JANUARY 2003
Dear Mr. Russell:

I am writing, first of all, to congratulate you on recently having been named to the important Environment portfolio. An environmental issue is of top importance to me and to many other Nova Scotians. I am looking forward to what I hope will be progressive and proactive policies by your Department.

As an issue which is of great concern to me and to many others, especially in Western parts of Nova Scotia, is the threat of a U.S. concern being given permission to quarry basalt in formerly unspoiled areas of Digby Neck. This is bound to have a deleterious effect not only on the quality of life of inhabitants of the region (who were not consulted at all before these plans were made and permission granted to go ahead), but on marine life (since facilities for large ships to enter the basin to the U.S. are also a part of the plan), and on the fishing and tourist industries which are a mainstay of the area. There is also the likelihood that once this enterprise is established, much of the North Mountain, which is also composed of basalt, could be threatened by large-scale quarrying.

This was an ill-conceived plan, put into motion without either proper consultation with residents of the area, or a proper environmental assessment. (My understanding is that the proponents of the plan escaped such an assessment by taking advantage of a loophole which allows parcels of land of less than 5 hectares to be quarried without triggering a full-scale assessment of the probable effects on the environment.)

I very much hope that under a new Minister, this important issue will be revisited, and that appropriate steps will be taken to protect Digby Neck from this unwarranted exploitation. To the residents of the area, and to the many people like myself who value it and its natural, unspoiled beauty far beyond the few jobs and/or small financial benefits which might result from the proposed quarry, this would be an admirable way for you to initiate your new position.

Yours sincerely,

Michael Littleton Kustudic
21 King Street Apt 6
Wolfville, N.S. B4P-1X4

January 5, 2003
DEAR Mr. Stone,

RE: Application of Mr. Paul Buxton for purchasing a portion of old transportation and public works property on White Cove Road authority #422, Digby County

This is to provide formal notice that Mary Scott and Carol Mahtab of Sandy Cove in the County of Digby are opposed to the closure of any portion of the White Cove Road. They are the owners of land formerly owned by Walter Lorenz. The White Cove Road is the access to that land and is the only public highway access. I enclose a copy of their deed recorded December 24, 2002 in the Digby County Registry of Deeds in Book 616 at Page 664 for your reference. I would appreciate receiving notification of further proceedings to have any portion of the White Cove Road closed to the public.

Yours very truly,

Allison Magee

AM:sn
Enclosure
c. Scott and Mahtab
FEBRUARY 2003
Honourable Ron S. Russell, Minister
Nova Scotia Department of Environment & Labour
5151 Terminal Road, 6th Floor
P. O. Box 697
Halifax, NS, B3J 2T8

Dear Mr. Minister:

You must know that our group, Partnership for Sustainable Development of Digby Neck and Islands Society, has consistently opposed the development of a 3.5-hectare quarry for exploiting basalt in White’s Cove, Little River.

Since the moment we first became aware of this quarry project, we have been suspicious that it will put into jeopardy the sustainable environment of Digby Neck and Islands, including the fishing and tourism industries. From the beginning, we knew it would become a mega-quarry operation. This is now evident from information quoted in the press.

Mr. Minister, in your position with full authority of the Nova Scotia Department of Environment and Labour, we hold you accountable for following the mandate of the Environment Act. We quote from the first pages of this Act as follows:

Part I: INTRODUCTION

PURPOSE OF THE ACT

The purpose of this Act is to support and promote the protection, enhancement and prudent use of the environment while recognizing the following goals:

(a) maintaining environmental protection as essential to the integrity of ecosystems, human health and the socio-economic well-being of society;

(b) maintaining the principles of sustainable development, including

(i) the principle of ecological value, ensuring the maintenance and restoration of essential ecological processes and the preservation and prevention of loss of biological diversity,

(ii) the precautionary principle will be used in decision-making so that where there are threats of serious or irreversible damage, the lack of full...
scientific certainty shall not be used as a reason for postponing measures to prevent environmental degradation.

(iv) the linkage between economic and environmental issues, recognizing that long-term economic prosperity depends upon sound environmental management and that effective environmental protection depends on a strong economy, and

(vi) the comprehensive integration of sustainable development principles in public policy making in the Province

We ask you to confirm your intent to carry out the principles outlined above from the Environment Act. We shall be pleased to assist you in gathering information on the environmental and social economic issues.

Respectfully and sincerely,

(End) John N. Dickinson
Rev. John Dickinson, Chair
Partnership for Sustainable Development and Islands Society

cc: Mr. Ron L’Esperance, Deputy Minister
Mr. Gordon Baizer, MLA
Mr. Howard Epstein, Environmental Critic, NDP
Mr. Russell MacKinnon, Environmental Critic, Liberal Party
MARCH 2003
I would like to object in the strongest possible manner to the proposed shipping terminal at Wifes Point. I and my crew make our living along the inshore waters of the area from Petite Passage to just above Sandy Cove and have for the last 30 years. My family have fished the area for over 175 years. The building and operation of this facility will interfere with my ability to move and work safely along that entire stretch of shore, especially in windy and foggy weather. The terminal is placed in a spot where strong tides being forced up over and around a point causes waves to pile up as much as double the size they would be above or below this point. When the wind is S.S.W., S.W., N or N.E., N.N.E., N smaller boats moving through the area stay in as close
as possible around that point to stay out of the breaking sea. Moving to move 600" to 1000" off shore will put boats in much heaver sea. There is only one natural obstacle and no other man made obstacle in our area which extends so far off. People tend to hug the shore to avoid the strong tides also. Non motorized boats (kayak, dory, canoe and sail boats.) may not be able to stem the tide around this point if they are required to go that far off into rougher water. Getting tired while paddling in rough water is dangerous. Passing under a device used for loading rock would not be safe either.

Moving large ships to and from this point in wind, wave and very strong tide would render ships extremely hard to maneuver thus making it necessary to close a large area to navigation.
When ship operations are in progress, any sound device would have to be extremely loud not to be masked by sounds of blasting, rock removal, crashing and ship loading operations. The same applies to lighting. Ships arriving and leaving are moving through heavily used fishing areas outside shipping lanes.

Kemp L. Stater
Dear Regional Super, Donovan,

I am writing on behalf of myself and my family, Mary Lynych, Florence and Richard P Towne, the 3 of us long time residents of Digby Neck and Little River. The Towne property is adjacent to the property of John Johnson and now the property to be governed by Little River with the Canadian Coast Guard. Our children and grandchildren totaled more than one generation. Michael Towne, also I am Court and one seasonal settler. Michael Towne, also

I am Court and one seasonal settler. Michael Towne, also

Our property very very close to the quarry site as does my own property, very very close to the quarry site as does my daughter, Florence Corwin. Our own seasonal residents also include 2 other sons of my wife and 2 other children at main.

Our grandchildren (mine) include 1 Corwin, 2 Lynyches. Our grandchildren (mine) include 1 Corwin, 2 Lynyches. Our grandchildren (mine) include 1 Corwin, 2 Lynyches. Our grandchildren (mine) include 1 Corwin, 2 Lynyches. Our grandchildren (mine) include 1 Corwin, 2 Lynyches. Our grandchildren (mine) include 1 Corwin, 2 Lynyches. Our grandchildren (mine) include 1 Corwin, 2 Lynyches. Our grandchildren (mine) include 1 Corwin, 2 Lynyches.

Florence - Florence, Richard - Richard

Thank you for your concern. She is my granddaughter. She is my granddaughter. She is my granddaughter. She is my granddaughter.
suction to continue b.v. If you know this then I don't know you will quickly understand. If you don't, then I don't know
what is my concept. Please get in touch as soon as possible.

As far as my views, I don't know if they will their
vague, and uncertain. (Not for long if the facts are)
visible. I will try to explain
my concept on your thinking. But I will try to explain
so as to...

1. I don't see justifying the cost before the time, i.e.,
do not think it cannot for you to put in a wheat
consideration. There is no need for me. The need would be
since there is no wheat to be
baked in a large quantity, and that apparent, so
for as I know, has not yet been openly given. It may never
be given. (See, Sir).

2. Common sense is more basic than anything else.

There is more than

a. It is not desired to destroy a beautiful area

which is rare in this world, one of Canada's

features. It is not desired to destroy its

b. It is not desired to destroy Canada for the

justification of another country. Or for certain individuals

C. It is understood not to give a solid

background check if the company involved in

this company — sub-lot situation. When you do,
if you can do, you will realize that they do not

know the interests of Canada in mind, that includes the

**Doc Request 021**  **File No. CMA 9293-02-2042**  **Page-009650**
Great Lakes Company, whom you referred to me last week. The thing about the company is it is a self-sustaining family company, and what it is a self-sustaining family company means is it is a company that is not dependent on any outside investors or banks for its operation. The company has been in existence for over 50 years, and it has always been managed by the family. The company's success is due to the strong leadership and the dedication of the family members. The company has been able to overcome many challenges and has continued to grow and thrive.

As for the company's involvement in the grain market, it is a significant part of its operation. The company purchases grain from local farmers and sells it to other companies, dealers, and consumers. The company has a strong reputation for providing quality grain at competitive prices.

I am aware of some legal actions being taken against the company by a rival company. I have been informed of this by my brother-in-law, who is a lawyer. The company is currently involved in a legal dispute with the rival company over the use of certain trademarks and trade secrets. The company is taking this matter very seriously and is working to resolve it.

I am also aware of some concerns regarding the company's involvement in the grain market. Some farmers have expressed concerns about the company's pricing policies and the impact of its operations on the local economy. However, the company has always been transparent and has tried to address these concerns.

