

PIPELINE

Additional Right-of-Way Granted to Foothills Along Mainline

Foothills Pipe Lines (Alta.) Ltd. has been granted approval to take additional lands along the first 57 km (35 mi.) of the mainline of the Alaska Highway gas pipeline, extending north from James River Junction in central Alberta.

In a decision released January 14, William A. Scotland, Designated Officer and Deputy Administrator of the Northern Pipeline Agency, approved applications by Foothills (Alta.) to obtain additional right-of-way of approximately 26.5 hectares (65.5 acres), permanent working space of approximately 12.2 hectares (30.1 acres) and temporary working space of approximately 35.7 hectares (88.2 acres). These additional lands range in width from 27.7 m (90.9 ft.) to 37.7 m (123.7 ft.).

Of the 33 landowners or occupants whose interests are affected by the company's applications, 14 appeared at the public hearing held on November 5, 1981, in Rocky Mountain House, Alberta. Scotland noted in his reasons for decision that intervenors directed their testimony chiefly at the timing of the applications and what conditions should be attached to approval of the applications.

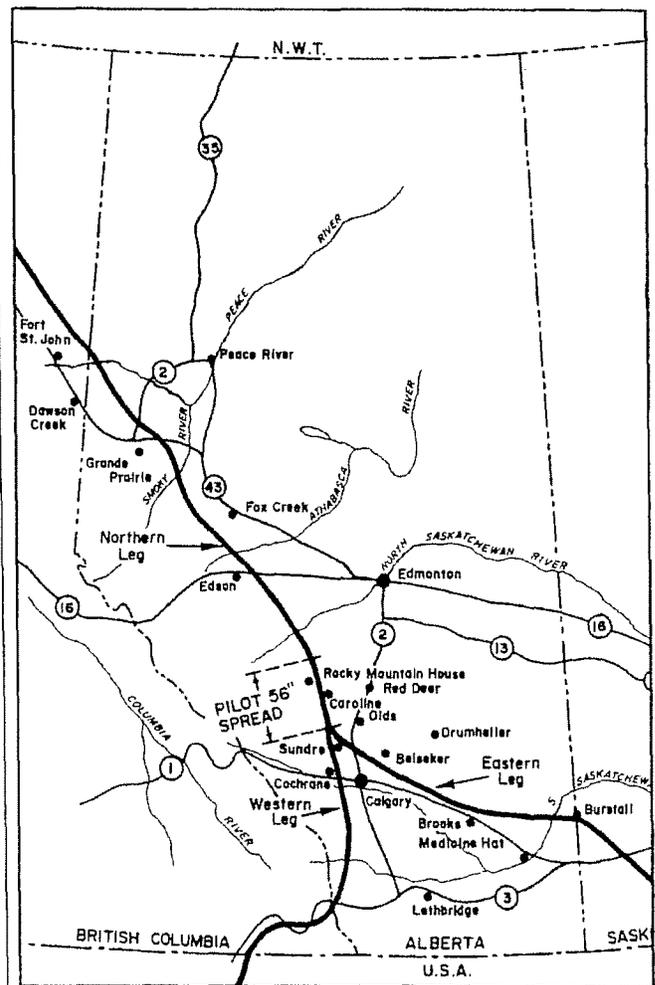
The question of timing was related to the anticipated proclamation into law of *Bill C-60, an Act to Amend the National Energy Board Act*. When brought into force, the new legislation will affect compensation paid to the landowner by providing the option to select lump sum, periodic or annual payments, periodic review to update the market value on which the payments are based, and the establishment of an arbitration committee to determine compensation where agreement cannot be reached between the parties. Foothills (Alta.) submitted a policy statement at the start of the hearing which offers landowners on the 57-km stretch "the same option as to land value compensation and the same compensation for land value as they would have had if their lands were to be taken after Bill C-60 became law." The Designated Officer concluded in his reasons for decision that the statement achieves its objective of removing any suggestion of improper intent on the company's behalf related to the timing of its applications.

