Development Public Lands	Weed management plan in place for construction and maintenance. Ensure adequate Aboriginal consultation.	Will comply Will comply
Alberta Transportation	No Impact, No concerns.	
Alberta Tourism, Parks and Recreation Parks & Protected Areas	No concerns.	
Energy Resource Conservation Board	No concerns	
FEDERAL		
Transport Canada Navigable Waters	Navigable Waters Protection advises all water crossings will require separate applications.	Will comply.
Civil Aviation	Submit Aeronautical Clearance form.	Will comply.
NAV CANADA	Submit line design data for review.	Will comply.
Fisheries and Oceans Habitat Impact Assessment Navigable Waters	Submit application for water crossing (snow and Ice fills) Watercourse crossings during construction- provide information on crossing structures. Referred to Transport Canada.	Will comply. Will comply.

TABLE B – SUMMARY OF AGENCY & STAKEHOLDERS COMMENTS (Part 2 of 2)

Organization	Comments/Concerns	Applicant's Response
UTILITIES / OTHER		
TELUS	No Concerns.	Complied
INDUSTRY/ MISCELLANEOUS		
Alberta Pacific Forest Industries	No Concerns	
ATCO Energy Solutions	No objections to the project, however would like to review a work plan regarding the construction and salvaging specifically on areas in proximity to their power line as well as provide information on scheduled outages.	Will comply.
ATCO Pipelines	No Objection. Please ensure that the appropriate third party agreements have been secured and provide copies of the detailed plans upon completion.	Will comply.
ATCO Power	No Concerns, Please review operational issues that may impact ATCO Power generator with ATCO Power Plant Manager.	Will comply.
Athabasca Minerals Inc.	No Concerns	
Interpipeline Fund	No Concerns	
Northland Forest Products	No Concerns with routing, contact after survey to discuss timber salvage.	Will comply.
Petro Canada Fort Hills	No Concerns	
Regional Municipality of Wood Buffalo	No Concerns	
Rogers Communication	No Concerns	
Shell Canada Ltd.	Shell has requested ATCO Electric investigate the possibility of using taller structures at certain locations to provide additional clearance for mining operations	Will investigate the request and discuss with Shell the associated cost impacts and feasibility.
Syncrude	No concerns with routing. Identified the need for ATCO Electric to obtain the necessary approvals or crossing agreements.	Will comply.
TRAPPER		
Roddy Boucher	No Concerns	