I understand the company's decision to change its approach to the market. They are making these changes to remain competitive and to meet the changing demands of the market. I believe the company's decision is sound and will benefit both the company and its stakeholders.

I would like to know more about the company's activities in Florida. I have been informed of some legal actions being taken against the company by a rival company in this state. I would like to know more about these actions and the company's response to them.

I will write again if I can provide you with any additional information. Thank you for your time and attention.
I have lived in Vermont for some 78 years.

Why let them do this to me, and others?

Why do it in your own country? Why sell it out for $17,000,000?

Plan—to make the act credible

I present what we say:

You should not destroy the fishing. It is

In the Am. Rev., I counted the Indians

As a result. They can read pages and the

same ment. I have found you from

Claymore designed the book under the motto

then feel what we feel—that is their great

Do not let them do it here. (They are permitted to fish.)

Laws are meant to protect. In their absence

I have found Common Law & thinking. Remember

peace must follow that of wrong be destroyed

from now on in. That is law. That is human

law. The above & legislature far. I do know by

M. E. L. Lyman

Little River

Doc Request 021  File No. CMA 8200-02-2042  Page-006682

Rev. Co.
Ps. I'm sure you must know that every time there is the mention of one species or living thing, it is an immediate re-future has to maintain.

The loss of the very endangered Rhinos could be disastrous. Since there is great beauty of what could happen. Their apparent 2 million is mentioned with difficulty. Numbers are currently counted. It is difficult. Number are carefully counted. It is a proven fact, that the Bay of Fundy is the only right whale nursery. Babies are brought here to mature. Right whales are brought here to mature. Right whale

Everyone agrees in stopping these activities. We don't want to take them yet. Completely that would be a disconnection.

Contact soon sometime I can admit at rendezvous in the world. They like to consider themselves peculiar. Killing the young of any species is not worthy of your help.

Often when you think on it, you have different pictures. How can they sustain in the water. For instance, we should want to maintain the great sea lions, they are being rescued. No further plans against Territorial seas are now being done.
To Almighty Concern

As a property owner on the Village of Dumfries, C.O. 238, it is hardly remiss of me to the destruction of property within 500 metres of my home.

Yours truly,

[Signature]

Lot # 30175814
Honourable Ron S. Russell, Minister
Nova Scotia Department of Environment & Labour
5151 Terminal Road 6th Floor
Box 697
Halifax, Nova Scotia

Dear Hon, Russell,

I was pleased to hear of your recent appointment as Minister, Department of Environment and Labour. I need your help.

I have been visiting the Digby Neck for vacations since 1971 and have had a summer residence in Sandy Cove since 1994. I am most concerned about the possible opening of a massive basaltic quarry in White’s Cove, which is just a short distance from Sandy Cove.

There are many “Labour” reasons to believe that the quarry is not in the best interest for Nova Scotia, Annapolis County or the Digby Neck. The possibility of jobs is the only reason that I have heard to justify it and on close analysis that is very questionable indeed. In brief, the potential of an unknown number of jobs for local people at the quarry is not very appealing against the potential loss of existing jobs in fishing, lobstering, whale watching and tourism.

Many “Environment” reasons also militate against the quarry’s creation. I ask you, Minister, to thoroughly consider all of them. Consider first the impact on the people of the Digby Neck as well as the impact on the wildlife. Consider, too, the possible severe impacts on fish and whales; blasting and dust will certainly decimate both coastal and offshore areas. Think about the enormous problem of a pier (wharf) or whatever means is used to load the large ore vessels. Look also at the problem of large vessels crossing the paths of the whales (including the endangered right whales). And what about the problem of ballast water being emptied into the local environment? (I think immediately of the Great Lake’s redfish problem).

As a graduate engineer I am aware of these issues and the serious impact they could have on the Digby Neck. I ask that you evaluate them as I have tried to do and I am convinced that you will find that there is no sound justification to approve this quarry. I implore you to examine the details and to read the fine print. Then you will find that this quarry is in no one’s best interest except perhaps a handful of Americans (I am sorry to say) “businessmen” with an abysmal environmental and labor track record.

STOP THE QUARRY:

Sincerely,

[Signature]

Doc Request 024 - Russell, R.
38-0038
Page-042951
From: Roger C. Tidd
355 Church Hill Rd.
Sandy Cove, NS
B0V 1E0
1-902-834-2013
10/03/03

To: Regional Superintendent
Navigable Waters Protection
Canadian Coast Guard
Dept. of Fisheries and Oceans
Foot of Parker St.
P.O. Box 1000
Dartmouth, NS
B2Y 3Z8

Subject: Marine Terminal Whites Point Quarry

As a fourth-generation fisherman with 30 years of experience, I wish to state my opposition to the construction of the WHITES POINT QUARRY MARINE TERMINAL. The movement of ships to and from this terminal represents a threat to all vessels and fishing gear that have traditionally used this area.

Other concerns would include the introduction of bio-invaders from ballast water and damage to the whale population. Tourism would be negatively impacted and has been a significant contributor to the local economy.

However, my overriding concern has to be the safety of all that frequent these waters. The proposed design is inadequate for the intended purpose. For at least six months of the year this area can be affected by severe weather. The structure itself represents only a hazard to vessels, offering no protection to anyone seeking shelter, but forcing them to travel through more extreme sea conditions to reach one of the few harbours on this shore.

The time that is required to load a ship at this terminal presents an unacceptable risk on an unprotected shoreline subject to rapidly changing and severe weather conditions.

All wharves on the Bay of Fundy shore of Digby Neck require the protection of armour stone to withstand the effects of wind and sea.

The proposed site of White’s Point Quarry Marine Terminal is on an unprotected shoreline at a point where the rate of tide is increased resulting in larger seas than surrounding areas.

“The tidal streams along the bold shoreline of Long Island and Digby Neck run parallel to the shore at a rate of 2 to 2.5 knot. The roughest conditions here are experienced when these currents oppose southwesterly or northeasterly gales, both of which can bring large seas. Fog is more frequent over Brier Island, Long Island and Digby Neck (especially southern shores) than over coastal sections northeast of Centreville.”
From "SCOTIA / FUNDY MARINE WEATHER GUIDE"
Published by authority of the federal Minister of Environment © Minister of
supply and Services, Canada, 1992

Winds from the North, Northwest and West all hamper this shore for much of the
year. The weather reports from the Environment Canada Marine Forecast document the
fact that wind velocities on this shore are consistently higher. E.g. Brier Island as
compared to Yarmouth.

The location of this terminal will be a significant hazard to commercial fishing
vessels that travel these waters on a daily basis when the weather permits, as well as any
recreational boaters who may venture into this area.

I trust that you will consider this matter very carefully. The lives of my crew,
others and myself that frequent these waters could hang in the balance.

Thank you for your consideration.

Sincerely,
Roger C. Tidd

[Signature]
Regional Superintendent
Navigable Waters Protection
Canadian Coast Guard
Department of Fisheries and Oceans
P.O. 1000
Dartmouth, NS
B2Y 3Z8

March 11, 2003

Re: Deposit number 2104, made in Weymouth, NS: an application for approval of a terminal in the Bay of Fundy at White's Point

Dear Sir:

I am writing to urge you not to approve this project. I share with many other local residents, both year-round and summer, a number of grounds for concern:

1. Insufficient lighting poses a hazard to night-time navigation.
2. Another shipping lane will be needed for large ocean-going vessels, which will endanger whales and other sea mammals.
3. The shipping would also disturb herring runs.
4. No accommodation has been made for herring net and seiners already using White's Cove.
5. Fishing vessels in rough weather will have to go 600 to 800 ft. offshore to bypass this obstacle, putting them into rough and dangerous waters at treacherous times.
6. The livelihoods of up to two dozen lobster fishermen who fish in White's Cove will be affected.

Doc Request 024 - Russell, R.
7. Only two marine buoys are indicated on the proposal.

8. The foghorns for this site will have to be loud enough to overcome the noise of the proposed grinders in the quarry, which will place them outside of allowable noise limits.

9. Small craft—kayaks, canoes, sailboats and other tourist and pleasure craft—will be forced out into deeper and dangerous waters.

10. The waters off White’s Point are some of the most treacherous in the Bay.

In short, I feel that any benefits of a deepwater facility such as the one proposed are far outweighed by the many disadvantages. Please keep in mind the ultimate good of the local people and their environment. Once again, I ask you not to approve this project.

Yours sincerely,

Karin Montin

cc Hon. Robert Thibault, Minister of Fisheries and Oceans
Hon. Ross Russell, Nova Scotia Minister of Environment and Labour
March 12, 2003

Superintendent,
Navigable Waters Protection
Canadian Coast Guard
Department of Fisheries and Oceans,
foot of Parker Street
P.O. Box 1000
Dartmouth, Nova Scotia
B2Y 3Z8

Mr. Kemp Stanton has asked the office of the Partnership for Sustainable Development of Digby Neck & Islands Society, to type his letter to you, to make it easier to read about his concerns: his hand-written letter is attached.

Content of his letter is as follows:

*****************************************************************************

I would like to object in the strongest possible manner to the proposed shipping terminal at White’s Point. I and my crew make our living along theshore waters of the area, from Petite Passage to just above Sandy Cove, and have for the last 38 years. My family have fished the area for over 175 years.