Other issues raised at the hearings, such as land reclamation, fencing and access across the right-of-way, are addressed by the Agency's terms and conditions and corresponding Environmental Plans and Procedures Manual developed by Foothills (Alta.). Scotland stated. However, he emphasized that the Agency's field surveillance offers would be advised of the matters raised by the

owners in order that the "legal requirements imposed on the company, its contractors and its agents are diligently enforced during construction." He also urged owners to contact the Agency when they are aware their concerns are not being met.

Scotland noted Foothills (Alta.) agreed to comply with the owners' requests for winter clearing where possible and that

the company intends to provide 1.2 m (4 ft.) of cover over the pipeline in areas capable of being cultivated. He questioned the legal authority of patrolmen, a suggestion put forward by several landowners at the hearing that the company hire local residents to watch out for the landowners' interests during construction. Scotland stated that the patrol
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Wildlife Concerns in Northeastern B.C.

by Ken Ambrock

The main impact construction of the Alaska Highway gas pipeline could have on wildlife in northeastern British Columbia is the creation of new access to previously undisturbed areas, with a potential for increased kill of big game animals by hunters.

Public access could be controlled to a certain extent, following construction, by placing physical barriers at main points of approach along the pipeline right-of-way and by blocking off temporary access roads. Such measures would require B.C. government authorization.

Moose and elk are the most likely species to be affected — a fact reaffirmed by a survey taken over the past year by Foothills Pipe Lines (North B.C.) Ltd. to identify the distribution and abundance of wildlife along or near the proposed route of the pipeline. These animals include moose, elk, caribou, Stone sheep, mountain goats, and furbearers such as beaver and marten, waterfowl, and birds of prey, such as eagles. The inventory expands upon an overview biological study Foothills (North B.C.) undertook in 1978 in response to the Northern Pipeline Agency's environmental terms and conditions and the B.C. government's "Guidelines for Linear Development", under the Environment and Land Use Committee (ELUC). The information will help the company prepare wildlife protection plans, which are required before pipeline construction begins in northeastern B.C.

The pipeline route through the province is still under discussion. The B.C. government has expressed particular concern over a 130-km (80-mi.) portion of the Trutch Escarpment between Prophet River and Nig Creek, because it is considered prime habitat for moose, elk, mountain goats and Stone sheep.

Wildlife populations are especially susceptible to disturbance during critical periods of their life cycle, for example, breeding, calving and/or lambing and migration. Some species, such as moose, are less affected by man-induced noise and activity than elk, for instance. While both species may temporarily withdraw from range located close to construction activity, they usually return when the work is completed. Moose and elk are most sensitive to disturbance during the winter when large numbers may concentrate in "yarding areas" where browse

is readily available. If such areas are found near the pipeline route, Foothills (North B.C.) will be required to schedule construction accordingly to avoid interference with the animals.

Other species, particularly mountain goats, are considered highly susceptible to disturbance by man. Over the last twenty years, goat populations in northern British Columbia have suffered severe declines attributed to increased access and, in turn, increased harvest. While this species is not legally hunted in the Trutch Escarpment, environmental consultants for Foothills (North B.C.) have suggested that further industrial intrusion could result in the abandonment of habitat by a small herd of about 18 animals in the Boat Creek area. Whether this herd would take up suitable habitat elsewhere if it did abandon, is a matter of speculation.

More recent surveys indicate that the

nearest productive goat range along Boat Creek is approximately two km (1.2 mi.) from the company's preferred route. There has been considerable disagreement among biologists on the precise effects of pipeline construction on the Boat Creek herd. Discussions are under way among the Agency, provincial officials and Foothills (North B.C.) to resolve the routing issue. If the company's preferred route through the Trutch Escarpment is adopted, the Agency will ask Foothills (North B.C.) to monitor the herd to determine if changes in goat numbers and distribution have occurred as a result of pipeline construction.

A final wildlife concern identified by the province is the permanent loss of habitat, resulting from the construction of compressor stations, access roads and auxiliary facilities.

Ken Ambrock is the Northern Pipeline Agency's senior environmental scientist for wildlife.



Mountain goats in Trutch Escarpment in northeastern B.C.

photo by B.C. Fish & Wildlife Branch

Editor's Note

January '82 marks the first anniversary of the Agency's publication, *Pipeline*. During its initial year of operation, our mailing list has grown from approximately 900 to 1,400, an increase of over 50 per cent. The interest in *Pipeline*, shown by our readers, is appreciated and we welcome your letters of comment and enquiry.

