

Montana-Alberta Tie

230 kV Transmission Line

Transmission Development
Facilities Application Volume One

	Name	Signature	Date
Prepared:			
Approved:			

Table of Contents Volume One

1.0	General Information	6
1.1	Introduction	6
1.2	Application	7
1.3	Project Proponents and Other Participants	9
1.4	Existing Permits and Licences	11
1.5	AESO Direct Assignment	11
1.6	Other Regulatory Requirements	12
1.6.1	Alberta Provincial Approvals	12
1.6.2	Other Canadian Approvals	15
1.6.3	U.S. Approvals	18
1.7	Interconnection Agreements and Other Agreements	16
2.0	Project Description	17
2.1	Project Summary	17
2.2	Operations	17
2.2.1	Operating Environment	17
2.2.2	Demand for Service	18
2.2.3	Operations	19
2.2.4	System Impact Studies	20
2.2.5	System Transfer Capabilities	20
2.2.6	Project Impacts on Alberta and Neighbouring Systems	27
2.3	Schedule	22
2.3.1	Construction Activities	22
2.3.2	Status of Other Activities	22
3.0	Technical Information	24
3.1	Engineering	24
3.1.1	Engineering Overview	24
3.2	Design Specifications for Transmission Line	25
3.2.1	Design Standards	25
3.2.2	Physical Design Criteria	26
3.2.3	Transmission Line Overload Factors (Preliminary)	27
3.2.4	Structures	28
3.2.5	Right-of-Way Widths	28
3.2.6	Electromagnetic Effects	30
3.2.6.1	SNC-LAVALIN ATP Inc. Study	30

3.2.6.2	Radio and Television Interference	31
3.2.6.3	Audible Noise	32
3.3	Design Specifications for Substation	32
3.3.1	Physical Design Criteria	32
3.3.2	Audible Noise	32
3.3.3	Substation Site	33
3.3.4	Major Items of Equipment	33
3.3.5	Protection	33
3.4	Interactions with other Facilities & Changes Required	34
3.5	Construction	34
3.5.1	Methods and Equipment	34
3.5.2	Schedule	34
3.5.3	Maintenance	34
4.0	Route Selection	35
4.1	Preferred Corridor	35
4.2	941L Line Route	36
4.2.1	Route Evaluation	36
4.2.2	Route Description of 941L	38
4.2.3	Distribution facilities	39
4.2.4	International Boundary	39
5.0	Stakeholder Consultation	40
5.1	Landowner Contact List	40
5.2	Landowner Consultation	40
5.3	Presentations and Media	41
5.4	Community Advisory Committees	42
6.0	Environment	43

Appendices

Appendix 1 General Project Maps

Canadian Project Location Map:
Preferred and Alternative Transmission Routes

Total Project Location Map:
Lethbridge to Great Falls Transmission Line Route Map Overview

Appendix 2 Correspondence

Appendix 3 Project Single Line Diagram

MATL System Single Line Diagram
ABB: MATL1-SYS-SLD-SYSTEM-001 Rev 3

Appendix 4 Transmission Structure Diagrams

SNC-Lavalin ATP Inc. Diagrams
MATL-43-D1-0001 to MATL-43-D1-0007

Easement Diagrams for Multi-Pole Deadend and Angle Structures
SNC-Lavalin ATP Inc. – Diagrams MATL1-CONTRN-REG-DD-11060 Rev B to MATL1-CONTRN-REG-DD-11065 Rev B

Appendix 5 Right of Way Diagrams

Cross Section Sketches
SNC-Lavalin ATP Inc. - Diagrams MATL1-CONTRN-REG-DD-11068 Rev A to MATL1-CONTRN-REG-DD-11120 Rev A

Appendix 6 Substation Diagrams

MATL 120S SLD – MATL Only
ABB SLD: MATL1-SYS-SLD-120S_MATL-001 Rev 2

MATL 120S SLD – Complete Station
ABB SLD: MATL1-SYS-SLD-120S_UL-002 Rev 2

MATL 120S SLD – Protection & Metering
ABB SLD: MATL1-SYS-SLD_P&C-120S_MATL-001 Rev 2

MATL 120S Substation Layout Drawing
ABB: MATL1-SUB-LAY-120S_MATL-001 Rev 1
ABB: MATL1-SUB-LAY-120S_MATL-001A Rev 1
ABB: MATL1-SUB-LAY-120S_MATL-001B Rev 1

Appendix 7 Electromagnetic Effects

SNC-LAVALIN ATP Inc. – Evaluation of Electric and Magnetic
Field Effects MATL's 230 kV Power Line

Appendix 8 Route Maps

Mapsheet #01 to Mapsheet #21

Appendix 9 Route Field Maps

Mapsheet #1 to Mapsheet #22

Appendix 10 Route Description

Appendix 11 Landowner Contact List

Appendix 12 Abbreviations and Acronyms

1.0 General Information

1.1 Introduction

Subject to the approval of the Alberta Energy and Utilities Board (EUB), the National Energy Board (NEB), the Montana Department of Environmental Quality, the U.S. Department of Energy and other federal, state and provincial regulatory bodies, the Applicant, Montana Alberta Tie Ltd. (MATL), plans to construct a 347 km 230 kV alternating current (AC) international power line from Lethbridge, Alberta, to Great Falls, Montana. The Canadian portion of the line is approximately 147 km. Project location maps of the line are contained in Appendix 1 of this volume.

The facilities will also include a new 230 kV switching station located near Lethbridge, Alberta, designated 120S, that will house a phase shifting transformer to control the direction of the flow of power. The project will provide an electrical connection between the Alberta Interconnected Electric System (AIES), and the transmission grid of NorthWestern Energy (NWE) through its Great Falls substation. The line will interconnect the Electric System Operator NorthWestern Energy in Montana with the Alberta Electrical System Operator (AESO) in Alberta. The physical operation and maintenance of the line are currently under negotiation with existing Transmission Facility Owners (TFOs) in the two jurisdictions.

Capable of transferring up to 300 MW of power in either direction, the merchant line will be the first direct interconnection for the province of Alberta with the United States. Currently, Alberta has the ability to import or export about 150 MW of power through a High Voltage direct current (HVDC) electrical tie with Saskatchewan and up to 1,200 MW through a tie with British Columbia, but has no direct link to the United States. Generators in Alberta have been looking for ways to export electricity in recent years, due to an oversupply of power, but have been challenged by increasingly constrained transfer limits. Similarly, marketers have been looking for opportunities to obtain capacity to import electricity into Alberta when market conditions are favourable.

The major purpose of the MATL line is to facilitate the import and export of power between Alberta and Montana. Once in place, the line will allow markets on both sides of the border to have efficient and economic access to existing and new generation sources, including new wind generators. Once in Montana, power could flow through utility systems to the Mid-Columbia Hub in Washington or to Utah. In Alberta, imports of power from Montana could help to cap power costs and enhance system reliability in southern Alberta.

While Alberta and Montana residents will not be required to bear any of the costs associated with the line, they will benefit in a number of ways from the project:

- The line will increase the reliability and stability of the existing grids in both Alberta and Montana.
- The line will provide an additional transmission route and during certain system conditions will help alleviate transmission congestion.
- The line will provide greater flexibility in scheduling generator and transmission line maintenance.

- The line will provide more competition and options to the marketplace, helping to optimize wholesale generation allocation.
- By optimizing market functioning, the line will promote lower, sustainable rates for all customers.
- The line will add facilities to the AIES at no cost to Canadian ratepayers.

The proposed project has an estimated capital cost of approximately \$115 million. The capital costs and any associated risks will be borne by private investors and not by the ratepayers of Alberta or Montana. Financing costs will be recovered through the tariffs paid by exporters and importers (Shippers) to use the new line. Shippers will have to apply for export licenses through the NEB.

Capacity on the MATL line has been offered to all interested parties on an open and fair basis. Almost half of the line's capacity was contracted through this process for 15-year terms, also referred to as MATL's first open season. These take-or-pay contracts have been approved by the U.S. Federal Energy Regulatory Commission (FERC) and provide the project with sufficient contracted revenues to cover the low costs anticipated in the first year of service. The contracts currently in place have met the lending criteria set by major financial institutions.

A second open season is underway to sell the remaining capacity and that open season will end on or about June 30, 2006. The conclusion of this process will see the entire 300 MW capacity of the project, in both directions, contracted for a 15-year period.

Project permitting and regulatory approvals are in progress, and the acquisition of the required rights-of-way is underway. The line is slated for commercial operation by March 2007.

1.2 Application

MATL hereby makes application to the EUB pursuant to Sections 14, 15 and 18 of the *Hydro and Electric Energy Act* (HEEA) the *Electric Utilities Act* (EUA), and other laws and regulations, for the necessary permits, licences, directions, orders as may be necessary for MATL to:

- a) construct approximately 147 km of the proposed 230kV transmission line, to be designated 941L, from MATL Substation 120S to the Canada-United States border;
- b) construct MATL's portion of MATL Substation 120S;
- c) interconnect MATL's portion of MATL Substation 120S and transmission line 941L with the AIES and the facilities of AltaLink Management Ltd. (AltaLink) at MATL Substation 120S; and
- d) operate the above facilities.

The work and facilities covered by this application will:

- be constructed in accordance with the permits issued by the EUB pursuant to this application;
- comply with the *Safety Codes Act*;
- comply with the *Hydro and Electric Energy Act*;
- comply with the *Radio and Telecommunications Act*; and
- will be inspected and declared safe for operation under the authority of a properly qualified professional engineer before being energized.

Upon completion of construction, MATL will provide notification to the EUB, indicating the nominal voltage level of the line.