The building and operation of this facility will interfere with my ability to move and work safely along that entire stretch of shore, especially in windy and foggy weather. The terminal is placed in a spot where strong tides being forced up and over and around a point, causes waves to pile up as much as double the size they would be above or below this point. When the wind is SSW, SW, W or NE, NNE or N, smaller boats moving through the area stay in as close as possible around that point, to stay out of the breaking sea. Having to move 600’ to 800’ off shore will put boats in much heavier sea. There is only one natural obstacle and no other man-made obstacle in our area, which extends to far off.

People tend to hug the shore to avoid the strong tides. Also, non-motorized boats (kayak, dory, Canoe and sail boats) may not be able to stem the tide around this point, if they are required to go that far off into rougher water. Getting tired while paddling in rough water is dangerous. Passing under a device used for loading rock would not be safe, either.
Moving large ships to and from this point in wind, wave and very strong tide would render ships extremely hard to manoeuvre, thus making it necessary to close a large area to navigation when ship operation are in progress.

Any sound device would have to be extremely loud not to be masked by sounds of blasting, rock removal, crushing and ship loading operations. The same applies to lighting. Ships arriving and leaving are moving through heavily used fishing areas outside shipping lanes.

Signed: Kemp L. Stanton
R. R. #1,
Sandy Cove, Nova Scotia
B0V 1E0

(902) 834-2796
Regional Superintendent

Navigate Waters Act

This is a letter of very strong opposition to a proposed marine terminal in the Bay of Fundy at White's Cove on land # 30161/60 as registered in the office of the District Registrar of the Land Registry District of Digby County at Weymouth, N.S. - Deposit # 23A-2.

I have enclosed a model advertisement along with the advertisement published in The Chronicle Herald on Mar. 3, 2003. According to the model advertisement; it is Chapter 23A-2 according to the advertisement in paper Chapter 23A-22. This is misleading to preliminary figuring and creates pure confusion.

I obtained a copy of plan # 212-8 from the Registry Office in Weymouth and was astounded at the family material submitted for approval of such an undertaking by this company - "Global Energy Projects?."

I refer you to page 4, drawing #1 - Preliminary.
I suggest and bring your attention to the fact that there are only 2 Mooring Places at Woods. As you may be aware we can get some very rough seas in the Bay of Fundy and there is no way these 2 moorings could possibly hold the ship in a bad storm. This would be just a natural disaster waiting to happen.

There is no indication of lighting or signals. Lighting is a major concern to our fishermen as it is a well known fact that lights - especially strong lights affect herring that are extremely behavioral.

I have a very strong concern for our local lobster boats that have to tug the shore in turbulent weather because of strong currents. The projection of this terminal would indeed create an obstruction to their normal traffic patterns and create an unsafe environment for them which is totally unacceptable. I am not and never will be in favor of risking our local fishermen's lives.
This preliminary proposal is vague to the point the least with no regard as to environmental concerns, shipping lanes, the migratory path of whales, needs of our local fishermen, local seiner industry or to the ships that could be mooring at this facility. As you know this proposed terminal would be built to facilitate the quarry of which there is extremely strong opposition in the community and also a much larger area. I urge you most sincerely to consider our opposition and to think of the good of our community.

Sincerely,
Mrs. Cheryl Denton
March 14, 2003
Robert Thibault
Minister of Fisheries

I am writing to you regarding an established rock quarry in the Canso Strait, N.S. called Porcupine Mountain. We fishermen have grave concerns about what may be happening at this quarry because we maybe facing something similar or worse here in the Bay of Fundy off Digby Neck, N.S.

We have been in contact with fishermen from the Canso area that have been displaced because their fishing grounds have been destroyed by that quarry. They are clamming miles of their fishing grounds including kelp and rockweed beds are dead, buried in silt deep enough to completely bury a lobster trap.

The few fishermen that used to fish in this area have had to move on to other fishermen's grounds further reducing their catches.

They claim this has been reported to the local DFO officials and the quarry was forced to put so-called silt nets in place to catch the silt run off. This was done many times because after a silt net was put into place a little breeze of wind would come along and wash them away. The Canso Strait is a very protected area from the tides and winds. With only about five feet of tide and fall of tide, this silt has still drifted for miles and gradually covering the fishing grounds and plant life smothering all life.

Our concern here in the Bay of Fundy is if that quarry in Canso that's in a fairly protected area from the winds and tides can't contain silt run off, how in the world will a quarry on the side of a mountain next to the Bay of Fundy ever contain it?

We cannot see how this ever could be done here on the Bay of Fundy shore. In Canso remember there is only a five foot rise and fall of the tide. Here in the Bay of Fundy we are dealing with a twenty-five foot tide. If the silt in Canso drifted three miles like the fishermen say then we here could see a twelve mile drift each
way up and down plus a ten-fifteen mile offshore drift over time in the Bay of Fundy. We have a two knot tide for six hours each way on this shore, pretty simple to figure.

With the protection from the weather in the Canso Strait there would only be a two to four foot swell running on that shore at the worst of times. Here on the north shore of Digby Neck in the winter time you can see a fifteen foot swell many rough days, seas going clear up beyond the tree line. We are eager to see the construction or the blueprints of one that will contain the silt on this shore.

If the Canso Fisherman’s claims are true and we have that problem with silt run off here in the Bay of Fundy then we would have a catastrophe on our hands.

We are talking about an area up to twenty-five miles long and up to at least ten miles wide of lobster bottom being destroyed along Digby Neck and Islands. This is 250 square miles of not only lobster bottom but scallop, groundfish, halibut beds, sea urchin, herring and white shad all grounds being destroyed ever time.

Over time this area could become like the surface of the moon, completely dead.

If these Canso fishermen’s claims are true and this disaster happens here we are talking job and resources loss that all the rock quarries in Atlantic Canada could not replace.

Mr. Minister, we, the Bay of Fundy inshore fishermen, are asking you to look into these Canso Strait claims of silt drift from Perceving Mountain.

We are also asking if your office has receive a silt run off plan from the proposed Digby Neck White’s Cove quarry and how fool proof is it?

This is a very serious matter and must be fully addressed at your earliest convenience. We await your reply.

Harold Thorland
Chairman, Lobster Committee
Bay of Fundy Inshore Fisherman’s Association
A.R. No. Digby, N.S. 800-100
To object to a marine terminal being constructed in a bay off Sydney, to accommodate ships for the removal of stone from a Marine Army which Global industry predicts instead to construct.

It will have a negative effect on fishing, namely, herring and lobsters. Whales and porpoises in the area.

I am quite sure that it is a disaster waiting to happen, so do not let a ship come close.

Having visited the area in my younger years, I know it can change from calm, but it can change very fast.

I am quite confident that they know what they are concerned about this project.

Thank you.

James O'Flaherty
Little River, Digby N.S.
BOV 1CO
I am a fifth generation fisherman on Digby Neck and am appalled at the site of the White’s Cove Quarry Terminal. This represents one of the most heavily fished areas on Digby Neck. Significant loss of fishing gear and access to traditional fishing grounds will result. This terminal will be unacceptable with our fishing operations as well as our safety. The design of this terminal itself is inadequate from the standpoint of safety for the ships using it. The location also will be an obstacle to vessels navigating this area. Recreational boats such as kayaks, canoes, etc. will be placed at risk when passing this terminal because they will have to leave the protection of the coastline at this point where increased tide rutes and eddies create rough waters. Frequent foggy conditions will also increase risk to all boaters.

I consider construction of this terminal to create unnecessary risk to me and all that use these waters.

Sincerely

Chad Tidd
Whale Cove Harbour Authority
R.R.#1 Sandy Cove
N.S., B0V 1E0
March 14/03

Superintendent, Navigable Waters Protection
Canadian Coast Guard
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S. B2y 32 S

Dear Sir:
Recently it has been brought to my attention, that an American company is planning to build a pier at White's Cove, Digby County. The proposed pier would extend 200 meters or 600ft from shore and would definitely be dangerous to small boats that fish along this Bay Of Fundy shore. Any wharfs along this shore are in coves and offer protection. This proposed structure would only be an obstacle that would offer no protection what so ever.

You would not be able to go under this pier in a boat. You would have to sail around it. This could be very dangerous in rough weather. It in no way would provide protection for a small boat in trouble. It would be similar to stringing a cable across a trail where ATV travel. Many of these small boats don't have radar and sophisticated navigation equipment.

Since DFO has recently decided not to keep up many of the wharfs like Sandy Cove West and Whale Cove, these small boats have to travel farther along the shore at night and in foggy rough weather. Sometimes staying close along the shore is your only protection. Imagine coming upon this structure in a storm and strong winds. I can't imagine anyone even considering building a structure like this on the Bay of Fundy, where there is no protection From the North, Northeast, West, and Southwest winds.

Sincerely,

Stanley Stanton
President, Whale Cove Harbour Authority
Regional Superintendent,
Navigable Waters Protection
Canadian Coast Guard.

Dear Sir or Madam,

I am writing this note to support the concerns of some of my neighbours on the Digby Neck who areunschowed and/or my neighbour divers in the proposed bulk carrier marine terminal at White's Cove on the Bay of Fundy. I would mention in particular the following points:

1) To be stable, a bulk carrier without cargo must carry ballast water from its port of departure until its cargo is loaded at its destination. It would thus have to unload its ballast water close to shore at the proposed marine terminal. This ballast water may contain toxins and/or bacteria not native to the Digby Neck and harmful to local fish and fauna.

2) Digby Neck tidal currents and weather conditions could be hazardous to the handling of a large bulk carrier so close to rocky shores without the structure of a big boat. Even when assumed to be terminal it would be exposed to sudden changes of weather.

3) The above mentioned conditions would be even more hazardous at a protruding point of land such as the proposed site of White's Cove.