With the passage of the legislative waiver package by the United States Congress in December and negotiations

now under way by the sponsors to obtain financing, the project is at a critical stage. In the coming months *Pipeline* will report on the project's status, regulatory and construction schedules, labour relations, plan approval, pipe-haul tests, environmental studies, Eastern Leg construction, the regional advisory councils and more. We hope you find it informative.

Donna Lawrence

News in Brief



Experimental tractor-trailer is driven around a sharp corner in preliminary tests in Vancouver.

A tractor-trailer unit, specially designed for Foothills Pipe Lines (Yukon) Ltd. for hauling 24-m (80-ft.) lengths of 1 422-mm (56-in.) diameter pipe along winding roads, will make its first test run up and down the Alaska Highway between Whitehorse, Yukon, and Fort Nelson, British Columbia, in February. The new vehicle consists of a standard tractor pulling a steel support curved to fit the front end of the pipe. An identical structure supports the pipe at the rear and is capable of steering independently of the tractor.

Foothills (Yukon) conducted a similar experiment in February 1981, using a lighter weight self-steering tractor-trailer to transport 1 219-mm (48-in.) diameter pipe from Edmonton to the Quill Creek test facility, 300 km (186 mi.) northwest of Whitehorse. The model used in last year's test had three axles on the trailer, while the heavier unit has four.

This year the company plans to drive the new tractor-trailer to Whitehorse from Vancouver and load it with the three joints of 24-m length, 1 422-mm diameter pipe, which were hauled successfully last spring by the Whitepass & Yukon Railway from Skagway, Alaska to Whitehorse. From there, the loaded vehicle will be tested along the toughest sections of the Alaska Highway, particularly between Watson Lake and Fort Nelson. A further series of tests is also scheduled for this summer.

Senior officials from the Office of the Federal Inspector (OFI) in Washington, D.C., are scheduled to meet with their Northern Pipeline Agency counterparts in Ottawa on February 11. The all-day session will provide both groups with an opportunity to review the progress made to date on the Alaska Highway gas pipeline project and to discuss related regulatory matters. The OFI and the Agency have held official meetings on two previous occasions in Calgary, Alberta, and Washington, D.C., in addition to regular consultations on issues of mutual concern.

The Northern Pipeline Agency and Foothills Pipe Lines (Yukon) Ltd. organized a presentation January 27 in Calgary by noted Arctic naturalist, Angus Gavin of Winnipeg, on the impact of oil development on wildlife. Speaking to an audience of 120 people from the environmental community, government, industry and the media, Gavin described his findings based on 11 years of extensive study of the effects of oilfield development on the coastal environment at Prudhoe Bay, Alaska. His research reveals that the Trans-Alaska Pipeline System (TAPS) has had a minimal long-term impact on the wildlife of the Prudhoe Bay region.

The presentation provided an opportunity to raise discussion on the ques-

tions of environmental protection and the impact of development in the area where the Alaska Highway gas pipeline will begin.

Representatives from the Canadian marine industry attended a briefing held in Vancouver on January 26 by Foothills Pipe Lines (Yukon) Ltd. to provide information on the status of the pipeline project and how individual operators might participate in transporting pipe for the northern sections in Alberta, British Columbia and Yukon. Foothills (Yukon) outlined cargo characteristics, location of stockpile sites, the timing of pipe movements and the various regulations and objectives contained under the *Northern Pipeline Act* and the Northern Pipeline Agency's socio-economic terms and conditions. These include provisions to ensure Canadian content in as many aspects of the project as possible, opportunities for local businesses and employment and training for native people and women. Foothills (Yukon) held a similar briefing January 6 in Calgary for representatives from western Canadian trucking companies.

The Northern Pipeline Agency approved on January 18 an agreement between Foothills Pipe Lines (Yukon)
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News in Brief

Ltd. and Mannesmann Handel of Dueseldorf, West Germany, for the sale and purchase of standby supplies of line pipe for the Alaska Highway gas pipeline. The agreement was made on a contingency basis only, in the event that the Canadian suppliers under contract — Steel Company of Canada (STELCO) of Wel-land, Ontario, and Interprovincial Steel and Pipe Corporation Ltd. (IPSCO) of Regina, Saskatchewan — were unable to meet the supply requirements.