MATL has been in touch with Alberta Environment (AENV) and was told that this project does not require any environmental studies under the *Alberta Environmental Protection and Enhancement Act*, since the line's voltage is only 230 kV. However, a conservation and reclamation approval is required by the AENV and MATL has been told that this will be conducted as a field review. Easements are required from Alberta Sustainable Resource Development (ASRD), since the preferred route crosses crown land. Communication is ongoing with this provincial government department.

MATL has also submitted an application to obtain a permit to construct and operate an international power line under the *National Energy Board Act (NEB Act)* and the National Energy Board Electricity Regulations (NEB Electricity Regulations).

MATL has included with this application Volume Two of its NEB application, 'Environmental Assessment for the Montana Alberta Tie Ltd. International Power Line Project.' Prepared by AMEC Earth & Environmental for MATL, this report describes the line corridors originally considered, the physical environment of the area, the potential environmental effects related to the line, the possible cumulative effects and mitigation measures, as well as the public consultation program to December 2005. Also included is an update to Volume Two, which contains current information on the project as of June 1, 2006. Reference is made to information contained in Volume Two in part of Volume One of this application.

1.3 Project Proponents and Other Participants

MATL is a wholly-owned subsidiary of Tonbridge Power Inc. The company's offices are located at:

Suite 800, 615 Macleod Trail SE
Calgary, Alberta T2G 4T8
Phone: 403-264-4465
Fax: 403-265-1299
Web: www.matl.ca
Contact: Robert L. Williams, VP Regulatory

Tonbridge Power Inc.

Tonbridge Power Inc. is a Toronto-based investor in power projects, whose principal asset is its ownership of MATL. Shares of the company trade on the TSX-V under the symbol TBZ. Parent company Tonbridge Corporation seeks to meet the need of developers and governments by providing equity to Canadian, provincial and municipal utilities and infrastructure projects in essential areas such as electricity, water, wastewater and sewage, as well as waste management. Partners and associates offer significant experience in providing innovative and successful financing solutions to restructurings and new development projects.

Tonbridge Power Inc.
Waterpark Place, 20 Bay Street, Suite 1100,
Toronto, Ontario
M5J2N8
Phone: 416-850-2150
Fax: 416-850-1985
Contact: Robert van Beers

See <http://www.tonbridgepower.com/> for financial information on the company.

The Alberta Electric System Operator (AESO)

Operations of the MATL merchant line will be undertaken by the two jurisdictional area operating authorities. The AESO will be the electric system operator of the Canadian portion of the MATL line.

The AESO is responsible for the safe, reliable and economic planning and operation of the AES. The AESO, a not-for-profit entity, is independent of any industry affiliations and owns no transmission or market assets. The AESO provides open and non-discriminatory access to Alberta's grid for generation and distribution companies and large industrial consumers. In doing so, the AESO contracts with TFOs to acquire transmission services and with other parties to provide fair and timely access to the system.

The AESO also develops and administers transmission tariffs, procures ancillary services to ensure system reliability, and manages settlement of the hourly wholesale market and transmission system services.

AESO
Calgary Place
2500, 330 - 5th Ave SW
Calgary, AB T2P 0L4
Phone: 403-539-2450
Fax: 403-539-2949
Contact: Cliff Monar

The AESO's annual report for 2004 can be found at
<http://www.aeso.ca/ourcompany/7747.html>

AltaLink Management Ltd.

The MATL line will interconnect with AltaLink's transmission system near Lethbridge, Alberta.

A limited partnership, AltaLink purchased the transmission assets of TransAlta in 2002. As Canada's only fully independent transmission company, AltaLink is responsible for the maintenance and operation of approximately 11,600 kilometres of transmission lines and 260 substations in Alberta. The company owns more than half of Alberta's transmission grid and serves 85 per cent of its population. AltaLink also owns the Alberta portion of the B.C. tie, connecting Alberta to the grid in the Pacific Northwest. The voltage of the company's transmission lines ranges from 69 to 500 kV. AltaLink is owned by SNC-Lavalin Group Inc. and the Macquarie Essential Assets Partnership (MEAP) who have recently signed, through subsidiaries owned by them, agreements to increase their respective indirect ownership stakes in the limited partnership.

AltaLink
Box 20, Station "M" Calgary, Alberta T2P 2G9
Phone: 403-267-3400
Fax: 403-267-3454
Contact: Dennis Frehlich

NorthWestern Energy (NWE)

In the United States, NorthWestern Energy will be the electric system operator of the U.S. portion of the MATL line. The line will also interconnect with the NWE system at Great Falls, Montana.

Incorporated in Delaware in November 1923, NorthWestern Energy's electric and natural gas operations serve approximately 617,000 customers – 368,200 electric and 248,900 natural gas – in Montana, South Dakota and Nebraska. Classified as a “mid-sized” utility by most industry standards, the company's service territory size is one of the largest in the country. NWE's electric transmission system in Montana consists of over 11,275 km of transmission lines and associated terminal facilities. This expansive system, with voltage levels ranging from 50 to 500 kV, serves an area of 252,609 km², equivalent to two-thirds of the state. This transmission system has interconnections to five major transmission systems in the Western Electricity Coordinating Council (WECC) area, as well as one interconnection to a system that connects with the Mid-Continent Area Power Pool (MAPP) region. With these interconnections, NWE's electric transmission system within Montana is strategically located to allow for delivery of power to diverse

markets — the Pacific Northwest, the desert Southwest and California, the Colorado area, and the MAPP region.

NorthWestern Energy
Utility - General Office
40 East Broadway
Butte, MT 59701
Phone: (406) 497-3000
Contact: Michael Cashell

A copy of the NWE annual report can be found at
<http://www.northwesternenergy.com/documents/AnnualReport2004.pdf?M=11&I=536>.

Wind Farm Direct Connects

The MATL line traverses excellent wind farm areas in southern Alberta and northern Montana. Currently, MATL has two contracts with wind developers to direct connect to the MATL line. Great Plains Wind & Energy (GPWE) proposes to connect at MATL's Marias Substation approximately 15 km south of the town of Cut Bank. GE Wind Energy has not specified details of their direct connection.

1.4 Existing Permits and Licences

MATL understands that AltaLink will make application to the EUB for any necessary approvals to alter 923L and to construct and operate a new 240 kV switching station at its portion of MATL Substation 120S.

1.5 AESO Direct Assignment

As described in Section 1.1 of this application, this project is a merchant line addition to the AIES and falls under section 15, Part 3, of the Transmission Regulation, and therefore is not the subject of an AESO direct assignment. AESO has provided a needs application to the EUB that describes how the line interconnects with the AIES.

1.6 Other Regulatory Requirements

The construction, operation, maintenance, and ultimate decommissioning of the line will be undertaken in accordance with all applicable legislation, regulatory approvals, and relevant guidelines. The project requires regulatory approval in Canada and the U.S. Both Canadian and U.S. federal approvals, along with Alberta provincial and Montana state agencies' needs, were addressed in a coordinated project planning, development, and execution process.

1.7.1 Alberta Provincial Approvals

The proposed line is subject to the *HEEA* and the *EUA*, as well as environmental and other provincial legislation.

The following table provides a list of Alberta provincial legislation, approvals and guidelines that may be applicable to the proposed line.

Table 1.1 Provincial Regulatory Approvals

Permit/ Approval/ Requirement	Applicable Legislation	Description	Status	Provincial Review Process
Licence	<i>Transportation of Dangerous Goods Act</i> and Regulations	Compliance with the transport of dangerous goods.	No dangerous goods have been identified. Should restricted items be identified the act and regulations will be followed.	No review process. Bills of lading and PIN numbers required.
Provincial Watercourse Crossings Approval and Notification	Code of Practice Applications for River Crossings. <i>Water Act</i>	Required to ford or construct temporary clear-span bridges to cross a number of ephemeral, intermittent and permanent water courses and irrigation canals in Alberta.	<i>Water Act</i> notification will be provided to AENV within 14 days of planned access. Project requirements are described in the Environmental Protection Plan (EPP) found in the appendix to Volume Two. Work will be carried out concurrently with DFO notification. Agreements will be necessary with both the St Mary's Irrigation District and the Raymond Irrigation District.	MATL will provide notification 14 days before the crossing is developed. No public consultation is required. Project requirements are described in the EPP. Work will be carried out concurrently with DFO notification.
Wildlife Approvals	<i>Alberta Wildlife Act</i>	Requires easement called EZE agreement.	Requirements were addressed in Volume 2. Pre-construction surveys and reporting to ASRD are required.	Changes in the route as a result of dealing with the land owners and tenants located outside of the preferred corridor will require Temporary Field Authorizations (TFAs).
Endangered Plants and Animals	<i>Alberta Wildlife Act</i>	Environment Canada administers the Species at Risk Act (SARA). This is a Federal act that identifies and lists endangered plants and animals which are	Endangered plants and animals were addressed in Volume 2. Species are identified using Biological/Species Observation Data Base, Alberta Natural Heritage	MATL's easement agreement will include conditions ensuring compliance with the <i>Alberta Wildlife Act</i> .