4) Small fishing and lobster boats while traversing the shore of the Digby Neck would need to stay beyond the proposed terminal. This would force them into rougher water, especially if weather changes occur while they are out for the day.

5) The structure itself may interfere with the habitat of fish and lobster in the area of the proposed marine terminal.

I trust that all of these matters will be considered when evaluating this proposed marine terminal.

Bruce Cunningham
902-834-2821

G0 Sandy Cove, NS, B0V 1G0
March 15th, 2003

RECEIVED 2003-224-01612
MARITIMES
2003 MAR 18 AA:10

Doc Request 021
File No. CMA 8200-02-2042
Page-009613
March 17, 2003

Superintendent
Navigable Waters Protection
Canadian Coast Guard
Department of Fisheries & Oceans
Foot of Parker Street
PO Box 1000
Dartmouth, Nova Scotia
B2Y 3Z8

Superintendent:

RE: Posting under Navigable Waters Protection Act
RSC 1985 CHAPTER M - 22
By GLOBAL QUARRY PRODUCTS
Dated at Digby the 25 day of February 2003

Work described under deposit #2704 for a Marine Terminal in the
Bay of Fundy at White Cove Digby County, Nova Scotia

I am appalled at the overall lack of professionalism that I am seeing to date. Global Quarry Products is the Company to whom our Government has given a permit to tear our land apart on 3.9 hectares at White’s Cove, Digby Neck, Nova Scotia and who might even consider giving them a permit for an area 10 times that size!

I am attaching a photocopy of the first notice in the Halifax Herald on March 3, and the third notice in the Digby Courier on March 12th (Canada Gazette was in the middle on March 8th) and also a copy of a DFO Notice in the Halifax Herald on March 12th, Re: Recreational Sculling Fishing Variance. Notices about a submission to build a Marine Terminal in the Bay of Fundy, a sensitive eco-system area of world renown, merits an obscure column in the Want Ads of the Halifax Herald, just after the "Personals" Column, and Recreational Fishing warrants an official notice in a 3-column-wide block, in the Sports Section.

Doc Request 016 - MacKinnon, R. 70-0021 Page-066665
What is going on here? Is this an example of the standards ("regis" they all like to call them) that are imposed on quarry companies who will blast, grind and ship off our land? I will not even begin to address what I would call the primitive-type submission that was not according to scale, lacking basic information, etc., etc.

Oh yes, one last thing: the posting isn't even under the correct Chapter of the Act. I believe it should read N-22. Is this a portent of things to come??

Sincerely yours,

[Signature]

Marilyn Spence
P.O. Box 25
Sandy Cove, Nova Scotia

B0V 1E0

c.c.

Honourable Robert G. Thibault, Minister of Fisheries and Oceans
Honourable George Baker, MLA, Minister of Agriculture and Fisheries
Honourable Ronald S. Russell, MLA, Minister of Environment & Labour
Honourable Timoddy A. Olive, Minister, Department of Natural Resources
Honourable John F. Hamn, Premier of Nova Scotia
Right Honourable Jean Chretien, P.C., M.P., Prime Minister of Canada
Mr. Peter Stoffer, M.P.
Mr. Howard Epstein, M.A.
Mr. Wayne Gaudet, MLA
Mr. Russell MacKennon, MLA
Mr. Ron L'esperance, Deputy Minister, Dept. of Environment & Labour
Mr. Daniel Graham, Deputy Minister, Dept. of Natural Resources
Warden Jim Throger, Digby Municipal Council
March 17, 2003

Regional Superintendent
Navigable Waters Protection
Canadian Coast Guard
Department of Fisheries and Oceans
Foot of Parker Street
P. O. Box 1000
Dartmouth, NS B3J 3B8

Dear Sir,

SUBJECT: PROPOSED MARINE TERMINAL WHITE'S COVE

I feel that a terminal at White's Cove will have a negative effect on marine navigation along the coastline of the Bay of Fundy in that area.

The ground fishery will suffer because boats have fished in that area for years and have traveled along the shore. The marine terminal would cause navigational problems in the transit of both large and small boats, which would have to go around the terminal. Large barges will need lots of water to navigate to and from the terminal.

The terminal will have an impact on the lobster boats. Fishermen in and around this vicinity will have to keep clear of a very large area that has been lobster-fishing grounds for years.

The whale population will be endangered. These mammals feed along the White's Cove shoreline chasing herring. Barges will endanger an already-fragile stock.

The approval of the traffic lane closer to the Nova Scotia coast puts a lot more traffic entering the Bay of Fundy traffic zone. A terminal will cause concern for the entire fishery in this area with large barges trying to enter and exit without tugboats. Tugboats are stationed in Saint John. If problems occur at that terminal, help is not far away.

I hope that your department will take an open approach to this project by considering these concerns, instead of letting large companies rule with big numbers.
When your decisions are made on the good of a project this size, try to consider the effects of all the “small” impacts of the fishery, as well as the environmental impact on marine life, which I have been told by your department is “most important.”

Yours truly,

Walker Fisheries Ltd.

E. Allen Walker, Pres.

EAW/apw
Dear Sir,

I am writing in regard to the proposed terminal for white bass. Little Stew.
I am very much against it and the quarry as are many others.
The terminal would interfere with border fishing, hand line fishing,.peri-winkle fishing, whale watching, kayaking and many other activities. With all the noise from the terminal and quarry, it would change our everyday living with the noise etc.
There will also loss of jobs as fish plants have said they would close.
I hope very much that none of it will become a fact, the quarry and terminal.

Yours truly,

[Signature]

Maritime Program
MARITIMES
Regional superintendent
Navigable Waterways Protection
Canadian Coast guard
Dept. of Fisheries and Oceans
P.O. Box 1000
Dartmouth, NS B2Y3Z3

Re: Application #2704, Approval of Terminal at White’s Point

Dear Sir:

As a long-time summer resident of Sandy Cove, a sailor and kayaker, I am writing in opposition to a proposed bulk-freight terminal in White’s Cove.

I am particularly sympathetic to the effect such a construction would have on the livelihood of a significant number of herring and lobster fishermen who use the cove. What consideration has the proponent given to the disturbing impact of a large terminal, with the coming and going of ocean-going vessels, on the annual herring runs?

It is my understanding that White’s Cove is presently used by upwards of 25 lobstermen and a number of inshore herring fishermen. This project, if approved, will seriously impact on their livelihoods.

In inclement weather, small boats will be forced, in order to bypass the terminal, away from the shore and into some of the most treacherous waters in the area. The same difficulties will also be faced by sailing vessels and kayakers.

Given the proposed scale of operations of the quarry, there will be a considerable increase in the vessel tonnage in the area. May this not require an additional shipping lane, and one close to shore, again increasing the hazard to small vessels?

These may appear to be small objections, but they all address a significant disruption to local life. It is all too easy in the momentum created by a grandiose project to minimize the concerns of individuals whose life will be disrupted. But such concerns need, I believe, to be granted at least equal standing to those of the proponent, even though they are not advanced by paid professionals.

Yours sincerely,

Brian Meeson

cc. Hon. Robert E. Thibault, Minister of Oceans and Fisheries Canada
Hon. Ron S. Russell, Minister N.S. Dept. to Environment and Labour
Ray MacCallum, Counsell, Sierra Legal
March 19, 2003

Regional Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

Superintendent:

Re: Application by Global Quarry Products under Section 5 of the Navigable Waters Protection Act for approval of the plans and site, of work described under deposit # 2704, for a Marine Terminal in the Bay of Fundy at White Cove, Digby County, Nova Scotia.

We have reviewed the information provided in deposit # 2704 with respect to the above noted marine terminal and would ask you to consider the following objections to this proposal:

1. The drawing of the details of the terminal are described as "Preliminary Concept". What would approval of a preliminary concept mean? How could your department establish detailed requirements for navigational aids if the proponent is able to make major modifications to the proposed terminal? It is impossible to carry out a detailed engineering evaluation of the proposal based on these drawings. (See item 6);

2. The survey plan showing the general location of the terminal at the tip of White Point and a general outline of what is claimed to be the property of Global Quarry Products, does not indicate the presence of a separate, privately-held property with shore frontage located in the vicinity of the proposed marine terminal;

Doc Request 016 - MacKinnon, R. 70-0023
3. The proposed terminal, which projects some 300 meters out from high water mark, will interfere with the normal navigational routes of small craft around White Point. There are at least 11 lobster boats that operate in the near shore waters from Petite Passage to Sandy Cove on the Bay of Fundy shore. These boats will sail within 200 meters of White Point when travelling against the tidal current flow, and when fishing near shore, “helper” traps. In addition to the lobster boats which will be operating from November to June, there are a number of small (less than 40’) fishing boats that fish and navigate these waters during the months from April to November. Sailing around this pier and dealing with the docking of a 700’ vessel on an unspecified basis will present both operational and safety concerns to these fishermen.

4. At White Point, there is a significant tide rip which develops due to the features of the coastal line. At the approximate location of the berthing dolphins, our local fishermen indicate that the normal Bay of Fundy currents of 2 to 2.5 knots may be 1.5 to 2 times that strength. The very near shore currents are in a lot of an eddy and are significantly less than the normal 2 knots. When the wind and the tide directions are opposing, a significant increase in sea state occurs at this tide rip. This means that forcing the smaller boats to sail out around the proposed terminal will present a safety hazard to them.

