

APPENDIX I

**CHART: SELECTED NOVA SCOTIA EA PROJECTS – COMPLETED
(2000-2011)**

Appendix I

Selected Nova Scotia EA Projects – Completed (2000 – 2011)

| Project Name ¹ | Decision Date | Decision | Description | Terms and Conditions | CEAA Process | Expansion? | Scoping/CEAA Trigger | Other Comments |
|---|------------------|----------------------------|---|----------------------|------------------|------------|---|--|
| <u>Sydney Harbour Access Channel Deepening and Sydport Container Terminal</u> | April 28, 2009 | Approved No hearing | A new marine container terminal facility. Phase I will involve: Dredging the channel that provides access to the South Arm to approximately 17m depth; Constructing a confined disposal facility that will serve as the marine footprint for the new terminal; Dredging at the proposed terminal berth line to approximately 16m depth; Infilling of approximately 72 hectares ; Completion of a two-berth, 750-800m long section of wharf within the new terminal footprint, including container storage facilities and an on-dock Intermodal Container Transfer Facility on approximately 41 ha of land ; and Minor extension of the existing Sydport on-dock rail spur to connect to the Truro rail line. The intention is complete a second Phase and double terminal capacity by completing an additional two berths and 750-800m of marginal wharf. | <u>Yes</u> | <u>Screening</u> | No. | Transport Canada considered providing federal lands and issuing approval under paragraph 5(1)(a) of the Navigable Waters Protection Act. Fisheries and Oceans Canada considered taking action in relation to section 32 and subsection 35(2) of the Fisheries Act. | Enterprise Cape Breton Corporation (ECBC), a federal Crown corporation, was to provide financial assistance to the proponent, Laurentian Energy Corporation. |
| <u>Melford International Terminal</u> | October 23, 2008 | Approved No hearing | New deepwater port and marine and container terminal on the Strait of Canso at Melford Point, Nova Scotia. Container terminal and associated facilities in the Melford Industrial Reserve, about 10km southeast of Port Hawkesbury, Nova Scotia. 217 hectare site with 20.36 km of dedicated transmission line, through 15 m wide right-of-way. | <u>Yes</u> | <u>Screening</u> | No. | Transport Canada considered providing federal lands and issuing approval under paragraph 5(1)(a) of the Navigable Waters Protection Act. Fisheries and Oceans Canada considered taking action in relation to subsection 35(2) of the Fisheries Act. | |

¹ See <http://www.gov.ns.ca/nse/ea/projects.asp> for a complete list of projects

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| <u>Keltic Petrochemical</u> | March 13, 2007 | Approved NS EAB Hearing | Petrochemical Complex supported by a LNG marine terminal and vapourization facility, and 200MW electrical co-gen plant. “Scale and type of development which would be unique in Nova Scotia” Approximately 300 hectare footprint (processing plant zoning); 3 LNG tanks with 160,000m ³ (future expansion to 6); 58 km of 2-lane all-weather highway between plant and Antigonish; designed to accommodate special ships with 70,000 dwt and capacity of 250,000m ³ ; LNG ships arriving every 8 days; | Yes | <u>Comprehensive Study</u> | No. | TC’s responsibilities under the Act arise from the anticipated requirement for a Navigable Waters Protection Act (NWPA), section 5(1)(a), approval to allow for an interference to navigation, associated with the LNG Terminal and marginal wharf. DFO’s responsibilities under the Act arise from the anticipated requirement for a Fisheries Act section 35(2) authorization, for the harmful alteration, disruption, or destruction of fish habitat associated with the marginal wharf (refer to Figure 2). | Public opposition. \$65,000 available for participant funding. Provincial EA hearings were held between November 20 and 25, 2006 in Guysborough, Sherbrooke and Antigonish, Nova Scotia. The key issues raised during the consultation process encompassed a wide variety of socio- cultural, economic, and environmental topics, such as quality of life, human health and safety, commercial fisheries, marine safety, and road transportation. |
| <u>Highway 104 – Antigonish</u> | August 29, 2005 | Approved NS EAB Hearing | 15 km four-lane extension of highway involving two major water crossings and a number of smaller water crossings. Project related to the increasing level of through traffic and truck traffic on the Antigonish to Lower South River segment of the existing Highway 104. | <u>Yes</u> | <u>Screening</u> | Yes | Transport Canada considered providing financial assistance to the proponent and Fisheries and Oceans Canada considered taking action in relation to subsection 35(2) of the Fisheries Act. | Nova Scotia Environmental Assessment Board held two days of public hearings. |
| <u>Bear Head LNG</u> | August 9, 2004 | Approved No hearing | Terminal capable of unloading LNG ships of 250,000m ³ ; two LNG storage tanks of 180,000m ³ ; 70-135 ships annually; land footprint of terminal appears to be roughly 64 hectares. Phase I involves the construction and operation of an approximately 7.5 million-ton-per-annum (mtpa) capacity LNG | <u>Yes</u> | <u>Screening</u> | No. | Transport Canada considered taking action in relation to paragraph 5(1)(a) of the Navigable Waters Protection Act for the purpose of enabling the project to be carried out in whole or in part. | Commercial Fishery: Examples of groundfish species fished in the area are Atlantic halibut, cod, and pollock. Examples of pelagic species fished in the area are gaspereau, bluefin tuna, eel, herring, mackerel and smelt. |

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| | | | <p>terminal with a natural gas sendout capacity of 1,000 million standard cubic feet per day (MMscfd). Phase II provides for the future expansion of the sendout capacity to 1,500 MMscfd (approximately 11.3 mtpa).</p> <p>The marine wharf is composed of a trestle, to be built 180 meters directly out from shore, and a 366 meter jetty situated perpendicular to the trestle. The complete wharf structure is similar to a "T" in shape. The jetty provides the ship berth and unloading facilities.</p> | | | | CEAA scope included: the construction, operation, maintenance and decommissioning of the marine wharf. The main components of the wharf include the trestle and jetty. | Several species of crabs, lobster, scallop, sea urchin, shrimp, clams and squid are also fished in the area. Invertebrate fisheries contributed most substantially to the overall commercial fishery in the period from 1998 to 2002. |
| <u>Marine Terminal – Point Tupper</u> | February 3, 2004 | Approved No hearing | Marine terminal and land-based coal storage facility to support Point Tupper and (by rail) Trenton coal generation stations nearby; accommodates 70,000 dwt marine vessels; receiving capacity of 3,000 tonnes/hour ; land footprint appears to be approximately 6 ha ; | <u>Yes</u> | <u>Screening</u> | No. | Fisheries and Oceans Canada considered taking action in relation to subsection 35(2) of the Fisheries Act for the purpose of enabling the project to be carried out in whole or in part. (Wharf construction). | |