Maritime Link
Environmental Assessment Report

Emera Newfoundland and Labrador

JANUARY 10
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Emera
Newfoundland & Labrador

EXECUTIVE SUMMARY

NSP Maritime Link Inc. (operating as ENL), a wholly owned subsidiary of Emera Newfoundland and Labrador Holdings Inc., is proposing to construct and operate a new 500 megawatt (+/-200 kV) high voltage direct current and a 230 kV high voltage alternating current transmission line, and associated infrastructure, between Granite Canal, on the island of Newfoundland, and Woodbine, Nova Scotia.

The primary objective of the Maritime Link is to provide a direct, safe, reliable and cost-effective connection between the electrical system of Newfoundland and Labrador and the electrical system in Nova Scotia, thereby enabling both provinces to share in the economic opportunities afforded by the increase in renewable energy resulting from the Lower Churchill Hydroelectric Generation Project. The objective is to plan, design, build and operate the Maritime Link Project with minimal adverse environmental, economic, social and cultural effects.

With the emerging federal greenhouse gas regulations and the existing Nova Scotia regulations for reduction of carbon dioxide emissions, there is a need for replacement energy to reduce coal-based generation. The Maritime Link Project offers an opportunity to build a diversified energy portfolio within Nova Scotia that meets provincial Renewable Energy Standards and reduces emissions of greenhouse gasses and other air pollutants associated with thermal combustion. In general, the Maritime Link Project will foster economic cooperation and shared benefits between Newfoundland and Labrador and Nova Scotia.

Construction will commence in the fall of 2013, with completion planned for late 2016 and site exit late 2017 when fully commissioned. Construction will be timed to take advantage of seasonal conditions and in consideration of the potential environmental and socio-economic constraints that have been identified and incorporated into the planning and design of the Project. Total employment during Construction is expected to be approximately 1,350 person-years. There will be some additional work force requirements during Operation and Maintenance; however, employment will be minor compared to the Construction phase.

The Maritime Link Project is divided into three distinct geographical regions, the associated infrastructure components of which are described below:

Island of Newfoundland: the Project overview for the island of Newfoundland includes approximately 293 km of transmission line along new and existing corridors between Granite Canal and Cape Ray. Associated infrastructure includes one switchyard; one converter station; one transition compound; one anchor site; up to approximately 28 km of grounding lines; and approximately 2 km of underground cable. The transmission line from Granite Canal to Bottom Brook will be HVac; the overland HVdc portion of the Project will run from Bottom Brook and end near Cape Ray.

Cabot Strait: Two subsea HVdc cables will span approximately 180 km from Cape Ray, Newfoundland and Labrador, to Point Aconi, Nova Scotia. This portion of the Project includes two grounding sites and two landfall sites where the cables come ashore in Nova Scotia and on the island of Newfoundland.

Nova Scotia: The Project overview for Nova Scotia includes approximately 46 km of new HVdc transmission line, parallel to an existing transmission corridor, between the Point Aconi and an existing substation at Woodbine. Associated infrastructure includes one converter station; one transition compound; one anchor site; up to approximately 50 km of grounding line; and approximately 1 km of underground cable.

Consultation and engagement with the public and stakeholders, as well as engagement with the Nova Scotia Mi'kmaq, are important planning aspects of the Maritime Link Project, and have been underway since the spring of 2011. These activities have provided opportunities for exchange of information regarding the Project as well as a means for the identification, scoping and resolution (including mitigation) of potential issues or concerns. The stakeholders and Aboriginal groups listed below were identified based on the anticipated level of impact that the Maritime Link Project may have on them, or their anticipated level of interest in the Project:

- government regulators;
- municipal officials;
- Aboriginal groups;
- local residents/communities;
- landowners;
- commercial fishing interests;
- special interests; and
- economic development association.

Project stakeholders and Aboriginal groups have been, and will continue to be, engaged using various methods including:

- one-on-one meetings;
- technical workshops;
- supplier information sessions;
- speaking engagements at industry associations;
- open houses; and
- information sessions.

Emera places a priority on fostering positive long-term relationships with First Nations building upon positive experiences through our activities within Atlantic Canada. The ENL team has met

with First Nations groups and is committed to meaningful and productive collaboration on this and future projects. Since 2011, ENL has had more than 50 exchanges, including meetings, workshops, conversations and collaborative reviews, with Mi'kmaq leadership, organizations and businesses. Engagement with First Nations will continue for the duration of the Project, looking for opportunities for mutual benefit from this and future projects.

