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14 August 2017

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Nash Johnston LLP

595 Burrard Street, Suite 3013
P.O. Box 49043 – Three Bentall Centre
Vancouver, BC
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Attention: Mr. Brent Johnston

Dear Mr. Johnston:

RE: Reply to Report of Darrell B. Chodorow of Brattle Group

This opinion is in reply to the report of Darrell B. Chodorow of the Brattle Group dated June 9, 2017 (the "Brattle Report"). It is supplemental to the SNC Lavalin report dated December 13, 2016 in these proceedings (the "December 13 SNC Report"), for which I am primarily responsible.

I have been employed with SNC-Lavalin since April 2010, and currently hold the position of Area Lead – Structural/Ports and Marine. I hold a Bachelor of Engineering (B.Eng.), Structural Engineering, from Memorial University of Newfoundland and am a Registered Professional Engineer.

As Area Lead – Structural/Ports and Marine, I have managed the planning and development of various marine projects, including marine terminals. I have extensive experience with the processes and requirements for obtaining applicable regulatory permits for the construction of a range of marine facilities, including A. Harvey and Company's Pier 12 Redevelopment (St. John's), Memorial University of Newfoundland Marine Institute's Holyrood Marine Base (Holyrood), and St. John's Port Authority's Pier 17 West Finger Pier (St. John's). These projects range from \$8 to 12 million in construction cost and each went through a permitting process similar to that which the Bilcon project would have been subject.

I have reviewed portions of the Brattle Report, including page 40, that assert that there is "permitting risk" associated with the Whites Point Quarry. While the Brattle Report does not clearly explain what is meant by "permitting risk", I understand "permitting risk" to refer to the chance that permits necessary for the construction of the marine terminal would not be issued.





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In my opinion, given the assumptions I was instructed to make as described in the December 13 SNC Report, there would be no reasonable basis to refuse the permits necessary for the construction of the Whites Point marine terminal and no reasonable prospect that the permits would not have been issued in the ordinary course. More specifically, I expect Bilcon would have met the requirements of the Nova Scotia Submerged Crown Lands and Watercourse Alteration requirements and the associated permits, which are routinely issued in the usual course, would have been issued.

Yours truly,

SNC-LAVALIN INC.

A handwritten signature in blue ink, appearing to read "Chris Fudge".

Christopher Fudge, P.Eng

Area Lead – Ports and Marine
Infrastructure Engineering – Eastern Canada (Atlantic)

