

Comparison of segments of BWZ vs BMY south of Richer to Common End Point		
Route	BMY (West)	BWZ (east)
Segments	407,477,479,412,409,482,472	453,456,458,459,460,463,464,472
Natural	<p>More preferred</p> <ul style="list-style-type: none"> • Avoids more forest • Avoids important habitat 	<p>Less Preferred</p> <ul style="list-style-type: none"> • Forest clearing in area of important habitat • Crosses an area of special interest near intact habitat • Additional wetlands (3 x more wetland acres)
Built	<p>Less preferred</p> <ul style="list-style-type: none"> • Does not avoid La Broquerie • Avoids Marchand • More class 1-3 agricultural land crossed • Avoids more proposed development 	<p>More preferred</p> <ul style="list-style-type: none"> • Avoids La Broquerie • Does not avoid Marchand • Less class 1-3 agricultural land crossed • BUT, more drag line manure operations potentially affected
Engineering	<p>More preferred</p> <ul style="list-style-type: none"> • Shorter • Further from existing 500kV line 	<p>Less preferred</p> <ul style="list-style-type: none"> • Longer • Closer to existing 500kV • More access restrictions and potential for construction restrictions due to bird timing windows
Community	<p>More preferred</p>	<p>Less preferred</p>
PEP	<p>Less preferred</p> <ul style="list-style-type: none"> - Mainly driven by less impact to agricultural land users - But, it is felt that site specific concerns of a number of landowners can be mitigated; 	<p>More preferred</p>
FNMEP	<p>More preferred</p>	<p>Less preferred</p> <ul style="list-style-type: none"> • Areas identified via oral knowledge • Further ground-truthing to determine locations • Crown land and natural habitat fragmentation • Historic and contemporary use • Pre-Treaty hunting and trapping area • Heritage resources • Increased access to sensitive areas east