

## Land Transportation

Quarried products will be transported by ship thereby eliminating heavy truck traffic on rural roads and through rural residential areas. Truck traffic from Highway 101, to Highway 217, to the quarry site will increase during the one year construction phase. Delivery of materials and equipment, and the construction workforce will increase traffic during the construction phase. Load size and weights will vary and adhere to restrictions by the Nova Scotia Department of Transportation and Public Works. For further details on land transportation refer to **paragraph 9.3.8**.

### Land Transportation – Construction

Land transportation of equipment, materials and workforce is proposed for construction of land and intertidal facilities. Facilities for unloading equipment and materials would be located within the quarry site at the compound area and at the plant area. The estimated increase in truck traffic to deliver mobile and plant equipment and construction materials over the 18 month construction period, including a 20% contingency, is approximately 10 – 12 trucks per week.

Bilcon proposes the following mitigation measures to reduce heavy truck traffic on Highway #217 during the construction period. Heavy excavation equipment required for the operation of the quarry will be acquired for use before the construction period thereby reducing general contractors from having to float their own equipment from off-site to the site. Bilcon also intends to utilize site acquired/produced base materials and general construction aggregates in order to reduce the requirement for off-site resources. Further, Bilcon intends to establish an on-site concrete batch plant to reduce the number of heavy concrete trucks traveling along Highway 217. These mitigation measures are estimated to reduce truck traffic on Highway 217 by approximately 350 trucks during the 18-month construction period.

Quantification of various trucking requirements for the types of equipment and materials required, is broken down in response to the Panel’s specific comment on **paragraph 9.3.8** of the EIS.

## Marine Transportation

The Whites Point Marine Terminal will be designed to accommodate “Panamax” bulk carriers. The overall length of this type of vessel is approximately 225 metres, a molded breadth of approximately 32 metres, and a molded depth of approximately 19.5 metres. Dead weight is approximately 70,018 tons with a gross tonnage of 41,428. The proposed route of the vessel from the inbound shipping lane to the marine terminal and from the marine terminal to the outbound shipping lane is shown on **Map 4**.

### Ship Route Approach and Departure at Marine Terminal

The proposed route of the ship when approaching and departing the marine terminal is shown on **Map SR-1**. An approximate 1.6 km radius will be required to accommodate the bulk carries at the terminal. This radius will provide the option to approach the terminal from either direction, depending on the tide.



The frequency of call at the marine terminal will be on an average of once per week for a duration of an approximate 10 hour loading time. If severe weather is forecast, the ship's captain will determine an appropriate course of action.

Aggregates and sand products are the primary materials to be loaded from the Whites Point Marine Terminal. No off-loading of any materials is anticipated at this time nor will the marine terminal be used for any other purposes except for the Whites Point quarry. If an instance of severe weather develops in the Bay of Fundy, the Whites Point marine terminal could offer refuge for fishing boats or ships in the immediate area. Ship loading will be by conveyor with spill containment. For further details on marine transportation refer to **paragraph 9.3.8**.