Permit/ Approval/ Requirement	Applicable Legislation	Description	Status	Provincial Review Process
		listed under this Act. Alberta, through the Environmental Enhancement Act and the offices of Alberta Environment enforces SARA. ASRD monitors and sets guidelines for the protection of endangered plants and animals through its mandate under the Alberta Wildlife Act.	Information Centre data, and field studies. Limitations on construction activities are imposed by ASRD on public lands and mitigation plans are followed.	
Soil Conservation	Conservation and Reclamation Alberta Regulation. <i>Environmental Protection and Enhancement Act</i> <i>Soil Conservation Act</i> Soil Conservation Notice Regulation	The <i>Soil Conservation Act</i> and the Soil Conservation Notice are provincial instruments for the control and management of unacceptable soil management. Required for managing agricultural soil impacts. Reclamation for the project will receive a field authorization from AENV.	See Volume 2, Appendix D for further information. AENV has been approached. The handling of soils has been addressed in the EPP and issues will be discussed with the two counties responsible for the management of soil conservation compliance.	MATL has contacted Alberta Public Lands and Conservation and Reclamation Offices within the area of this project. Both public and private inspectors will be informed 60 days before construction. No public consultation is required.
Historical Resources Clearances/ Provincial Approval	<i>Historical Resources Act</i>	Approval required by Alberta Community Development. The Historical Resources Impact Assessment (HRIA) requires a permit. No public input required and construction restrictions may result from the HRIA which is performed by an accredited professional.	The Historical Resources Overview report was filed with the Alberta Government in September 2005. A project specific HRIA will be performed on recommendations from the province. This work will be completed in July 2006.	MATL will apply to Alberta Community Development for approval to proceed. The first phase of this application was made in 2005. The second phase of the application, for the HRIA, will take place 60 days before construction. No public consultation is required.
Public Consultation	<i>Electric Utilities Act</i> <i>Hydro and Electric Energy Act</i> EUB Directive 056	Required for all projects in Alberta.	Further information on the results of the public consultation program is contained in Section 5 of this application.	Public consultation is ongoing. Land owners are being contacted for rights-of-entry and Aboriginal communities have also been contacted.
Environmental Impact Assessment and Approval	Alberta Environment Guide for Transmission Lines. November 1994. <i>Environmental Protection and Enhancement Act</i>	Required for the construction and operation of power lines over 500 kV. See federal regulatory details in Table 1-2 for environmental regulatory approval needs.	More details are included in Volume 2.	Under provincial regulations, a power line less than 500 kV is not required to carry out an EIA and a conservation and reclamation plan unless the project proponent is directed by the

Permit/ Approval/ Requirement	Applicable Legislation	Description	Status	Provincial Review Process
				Minister of Environment.
Alberta Sustainable Resource Development EZE and TFA approvals	<i>Public Lands Act</i>	An EZE easement application is required on all lands owned by the province that will have project related access trails and permanent facilities. Temporary Field Authorization (TFA) may be necessary for changes during construction. These documents are obtained from ASRD.	The EZE will be secured by July 2006.	EZE Application will be made to ASRD Lethbridge and will contain conditions of compliance. No public review process is required. TFAs are generally granted in the field during construction.
<i>Alberta Environmental Protection and Enhancement Act</i>	<i>Environmental Protection and Enhancement Act</i>	Reclamation approval	Project EZE and TFA approvals will be secured by July 2006.	
Alberta Agriculture, Food and Rural Development (AAFRD)	<i>Weed Control Act, and Regulations</i>	The management of nascent and noxious weeds within the project RoW and other areas of activity will be discussed with local agricultural fieldmen. The project will comply with the <i>Weed Control Act</i> . Each county administers the Act within their jurisdictional boundaries.	The two counties will be consulted regarding area needs and the management of weeds.	No additional approvals or public consultation is required.
Alberta Transportation	<i>Alberta Public Highways Act</i>	Road and utility access and crossing agreements.	Within 60 days of construction all crossing agreements will be obtained.	MATL will apply for crossing agreements. No additional approvals or public consultation are required.
EUB Needs Application and Facilities Application Approval	<i>Electric Utilities Act Hydro and Electric Energy Act</i> EUB Directive 056	Process encompassing environmental, need and facility studies with a public participation component. Required to construct a transmission line in Alberta.	Needs application developed with the AESO and filed in April 2006. Environmental assessment accompanies this facilities application.	Needs application filed in April by the AESO. Public meetings have been held and landowners have been contacted. Land negotiations are underway.
Alberta Health and Wellness	<i>Alberta Public Health Act, Work Camp Regulations</i> <i>Alberta Occupational Health and Safety Act</i> Permits	Required if compliance to the work camp regulation is required. Requirement of the contractor and the owner during the construction and operation of the power line.	Applications for permits, if required, will be filed and posted before construction. MATL is currently anticipating applications during Q2 2006.	Action to be taken in June 2006.
Development Permits	<i>Municipal Government Act</i>	Required from counties for construction of line	Awaiting final route and decisions from NEB and	Tentative application date in

Permit/ Approval/ Requirement	Applicable Legislation	Description	Status	Provincial Review Process
Counties of: Lethbridge Warner		within their jurisdiction. Required for substation. Only require agreement with counties when using road allowances.	EUB.	July or August.
Energization Certificate	<i>Alberta Electrical System Operator</i>	Required before new tie line can be energized.	Required once construction is complete.	Q1 or early Q2 2007.
Electrical Permit	<i>Alberta Municipal Affairs</i>	Required before commissioning of the transmission line.	Inspection will occur after the line has been constructed.	Review is carried out by a certified Level 2 safety code officer.

1.6.2 Other Canadian Approvals

The MATL line is subject to the *NEB Act* and the *Canadian Environmental Assessment Act (CEAA)*. An environmental assessment on the proposed line is required under both the NEB Electricity Regulations and Section 16 of *CEAA*.

The following table provides a list of Canadian environmental legislation, approvals and guidelines that may be applicable to the line.

Table 1.2 Canadian Regulatory Approvals

Permit/Approval/ Requirement	Applicable Legislation	Description	Status
Navigation Approvals	<i>Navigable Waters Protection Act</i>	Project notifications required primarily for construction .	Applications will be made in July or August 2006
Fisheries & Ocean (DFO) Permits and Approvals	<i>Fisheries Act</i>	MATL will perform all work in compliance with applicable DFO operational statements	MATL will notify DFO a minimum of 14 days before starting work, by filling out and sending in, by mail or by fax, the Alberta notification form to the DFO office in the project area
Wetlands Protection	Federal Wetlands Policy (Government of Canada, 1991) <i>Migratory Birds Convention Act</i>	Setback distances and timing restrictions were addressed in the project EPP and the EA	The Federal Wetlands Policy and the <i>Migratory Birds Act</i> are addressed in Volume 2
Wildlife Approvals	<i>Canada Wildlife Act</i> <i>Migratory Birds Convention Act</i> <i>Alberta Wildlife Act</i>	Required for federally approved projects under the NEB and LOC/TFA approval under provincial approvals	The <i>Canada Wildlife Act</i> , the <i>Migratory Birds Convention Act</i> and the <i>Alberta Wildlife Act</i> are addressed in Volume 2
Endangered Plants and Animals	<i>Species at Risk Act</i>	Required for federally and provincially approved projects	Endangered plants and animals are addressed in Volume 2 .
Public Consultation	<i>National Energy Board Act</i> and the EUB's	Required for all projects that export energy across provincial or international boundaries	The results of the original public consultation program are in Volume 2 Section 5 of this

Permit/Approval/Requirement	Applicable Legislation	Description	Status
	Directive 056		application contains more recent information.
National Energy Board Permit	National Energy Board Electricity Regulations enabled by the <i>National Energy Board Act</i>	Required for all projects that export energy across provincial or international boundaries	Application by MATL presently before the NEB.
Environmental Screening Report and Approval	<i>National Energy Board Act, Part III.1</i> Construction and Operation of Power Lines National Energy Board Electricity Regulations <i>Canadian Environmental Assessment Act</i> Responsible Authority Guide	Required for the construction and operation of international power lines over 50 kV Required for international projects	Volume 1 and 2 of the MATL's NEB application addresses this item.

1.6.3 U.S. Approvals

MATL made application to the U.S. Department of Energy, Office of Electrical Delivery and Energy Reliability on October 4, 2005 for a Presidential Permit to operate a 230 kV transmission line between Lethbridge, Alberta, and Great Falls, Montana.

MATL made application for construction of the line to the Montana Department of Environmental Quality (DEQ), under the Montana Major Facilities Siting Act (MFSA) on December 1, 2005. This application also contained reference to an additional 10 federal, eight state and two local county permits that will be secured for the project.

Copies of these applications are available on the MATL web site.

1.7 Interconnection Agreements and Other Agreements

The following agreements are under negotiation and will be completed at various milestones related to the project. Copies will be filed with the EUB upon completion.

- A Coordinated Operating Agreement with the AESO and NWE
- Physical operations and maintenance agreements with existing TFOs
- The letter for the Interconnection agreement with AltaLink is attached and can be found in Appendix 2

2.0 Project Description

2.1 Project Summary

Capable of transferring up to 300 MW of power in either direction, the proposed line is a 230 kV three-phase AC line running from north of Lethbridge, Alberta, to Great Falls, Montana. The line will cross the international border just south and west of Milk River. The line will continue southward through Montana to the mid-point substation, Marias Substation, located 15 km southeast of Cut Bank. From the mid-point location, the line will run south and eastward towards Conrad and then on to Great Falls. At Great Falls, the line will connect to a NorthWestern Energy 230 kV substation.

In Alberta, a new substation, MATL 120S, just north of Lethbridge will be built to connect the MATL line to the existing AltaLink 923L. This substation will be located south of the Oldman River, well away from the river valley. The substation will contain a phase-shifting transformer to control quantity and direction of power flow.

The MATL line will be constructed of single pole structures in the heavily farmed and irrigated areas around Lethbridge and will continue south of Stirling as two pole H-frame structures. Within each type, there are several sub-categories of pole structures that are designed to address angles, corners and deadend requirements, as well as to accommodate the adjacent topography or land use practices.

2.2 Operations

2.2.1 Operating Environment

The AIES connects generators to loads over a large and diverse geographic area. The system is designed to deliver electric energy to Alberta customers reliably and efficiently under a wide variety of operating conditions and continuously changing customer demands.