General issues and concerns raised to date during the stakeholder consultation and Mi'kmaq engagement process have primarily related to:

- local benefits of the Project, including employment opportunities and economic benefits; the process for ongoing communication, notification, and liaison with stakeholders and the Mi'kmaq;
- subsea cable installation activities and associated potential environmental effects (particularly potential Project interactions with commercial fisheries and the marine environment);
- details of land-based Project activities and associated environmental effects;
- the timing and duration of Project construction;
- potential risk and effects of accidents and malfunctions;
- potential Project effects on archaeological resources; and
- environmental effects monitoring.

In an effort to increase the general understanding of the issues involved, information regarding these concerns has been shared with Aboriginal groups, the public and stakeholders. In addition, the knowledge and suggestions that were offered through the consultation and engagement activities have been useful in developing or modifying mitigation measures, (*e.g.*, the avoidance of sensitive areas and time periods).

ENL will also establish community liaison committees to foster constructive working relationships within communities and build on community engagement. The committees are expected to be implemented by Q1 2013. The details regarding the number, and geographic location, of the committees will be determined based on further discussion with local community organizations and representatives. The role of the committees will be to provide a forum for discussion between ENL, community members, municipal government, landowners and other stakeholders on issues and opportunities related to the Project. The mandate will include keeping the community informed on the Project as it progresses from the regulatory approval process through construction and operation. Each committee will consist of local stakeholders, including the general public, representatives of municipal government and representatives of ENL. Focused engagement will continue with special interest groups such as commercial fish harvesters and outfitters.

A number of field studies and reviews of research publications and databases were also undertaken in direct support of the environmental assessment. These included surveys to

characterize physical and biological conditions within the transmission corridor; land, marine and freshwater surveys to define and map habitats; surveys to locate species of conservation interest; studies to determine vulnerability of receptors to various environmental effects; studies on the scope and scale of resource harvesting; reconnaissance surveys to locate areas of high potential for archaeological and cultural resources; studies to characterize baseline socio-economic conditions; and studies to determine the cultural use of resources for traditional purposes. Marine benthic surveys and an ecological land classification of the transmission corridor provided information important for both environmental and engineering purposes. A Mi'kmaq Ecological Knowledge Study and a Mi'kmaq Fisheries study also provided relevant information of current use of land and resources for traditional purposes by the Mi'kmaq of Nova Scotia.

This document is intended to fulfill the environmental assessment requirements for the construction and operation of the Project. Specifically, this document addresses the requirements of a transitional screening-level assessment under the former *Canadian Environmental Assessment Act* (1992); an Environmental Preview Report under the Newfoundland and Labrador *Environmental Protection Act*; and a Registration for a Class 1 Undertaking under the Nova Scotia *Environment Act*. In addition, this report has been prepared to respond to the Guidelines for the Preparation of an Environmental Assessment Report (the Guidelines) which were developed for the Project by the Governments of Canada, Newfoundland and Labrador, and Nova Scotia.

As recommended in the Guidelines, this environmental assessment uses a generally accepted methodology that focuses on a set of valued environmental components (VECs) that reflect key issues of concern. Within specified spatial and temporal boundaries, the potential for interaction between individual environmental components and Project activities during construction and operation and maintenance was determined. Where there is potential for Project-related environmental effects, each effect was assessed using the results of supporting field studies (baseline studies), relevant databases, published scientific research and expert opinion. The assessment for each valued environmental component utilizes an evaluation framework involving standardized methods for identifying, collecting, analyzing, interpreting and presenting relevant data and information This leads to the identification of residual Project-related environmental effects (after mitigation has been applied), which are characterized using specific criteria, (*i.e.*, direction, magnitude, geographic extent, duration, frequency, and reversibility) that are defined for each valued environmental component. The significance of the residual effects is then determined based on criteria or thresholds that are defined for each valued environmental component.

Potential Project-related accidents and malfunctions and the effects of the environment on the Project are also assessed in this Report.