5. The tourism operators in the Bay of Fundy area are presently working hard to promote each sport as salt water kayaking, canoeing and other small boat activities. For these craft to travel against the Bay of Fundy tides and/or in fog conditions, it is essential that they hug the shore line. Unless they navigate under the proposed structure, which is itself would be hazardous, such vessels would have difficulty rounding White Point against the tide. If they try to go around the pier against the tide in adverse wind and/or fog conditions, they would be facing a hazardous safety situation; and

6. The rip tide and the associated higher sea state conditions not only present a safety concern for the local craft in these waters but also to the large vessels which will be using this pier. These safety concerns are amplified in the presence of fog, which is a common occurrence at this site. The proponents of this project have already ceased publicly that the weather conditions that occur during the winter months could cause them to curtail shipments. Weather conditions in the Bay of Fundy are very changeable and unpredictable at all times of the year. The concept of an unprotected marine terminal on the Fundy shore of Digby Neck is one that many local residents have difficulty accepting. Whose responsibility would it be to determine the weather
conditions which would make docking at this facility hazardous? Before any proposed marine terminal is approved for locating at or near White Cows, we would suggest that a detailed engineering feasibility study be carried out as to the viability of such a terminal. The potential environmental dangers of a 700' freighter being wrecked on the Bay of Fundy shore constitute grounds for calling a public review panel before approval is given to such a terminal.

On behalf of the Partnership for the Sustainable Development of Digby Neck & Islands Society: Respond to Navigable Waters, N.22, Committee:

Cheryl Denton, Chair
Little River, Nova Scotia

Kemp Stanton
R. R. #1, Sandy Cove, N.S.

Laurence Outhouse
Tiverton, Nova Scotia

c.c.
Honourable Robert G. Thibault, Minister of Fisheries and Oceans
Honourable Gordon Bager, MLA, Minister of Agriculture and Fisheries
Honourable Ronald S. Russell, MLA, Minister of Environment & Labour
Honourable Timothy A. Olive, Minister, Department of Natural Resources
Honourable John F. Hamm, Premier of Nova Scotia

Right Honourable Jean Chretien, P.C., M.P., Prime Minister of Canada
Mr. Peter Stoffer, M.P.
Mr. Howard Epstein, MLA
Mr. Wayne Gaudet, MLA
Mr. Russell Mckinlay, MLA
Mr. Ron L'Esperance, Deputy Minister, Dept. of Environment & Labour
Mr. Daniel Graham, Deputy Minister, Dept. of Natural Resources

Warden Jim Thurber, Digby Municipal Council

Doc Request 016 - MacKinnon, R. 70-0023 Page-066671
Honourable Robert Thibault
Minister of Fisheries And Oceans,
250 Sussex St.
Ottawa, Ontario K1A 0A6

Dear Mr. Thibault:

Re: Opposition to "Vessel Transporter" resulting from the proposed project to be mined on Digby Neck, Nova Scotia by Global Quarry Products, locally known as "White's Cove Quarry".

The increase of international vessel traffic of any kind brings concern to the forefront to all fishing communities and to the oceans at large. This traffic brings with it "Ballast Water" possibly from anywhere in the world. Please consider the enclosed document

Haste In The Harbour

It is understood that as a result of the proposed quarry operations vessels will transport cargo from the Digby Neck area via the Gulf of Maine Waters that includes the Bay of Fundy, the Atlantic Ocean to the coastal waters of New Jersey, U.S.A. It is a fact that these vessels will pump (loot) salt water from the New Jersey area on board for "ballast" on their return trip to Digby Neck. When these vessels move our Fundy waters they do so their ballast in their water prior to arriving in our port. It is well documented that ballast water transports foreign organisms that harm bide, shellfish, crabs, whales, fish, and various other sea life. All governments including Canada and the U.S.A. recognize the danger of "Ballast Water Dumping" involved with transportation by sea.

If the proposed exploitation of the Digby Neck quarry is approved, the impact of "Ballast Water Dumping" from these ocean going cargo vessels on one of the richest fishing areas of the world would be devastating. This negative impact on ground fish, shellfish and fish habitat also undermines the future fishery and the sustainability of our coastal communities through the destruction of our larvae and spawning of marine species in these waters. The salt mix off from the quarry development site is also a major concern for the fishing industry and our communities and the survival of our oceans. How far will the salt travel in the Bay of Fundy tidal? Where will the sediment settle and how deep will this sediment be?

It is common knowledge that the water quality in the New Jersey area is one of the worse along the eastern USA seaboard. One of our foremost concerns is the dumping of this contaminated ballast water. We in the lobster industry cannot support this proposal. We strongly oppose a development where the negative impact far outweighs the positive. This letter of concern deals with the known facts known "ballast water contamination." We trust your intervention and your decisions will support the fishing industry and coastal communities. This is our livelihood.

Yours sincerely,

Hiroshi Shimizu
Chairperson, Lobster Committee
Bay of Fundy Inshore Fishermen's Association

Doc Request 023 - Young, B. 172-0057 Page.707828.
Minister of Fisheries and Oceans
200 Kent St.
Ottawa, Ontario K1A 0A6

L. Wayne Spinney
West Nova Fishing Coalition
RR #1 Marghan
Box 107, Nova Scotia B0W 2J0
Phone: (902) 645-2273 Fax: (902) 645-3456
Email: lwspinney@klis.com

March 21, 2003

Dear Sir:

RE: Opposition to "Vessel Transportation" resulting from the proposed project to be mined on Digby Neck, Nova Scotia by Global Quarry Products, locally known as "White's Cove Quarry".

The increase of international vessel traffic of any kind brings concern to the forefront to all fishing communities and to the oceans at large. This traffic brings with it "Ballast Water" possibly from anywhere in the world. Please examine the enclosed document Hetching a Ride: Hazards in the Harbour.

It is understood that as a result of the proposed quarry operations vessels will transport cargo from the Digby Neck area via the Gulf of Maine Waters that includes the Bay of Fundy, the Atlantic Ocean to the coastal waters of New Jersey, U.S.A. It is a fact that these vessels will pump local salt water from the New Jersey area on board for "ballast" on their return trip to Digby Neck. When these vessels enter our Fundy waters they will dump their ballast in their wake prior to arriving in our port. It is well documented that ballast water transports foreign organisms that harm kelp, seaweed, clams, worms, fish, and various other sea life. All governments including Canada and the U.S.A. recognize the dangers of "Ballast Water Dumping" involved with transportation by sea.

If the proposed exploitation of the Digby Neck quarry is approved, the impact of "Ballast Water Dumping" from these oceans going cargo vessels on one of the richest fishing areas of the world would be devastating. This negative impact on ground fish, shellfish and fish habitat also undermines the future fishery and the sustainability of our coastal communities through the destruction of the larvae and spawn of all marine species in these waters. The silt run off from the quarry development site also is a major concern for the fishing industry and our communities and the survival of our oceans. How far will the silt travel in the Bay of Fundy tides? Where will the sediment settle and how deep will this settlement be.

It is common knowledge that the water quality in the New Jersey area is one of the worse along the eastern USA seashore. One of our forefront concerns is the dumping of this contaminated ballast water. We in the lobster industry cannot support this proposal. We strongly oppose a development where the negative impact far outweighs the positive. This letter of concern deals with the known facts around "ballast water contamination." We trust your intervention and your decision will support the fishing industry and coastal communities. This is our livelihood.

Yours sincerely,

L. Wayne Spinney
For West Nova Fishingmen's Coalition
To Whom It May Concern:

I am writing to protest the establishment of a quarry in the 
Dinky Neck area.

The long-term effects on the
environment both land and sea, on 
the migration of and feeding areas
of the rare right whale, and the
 disruption of everyday life in the
area (local tourist), will be
detrimental.

I'm certain that you may very
well say that studies have been
 conducted, and that this "quarry"
will be held accountable if there
are any problems, but it concerns
me that those making the decision
do not live in the area, or if they do, they may reap a financial gain. Did you see the blight, decay and appreciated its unspoiled beauty. I seriously doubt that I'd return to an area which has wrecked the lans of an unspoiled nature.

A concerned resident & taxpayer.

Joe Venit 837-5556.
Dear Sir or Madam:

Re: Application by Global Quarry Products for a marine terminal at White’s Cove, Digby County, NS

I have reviewed the information in the application (Deposit # 2704) for the subject marine terminal and have the following comments and objections for your consideration.

1. The applicant has submitted a preliminary concept without providing the details of the design and construction elements which are necessary for a review of the proposed terminal. I hope that the Department of Fisheries and Oceans will return the application and ask for the detailed design before spending any effort on review (on behalf of the citizens).

2. It is fairly well known (ref. Survey map appended to Doed No. 11394, dated November 25, 1933) that the shoreline around White’s Point (the starting point of the proposed terminal) is a “common property used as Fishermen’s Privilege”. This fact, though crucial, may not have been brought to your attention. Has the question of legal access to White’s Point for the construction of the marine terminal been examined?

3. As you may be aware, there are a dozen or more fishing/lobster boats that operate around the White’s Cove/White’s Point for a better part of the year. A marine terminal of the proposed dimensions would undoubtedly interfere with the operation, navigation, and safety of these boats.

4. There is also a concern for the navigation and safety of the eco-tourism and recreational boats which will frequent the area.

5. In a situation like this, I would strongly recommend that the Digby Neck citizens (fishermen, neighbouring landowners, and eco-tourism operators) should be involved in a review of the detailed design.
I shall appreciate receiving a response to my comments and objections.