Through transmission lines that interconnect with neighbouring jurisdictions (called interties), the AIES also provides access to other provinces which in turn are interconnected to neighbouring States. In addition to providing mutual assistance during emergencies, interties are an essential part of a competitive market and provide Alberta with a means to import energy when needed and to export energy when it is surplus to Alberta's needs.

In Alberta's market-based environment, knowledge of where and when new generation will be built is an important consideration for transmission development. A flexible and adaptable transmission development plan is required to address market certainties. The AESO is mandated by the *EUA* to assess both current and future needs of market participants and to plan transmission capacity of the AIES to meet those needs.

2.2.2 Demand for Service

Implicit in the creation and success of the MATL project is the assumption that the market will determine if there is sufficient demand to support its development and continued operation. This is a fundamentally different approach to determining the need for transmission capacity than has traditionally taken place in regulated systems where market forecasts are used to demonstrate the need for additional capacity. The MATL project is similar to other merchant projects, such as a railway company deciding if they want to build additional track in to a new area or a shipping line deciding to build a new large ocean going vessel to provide transportation service to a new market area. If there is insufficient demand for the facility, then the facility will not be built. The level of demand and the potential for successful operation will be determined by the investors whose money is used to build the project.

On behalf of MATL, Tonbridge Power Inc. will raise the venture capital required to plan, design, construct and interconnect the line. The operation and maintenance of the line will be funded from the revenue from exporters and importers.

Since MATL will be assuming all the financial risk associated with the line, a critical component of MATL's planning for the project has been the determination of market interest in the line.

From June 2004 to December 2004, MATL canvassed the electricity market in Alberta, Saskatchewan, British Columbia and Montana to elicit Expressions of Interest from a variety of interested parties. MATL held an Open Season from February 3, 2005 to April 15, 2005 to confirm that interest and to sell its transmission capacity to the highest bidders. Twenty-three parties registered and formally participated in the Open Season.

MATL received 13 bids for transmission capacity, totaling 420 MW, from four companies. The company ultimately accepted bids from two customers requesting a total of 295 MW of capacity, almost half of the total capacity of the line. Great Plains Wind and Energy was awarded a 15-year contract for 120 MW flowing south to north. GE Energy was awarded a 15-year contract for 175 MW flowing north to south. The MATL Board of Directors determined that there was sufficient commercial interest in the project to proceed to the next phase of the project's development: obtaining regulatory approvals.

Since the conclusion of the first Open Season, MATL has met with the original Open Season registered participants, as well as numerous other interested parties in Alberta, Saskatchewan, British Columbia, Washington, Idaho, Oregon and Montana. Many of these parties have indicated a desire to use the MATL transmission capacity for short-term transactions.

As a result of this continuing interest, MATL has signed a contract with Open Access Technology International Inc. (OATI) to purchase its web-based Open Access Same time Information System (OASIS) and to join the westTTrans system, an integrated set of 27 OASIS systems that allow users to book capacity across a number of transmission systems using one portal. MATL has contracted

with OATI to redesign the OASIS system to allow short-term MATL users to acquire capacity via ongoing capacity auctions. MATL hopes to have its OASIS system fully functional by the end of 2006, so that registered participants can start bidding for short-term capacity prior to MATL commencing service.

Based on market response, MATL believes its proposed line is desired by industry. This has been demonstrated during the initial market canvas process, through the Open Season and subsequent marketing efforts.

2.2.3 Operations

The power flow into and out of Alberta will be controlled by a phase-shifting transformer located in the MATL 120S substation. Power into Alberta will be supplied from wind farms directly connected to the MATL system and from generation in the U.S. Power out of Alberta will be supplied from generators on the AIES system.

GPWE is contracted to transmit up to 120 MW of power northward from the mid-point substation into Alberta. In certain circumstances, Great Plains may utilize its capacity redirect rights to transfer power from north to south. GE Energy is contracted to transmit up to 175 MW of power southward from the mid-point substation to Great Falls, Montana. In certain circumstances, GE may utilize its capacity redirect rights to transfer power from south to north into Alberta.

During operations, MATL will post all of its available uncontracted capacity on the OASIS site. Parties with long-term contracted capacity will also have the right to resell unutilized capacity via the site. MATL intends to offer transmission capacity in increments ranging from a minimum of one hour up to a maximum of 15 years. Capacity will be available on both a firm and non-firm basis. MATL will also offer short-term and long-term non-firm counter flow service. Other services will be developed based on market demand.

The MATL OASIS site will provide customers with schedules, path capability, transmission prices, and resale opportunities 24 hours a day. This system is able to handle point of receipt and point of delivery requests. Similar systems have been operational in the United States and are acceptable to FERC.

In Alberta, the AESO performs electric system operation functions and will accept hourly power flow scheduling of the interties through the OASIS e-tag system. Once a scheduled request has been made and accepted, the AESO dispatches generation and operating instructions to meet intertie power flow transfer schedules. Part of the operating instruction procedure will be set point instructions to MATL's contracted operator to adjust the phase-shifting transformer.

2.2.4 System Impact Studies

The addition of the MATL project to the Alberta system will impact the existing transmission systems in Alberta and Montana and adjacent states and provinces within the Western Grid. As part of the interconnection process, the AESO in Alberta and NWE in Montana have conducted extensive in-depth power flow

studies to determine the effect of the MATL line on the existing system. Power flow studies include steady state power flow, contingency studies and stability analysis for multiple stressed cases modeling both present and future system conditions. The respective electric system operators will determine and impose operation, protection and control settings, as well as transmission limits to meet WECC reliability criteria and respective regional operating criteria.

In addition, MATL has applied to the WECC for an approved path rating. MATL is sponsoring path rating power flow studies for review by the MATL Path Rating Review Group. The path rating review group includes local utility representatives from Washington, British Columbia, Montana and Alberta. Upon acceptance by the review group and approval by WECC, the MATL system will have an accepted maximum power transfer limit recognized by western interconnected electrical system Operators.

2.2.5 System Transfer Capabilities

The MATL transmission system is designed for 300 MW power flow in both directions. During certain system conditions, primarily the power flow on the Alberta to B.C. tie, the MATL power flow on the transmission line system is limited by phase angle. Conversely, MATL's phase shifter does not limit the import/export capability of the Alberta to B.C. tie. For more information on the power flow results and Alberta impact, please refer to the Need Identification Document Application submitted to the EUB by the AESO on April 26, 2006.

ABB conducted further studies as directed by the AESO to fully assess internal Alberta transmission system impacts under different system operating conditions. The AESO reserves the right, as electric system operator, to set operating limits and/or curtail load to maintain security and reliability of the AIES.

Located in the new substation north of Lethbridge, the phase-shifting transformer will be the single critical piece of equipment for the control of power. The transformer will be protected by circuit breakers and other protection and monitoring devices.

Phase angle control will be operated remotely. The phase angle will move through a range of +/- 70 degrees in 64 tap changer positions. It takes six seconds to move the tap changer one position.

2.2.6 Project Impacts on Alberta and Neighbouring Systems

The potential negative impacts on the Alberta and neighbouring transmission systems associated with the MATL line are identified by the impact studies directed by the electric system operators and by the WECC Path Rating Review Group. Under existing AESO and WECC rules, MATL is obliged to mitigate any negative impact or accept reduced transfer limits to keep the existing operating systems and interconnects whole. Further details on the impact of the MATL system to AIES can be found in the AESO's Need Application.

Other than the new substation 120S to be built by MATL which will be a component of the AIES, there are no related facilities in Canada that would be dependent on the MATL project being built.

Contracted parties who directly benefit from the MATL line will pay for the right to use the line, based on market rates. Contracted parties will be required to obtain their own export licences under the appropriate regulatory system for power leaving the country. Contracted parties are also responsible for acquiring capacity and paying tariffs for the delivery or receipt of power on the connecting systems.

The AESO notes that the provincial transmission system now has an additional government-mandated role to facilitate generation development. Alberta government policy and regulation require a proactive approach to transmission development to ensure that generation and loads have access to constraint-free transmission capacity in order to facilitate an openly competitive and efficient electricity market. The AESO is committed to facilitating merchant or independent transmission developments to neighbouring jurisdictions.

MATL will achieve a significant step towards meeting the current needs of market participants including addressing growing load, improving efficiency of the AIES, providing a less constrained AIES, increasing AIES reliability and facilitating a competitive wholesale market. It is likely that the MATL line will:

- Strengthen the southern Alberta transmission grid which is inherent when more transmission lines are added.
- Reduce the cost of utility infrastructure to the rate-payer because it is financed privately.
- Increase the reliability of power supply to southern Alberta by providing an additional line.
- Help stabilize the price of electricity by providing alternate sources of electricity during transmission maintenance and repair.
- Helps enhance the overall AB export/import capability; both steady state and following BC tie trips.
- Enhance the opportunity for wind development.
- Enhance access to American export markets.
- Make the Alberta system more competitive by increasing access to other markets.

MATL would like to emphasize that the new substation required for the line will be solely funded by MATL. A portion of that substation will be designated as an integral component of the AIES, and will be owned and operated by AltaLink. This portion of the substation is designed to be expanded in the future to meet growing Alberta demand. The AltaLink portion of the substation will be the subject of a separate application to the EUB.

MATL believes that its line will reduce the volatility of electricity prices in Alberta by facilitating price arbitrage opportunities between Alberta and the United States. When electricity prices are high in Alberta, market participants will have an increased ability to import cheaper power into Alberta and at times when prices in Alberta fall to very low levels, usually during off-peak hours, then market

participants will have increased opportunities to export power to higher valued markets in the U.S.

