












"E"	Environmental	Comment
	Greenhouse gases	<p>The Golden Ears Bridge (GEB) project has a strict no idling policy in order to reduce greenhouse gases and to minimize the use of fossil fuels.</p> <p>The Operator is actively converting new and existing gasoline engine vehicle to propane, full fleet conversion is expected to be achieved by 2021.</p> <p>The Operator is committed to eventually switch to a full electric fleet once pick-up trucks become available in the market.</p> <p>BBGI in coordination with the Operator continues to evaluate LED conversion for all project lighting. The upgrade program is expected be rolled out in 2020.</p>
	Waste	<p>The Operator recycles as much waste as possible from their own consumables and from debris that is collected along the roadway - from cardboard to plastics and tires to asphalt.</p> <p>The GEB asphalt rehabilitation plan includes the use of asphalt mixes that have as much as 15% of recycled asphalt in them.</p> <p>The rehabilitation plan for the granular base includes the use of RAP (Reclaimed Asphalt Pavement). If done properly, the scheduled pavement rehabilitations will be done with virtually zero asphalt waste.</p>
	Water	<p>To minimize water pollution, the project uses brine and calcium chloride solutions in lieu of salt crystals which is normally used as de-icing agent. By switching to liquid compounds, there has been 40% reduction in the amount of salt used that otherwise would have ended up in waterways and lands negatively affecting vegetation and wildlife.</p>
	Land Use	Nothing to report at this time

 <p>General Factors</p>		<p>The project actively monitors noise along the corridor and surrounding neighbourhoods. In coordination with the Client, a noise mitigation program is currently in place to retrofit bridge joints in order to reduce highway noise levels on neighbouring communities.</p> 
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"S"	Social	Comment
 <p>Workforce Diversity</p>		<p>The Operator, actively promotes the employment of under-represented groups within the industry through their involvement with the Canadian Construction Association and the BC Roadbuilders Association.</p> <ul style="list-style-type: none"> • The Operator work closely with the Katzie First Nation to provide employment and training opportunities for their members. Through the Operator's Youth Employment Program, they are currently providing employment to some of their younger members giving them with new skills and training within the highway maintenance and construction fields. • The Operator is also advocating for and promoting employment of women in the industry. Their current workforce includes 20% of women but it is projected to increase steadily.

	<p>Safety Management</p>	<p>The Operator holds a Certificate of Recognition from the BC Construction Safety Alliance for their comprehensive health and safety program in place.</p>
	<p>Customer Engagement</p>	<p>The project holds frequent stakeholder / customer meetings to promote collaboration, coordination and integration of operations with municipalities and local contractors to ensure seamless operations, maximum efficiencies and to and minimize disruption to the travelling public. From winter maintenance to street sweeping and emergency responses the project staff always work in coordination with other local maintenance operations, municipalities and emergency responders.</p>
	<p>Communities</p>	<p>The Operator works closely with all communities in the area during emergency events, including providing sand bagging personnel and equipment to the Katzie First Nation during spring freshet. During the times when the Fraser River reaches flood stage the Operator mobilizes crew to assist the Nation with filling of sandbags to prevent flooding of their community. They also sponsor the Katzie First Nation during their annual Pulling Together canoe/paddling journey event.</p> <div data-bbox="539 1144 1469 1536" data-label="Image"> </div> <p>The Operator also provides assistance to community groups that are coordinating events (cycling and running) which pass along the GEB corridor with traffic management devices and signs. This helps prevent any confusion for their participants and enhances safety for all GEB users.</p>
	<p>General Factors</p>	<p>The Operator has a long record as a contributor to local charities and community organizations.</p>



In coordination with a local municipality, the project developed vacant land under the alignment and turned it into a public dog park for community enjoyment



“G”	Governance	Comment
	Structure and Oversight	As is typical for BBGI’s projects, the project has a rigorous governance structure in place with quarterly board meetings, ad-hoc meetings when required and an authority delegation matrix to the management services provider.
	Code and Values	As is typical for BBGI’s projects, the project has the following policies in place: <ul style="list-style-type: none"> - Code of conduct (incl. bribery & corruption) - Health & Safety - Rapid Escalation Plan - Environmental, Social and Governance (ESG) - Cyber Security - Tax - Authority delegation matrix - Modern Anti-slavery - Whistle Blower policy
	Transparency and Reporting	As is typical for BBGI’s projects, the project provides quarterly a board pack, reporting to the Board of directors on the operational and financial performance of the project and compliance with its obligations and regulation/legislation, including the policies <p>The Operator self-reports on a monthly basis:</p> <ul style="list-style-type: none"> • Health and Safety Incidents • Traffic Collisions • Salt Usage • Wildlife Impacted by Traffic • Quality Issues • Traffic Control Incidents • Weather-related issues
	Cyber risk and Systems	The Project has a cyber risk policy in place
	General Factors	The project shortens travel times across the Fraser River by 30 minutes or more from their previous circuitous route. <p>The project was constructed as a response to high population growth and the increasing need to address north-south travel demand on</p>

		<p>the northeast sector of the Lower Mainland. The area was previously served by the Albion Ferry that during its 52 years of operations transported 1.5 million vehicles. Today, the Golden Ears Bridge transports the same amount of traffic in less than a month.</p> <p>The project certainly addressed cross-river mobility challenges in the Metro Vancouver area, improved safety, alleviated traffic congestion, and integrated seamlessly with existing highways, while stimulating the economy of the Surrey, Langley, Pitt Meadows, Maple Ridge and surrounding areas.</p>
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