

## Project Plan (Option 1 Projects)

Project Proponent Information	
Name of Local Government Project Proponent(s)	Provide the name of the local government(s) involved in the project and that will be claiming GHG reductions from the project under Option 1. <i>Metro Vancouver Regional District</i>
Project Designate appointed to sign off on Project Plan	Provide the name, phone and e-mail of the Project Designate duly authorized and having the legal capacity to sign off on this Template (e.g., CAO, CFO)  Name: Roger Quan  Title: Director, Air Quality and Climate Change  Phone: 604-436-6770  Email: Roger.Quan@metrovancover.org
Project Contact	Provide a Project Contact name if different from above  Name: Mike Jokic  Title: Senior Project Engineer  Email: mike.jokic@metrovancover.org
Project Information	
Project title	Provide project title South Surrey Interceptor – Johnson Road Section: Use of Trenchless Technology
Option 1 Project Profile	Confirm which Option 1 project and project profile you are implementing. Check only one per Project Plan Template submitted: <input type="checkbox"/> Project 1A: Low Emission Vehicles <input type="checkbox"/> Project 1B: Energy Efficient Building Retrofits and Fuel Switching <input type="checkbox"/> Project 1C: Solar Thermal <input type="checkbox"/> Project 1D: Household Organic Waste Composting <input type="checkbox"/> Project 1E: Avoided Forest Conversion Project (AFCP) <input checked="" type="checkbox"/> Project 1F: Trenchless Technology
Project description and objectives	Briefly summarize the project in terms of what, where, how when and why (max 4-5 sentences or bullets). In 2019, the final section of the twinning of the South Surrey Interceptor sewer pipe was undertaken. The last section to be completed was the Johnson Road Section, which was 800 metres long and over three metres in diameter. A conventional open cut trenching approach was originally proposed, but a trenchless micro-tunneling approach was eventually decided upon for this section. This was the largest diameter sewer pipe installed in a single-pass installation using micro-tunneling in Canada. The use of micro-tunneling avoided the need for diesel-operated machinery to dig up, transport, and replace a significant amount of materials, thereby avoiding the release of 2,394 tonnes of carbon dioxide equivalents.
Project co-benefits (Optional)	Beyond the reducing GHG emissions, describe any anticipated community and/or sustainability co-benefits that this project will provide (e.g., <i>energy cost savings, stimulation of the local economy through green job growth, foster technological innovation, raise public awareness of climate change/energy conservation</i> ) This approach helped to avoid significant disruption to area business parks and the complete closure of busy streets nearby.
Project start date	Indicate the project start date: June 1, 2018 – September 1, 2019