There is potential for environmental effects from various sources to interact in a cumulative manner. For that reason, it is standard practice to conduct a cumulative effects assessment as part of a Project-specific environmental assessment. The methodology for addressing

cumulative effects in this Report generally conforms to the approach recommended in the *Cumulative Effects Assessment Practitioners Guide* published by the Canadian Environmental Assessment Agency. Consultations with stakeholders and regulators identified the potential for overlap between the Maritime Link and current projects or activities, as well as future projects that can reasonably be predicted. A specific cumulative effects assessment was conducted for each valued environmental component, focused on evaluating the potential for, and significance of, overlapping environmental effects.

All of the key issues identified in the Guidelines have been assessed in this Report. Some issues have been covered as specific valued environmental components, while others have been addressed within various parts of the Report, depending on the scope, scale and risk of the potential environmental effects and how they relate to, or have been integrated into, the chosen valued environmental components.

The specific valued environmental component assessed (as applicable for each geographical region) are:

- Caribou;
- Species of Conservation Interest;
- Socio-economic Environment;
- Archaeological and Heritage Resources;
- Commercial Fisheries;
- Marine Environment; and
- Current Use of Land and Resources for Traditional Purposes by the Mi'kmaq.

Following the general approach and methodology outlined above, each of the above-noted components was subjected to a detailed and structured assessment based on the following considerations:

- Scope of the assessment;
- Baseline Conditions;
- Potential Project-VEC Interactions;
- Mitigation of Project Environmental Effects;
- Characterization of Residual Environmental Effects;
- Summary of Residual Environmental Effects;
- Assessment of Cumulative Environmental Effects;
- Determination of Significance; and
- Follow-Up and Monitoring.

Mitigation, including Project planning and design, is an important aspect of environmental assessment. This Report explains how key planning and design decisions, environmental best practices, standard and specific mitigation measures, environmental management and protection systems and permitting requirements provide the means to reduce or eliminate adverse environmental effects of the Project. Monitoring and follow-up programs have been proposed to verify the accuracy of effects predictions or effectiveness of mitigation.

These and other measures that must be implemented for each phase of the Project will be included in a Project-specific Environmental Management System (equivalent to the ISO 14001 Environmental Management Systems Standard) that will be developed to manage the environmental risks of operations in a systematic manner. A Project Environmental Management Plan will be developed that will encompass all environmental regulatory requirements and commitments and will evolve throughout the life of the Project. An important component of the Environmental Management Plan is the Environmental Protection Plan which will set out specific plans for implementation of protection procedures and mitigation measures associated with Project construction activities. As such, it is the primary mechanism for ensuring effective and efficient implementation and compliance with regulatory and other requirements set out in the Environmental Management Plan.

A Project Emergency Response Plan, based on the National Standard of Canada, is currently under development and is directed primarily toward the development of effective tools and systems to support emergency preparedness and response. This Emergency Response Plan is closely linked to the Health, Safety and Security Management Plan, which provides guidance on how the Maritime Link Project work scope will be safely executed. This plan is focused on all levels of ENL Management and specifically identifies the strategies and practices that Project personnel will employ so that health and safety performance excellence is achieved.

The majority of the transmission corridor will be located parallel with, or adjacent to, other linear features (existing transmission corridors and/or roads), and most of the other Project infrastructure is sited in areas already affected by varying degrees of general economic development. Although a few current and foreseeable projects and activities were identified that might overlap with the Maritime Link Project, given the development setting and planned mitigation, combined with the low risk of interaction with the Project, the assessment indicated that cumulative environmental effects were predicted to be not significant.

The exception to the discussion of Project components noted above is the Area of New Access on the island of Newfoundland. Increase in access to this area is a concern, particularly since it is located within the seasonal migration route for caribou. Although there is currently some access, particularly by off-road motorized vehicles, resource managers want to limit the potential for further effects that are associated with increased human presence. Through careful planning and route selection, the transmission line corridor through this area will be accessed through a combination of existing roads and travel within the cleared transmission corridor. In addition, travel through the area on the new transmission line corridor will be interrupted by “break points”, (*i.e.*, major water crossings or steep rock slopes that cannot be negotiated). For

these reasons, the assessment indicates that cumulative environmental effects within the Area of New Access were predicted to be not significant.

The environmental effects of potential Project accidents or malfunctions that may occur can be addressed with appropriate environmental management and contingency response planning. Provided that the mitigation and response plans outlined in this Report are implemented, no significant adverse environmental effects are likely to occur as a result of Project-related accidents and malfunctions. Significant, adverse residual environmental effects from Project-related accidents and malfunctions are therefore predicted to be not likely.