2.3 Schedule

2.3.1 Construction Activities

The MATL project schedule calls for completion and in-service by March 2007, with the possibility that minor reclamation and construction activities might extend further into 2007. Timing extensions may be required for unforeseen construction delays. Some minor activities may take place in advance of overall project approval in order to ensure that construction occurs during seasons with lower potential environmental impacts. None of these activities will be undertaken without landowner consent and the specific associated regulatory approvals required.

In order to meet these target dates, Canadian regulatory approval is required by the end of October 2006. MATL is committed to working with Canadian regulators to help expedite the approval process.

2.3.2 Status of Other Activities

Based on the response to the Open Season, the project's support of provincial transmission goals, and the ongoing feedback with respect to our project from generators and investors, the following activities have been undertaken to support the development of this project.

- Interconnect agreements with the TFOs are nearing completion.
- Field work and documentation for environmental studies acceptable to AENV and ASRD and at the screening study level under CEAA has been completed.
- Pre-construction field studies required by ASRD for easements on crown land have started in 2006 and will continue until the fall of 2006. These studies are also designed to meet the needs of Environment Canada.
- Studies have been undertaken to satisfy FERC guidelines and a FERC Tariff Application is complete.
- Interconnect application is under way with NWE for the Great Falls substation.
- A position in the interconnect queue has been established at the Great Falls NWE substation.
- The route selection process has evolved from corridor selection to a preferred route selection in both Canada and the United States. The preferred route and the environmental information have been integrated and land negotiations are underway. As of June 2006, approximately 75 per cent of MATL's preferred-route right-of-way has been acquired and 95 per cent of the combined preferred-route and alternative-route right-of-way has been acquired in Alberta.
- Application has been made for a Presidential Permit with the United States Department of Energy.

- A Major Facilities Siting Application has been submitted to the Montana Department of Environmental Quality.
- Coordinated Operating Agreements with the AESO and NWE are being developed.
- A proposed path rating process is under study for WECC using its Regional Planning Process and Technical System Studies Groups.
- Land options and easement negotiations are underway with landowners.
- Public consultation program, including with First Nations, is ongoing.
- SNC-Lavalin ATP Inc. and ABB Inc. are working on the engineering for the project.
- The marketing program is ongoing.
- A need application has been submitted to the EUB by AESO.

3.0 Technical Information

3.1 Engineering

3.1.1 Engineering Overview

MATL is proposing to build a transmission line and associated facilities for a 30-year minimum service life. MATL's engineering philosophy is to retain experienced, competent engineering firms to engineer, procure and construct the necessary facilities. The engineering firms retained by MATL will ensure that the MATL facilities are engineered, procured and constructed in accordance with the applicable codes, standards and regulations, as described below. In areas where codes do not apply, typical industrial practices will be used.

All engineering details with respect to any special design challenges will demonstrate that the proposed facilities will be safe and reliable. The transmission line and substations will follow both Canadian and American standards. The Alberta Electrical and Communications Utility Code (AECUC) in conjunction with the Canadian Standards Association (CSA) code will be followed in Alberta. Additional standards from the following organizations will be taken into consideration where applicable:

- Canadian Standards Association
- National Electrical Safety Code(NESC)
- Institute of Electrical and Electronics Engineers, Inc (IEEE)
- American National Standards Institute (ANSI).
- Rural Utilities Service (RUS)
- International Electrotechnical Commission (IEC)

Two principal components make up the project's facilities within Alberta.

1. The MATL 120S substation.
This is currently planned for a 100 m x 200 m site on lands owned by MATL. The substation will contain a control building, a 330 MVA 240/230 kV phase-shifting transformer, two - 240 kV 50 MVAr capacitor banks and

related switching equipment and a 240 kV connection to the Alberta grid via AltaLink 923L. The site will be fenced. It will be served by a short access road which will connect to an existing grid road controlled and maintained by the County of Lethbridge.

The new substation is located 15 km northeast of AltaLink North Lethbridge 370S substation. MATL chose to build a new substation rather than connect to the existing North Lethbridge 370S because:

- Access north, south or east out of 370S is constrained by residential development. Right-of-way acquisition, concerns expressed by the City of Lethbridge and construction costs to overcome obstructions make this route impractical.
- Access west out of 370S would require construction through an environmentally sensitive area (the Old Man River Valley).
- Any future expansion of the MATL line at 370S would be cost-prohibitive because of the congestion caused by other transmission lines in the area.
- An additional benefit to Alberta for the new site is the ability to connect future 240 kV lines to the AIES

2. The Transmission Line 941L

The line, utilizing three conductors of 1590 kcmil Falcon, will commence at the substation with a deadend structure. After leaving the substation, the line will switch to single pole structures for approximately 53 km to a point just north of Alberta Secondary Highway 61. From Highway 61, the remaining 87 km of the line will utilize a mix of single pole and two pole H-frame structures for the balance of its length to the Alberta-Montana border. Along the length of the right of way, the transmission line will utilize all of the typical two pole H-frame and single pole structures contained in Appendix 4, as required.

MATL has retained ABB Inc., an internationally recognized engineering firm, to undertake preliminary engineering studies and design work. MATL has also retained ABB Inc. to engineer, procure and construct the substation facilities.

MATL has retained SNC-LAVALIN ATP Inc. to engineer, procure and construct the transmission line facilities.

3.2 Design Specifications for Transmission Line

3.2.1 Design Standards

The transmission line from Lethbridge to the U.S. border will be designed and constructed to meet the requirements of the Alberta Electrical and Communications Utility Code (AECUC).

In general, the AECUC adopts the requirements of the Canadian Standards Association (“CSA”) “Overhead Systems” C22.3 No. 1-M87. In some instances,

the AECUC has specified requirements different from the CSA Standard, to better reflect conditions in Alberta such as the potential for use of large farm equipment. As per the scope of the AECUC (January 2002), this Code applies to the construction, operation, maintenance and replacement of:

- electrical utility systems that are used to generate, transform, transmit, distribute and deliver electrical power or energy to consumers or their equivalent; and
- communication utility systems that are used to provide communication services to consumers or their equivalent; and
- other objects located in such proximity to electrical or communication utility systems that safety hazards or physical or inductive interference may result, and
- activities conducted in such proximity to electrical or communication utility systems that safety hazards or physical or inductive interference may result.

The requirements of the AECUC do not constitute complete design and construction specifications, but only prescribe the minimum design requirements that are most important from the points of view of (i) safety to persons; (ii) continuity of services; and (iii) protection of property.

Areas that are not covered by the AECUC and that are relevant to this project include interference with radio reception and obstruction marking of power lines with respect to aircraft operation.

For line design areas not covered by the AECUC, such as probability based weather loads, the CSA C22.3 No. 1-01 Overhead Systems (December 2001) will be followed.

Industry Canada Standard ICES-004 Issue 3 (December 2001), Spectrum Management and Telecommunications Policy – Interference Causing Equipment Standard - Alternating Current High Voltage Power Systems will govern radio influence criteria.

Obstruction marking will be in accordance with Canadian Federal Government Standard 621.19 – Standards Obstruction Markings (amended 2000/06/01).

The order of precedence that will be followed for the above standards will be the AECUC, and then the CSA C22.3 No. 1-01.

If there are instances where no industry-recognized code or standard applies (such as foundation design criteria), SNC-Lavalin, a corporation registered with APEGGA, using professional engineers under the *Professional and Occupational Associations Registration Act*, will be responsible for the design and construction. In addition, standards set by the AESO will be followed.

3.2.2 Physical Design Criteria

Structures will be designed to withstand environmental loadings as specified in the previously mentioned codes and standards, as well as any location-specific

requirements. To ensure reliability, it is MATL's intention to design the line to the governing load cases of the Canadian and U.S. regulatory codes. As complete design loads will be finalized in the Line Design Technical Specification, preliminary load cases are as follows below. Overload factors will be applied appropriately.

Table 3.1 MATL Project Engineering Specifications

Item	Specification
Total Line Length within Alberta	Approximately 147 km
End Points	Substation 120S: LSD 12-13-10-21-W4M (Lat. 49.8253; Long.112.7306) Canada – US Border: LSD 4-4-1-18-W4M (Lat. 48.9987; Long.112.3637)
Number of Circuits	Single circuit overhead
Operating Voltage and Frequency	230 kV, 60 Hz
Line Capacity	Minimum 330/330 MVA (winter/summer)
Conductor Size, Type and Number of Conductors per Phase	Falcon;1590 kcmil ; aluminum with steel reinforcing strands (ACSR); one conductor per phase
Wind and Ice Loading Design Parameters	CSA Heavy Loading 12.5mm ice, with wind pressure of 400 Pa at -20C
High Wind Loading Design Parameters	50 year return wind (150 km/hr gust at 10 m above ground)
Wet Snow and Wind Loading Design Parameters	50mm wet snow, with wind pressure of 250 Pa at -5C (estimated 50 year return loading)
Description and Drawing of Typical Structure	Refer to Appendix 4: Transmission Structure Diagrams
Structure Spacing with Typical Ruling Span – Two pole H-frame structures	Typical span: 240 m
Structure Spacing with Typical Ruling Span - Single pole structures	Typical span: 140 m
Conductor Phase Spacing	6.6 m
Design Line to Ground & Conductor Side Clearances	6.4 m for both clearances based on H-frame structures

3.2.3 Transmission Line Meteorological Loadings (Preliminary)

- a) Ice/Wind Combination
 - CSA Heavy Load
 - 12.5 mm radial ice, 400 Pa Wind, -20 deg C
 - Ice density = 900 kg/m³
- b) 50 yr Return Gust Wind Loading
 - 1100 Pa Wind, +4 deg C (based on 150 km/hr, with height correction on H-Frame structures)
- c) 50 yr Return Wet Snow and Wind Loading (Estimated)
 - 50 mm radial wet snow, 250 Pa Wind, -5 deg C
 - Wet snow density = 350 kg/m³
- d) In addition to the structural loading, we propose to use SNC-Lavalin standards related to insulator swing to ensure good line performance under

wind and cold temperature conditions. SNC-Lavalin standards for insulator swing for Alberta are as follows:

- No Wind, Steady State: +4 deg C, with 60 Hz minimum air gap of 1.70m
- Moderate Wind, Cold Temperature: -30 C, 303 Pa (5 Year Hourly Return Average Wind) with impulse flashover air gap of 1.22 m
- High Wind: +4 deg C, 917 Pa (10 Year Gust) with 60 Hz wet flashover air gap of 0.62 m
- Wind reversal is considered for all structures

3.2.4 Structures

The project employs the use of two types of tangent structures: two pole H-frame and single pole. Under current design assumptions, a mix of two pole H-frame and single pole structures will be used south of Highway 61 to the Canada/U.S. border, whereas a majority of single pole structures will be used north of Highway 61 to MATL substation 120S. For each type of pole structure, there are several sub-categories that address the need for angles, corners and deadends along the line. The angle and deadend structures may be multi-pole structures, and may require guywires and anchors. These structures will be used to accommodate the topography or land use practices near the proposed project. For further information on the structures, refer to Appendix 4, Transmission Structure Diagrams.