Yours sincerely,

[Signature]

M. A. Mahab, P.E.

cc: Right Honourable Jean Chrétien, Prime Minister of Canada
Honourable Robert G. Thibodeau, Minister of Fisheries & Oceans
Honourable Gordon Baker, MLA, Minister of Agriculture and Fisheries
Honourable Ronald S. Russel, MLA, Minister of Environment & Labour
Honourable Timothy A. Olive, MLA, Minister of Natural Resources
Mr. Ron L'Episcopo, Deputy Minister, NS Dept. of Environment & Labour
Mr. Daniel Graham, Deputy Minister, NS Dept. of Natural Resources
Mr. Peter Stoffer, M.P.
Mr. Howard Epstein, MLA
Mr. Russel MacKinnon, MLA
Mr. Wayne Gaudet, MLA
Warden James Thurber, Digby Municipal Council
Regional Superintendent  
Navigable Waters Protection Program  
Canadian Coast Guard  
Department of Fisheries & Oceans  
P. O. Box 1000  
Dartmouth, NS, B2Y 3Z8  

March 25, 2003  

Dear Superintendent:  

Re: Deposit #2794; Application for a Marine Terminal at White’s Cove, Digby  
County, NS, by Global Quarry Products  

As owners of a property in the immediate vicinity of the proposed Marine Terminal (see attached  
survey map), we object to the presumptive request by Global Quarry Products for constructing a huge  
structure in front of our property. We were neither approached by the applicant for our consent for  
the proposed terminal nor would we give our consent to an activity which would potentially destroy  
our peace and quiet.  

Please note that we have applied for a permit for building a seasonal cottage on the 50 ft. by 50 ft.  
land and we hope to construct the cottage this spring. As property owners and citizens, we insist that  
our right to use the navigable waters in White’s Cove and to enjoy the quiet atmosphere should not  
be infringed upon by granting a permit for the proposed marine terminal.  

We would appreciate your acknowledging the receipt of this letter and an eventual response to our  
concerns. Please let us know if you need further information regarding our property and concerns.  

Yours sincerely,  

Mary Scott  
Carol Mahtab  

cc: Right Honourable Jean Chretien, Prime Minister of Canada  
Honourable Robert G. Thibault, Minister of Fisheries & Oceans  
Honourable Gordon Bajer, MLA, Minister of Agriculture and Fisheries  
Honourable Ronald S. Russell, MLA, Minister of Environment & Labour  
Honourable Timothy A. Olive, MLA, Minister of Natural Resources  
Mr. Ron L’Esperance, Deputy Minister, NS Dept. of Environment & Labour  
Mr. Daniel Graham, Deputy Minister, NS Dept. of Natural Resources  
Mr. Peter Stoffer, M.P.  
Mr. Howard Eustein, MLA  
Mr. Russell MacKinnon, MLA  
Mr. Wayne Gaudet, MLA  
Warden James Thurber, Digby Municipal Council  

Doc Request 016 - MacKinnon, R.  
70-0026  
Page-066676
Regional Superintendent, 
Navigable Waters Protection 
Department of Fisheries & Oceans 
Foot of Parker Street 
P.O. Box 1000 
Dartmouth, N.S. 
B2Y 3Z8

Dear Sir, 

Quarry & Proposed Wharf 
On Digby Neck. 
And Minas Basin

This area has been designated for the preservation of marine life by UNESCO— 
The proposals for a quarry and wharf go against these principals.

My objections to these proposals are as follows:-

Destruction of the environment 
Destruction of the fishery for periwinkles and sea urchins 
Twenty four hour noise and light pollution 
Flight path of migrating birds interfered with

The number of jobs to be created by these projects hardly warrant the ill effects tabulated above.

The discharging of ballast water from the vessels taking the basalt from the quarry will bring all manner of pollution to the water, resulting in further destruction to marine life.

I exhort those in charge of permitting these activities to think very seriously about the long term effects on the future of the region. I feel that tourism brings more to the economy of the region than any of these proposed disruptive projects.

Yours truly, 

[Signature]

Doc Request 021 File No. CMA 8200-02-2042 Page-006560
Navigable Waters Protection
CND/Coast Guard,
Dept of Fisheries
Box 1000
Dartmouth NS
B2Y 3Z8

To Whom it May Concern:

Although my concerns around a wharf/wharves to be built at White's Cove, Digby Co. to ship basalt to the US aren't directly associated with the Navigable Waters Act, they are nonetheless valid.

I am concerned that the activity associated with building such a wharf will disturb fishing grounds, animal habitat and whale migration. The local fisherman may have their livelihoods jeopardized, as will those businesses
along Digby Neck and islands who depend on ecotourism to live.

Please do not allow this wharf to be built. This is not an industry that will help the waters, animals and lifestyles dependent upon this area.

Sincerely,

Susan Davis
Box 347
Weymouth NS
B0W 3T0
March 26, 2003

Mr. Robert Petrie
District Manager, Yarmouth Office
NS Department of Environment & Labour
13 First Street, Yarmouth
NS, B5A 1S9

Dear Mr. Petrie:

The Partnership for Sustainable Development of Digby Neck and Islands Society wishes to invite you to a public meeting on April 4, 2003, at 7:15 P.M. at the Digby Neck Consolidated School in Sandy Cove.

The objective of the meeting is to inform the public of the current situation about our efforts to Stop the Quarry.

Refreshments will be served and there will be time for conversation and discussion afterward.

We will look forward to seeing you here.

Sincerely,

[Signature]
On behalf of the Society.
March 27, 2003

Superintendent

We are writing to express our strong objection to the proposal to construct a marine terminal at White Point, Digby neck. The construction phase and the finished structure and the activity around this, would interfere greatly with shipping from Sandy Cove to Petite Passage and beyond. Especially, vulnerable would be comparatively small craft such as fishing boats and boats used for recreation including kayaks.

- The Fundy coast is a hazardous area for shipping with high tides, storms and a rocky shoreline.
- The proposed marine terminal, justifying out so far from the shore and with a large ship berthed at the end, would force small craft to go out to see a considerable distance to get around the obstacle.
- Large ships coming and going, or moored against the berthing dolphins at the end of the structure would create additional hazards for small craft.
- There is, of course, the added hazard of ships being damaged by storms and leaking oil, also the introduction of foreign species from the pumping out of ballast water.
- Over time, the siting up of the area will become a problem.

Sincerely, Nora Tomlinson Peach
27 March 2003

BUILDING PERMIT APPLICATION, LOT PID 30161178
WHITE COVE RD, WHITE COVE, DIGBY COUNTY

Reference: A. Application for Building Permit 2 Jan 03 (enclosed)
B. Letter On-site Sewage Disposal Evaluation, Building Permit, G. Adams, PEng
   31 Dec 02 (Enclosed)
C. Letter On-site Sewage Disposal Permit, G. Adams, PEng 3 Jan 03 (enclosed)
D. Letter On-site Sewage Disposal Permit, G. Adams, PEng 7 Jan 03 (enclosed)
E. Sewage Permit 2003-031684 10 Jan 03 (enclosed)
F. Letter On-site Sewage Disposal Permit, G. Adams, PEng 14 Jan 03 (enclosed)
G. Letter to Hubert Vroom, CPl Municipality of Digby from Carol Mahtab & Mary Scott 12 Feb 03

H. NS Department of the Environment Pit & Quarry Guidelines May 1999, paras IV (2) (c) page 5 (enclosed)
J. Letter Building Permit Application, Hubert Vroom, CPl Municipality of Digby 18 Feb 03 (enclosed)
K. Letter Reply to M. Mahtab, Paul Stone, NSLS, PEng, Area Manager NS Transportation and Public Works 10 May 02 (enclosed)
L. Letter Reply to M. Mahtab, Paul Stone, NSLS, PEng, Area Manager NS Transportation and Public Works 23 May 02 (enclosed)
M. Letter Building Permit, Lot PID 30161178, G. Adams, PEng 8 Jan 03 (enclosed)
N. Letter Application for Minister's Consent for Building and Access to Property, Paul Stone, NSLS, PEng, Area Manager NS Transportation and Public Works 6 Jan 03 (enclosed)

O. Letter Reply to M. Mahtab, B. Petrie, District Manager NSDOE&L 9 Dec 02 (enclosed)
Q. Deed Survey Drawing, Deed No 11394, Law Records P W No 23886, 25 November 1933, Thomas D Caron to HIS MAJESTY THE KING (enclosed)
R. National Building Code, Fire Fighting, 9.10.19
S. Letter Tom Ryan, Fire Chief Digby Neck Volunteer Fire Dept 3 Jan 03 (enclosed)
T. Letter Fire Department Access Regulations page 4, Ted Rust, Building Code Coordinator, Service NS and Municipal Relations 18 Oct 01 (enclosed)

The purpose of this letter is to initiate a decision by your department regarding the granting of our building permit for a seasonal cottage on our property at Whites Cove submitted to you
twelve (12) weeks ago (Ref A). The adjoining property, which has an active Quarry Permit, has influenced the decision making of government departments causing us to incur and continue to incur, significant abnormal professional costs in our pursuit of the enjoyment of our property.

Our Engineer advised us that other customers of his have received building permits in less than three days with a letter similar to Ref B, if the lot was accessed by a private road or right-of-way, while awaiting a sewage permit from NSDOE&L. Difficulties and delays, due to the adjoining Quarry site, were experienced obtaining the sewage permit, Ref C & D. Despite the pressures of the situation, NSDOE&L issued the sewage permit, Ref E, in accordance with their regulations in a relatively short period and appreciation was expressed in the letter of Ref F. Our letter to you of 12 Feb 03 requested the status of our building permit for our cottage due to the many rumors that the County, in support of the Quarry, was not going to issue it because the Quarry owners do not want blasting restricted to 800 meter from our proposed cottage, Ref H, as required by their NSDOE&L permit.