Effects of the environment on the Project, which could potentially result in an interruption of service or damage to infrastructure or adverse effects to valued environmental components, are evaluated in consideration of mitigation and design measures, and are found to be not significant.

In summary, the environmental assessment employs a structured, comprehensive and rigorous methodology, supported by information and data from focused field studies, the scientific literature and expert opinion. This Report shows that the planning and design for the Maritime Link Project takes into account environmental constraints. The construction and operation and maintenance phases of the Project will be carefully planned and managed to minimize potential environmental effects through the application of environmental best practices, standard and specific mitigation measures, and regulatory permitting procedures. Monitoring and follow-up programs will determine the validity of effects predictions and the efficacy of the planned mitigation measures, with adjustments, where necessary.

Assuming that all of these measures will be successfully implemented, the environmental assessment indicates that the adverse residual environmental effects from routine Project activities and cumulative environmental effects are predicted to be not significant. Also, the effects of the environment on the Project are considered to be not significant.

CONCORDANCE TABLE

Reference from the Guidelines for the Preparation of an Environmental Assessment Report[1]		Applicable EA Report Reference	
PART 1 - BACKGROUND			
1	**INTRODUCTION**		N/A
1.1	Purpose of the Guidelines		N/A
1.2	Proposed Project	1 2	Introduction Project Description
1.3	EA Requirements	1.4	Regulatory Framework
1.4	Harmonization of the EA Processes and Conduct of the EA	1.4	Regulatory Framework
1.5	Contacts for the EA	1.1	The Proponent
2	**PREPARATION AND PRESENTATION OF THE EA REPORT**		EA Report
2.1	Study Strategy and Methodology	5	Environmental Assessment Methods and Scope of Assessment
2.2	Presentation and Organization of the EA Report		EA Report
2.3	Executive Summary		Executive Summary
PART 2 – CONTENT AND STRUCTURE OF THE EA REPORT			
3	**INTRODUCTION AND PROJECT BACKGROUND**	1	Introduction
3.1	The Proponent	1.1	The Proponent
3.2	Project Overview	2.4	Project Overview
3.3	Non-Government Participants in the EA	3	Consultation and Engagement
3.4	Regulatory Framework and the Role of Government	1.4 1.4.4 3.1.1	Regulatory Framework Applicable Legislation, Policies, Guidelines and Standards Stakeholder Identification
4	**PROJECT DESCRIPTION**	2	Project Description
4.1	Need for and Purpose of the Project	2.2	Project Purpose and Rationale
4.2	Location	1 2.4 4	Introduction [Includes geo-referenced Figure 1.1.1 Project Site Location] Project Overview Environmental Setting

[1] See Appendix A

Reference from the Guidelines for the Preparation of an Environmental Assessment Report[1]		Applicable EA Report Reference	
4.3	Components	2.5	Project Components
4.4	Activities	2.6 2.7 2.8	Construction Activities Operation Maintenance
4.5	Schedule	2.10	Project Schedule
5	**SCOPE OF THE ASSESSMENT**	5	Environmental Assessment Methods and Scope of Assessment
5.1	Factors to be Considered	5.3.2	Factors to be Considered
5.2	Scope of the Factors	5.3.3	Scoping and Selection of VECs
5.2.1	Spatial Boundaries	6 7 8	Environmental Assessment – Island of Newfoundland Environmental Assessment – Cabot Strait Environmental Assessment – Nova Scotia [Sections 6, 7 and 8 include Spatial Boundaries subsections for each VEC]
5.2.2	Temporal Boundaries	2.2 6 7 8	Project Purpose and Rationale Environmental Assessment – Island of Newfoundland Environmental Assessment – Cabot Strait Environmental Assessment – Nova Scotia [Sections 6, 7 and 8 include Temporal Boundaries subsections for each VEC]
6	**ALTERNATIVE MEANS OF CARRYING OUT THE PROJECT**	2.3	Alternative Means of Carrying Out the Project
7	**CONSULTATION**	3	Consultation and Engagement
7.1	Public and Stakeholder Participation	3.1	Public and Stakeholder Consultation
7.2	Consultation with the Mi'kmaq of Nova Scotia	3.2 [3.2.1	Aboriginal Engagement Mi'kmaq of Nova Scotia]
8	**EXISTING ENVIRONMENT**	4 6 7 8	Environmental Setting Environmental Assessment – Island of Newfoundland Environmental Assessment – Cabot Strait Environmental Assessment – Nova Scotia [Sections 6, 7 and 8 include Baseline Conditions subsections for each VEC]
9	**ENVIRONMENTAL EFFECTS ASSESSMENT**	6 7 8	Environmental Assessment – Island of Newfoundland Environmental Assessment – Cabot Strait Environmental Assessment – Nova Scotia
9.1	Assessment Methodology	5 6 7 8	Environmental Assessment Methods and Scope of Assessment Environmental Assessment – Island of Newfoundland Environmental Assessment – Cabot Strait Environmental Assessment – Nova Scotia