3.2.5 Right-of-Way Widths

The right-of-way widths chosen for the proposed line were based on structure type, location, trusted construction methods, safety and operations zones. The total right-of-way width in each case cited in Table 3.2 includes both easement and safety and operations zones. The width of the right-of-way is dependent on the support structure chosen and whether or not it is along a road allowance.

In addition to the above matters, electrical field strengths, the windiness of the area and swing-out of the wires were considered in determining right-of-way requirements, as well as all U.S. and Canadian safety requirements. Stakeholder input also resulted in some initial modification. Right-of-way widths range from 8.15 to 31.9 m.

**Table 3.2: Types and Widths of Right-of-Way
(Includes Both Easement and Safety and Operations Zone)**

Type of Pole Structure and Right-of-Way	S&O Zone on Property or Road Allowance (m)	Easement Width on Property (m)	S&O Zone on Property (m)	Total Right-of-Way Width (m)
Two pole H-frame through open fields	9.1	13.7	9.1	31.9
Two pole H-frame, 6.6 m on property, parallel to quarter line or section line	NA	13.45 on same side of quarter/section line as the line	9.1	22.55
	9.1	0.25 on opposite side of quarter/section line	NA	9.35
Two pole H-frame, 6.6 m on property, parallel to county road allowance	Nil See note	13.45	9.1	22.55
Two pole H-frame, 2.3 m on property (one pole 1 m on road allowance) parallel to county road allowance	Nil See note	9.15	9.1	18.25
Single pole through open fields	6.1	6.1	6.1	18.3
Single pole, 1 m on property, parallel to quarter line or section line	NA	4.05 on same side of quarter/section line as the line	6.1	10.15
	6.1	2.05 on opposite side of quarter/section line	NA	8.15
Single pole, 1 m on property, parallel to county road allowance	Nil See note	4.05	6.1	10.15
Single pole, 1 m on county road allowance, parallel to property	Nil See note	2.05	6.1	8.15
Single pole, 2 m on SMIRD right of way, parallel to property	6.1	5.05 on same side of SMIRD property boundary as the line	NA	11.15
	NA	1.05 on opposite side of SMIRD property boundary	6.1	7.15

Note: when the transmission line centreline is on or parallels a county road allowance, a Safety and Operations zone is not required for the portion of the right-of-way on the road allowance.

3.2.6 Electromagnetic Effects

3.2.6.1 SNC-Lavalin Study

MATL commissioned SNC-Lavalin to conduct a study to identify the electromagnetic effects of a 230 kV line using the typical structure configurations proposed by MATL for 941L when it is carrying 300 MW of energy. The study's objective was to calculate and compare the resulting electric field, magnetic field, audible noise, radio noise and television interference with the standards or accepted threshold values within the industry in Canada and the U.S. The two structure configurations examined were the single pole and the two pole H-frame tangent structure shown in Appendix 4. The entire report can be found in Appendix 7.

Based upon their study, SNC-Lavalin made the following summary observations and recommendations:

- The magnetic fields generated from MATL's 230 kV line will be within industry standards at the edge of MATL's safety zone limit.
- The electric field generated from MATL's 230 kV line will meet the most stringent of Canadian practices (2 kV/m) at the right-of-way edge.
- It is anticipated that the audible noise levels will be low enough that few complaints will be generated from the noise of the power line, since levels will generally be below commonly accepted guidelines.
- Corona-induced radio and television interference levels are not expected to be an issue at the 230 kV level. SNC-Lavalin recommends a process to measure radio and television signal strength before and after line construction. Federal regulations require measurement of RI after the line is energized, to ensure it is below the levels specified in the regulations.

In addition to the observations and recommendations made by SNC-Lavalin, MATL believes that the electric and magnetic field values for both structure types at the edge of the safety and operations zone are safe and in accordance with industry practice in both countries. MATL addresses radio and television interference and noise considerations further in the following sections.

3.2.6.2 Radio and Television Interference

The most significant factor with respect to radio and television interference is not the level of the transmission line induced noise, but how it compares with the strength of the broadcast signal. Very few problems have been associated with existing 230 kV transmission line radio noise. A 230 kV line is not usually located close to residences, and radio stations generally have adequate signal-to-noise ratios so that interference is not a problem.

If corona-generated interference does occur, complaints typically occur from listeners of the AM broadcast band. FM radio reception is rarely affected. An acceptable level of maximum fair-weather radio interference at the edge of a right-of-way is 40 dBuV/m (decibels above one microvolt per metre). Average levels during foul weather are typically 16 to 22 dB higher than average fair-weather levels (Maddock 1992).

Corona-generated radio frequency noise is quite small in the very high frequency (VHF) range used for television transmission. Television interference due to corona is usually observed only during foul weather and is generally only associated with transmission lines with voltage greater than 345 kV. In addition, modern-day cable and satellite television are not subject to corona-generated interference.

Corona-generated interference does not typically disrupt communication bands such as citizen's and mobile bands because of their FM operation. Interference of citizen's and mobile communications is usually caused by signal blocking effects. Because no lattice steel towers are planned for the line, this is not expected to be a problem. Noise in the frequency range of cellular phones is almost non-existent and the technology used by these devices is superior to that used in two-way mobile radio.

Various techniques exist for eliminating adverse impacts on radio and television reception. MATL plans to address individual complaints concerning radio and television interference as needed. Potential mitigation measures include:

- MATL will inspect and repair any loose or damaged hardware in the transmission line to alleviate or minimize corona effects.
- MATL will take necessary action to restore reception to the pre-project level, including the appropriate modification of receiving antenna systems, and/or system shielding, if deemed necessary.

3.2.6.3 Audible Noise

The proposed project is located in a rural, predominantly agricultural, area. As a result, sources of background noise to rural residents and occasional visitors include wind, agricultural activity, recreation (primarily hunting), and vehicles. Some typical noise levels are: light automobile traffic at 100 feet: 50 decibels (A-weighted; dBA); an operating air conditioning unit at 20 feet: 60 dBA; and freeway traffic or freight train at 50 feet: 70 dBA.

Typical baseline noise levels in the project study area likely range from approximately 38 average day-night sound levels measured in A-weighted decibels (dBA) to 48 dBA (USEPA 1978).

There are no design-specific regulations to limit audible noise from transmission lines in Canada. However, Bonneville Power Administration in Washington State uses a design criterion for corona-generated AN (L50, foul weather) of 50 +/-2 dBA at the edge of the right of way (BPA, 1982).

MATL is considering the following measures to mitigate potential noise impacts to sensitive receptors:

- Siting of the transmission line and associated transformers with consideration of distance to sensitive receptors, including residential developments, individual occupied residences, churches, schools, and other public meeting places.
- Design or follow-up measures to address audible noise in response to complaints or at landowners' requests, including maintenance to tighten loose insulators and connections to reduce vibration.

Based on distances, comparisons to specific noise sources and ambient noise levels, and available mitigation measures, potential noise impacts resulting from operation of the proposed project would be negligible. This conclusion is supported by SNC's audible noise calculations at the edge of the proposed Safety and Operations Zone (15.95 m from centreline in the case of a two pole H-frame structure) that indicate these levels would be below commonly accepted guidelines.

3.3 Design Specifications for Substation

3.3.1 Physical Design Criteria

Substation Design Criteria (Preliminary)

Standard Mechanical Design Criteria:

- Seismic standards - Zone 2
- Wind speed standards – 40.2 m/s
- Ice/wind load standards – 1.27 cm ice and 17.9 m/s wind
- Snow load standards – 1.436 kPa

3.3.2 Audible Noise

The only significant source of continuous noise at the MATL portion of 120S is generated by the phase-shifting transformer (PST). The manufacturer of the PST specifies a sound level of 89 dB(A) at the transformer to meet CSA C-88 average sound levels.

MATL does not anticipate any noise concerns with respect to the operation of MATL's portion of 120S, given there are only a few residences and no community buildings within 1.5 km of the substation. MATL has calculated the attenuated noise level at the nearest residence, which is 1.3 km away from the substation site. The calculated noise level at that residence is below the 40 dB(A) night time level as set out by the EUB in its Directive 038, EUB Noise Control Directive - User Guide, November 1999. MATL believes Directive 038 is an appropriate standard because, while no specific noise guidelines are set forth for substations, electric power plants are required to meet Directive 038.

Noise issues will be considered during the substation's design phase, and

mitigation options investigated, if needed. No additional measures are anticipated to minimize the noise.