Your letter, Ref J. responded to our status request. It states you require approvals for the building permit from both, "DOT and DOE". You noted that, "Dept of Environment" had given their approval (Ref E) but "Dept of Transportation" had not recommend a permit be issued (Ref N). However, you then stated that a final decision would not be taken until a survey of the property had been submitted, "to establish the location and access", if we wished to proceed with the permit. This thereby indicates permit approval, in our case, by DOT is not required as per lots accessed by private roads or rights-of-way vs lots accessed by maintained public highways which do require, "Dept of Transportation" approval.

The approval by NS Transportation and Public Works (DOT) would have been given if the Whites Cove Road was being maintained by them. They could then have accepted the responsibility and accountability for lot access by fire fighting vehicles. As an abandoned section of highway, receiving no maintenance, it is not legally possible for them to recommend a building permit without creating a legal liability for the Department as stated by the NST&PW District Manager, Paul Stone, to our Engineer and documented in Ref M and Ref F which you received a copy of. In addition, the District Manager stated the decision to grant the building permit in these cases is the responsibility of the Municipality of Digby as they do for all other lots accessed by private roads, rights-of-way and by water (Ref M).

Location of the lot is known. As stated by Boly Petrie, District Manager NSDOE&L, in Ref P, "(small) changes to the boundary of the approved quarry occurred as a result of a legal survey", by the Quarry owners which identified, "the location of another parcel of land which resulted in the adjustment of the quarry boundary." The parcel of land is our lot. This survey must be in the possession of the Municipality of Digby. In addition, we have enclosed a copy of the survey drawing from the 1933 deed, Ref Q. Our cottage, as detailed in our permit application, is to be a replacement of the old building on the existing foundation. It will therefore not encroach on the adjacent property nor have a different footprint than the old structure.

Legal access to our lot is via the abandoned Whites Cove road and a right-of-way from the end...
of the road to our property (88 feet). The right-of-way is shown on the 1933 survey drawing, Ref Q, showing Common Property used as Fishermen’s Privilege. Paul Stone, Area Manager NS Transportation and Public Works stated, 10 May 02 in Ref K, that Whites Cove Road, “is a listed unmaintained public highway and anyone may use the road to access property.” He also stated 23 May 02 in Ref L, that, “Any member of the public may use any public highway to access property.” It is understood that maintenance to the road to keep it passable for our needs would be at our expense and require a Breaking of Soil Permit from NS Transportation and Public Works for all work. Use of the road would be at our own risk.

Access to the lot for fire protection is required by the building code, Ref R. Ted Ross, Building Code Coordinator, Service NS and Municipal Relations, states in his letter of 18 Oct 01 (Ref T), that building permits are routinely issued for dwellings with no vehicular access. Portable fire fighting equipment can be used in isolated areas unsupported by vehicle access. He adds that cottages and homes on private roads normally do not allow fire department apparatus access due to weight restrictions. Our local Fire Department was contacted. The Fire Chief, Tom Ryan, states in his letter 3 Jan 03 (Ref S) that, “the Digby Neck Volunteer Fire Department can and will respond, if called, to any dwelling fire at Whites Cove.” He added that, “This is the same as we would do for a dwelling fire at any of the many other camps and cabins located away from Public Highways.” We have agreed to keep a 20 lb CSA approved dry chemical fire extinguisher on the premises at all times when we are there in keeping with his recommendations.

We believe that we have more than provided the required information for the building permit and request that it be issued on or before 14 April 2003 so we can proceed with our delayed construction or take further action if denied. If the decision is not to grant the permit we have been advised by our Engineer that we should seek a hearing before the Nova Scotia Building Advisory Committee respecting your decision before considering a tort action.

Carol Maltais & Mary Scott

Enclosures: 16

c.c. Hon Gordon Bailer
MLA Constituency Office, Box 1827, Digby, B0V 1A0
Phone: 245-2204

Hon Ron Russell
Minister of NS Dept of Environment and Labour
Box 679, Halifax, NS, B3J 2T8

/4
Hon Michael Baker
Minister of NS Transportation and Public Works
Box 186, Halifax, NS, B3J 2N2

Pam Berman, Environmental Reporter
CBC Radio, Box 3000, 5600 Sackville St, Halifax, NS, B3J 3E9
Phone: 420-4438

Brian Medel, Yarmouth Bureau Reporter
Chronicle-Herald Newspaper, Box 610, Halifax, NS, B3J 2T2

John DeMings, Editor
Digby Courier Newspaper, Box 670, Digby, NS, B0V 1A0
To Superintending Naturalist
Accessioning Collections
Canadian Coast Guard
Dept. of Fisheries and Oceans
1850 Rue Victoria
Ottawa, ON, K1A 0E2

February 19, 2003

Dear Superintending Naturalist,

Thank you for your quick response to my letter of March 13, 2003. Your generous offer of a site to the federal government for the preservation of the property at St. Joseph's Bay, PEI, is greatly appreciated. The property, located on the east coast of the island, is of significant ecological value and holds great potential for public use.

The site was previously owned by the St. Joseph's Bay Fishery Association, which sold the property to the federal government for the purpose of preserving it as a nature reserve. The property includes a large body of water, pristine beaches, and a diverse range of flora and fauna. It is a unique site that offers opportunities for both scientific research and public education.

The federal government is committed to preserving the property in its natural state, and we are working towards developing a comprehensive management plan that will ensure its long-term sustainability. We are looking for partners to help us achieve this goal and are eager to collaborate with anyone who is interested in protecting natural areas.

Please let me know if you are interested in joining us in this important endeavor. We believe that this property is a valuable asset to the nation and are committed to ensuring that it remains accessible to future generations.

Sincerely,

[Signature]

[Address]

[Date]
Society for the Preservation of the
EASTERN HEAD
DIGBY NECK and ISLANDS SCENIC DRIVE
Little River, Digby County
Nova Scotia BOV 1CO

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Company is Company and other company.

We are in your charge. We have a great desire,
which I hope you will keep. It is

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Society for the Preservation of the
EASTERN HEAD
DIGBY NECK and ISLANDS SCENIC DRIVE
Little River, Digby County
Nova Scotia  BOV 1CO

HUliNS

(s)

Children at Play
Canoe trip
1943

Jessica, Beth and Richie
at Bethel

"Play ball, sis!" 1944

Marcella, Bert, and Marcella

Neighbor T

Jessica

Beth

Richie

At home
There is no reason to change the present Land Use Plan, to consider building a golf course. The idea is impractical for the land, as it is owned, and it would be less than 600 ft along the shore line. It would be the ruin of the coastline. As for the change from Point pleasant to the beach, the destruction of one's property would be destruction of one's home, and one of any group which wishes to destroy what others have created in their behalf.

I object on behalf of 

1. Humans
2. Heritage
3. History

I am opposing the

motion to destroy

beach area by 

government.

If anything is destroyed in the beach area, the destruction of the human home is complete.

Please consider this. Please think of PEOPLE.

Sincerely,

Mary E. Ingles

Oct Request 023 - Donovan, M. 127-00254 Page-000026
Children's Forum

Visitation To the Habitation

founded by Champlain 1604

after his exploration of St Mary's Bay,
Fundy, Petit Passage and Grand Passage

in 1603

Champlain did visit Little River in 1608.
Car "Jimmy the Bengy" loves winter.

Summer is

here in
every year.
The Eastern Head Presentation of Preservation for the Society
Society for the Preservation of the
69
DIGBY NECK and ISLANDS SCENIC DRIVE
Little River, Digby County
Nova Scotia BOV 1CO

HABITAT
HERITAGE

HOME

Wildflowers
picked at
"Strawberry Azwa",
property of
Marjorie and Dick
Tawle

(a) - one
20 years ago

Next week
with home,
to the
quarry site.

Maggie's First Day

in Little River
at the home of her grand aunt and uncle

Doc Request 023 - Donovan, M. 127-0054
The cenotaph at Little River in Digby Neck was the site for a Remembrance Day service. Local residents remembered those who fell in the World Wars. (Contributed.)

Residents remember at the Cenotaph, corner of Upland Road and the old post road, in Cherry Valley.
Each year is important.

The fishery has been a mainstay of life here for over 200 years. (Some years more than others).

See the large plant of one of the endangered species of Atlantic coastal flora.

Nowhere in the world is there more golden grass than on Digby Neck. Because it is so subject to special conditions including rainfall, it travels from ocean to beach - watch for it!
Dear Sir,

The Queen and Prince Edward Royally Visit will be 10.

Their is an out of New Brunswick.

Perhaps your people may listen to one hour or two and

The Northern End of the White Sea Area.

Northern is above 50th parallel.

Enclosed Please find an Article

that appeared in the Daily Courier May 19/63.

Sincerely yours,

[Signature]

2003-224-01553

Doc Request 021

File No. CMA 8200-92-2042
Université Sainte-Anne

University Sainte-Anne-College de l'Acadie
Church Point NS
B0W 1M0

Regional Superintendent
Navigable Waters Protection
Canadian Coast Guard
Department of Fisheries and Oceans
(foot of Parker Street)
PO Box 1000
Dartmouth, Nova Scotia
B2Y 3Z8

Dear Superintendent,

I am writing to ask you to do anything in your power to stop Global Quarry Products' construction of a quarry on Digby Neck.

Digby Neck and the surrounding coastal waters are a precious natural resource for the fisheries and tourism industries in Canada.

The exploitation of a quarry, with the inevitable pollution and disruption it would cause, would be very harmful to the marine life.