Reference from the Guidelines for the Preparation of an Environmental Assessment Report[1]		Applicable EA Report Reference	
			[Sections 6, 7 and 8 include Scope of Assessment subsections for each VEC]
9.2	Mitigation Measures	2.6.7	Environmental Mitigation/Best Practices
		6	Environmental Assessment – Island of Newfoundland
		7	Environmental Assessment – Cabot Strait
		8	Environmental Assessment – Nova Scotia
			[Sections 6, 7 and 8 include Mitigation of Project Environmental Effects subsections for each VEC]
9.3	Residual Effects	6	Environmental Assessment – Island of Newfoundland
		7	Environmental Assessment – Cabot Strait
		8	Environmental Assessment – Nova Scotia
			[Sections 6, 7 and 8 include Characterization of Residual Project Environmental Effects subsections for each VEC]
9.4	Determination of the Significance of Residual Effects	6	Environmental Assessment – Island of Newfoundland
		7	Environmental Assessment – Cabot Strait
		8	Environmental Assessment – Nova Scotia
			[Sections 6, 7 and 8 include Determination of Significance subsections for each VEC]
9.5	Effects of the Environment on the Project	9	Effects of the Environment on the Project
9.6	Effects of Potential Accidents or Malfunctions	10	Accidents and Malfunctions
9.7	Cumulative Environmental Effects	5.3.4	Cumulative Environmental Effects Assessment Scoping
		6	Environmental Assessment – Island of Newfoundland
		7	Environmental Assessment – Cabot Strait
		8	Environmental Assessment – Nova Scotia
			[Sections 6, 7 and 8 include Assessment of Cumulative Effects subsections for each VEC]
9.8	Summary		Executive Summary
		6	Environmental Assessment – Island of Newfoundland
		7	Environmental Assessment – Cabot Strait
		8	Environmental Assessment – Nova Scotia
			[Sections 6, 7 and 8 include Summary of Residual Environmental Effects subsections for each VEC]
		11	Summary
10	**ENVIRONMENTAL MANAGEMENT**	2.8	Environmental Management
10.1	Planning	1.4.4	Applicable Legislation, Policies, Guidelines and Standards
		2.12	Environmental Management
		[2.12.2	Project Environmental Management Plan, 2.12.3 Project Environmental Protection Plan, 2.12.4 Emergency Response Plans]

Reference from the Guidelines for the Preparation of an Environmental Assessment Report[1]	Applicable EA Report Reference
	2.6.7 Mitigation
10.1.1 Decommissioning and Reclamation Plan	2.9 Decommissioning
10.1.2 Fish Habitat Compensation Strategy	7.3.4.1 Fish Habitat Compensation Strategy 7.2.4 Mitigation of Project Environmental Effects
10.2 Follow-Up Program	6 Environmental Assessment – Island of Newfoundland 7 Environmental Assessment – Cabot Strait 8 Environmental Assessment – Nova Scotia [Sections 6, 7 and 8 include Follow-Up and Monitoring subsections for each VEC]
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Reference from the Guidelines for the Preparation of an Environmental Assessment Report[1]		Applicable EA Report Reference
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LIST OF ACRONYMS