3.3.3 Substation Site

The MATL Substation 120S will be located near NW 13-10-21-W4. MATL is in final negotiations to purchase a four-hectare parcel of land at this location.

Refer to the Site Layout Drawing MATL1-SUB-LAY-120S_MATL-001, MATL1-SUB-LAY-120S_MATL-001A and MATL1-SUB-LAY-120S_MATL-001B in Appendix 6 for site layout details.

3.3.4 Major Items of Equipment

Once completed, the MATL portion of the MATL Substation 120S will contain the following equipment:

- 1 – 240 kV/230kV 330 MVA phase-shifting transformer
- 1 – 230 kV circuit breaker
- 2 – 240 kV circuit breakers
- 2 – 50 MVA capacitor banks
- Control, protection and metering equipment

Refer to Single Line Diagram ABB SLD: MATL1-SYS-SLD-120S_MATL-001 in Appendix 6 for the electrical representation of the MATL portion of this substation.

Refer to Single Line Diagram ABB SLD: MATL1-SYS-SLD-120S_ULT-002 in Appendix 6 for the electrical representation of both the MATL and AltaLink portions of this substation.

3.3.5 Protection

Once completed, the MATL Substation 120S will contain the following substation protection:

- Breaker failure protection on the 230 kV circuit breaker
- Breaker failure protection on the 240 kV circuit breakers
- Overall differential protection
- Bus protection on the 230 kV bus
- Bus protection on the 240 kV bus
- Transformer protection on the 240 kV/230 kV transformer
- A and B line distance protection on the MATL 230 kV line 941L to Cut Bank, Montana

Refer to Single Line Diagram ABB SLD: MATL1-SYS-SLD_P&C-120S_MATL-001 in Appendix 6 for the protection and metering single line of this substation.

3.4 Interactions with other Facilities and Changes Required

It will be necessary for AltaLink to route one circuit of the double circuit 240 kV line, 923L/924L, a distance of approximately four span lengths into a new 240 kV switching station at MATL Substation 120S in order to interconnect with MATL's project.

MATL understands that AltaLink will make application to the EUB for any necessary approvals to alter 923L and to construct and operate a new 240 kV switching station at its portion MATL Substation 120S.

3.5 Construction

3.5.1 Methods and Equipment

In general, rubber-tired vehicles will be used for transmission line construction, and track-equipped vehicles will be used for conductor stringing and reclamation. For the most part, project access will be via existing railways, highways, roads and trails. When the final detailed engineering for the project is completed, any new access trails required will be identified. MATL will then contact landowners and ASRD to inform them where new access is required. Little or no brushing will be required for most of the right-of-way.

Access to the new substation will be through existing county roads. The substation yard and access road will be on private MATL or AltaLink owned land.

3.5.4 Schedule

With an end of October 2006 approval date, construction of facilities would start in the fall and continue over the winter of 2006/2007 with an expected commissioning date at the beginning of March 2007.

3.5.3 Maintenance

MATL will maintain the 941L right-of-way to ensure access to the transmission line for routine maintenance and for emergencies. This may include trail and gate maintenance, herbicide spraying, mechanical removal or trimming of trees as necessary, and landowner or leaseholder cultivation/grazing of the right-of-way.

4.0 Route Selection

Volume Two addresses the route selection process starting in Section 2.5, Corridor Selection Process. The process started with a set of corridors, proceeded through a constraint mapping process and finally ended with the selection of a single corridor. Selection of a final corridor and right-of-way for the line are covered in sections 2.5.4.4 and 2.5.5 of Volume Two. The sections below deal with the merits of the preferred corridor and the preferred and alternate line routes chosen.

4.1 Preferred Corridor

The route selection process evolved from three primary corridors. The primary selection process involved defined selection criteria applied through the use of GIS constraint mapping. The constraint mapping was developed using current data sets containing a range of biophysical and boundary data. It also incorporated that use of tabular information for known spot-point data associated with historical and current observations in the project area.

The central route originally included portions of both the eastern and central corridors. The changes resulted from stakeholder consultation. The central corridor was selected as the preferred corridor for the following reasons:

- The southern section goes around the east edge of the protected lands in the Milk River Hills and entirely avoids the environmentally sensitive area around the Milk River Ridge Reservoir.
- A majority of the land use patterns complement the alignment.
- Approximately 40 km of the corridor's length is in an area with relatively low infrastructure development (centred on Highway 501).
- Takes advantage of approximately 30 km of undeveloped, but disturbed, road allowances on the north side of the Milk River Hills through a cereal crop land zone.
- A majority of the route (over two-thirds of its length) occurs on previously disturbed lands, reducing the likelihood of encountering unforeseen cultural and archeological resources.
- Generally the route bisects regional streams and rivers, lowering the possibilities of paralleling critical wildlife habitat and sensitive land forms.
- The alignment also minimizes impacts on known military facilities, airports, TV and radio transmission towers, high-density market garden agricultural land use, and rural residential locations.
- It crosses through lands between Highway 506 and Highway 501 that have a higher level of anthropological advantages compared to the other corridors.

By using the above information and incorporating the issues and concerns of local landowners into the corridor selection process, a preferred corridor was identified. The field work for environmental studies acceptable to AENV, ASRD and Environment Canada (EA) commenced in April 2005, with an anticipated completion date in early July 2006.

During the months of April, May and June 2006, MATL met with EA, ASRD and the Southern Alberta Group for the Environment (SAGE) to discuss their concerns with the project's right-of-way over the Milk River Ridge. These discussions focused on MATL's continuing work to address issues raised by the NEB through a series of information requests. These discussions and further communications with DFO and the Navigable Waters Branch of Transport Canada prompted MATL to re-investigate portions of the southern half of the Central Eastern (CE) Transmission Corridor and CE Segments 1, 2 and 3 (Figure 2.5.1 Volume 2), which were originally analyzed during the second quarter of 2005. These issues were incorporated into the ongoing environmental assessment process.

Through the use of a proactive well-managed environmental protection plan, construction and operations impacts will be averted with minimal residual impacts to the habitat and its resource users. See the Environmental Protection Plan, Volume Two, Appendix D for more information.

4.2 941L Line Route

4.2.1 Route Evaluation

For the sake of clarity, the detailed description of each route is set forth section by section. Each section along the preferred route, section one through ten, as well as the alternative routes, is described in Appendix 10. Each of these sections also correspond with the Route Maps, Map 01 through to Map 21, which are located in Appendix 8. The cross section sketches are located in Appendix 5, and indicate a point at which there is a transition from one type of structure to another across a section boundary or road allowance boundary.

As a result of consultations and discussions with landowners, residents and other interested parties, MATL has identified a preferred route for 941L. MATL has also submitted an alternate to its preferred route for Section 2 (Alternate Route C), Section 3 (Alternate Route D), Section 5 (Alternate Route A), and Section 6 (Alternate Routes E and B). A more complete description of all the sections along the route can be found in Appendix 10.

While the majority of the 941L route is along quarter section lines, use is made of irrigation canal rights-of-way, where possible. Sections 1,2, and 3 of the route pass through mainly irrigated and cultivated areas. Section 4 includes cultivated and grazing areas. Section 5 is through mainly cultivated areas, while Alternate Route A is through mainly grazing lands.

MATL believes the preferred route through Section 3, minimizes the project's impacts on landowners and residents, compared to Alternate Route D which is on public road allowances immediately adjoining the same properties.

Alternate Routes C and D utilize road allowances where possible to accommodate landowner concerns about the line running through irrigated and cultivated areas. However, being on road allowances, these alternate routes pass closer to residences and farmsteads than the preferred route does.

MATL's route through Section 4 is on private property alongside road allowance at the edge of cultivated lands to minimize the impact on agriculture.

MATL's preferred route through Section 5 is mainly on private property alongside road allowance at the edge of cultivated lands. Although longer than Alternate Route A the preferred route avoids most impacts on critical wildlife and plant species, including species at risk, since this route has already been developed for agricultural activities. Where necessary, as in the case of active grouse leks, MATL has adjusted its line route to minimize impacts and is prepared to undertake other mitigative measures, such as placing anti-perching devices on line structures to inhibit their use by raptors.

Besides adjusting the route for environmental reasons, MATL has attempted to minimize impacts on agricultural operations both by line routing and by locating on private property at the edge of agricultural operations. In some locations, MATL has opted to use single pole structures on road allowance to further accommodate local farming practices, i.e., farming of the road allowance itself.

Within its preferred route, MATL has included an alternate at the very southern end of the line to deal with possible landowner concerns. The preferred route, Section 6, starts at AU0.6 and runs west to connect with Alternate Route A at BC.01. From there, it continues straight south to the Canadian border. The total length of Sections 6,7, and 8 is 21.0 km.

Alternate Route B continues straight south from point AU0.6 to the Canadian border. The length of Alternate Route B is 12.4 km.

The preferred route going south best aligns with MATL's preferred route south of the Canadian border, while Alternate Route B, if chosen, will require MATL to make further route adjustments south of the Canadian border.

MATL believes its preferred route, Section 5 represents the best balance between environmental concerns and agricultural concerns in the area.

Respecting Alternate Route A, EC has indicated that, in their view, the Milk River Ridge contains one of the few large remaining tracts of native prairie in southern Alberta and that such large tracts are disproportionately important on the landscape by typically serving as population sources for wildlife and plant species, including species at risk. In their view, the Milk River Ridge is currently largely free of industrial disturbance, and to maintain its ecological values its integrity should be maintained. It was EC's recommendation that the routing of the MATL line avoid the Milk River Ridge.