Spokesmen from a number of northern British Columbia's native communities presented their concerns regarding the Alaska Highway gas pipeline project to the Northern B.C. Advisory Council at the Council's first meeting of 1982, held January 9 in Fort Nelson. Among the issues discussed were the settlement of land claims, environmental protection, the potential for increased access to traditional hunting and fishing grounds created by the pipeline corridor and the location of facilities such as compressor stations and work camps near communities. The native representatives also expressed interest in meaningful job opportunities which would continue after the pipeline is completed.

At the Council's next meeting on February 6 in Fort St. John, Denny Deneumoustier, Manager of Manpower and Labour Affairs for the Northern Pipeline Agency, will be present to review labour relations, manpower planning and employment and training opportunities with respect to the pipeline project.

The Northern Pipeline Agency approved on January 4 the final report prepared by Foothills Pipe Lines (Yukon) Ltd. on the series of burst tests conducted at the company's Burst Test Facility near Rainbow Lake in Northern Alberta. Between December 1979, and April 1981, six burst tests were held to determine how effectively large-diameter pipe of different toughness levels at a given strength, filled with gas of a certain temperature, pressure and composition, will stop a fracture. The company's report, filed with the Agency in September 1981, concludes that the 1 219-mm (48-in.) and 1 422-mm (56-in.) diameter pipe successfully self-arrests a fracture without requiring other means of control.



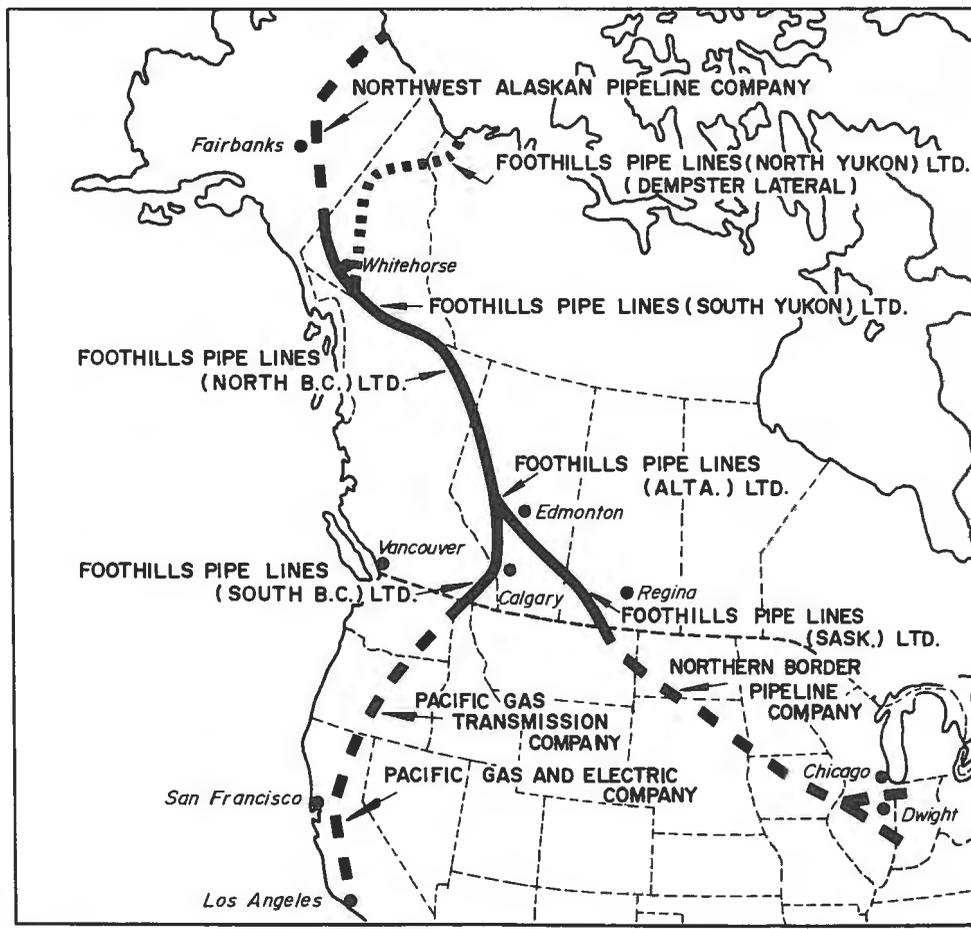
Harold S. Millican

Harold S. Millican, Administrator and Chief Operating Officer of the Northern Pipeline Agency, was elected "Member of the Year" by the Calgary Chamber of Commerce at the Chamber's annual dinner held on January 16. For the past two years, as Chairman of the