AC	alternating current
AFE	Acadian Forest Ecozone
Amps	amperes
AOI	Area of Interest
ASF	Atlantic Salmon Federation
asl	above sea level
ATV	all-terrain vehicle
BP	before present
CCG-MCTS	Canadian Coast Guard Marine Communication and Traffic Services
CEA	cumulative effects assessment
CEA Agency	Canadian Environmental Assessment Agency
CEAA	*Canadian Environmental Assessment Act*
CEPA	*Canadian Environmental Protection Act*
CESCC	Canadian Endangered Species Conservation Council
CLC	Community Liaison Committee
CO_2	carbon dioxide
COSEWIC	Committee on the Status of Endangered Wildlife in Canada
CSA	Canadian Standards Association
CWS	Canadian Wildlife Service
dBA	decibels adjusted
DC	direct current
DFO	Fisheries and Oceans Canada
DU	designatable units
EA	environmental assessment
EBSA	Ecologically and Biologically Significant Area
EC	Environment Canada
ECBC	Enterprise Cape Breton Corporation
Emera	Emera Inc.
EMF	electromagnetic field
EMS	Environmental Management System
EMP	Environmental Management Plan
ENL	NSP Maritime Link Inc.
EPP	Environmental Protection Plan
EPR	Environmental Preview Report
ERP	Emergency Response Plan
EPSGA	*Environmental Goals and Sustainable Prosperity Act*
GHG	greenhouse gas
GPR	ground potential rise
ha	hectare
HDD	horizontal directional drilling
HDPE	high density polyethylene
HPDD	high-pressure directional drilling
HSSMP	Health, Safety and Security Management Plan
HVac	high voltage alternating current

HVdc	high voltage direct current
IARC	International Agency for Research on Cancer
IBA	Important Bird Area
IBP	International Biological Programme
ICNIRP	International Commission on Non-Ionizing Radiation Protection
ISQG	Interim Sediment Quality Guidelines
Hz	kilo hertz
KMKNO	Kwilmu'kw Maw-klusuaqn Negotiation Office
kt	kilo tonnes
kV	kilo volts
LiDAR	Light Detection and Ranging
LOMA	Large Ocean Management Area
MARPOL	Convention for the Prevention of Pollution From Ships
MBCA	*Migratory Birds Convention Act*
MBS	Migratory Bird Sanctuary
MEKS	Mi'kmaq Ecological Knowledge Study
MGS	Membertou Geomatics Solutions
MHz	mega hertz
MI	mass impregnated
ML	Maritime Link
MPA	Marine Protected Area
MPMO	Major Projects Management Office
MRP	Major Resource Project
MSDS	material safety data sheets
MW	megawatt
Nalcor	Nalcor Energy
NCNS	Native Council of Nova Scotia
NGO	non-governmental organization
NL	Newfoundland and Labrador
NLDEC	Newfoundland and Labrador Department of Environment and Conservation
NL*EPA*	Newfoundland and Labrador *Environmental Protection Act*
NL *ESA*	Newfoundland and Labrador *Endangered Species Act*
NLH	Newfoundland Hydro
NLOA	Newfoundland and Labrador Outfitters Association
NO_x	nitrogen oxides
NRCan	Natural Resources Canada
NS	Nova Scotia
NSDNR	Nova Scotia Department of Natural Resources
NSE	Nova Scotia Environment
NS*EA*	Nova Scotia *Environment Act*
NS *ESA*	Nova Scotia *Endangered Species Act*
NSMNH	Nova Scotia Museum of Natural History
NSOAA	Nova Scotia Office of Aboriginal Affairs
NSPI	Nova Scotia Power Inc.
NWA	National Wildlife Area
NWPA	*Navigable Waters Protection Act*
OPEP	Oil Pollution Emergency Plan
PAA	Protected Areas Association

PAO	Provincial Archaeology Office
PEV	Provincial Energy Ventures
psu	practical salinity units
PWGSC	Public Works and Government Services Canada
RA	Responsible Authorities
RES	Renewable Energy Standards
ROV	remotely operated vehicle
SAEN	Salmonid Association of Eastern Newfoundland
SANS	Snowmobile Association of Nova Scotia
SAR	species at risk
SARA	*Species at Risk Act*
SDSS	Sustainable Development and Strategic Science
SMT	Sydney Marine Terminal
SO_2	sulphur dioxide
SOCI	species of conservation interest
SPAWN	Salmon Preservation Association for the Waters of Newfoundland
SSEPP	Site Specific Environmental Protection Plan
TC	Transport Canada
TL 250	Newfoundland Hydro Transmission Line 250
UINR	Unama'ki Institute of Natural Resources
µT	microtelsa
µV/m	microvolts per metre
VEC	valued environmental component
V/m	volts per metre
WHO	World Health Organization
WHMIS	Workplace Hazardous Materials Information System
XLPE	cross-linked polyethylene

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