MATL believes that with appropriate mitigation, compensation (for instance, in the case of wetland impacts) and where necessary, avoidance of the most sensitive areas, Alternate Route A, remains a viable alternative through this area and for those reasons includes it as an alternate in the application. MATL notes that the lands in question have already experienced energy industry development (i.e., oil and gas development) and remain available for further development. However, MATL respects the views of those who place a high environmental

value on this area and MATL has now identified Sections 5 to 8 and settled on that route as its preferred route.

MATL has applied to both the County of Lethbridge and the County of Warner for approval to locate portions of 941L on developed and undeveloped public road allowances under their authority. The County of Lethbridge has given its approval to MATL. MATL is still awaiting the County of Warner's approval and will advise the EUB when that approval has been received.

Table 4.1 below contains a description of the general route characteristics of both the preferred and alternate routes for comparative purposes.

4.2.2 Route Description of 941L

Due to its length, the detailed route description for 941L is contained in Appendix 10, Route Description. In addition to Appendix 10, Appendix 8, Route Maps, and Appendix 9, Photo Mosaics, should also be consulted, as they contain maps and photo mosaics showing the preferred and alternate line route sections with location points identified that tie back into the route description.

The right-of-way required at any location along the line route depends on the structure type and whether or not it is on or immediately adjacent to a road allowance or crosses a field. Note that where the line runs one metre from and parallel to quarter lines, such as in preferred route Sections 2 and 3, right-of-way is required on both sides of the quarter line. Also note that where the line runs one metre on public road allowance, such as in Alternate Route D, right-of-way is required on property adjoining the road allowance. As part of the right-of-way, MATL intends to obtain a Safety and Operations Zone in conjunction with the Easement for the land area immediately under the line.

The right-of-way width requirements are shown in Table 3.2 Types and Widths of Right of Way, in Section 3.2.5 Right-of-Way Widths. Table 3.2 does not address all right-of-way situations. Cross-section sketches specific to most of the line segments of each route (preferred and alternate), illustrating the location of each segment of the right-of-way (i.e., both Easement and Safety and Operations Zone) with respect to property boundaries, are located in Appendix 4.

Note that not all line segments are shown in Appendix 5. Those line segments not shown include locations that are transition segments. A transition segment is defined as a segment where the centreline from one structure to another crosses a quarter or section line boundary or crosses a road allowance boundary. Those segments are identified in Appendix 5 in the section General Notes on the drawings numbered MATL1-CNTRN-REG-DD-11069 sheet 1 to 6 for Cross Section Sketches. The exact right-of-way requirements between each transition point will have to be determined when the final line design is complete. For most transition segments the right-of-way will be no more than that shown in Table 3.2. Where the transition segment is between a multi-pole deadend or angle structure on property to a tangent structure, then a slightly greater right-of-way will be required, starting at the angle or deadend structure but reducing to the standard right-of-way at the tangent structure.

Where angle and deadend structures are required at turning points, the size of the easement required at that location will need to be increased to include the requirements for any multi-pole structures and any guywires and anchors needed. Diagrams illustrating the incremental easement that will be required are also included in Appendix 4. The incremental easements shown in Appendix 4 are based on typical pole heights. Adjustments to the areas may be required for other pole heights although this information cannot be determined until completion of final line design. Also refer to the transmission structure diagrams in Appendix 4 for further details on the configuration of angle and deadend structures.

4.2.3 Distribution facilities

Portions of the route may present a conflict with existing distribution facilities owned by FortisAlberta.. Where conflicts arise, they will be resolved by moving the centreline of 941L to the other side of the road allowance, relocating the distribution facilities or placing them underground or under stringing with 941L. Discussions are underway with FortisAlberta to identify and resolve any conflicts.

4.2.4 International Boundary

The International Boundary Commission has been contacted and MATL has been advised that any portion of the power line in Canada that runs parallel to the Canada-U.S. border must be situated more than 3.05 m from the international boundary. As well, a detailed diagram of the right-of-way with respect to boundary markers must be submitted. MATL anticipates no issues with respect to complying with the required setback from the border or with submitting a detailed diagram of its right-of-way with respect to boundary markers.

For both the preferred route Section 8 and Alternate Route B, a deadend structure will be placed 30 m north of the border on the line route. From that deadend structure, the line will cross over the border to a similar deadend structure on the U.S. side of the border.

5.0 Stakeholder Consultation

The MATL stakeholder consultation process commenced in May 2005 and continues to this date with the most recent open house on June 19, 2006. Details of the stakeholder engagement process can be found in Section 3.0 of Volume Two, the NEB's Information Requests, and the project's update reports. Please refer to this information for more details of MATL's policies and the activities MATL has undertaken to engage stakeholders.

5.1 Landowner Contact List

All landowners, occupants and residents within 800 m of the proposed 941L route and alternate routes have been contacted and made aware of the project. A list of landowners, occupants and residents along the proposed 941L route is provided in Appendix 11, Landowner Contact List.

5.2 Landowner Consultation

A major component of the public consultation program has been and continues to be to identify concerns of landowners within the study area and those impacted by the proposed power line. Through this public consultation process, landowner issues were addressed on a case by case basis.

Following are examples of mitigation options that MATL will undertake as required:

- relocating the line so that it minimizes the impact on farming operations, including irrigation systems and crop spraying activities;
- changing pole heights;
- installing navigational warning devices
- instituting timing restrictions on construction activities to avoid crop damage and minimize the impact on the environment including wildlife habitat; and
- minimizing line-of-sight issues by adjusting the location of poles near residences.

After each Open House meeting, requests for additional information were followed-up and concerns were addressed by communicating with each individual.

The concerns expressed by individual landowners and other interested parties included: the impact of EMF on adjacent residences and agricultural operations, power line interference with communication devices, fragmentation of agricultural operations, decline in property values and the influx of undesirable industries associated with enhanced power supply to the area.

On February 2, 2006 MATL met with a group of concerned landowners from the Coaldale-Readymade area to hear their concerns. Each concern was noted and written replies were provided. As a result of those concerns MATL has completed a number of undertakings including;

- on-going and direct communications with affected parties;
- updating communications materials on a more frequent basis;
- relocation of portions of the proposed line to minimize the impact on farming operations;

- negotiating compensation with landowners where compensation for economic loss is a viable alternative to relocating the line;
- research and monitoring for the latest information and studies on the effects of EMF;
- consultation and research with a leading wireless communications company to determine the best ways to reduce the impact of EMF on two-way radio, GPS and other wireless communications equipment.

MATL has met with and continues to meet directly with all parties who express concerns about the project, in an attempt to address those concerns and resolve outstanding issues. On-going communication with landowners, interested parties and the general public has also been maintained through the MATL website (www.matl.ca), telephone, e-mail and direct mailings. Every inquiry receives a response in a timely fashion.

5.3 Presentations and Media

As part of MATL's commitment to stakeholder engagement, in March, April and May 2006, MATL made presentation to and fielded questions from a number of Councils and community groups including:

- County of Lethbridge Council (two occasions)
- County of Warner Council
- Lethbridge City Council
- Mayors and Reeves of Southwest Alberta
- local Members of the Legislative Assembly
- some Alberta Cabinet Ministers
- Alberta Environmental Coalition
- Lethbridge Chamber of Commerce

MATL has also used the media in order to provide information to stakeholders and the general public. Since March 2006 members of MATL's senior leadership team have conducted news interviews with:

- Lethbridge Herald
- Sunny South News
- CTV Lethbridge
- CTV Calgary
- Global Lethbridge
- Citytv Lethbridge

MATL held a news conference in Lethbridge on April 7, 2006 to provide local media with both the latest information about the project, and convenient access to MATL officials. At the news conference MATL announced plans to establish three Community Advisory Committees.

5.4 Community Advisory Committees

As part of its commitment to being a good neighbour and working with stakeholders to address their concerns and resolve issues, MATL has established three community advisory committees; the Montana Alberta Tie Canadian Advisory Committee, the

Montana Alberta Tie American Advisory Committee and the Montana Alberta Tie International Advisory Committee.

MATL is believed to be the first company in the Alberta power industry to establish Community Advisory Committees.

The Advisory Committees will make non-binding recommendations to MATL with respect to land owner and community concerns associated with the development, construction and start-up of the Montana Alberta Tie. These concerns may refer to land acquisition, land access, impact on health, impact on agriculture, impact on the environment, impact on telecommunications, contracting and hiring and other issues as deemed by the Committee.

All Advisory Committee meetings will be open to the public and media except when dealing with issued deemed confidential by MATL.

The meeting agendas provide opportunity for public input.

Meeting dates, agendas and minute summaries will be posted on a timely basis on the Montana Alberta Tie Ltd. website.

The members of the Canadian Advisory Committee are:

Dr. Howard Tennant, C.M. Ph.D. Chair

Mr. Bob Jones, Reeve County of Warner, Warner, AB

Mr. Mac MacLean, M S MacLean Livestock Co Ltd. Picture Butte, AB

Dr. William Rosehart, Ph.D. Associate Professor, Director of Electrical Engineering University of Calgary.

Mr. Lorry Wilson, President Montana Alberta Tie Ltd.

The Canadian Advisory Committee will hold its first meeting in Lethbridge on July 12, 2006 from 10:30am-2:00pm. Dates and times will be posted on the MATL website and in the local media.

The International Advisory Committee is comprised of members of both the Canadian and American Advisory Committees.

6.0 Environment

An environmental assessment review of the transmission line and associated facilities can be found in Volume Two, the NEB Information Requests, and the projects update reports. Please refer to these sources for complete information concerning these topics. Please note that a full Environmental Protection Plan (EPP) is included in Volume Two as Appendix D and should be consulted for details on the environmental measures that will be undertaken during construction and operation of the facilities. Under federal regulations the EPP must be updated and re-submitted to the NEB 60 days before the commencement of construction. Concerns raised through the EUB's review of the above noted information will be included in the EPP update.