

Appendix 3-A

Summary of Changes Made to the
Project Since Originally Proposed in
2014

Table 3-A.1: Summary of Changes Made to the Project Since Originally Proposed in 2014

Project Component	Change from Original Project Description (2014)	Reason for Change
Mine Sequence	South Pit Access Road West Design (Current) versus East Design (2014)	The access road was redesigned based on feedback provided to NWP during a site visit in August 2019. Ktunaxa Elders asked about the design of the Mine Rock Storage Facility impact to the avalanche chutes and were concerned about the impact to the avalanche chutes. The South Pit access road was redesigned to reduce the impact to the avalanche chutes.
Clean Coal Haul Road	Upgraded Existing Grave Creek Road (Current) versus Dedicated Access Road Accommodating Off-highway Vehicles (2014)	The access road design was changed from the Project Description Design (2014) to an upgraded existing Grave Creek Road based on conversations with KNC staff regarding additional roads in the Project footprint.
Rail Loop Design	Figure 8 at Grave Creek (Current) versus Parallel Track (2014)	In 2016 and 2018, the Ktunaxa Nation sent correspondence to the EAO objecting to the proposed location of the prefeasibility study's (PFS) rail loadout (RLO). In 2018, NWP completed an extensive archaeology survey of the proposed PFS RLO area. The results highlighted the areas of high archaeology value to the KNC. NWP designed multiple options for the RLO in three general locations. A low archaeology potential polygon was provided by Tipi Mountain and then investigated in fall 2019. New location options for the rail loop were presented to the KNC on December 19, 2019, including the preferred option which was based on the 2019 field program.
Clean Coal Stockpile Access Road	Existing Road (Current) versus New Road Construction (2014)	A follow up archaeology program was completed in 2020 to assess the clean coal stockpile access road. The findings of the program were reviewed in the field with KNC staff, which ruled out the new construction option. KNC staff proposed using an existing road, which was adopted for the environmental assessment.
Clean Coal Stockpile Location	Clean Coal Stockpile Adjacent to the RLO (Current)	In the PFS supporting the Project Description (2014), the clean coal

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Operating Mine Life	versus Convey over Grave Creek (2014)	stockpile was located north of Grave Creek, and coal was conveyed over Grave Creek and Grave Prairie to the rail loadout. This conveyor alignment was reviewed with the Ktunaxa Nation in March 2020 and was deemed not acceptable. NWP moved the clean coal stockpile location based on this guidance adjacent to the RLO.
	15 Years of Operation (Current) versus 16 Years of Operation (2014)	Advanced feasibility study work resulted in a revised operating mine life of 15 years, which is one year less than proposed in the original Project Description (2014).
Coal Haul Truck Size	Highway Legal Width Coal Trucks (Current) versus Off-Highway Larger/Heavier Coal Trucks (2014)	Discussions with KNC staff resulting in the current Clean Coal Haul Road Design limited the size of the coal haul trucks to highway legal width.
Water Source	Primary Source West Alexander Creek / Secondary Source Grave Creek (Current) versus Sole Source Grave Creek (2014)	Advanced feasibility study work regarding in-stream flow needs for Grave Creek eliminated the option for direct pump and resulted in the current preferred means of withdrawal from West Alexander and Grave Creeks combined with water storage.
Powerline Length	New 15 Kilometer (km) Powerline from 1L274 B.C Hydro Powerline to Mine Site (Current) versus New 12.7 km Powerline (2014)	Advanced feasibility work, refinements to the powerline alignment, and siting of the explosives storage area resulted in a 15 km powerline.