Chamber's Native Canadian Opportunities Committee, Millican has been involved in promoting employment opportunities for native people within the Calgary business community.

Northwest Alaskan Pipeline Company has submitted revised cost figures for the Alaskan segment of the pipeline to the United States Federal Energy Regulatory Commission (FERC). The company seeks approval of a final cost estimate of \$8.55 billion U.S., compared with the \$8.18 billion in its October 1980 submission and the initial \$7.9 billion estimate filed in June 1980. These figures are in 1980 dollars and do not include interest or inflation.

The revised amount reflects several factors, including a one-year construction schedule delay, highway repair costs and design modifications resulting from incorporating the cost with that of the gas conditioning plant at Prudhoe Bay. Northwest Alaskan filed its application for the plant with FERC on December 31, 1981.



Advisory Councils Identify Local Concerns



Left: Northern B.C. and Yukon Advisory Councils meet in Fort St. John, B.C. to discuss the function of the Impact Information Centre in Fairbanks, Alaska, with Ms. Leslye Korvoia (left), a member of the Centre's Board of Directors.
Right: Yukon Advisory Council members view ditch at Quill Creek test site.

After its first year in action, the Northern British Columbia Advisory Council has identified labour and training, local business opportunities, and transportation upgrading as the chief concerns northern B.C. residents have with respect to construction of the Alaska Highway gas pipeline in the province. As provided for under the *Northern Pipeline Act*, the ten-member group was appointed by the Federal Cabinet in September 1980, to advise the Minister responsible for the Northern Pipeline Agency on concerns relating to the pipeline project.

Council plans to submit advice to Sen. H. A. (Bud) Olson, Minister responsible for the Agency

Early in 1982, the Council plans to submit advice on labour, training and local business opportunities and the condition of the Alaska Highway, the main transportation corridor, to Senator H. A. (Bud) Olson, Minister responsible for the Agency. "The labour situation and how it relates to opportunities for local contractors is a key issue up here," observes Council Chairman Don Edwards,

"not only with the pipeline, but with other major development projects slated for the region, such as coal and hydro." Northeastern B.C. is traditionally non-unionized, explains Edwards, a businessman and alderman for the Village of Fort Nelson. "Since all these construction jobs will be strictly union, there's some apprehension that the small-time local guy, who is not unionized, won't be able to participate in any portion of the contract."

While preparing the brief on labour, training and local business opportunities, several members of the Northern B.C. Advisory Council met with representatives of the four pipeline unions — labourers, teamsters, operating engineers and welders — to discuss what conditions apply if a specific part of the overall construction contract is broken out to local subcontractors. Provisions in all but the operating engineers' collective agreements allow non-unionized subcontractors to participate as long as they hire union members for the pipeline job and union rates and benefits apply. Edwards stresses the importance of advance planning to ensure that local firms are well informed and have equal opportunity to compete for subcontract work.

He adds that training programs in pipeline-related employment should be set up well ahead of construction to give local people first crack at the jobs — a requirement Foothills Pipelines (Yukon) Ltd. must meet under the Agency's socio-economic terms and conditions.

Encourage long-term benefit of training programs to local residents

Both the Northern B.C. Advisory Council and its Yukon counterpart advocate the establishment of training programs for northerners to provide a wide range of construction skills. "Our concern is not only for the Alaska Highway pipeline project, but for the long-term effects," says Yukon Advisory Council Chairman, Don Roberts. "We see it as a plus if training for work on the pipeline can be incorporated into a large framework aimed at giving Yukoners the chance to upgrade their skills and at the same time, meeting manpower needs for future development projects
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Advisory Councils Identify Local Concerns

Like the Northern B.C. Advisory Council, the Yukon Advisory Council was appointed by the Federal Cabinet in February 1979 to provide advice to the Minister with respect to local interests and concerns involving the pipeline project. During the past year, Council members were consulted by the Yukon Territorial Government on the preparation of a proposal for government-sponsored training programs in construction skills. Roberts — a school principal in Whitehorse and active in community affairs for over 15 years — urges such programs be set in motion as soon as possible, "so we're ready for the pipeline."

Now into its fourth year, the Yukon Advisory Council is also pursuing the establishment of a centre in Whitehorse to provide information on impact resulting from the pipeline contract. Roberts defines this Impact Information Centre as a facility for research into certain conditions existing in the community, such as housing, food and gasoline prices and health care. "The information would be constantly updated, as we move into the actual construction phase of the pipeline, to determine how the project is affecting the average person in Yukon and,

thus, minimize the negative impacts." Roberts hopes the centre would be patterned after the Impact Information Centre set up by the City of Fairbanks during construction of the Alyeska Oil Pipeline. After completion of the project, the Fairbanks centre has continued to function as a support service to the community for future megaprojects.

A highlight of 1981 for the Yukon Advisory Council was a tour in February during construction by Foothills Pipe Lines (South Yukon) Ltd. of the Quill Creek test facility for pipeline design and installation in discontinuous permafrost, located 300 km (186 mi.) northwest of Whitehorse. Roberts notes, "It gave us an idea of what pipeline construction looks like and the kinds of impact a pipeline might have on a particular area. It certainly aroused interest among locals that the pipeline, which has been talked about for years, will actually be built."

The Yukon Advisory Council also spent time during 1981 looking at issues such as compensation to trappers for loss of livelihood, the proposed route of the pipeline through the Ibx Pass area near Whitehorse and routing alternatives, and the distribution to Yukon communi-

ties of the Alaskan natural gas from the pipeline once it becomes operational.

In June 1981, the Yukon Advisory Council had the opportunity to brief visiting members of the Special Committee of the Senate on the Northern Pipeline on the Council's role and activities. The Council also met with the Hon. Mitchell Sharp, Commissioner of the Agency, in Whitehorse last September.

In addition to their separate monthly meetings, the Northern B.C. and the Yukon Advisory Councils have held two joint meetings, one in November 1980 at Whitehorse and the other in November 1981 at Fort St. John, to discuss areas of mutual concern. Both Advisory Council Chairmen — Don Edwards in northern B.C. and Don Roberts in Yukon — agree that to fulfill their respective mandates it is essential to maintain ongoing contact with all parties involved in the pipeline project from planning through construction. These include the company, the municipal, regional and federal levels of government, the Northern Pipeline Agency and various community, native and other interest groups.

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Additional Right-of-Way Granted

men would only duplicate tasks performed by landmen and inspectors of Foothills (Alta.) and the Agency's field surveillance staff.

Compensation matters beyond scope of hearing

A number of landowners' concerns were related to compensation for land rights and damages. Mr. Scotland stated that matters of compensation were beyond the scope of the hearing and his authority.

An Associate Vice-Chairman of the National Energy Board, Scotland exercises within the Agency the powers delegated to him by the Board. These powers include granting the authority to a pipeline company to acquire additional lands if these lands are found to be necessary for pipeline construction purposes.

Scotland concluded in his reasons for decision that "the company requires the additional lands requested in these applications for the efficient construction, maintenance and operation of this pipeline." He further concluded that it was appropriate to issue authorizations to take the lands in question at this time; that the company undertook to meet some of the landowners' concerns; and that provisions exist which obligate the company to meet reasonable concerns expressed by the landowners.

Construction of this initial section of the mainline, known as the Pilot 56-Inch Spread, is intended to test heavy equipment and techniques used for installing 1 422-mm (56-in.) diameter pipe, which will comprise approximately 1 792 km (1,053 mi.) of the 2 167-km (1,286-mi.) mainline through Yukon, British Columbia and Alberta.

Pipeline

The Northern Pipeline Agency was created by Parliament in April, 1978 to oversee planning and construction of the Alaska Highway gas pipeline project in Canada. Inquiries or suggestions regarding the Agency's publication, *Pipeline*, may be directed to:

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