Sincerely,

[Signature]

Susan Knutson, PhD
Département des études anglaises
Université Sainte-Anne
Regional Superintendent
Navigable Waters Protection
Canadian Coast Guard
Dept. of Fisheries & Oceans
P.O. Box 1800
Dartmouth, N.S. B2Y 3Z8

Dear Sir:

I would like to voice my opinion regarding the proposed rock quarry in White Cove.

I cannot understand why this should be allowed to happen, and as so many have already expressed their concerns, I am also against it. All the talk we hear about environmental effects—why should this be allowed to happen.

Yours truly,

M.L. Titus
Digby Neck
March 31, 2003

Superintendent:

Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

RE: DEPOSIT # 2704
WHITE COVE, DIGBY NECK, NOVA SCOTIA

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. BOV 1E0

I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)

(Signature) James D. Little
ADDRESS: Little River
          Digby N.B.

*************** tear here ***************

Mail to above address — or bring to the Quonsey Office at 27 Bayshore Rd., Sandy Cove
(just past the Post Office, on the left) — and we'll mail it

LETTERS - LETTERS -- WE NEED LOTS AND LOTS OF LETTERS

IT'S OUR NECK - WE NEED TO WORK TOGETHER TO SAVE IT
Dear Sir or Madam,

I am writing to express my opinion AGAINST Global Quarry Products application (deposit number 2704) for approval of a marine terminal at White's Cove, Digby Neck, Nova Scotia.

This project is unacceptable and must be stopped.

I have written several letters to protest this quarry project and none of the answers have given any satisfaction as to why in the world the Nova Scotia government sees fit to destroy the UNESCO recognised environment of the Bay of Fundy, endanger the whale population which is already in difficulty, pollute the waters and air, deplete the water table and ruin the quality of life of the people of this area with hour upon hour of blasting, dust, lights and noise! I have yet to hear of any major benefits to the local population or to the area in general.

We all know that the basalt will be shipped to the United States and that the most important (of the very few) jobs offered will be given to Americans. Why, please tell me, would such a project be approved?
It is common knowledge that the company wishes to apply for a permit for a larger quarry on their 370 acre site (Global Quarry fact sheet Number 1, January 2003). They also own property next to the village of Little River on the Saint-Mary’s Bay side. When will it stop? The whole North Mountain range of Nova Scotia up to Hall’s Harbour may be up for grabs!

The presence of more huge tankers in the Bay of Fundy is not a good thing. The dumping of foreign ballast water (although illegal), is a major threat to the fishery. South-West Nova Scotia fishermen rely on these waters and the livelihood they make from the fishery industry. You cannot afford to destroy this area.

Over 80% of the population of Digby Neck have signed petitions against this project. Will you not listen to the people?

I am asking you to put a stop, once and for all, to the folly of this project. It was refused ten years ago, it must be refused again to-day.

Sincerely,

Christian POT

professor, Université Sainte-Anne

member, Partnership for the Sustainable Development of Digby Neck and Islands Society

cc: Honourable Robert Thibault, Minister of Fisheries and Oceans
Honderable Gordon Balsler, MLA, Digby
I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

-----------------------------
I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any) What we need is a safe place for our fishermen to fish and make a living.

(Signature) 

ADDRESS: R#1 Sandy Cove
4561 Highway 17
Digby Ns B0V1E0

------------------------------
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no “safe harbour” for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

I share Kemp’s concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)

This could be a major disruption to an ecosystem that is vital to our economy, (Fisheries, tourism, etc.)

Address:

Bay 160

Dear here

Mail to above address — or bring to the Shop the Quay Office at 27 Bayshore Rd, Sandy Cove (just past the Post Office, on the left) and we’ll mail it

LETTERS - LETTERS - WE NEED LOTS AND LOTS OF LETTERS

IT’S OUR NECK - WE NEED TO WORK TOGETHER TO SAVE IT
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3X6

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petit Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

I share Kemp’s concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)

(Signature)

ADDRESS:

[Signature]

[Signature]

Mail to above address — or bring to the Stop the Quay Office at 27 Bayshore Rd., Sandy Cove (just past the Post Office, on the left) — and we’ll mail it

LETTERS - LETTERS – WE NEED LOVES AND LOADS OF LETTERS

IT'S OUR NECK - WE NEED TO WORK TOGETHER TO SAVE IT
Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point.

(Additional comments, if any)

(Signature) 

ADDRESS: 

B0V 1E0

Treasurer
Partnership for the Sustainable Development of Digby Neck & Islands Society
Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petitie Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. BOV 1BO

***************

I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)

(Signature)

ADDRESS:

Digby, N.S.

***************

Partnership for the Sustainable Development of Digby Neck & Islands Society
Superintendent:
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petité Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

***************
I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)

---

(Signature)

ADDRESS:

Dear [Name],

Dear [Name],

[Address]

[Address]

[Signature]

[Signature]

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Superintendent:
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast.: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

***************
I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any) __________________________________________

___________________________
(Signature)

Marzie Mcbrrier
ADDRESS (Cobhale Croc.) R.R. Sandy Cove N.S.
B0V 1E0

***************
Treasurer
Partnership for the Sustainable Development of Digby Neck & Islands Society
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

March 31, 2003

RE: DEPOSIT # 2704
WHITE COVE, DIGBY NECK, NOVA SCOTIA

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no “safe harbour” for ships along that coast. a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

**************
I share Kemp’s concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)

I am EX-C]C at R. R. #1 EX-PO R. No: 19

I am this another case of money oxidizing common

sense?

(Signature) (Signature)

ADDRESS: Eager, N. B. House

FV-4667

Page-008975
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)

(Signature)       (Fisherman)
ADDRESS:          Whale Watch
                  Twisted, Digby Co.
                  N.S. B2Y 1G0
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stansom, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

*************************************************
I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any) ____________________________________________________________

(Signature)  

ADDRESS: 147 Wadlow Rd., East Cove, Digby Co., N.S.

B0V 1E0

************************************************** tear here **************************************************

Mail to above address — or bring to the Stop the Quay Office at 27 Boyshore Rd., Sandy Cove (just past the Post Office, on the left) — and we'll mail it

LETTERS -- WE NEED LOTS AND LOTS OF LETTERS

IT'S OUR NECK - WE NEED TO WORK TOGETHER TO SAVE IT
Superintendent: 

March 31, 2003

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

[Signature]

Kemp Stanton, Fisherman, White Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

-------------

I share Kemp's concern, and I would like to add my voice to those opposed to constructing a terminal at White Point:

[Additional comments, if any]

[Signature]

ADDRESS: 321 SKEINER HILL RD
N. FAIRFIELD, VT 05448 USA
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petit Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point.

(Additional comments, if any)

(Signature)

ADDRESS: 161 Bayside, Sandy Cove, N.S.

Mail to above address or bring to the DFO Quay Office at 27 Bayshore Rd, Sandy Cove (just past the Post Office, on the left) and we'll mail it.

LETTERS - LETTERS - WE NEED LOTS AND LOTS OF LETTERS

IT'S OUR NECK - WE NEED TO WORK TOGETHER TO SAVE IT
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

March 31, 2003

RE: DEPOSIT # 2704
WHITE COVE, DIGBY NECK, NOVA SCOTIA

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

***********************
I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)

(Signature)

ADDRESS: 9386 Wharf St. - [May 21?]
[Signature]

[Redaction]
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

***************
I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)  I hate the idea of fisherman's boats being in the water. I have seen boats sink, don't need one more, there is no need.

(Signature)  [Signature]

ADDRESS:  [Address]

6060

***************
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

March 31, 2003

RE: DEPOSIT # 2704
WHITE COVE, DIGBY NECK, NOVA SCOTIA

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petit Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

**************
I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point.

Additional comments, if any)
THE GEOLOGICAL SURVEY AERIAL VIDEO, 1988, indicated problems with the "safe harbour" aspect of the Fundy shore, specifically mentioning oil spills.

(Signature)

ADDRESS: 34-1 Sandy Cove Rd
Sandy Cove, N.S.
B0V 1E0

**************
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

Superintendent:

March 31, 2003

2003 APR -7 A D-16

RE: DEPOSIT # 2704
WHITE COVE, DIGBY NECK, NOVA SCOTIA

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, White Cove
R. R. #1
Sandy Cove, N.S. B0V 113

* * * * * * * * * * * * * * * * *
I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)________________________________________

(Signature) _______________________________________________________

ADDRESS: R.R.-1, Digby

NS

B0V 113

Doc Request 021
File No. CMA 8200-02-2042

Page-009684
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z3

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Feltie Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stankon, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1B0

**************
I share Kemp’s concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)

_________________________

(Signature)

ADDRESS: 130 Whale Rd
Little River NS
B0Y 1C0

Doc Request 821
File No. CMA 8200-02-2042
Page-008885
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

March 31, 2003

RE: DEPOSIT # 2704
WHITE COVE, DIGBY NECK, NOVA SCOTIA

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

*********************************************************

I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any): People in our village earn their livings from our waters. This would absolutely hurt the fishers. We are very much opposed to "potential disaster."

(Signature) John Doe

ADDRESS: 123 River Rd.
Little River, NS

Dec Request [2]

File No. CMA 8200-02-2042

Page-009866
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3X8

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,
Kemp Stantey, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1ED

***************
I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)

(Signature) E. D. Stantey
ADDRESS: AP** Sandy Cove NS
           Bouieq
I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

I share Kemp’s concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point.

(Address comments, if any) __________________________________________

(Signature) ____________________________

ADDRESS: ____________________________

(Street) ____________

(City, Town, P.O. Box) B0V 1E0
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 900
Dartmouth, N.S.
B2Y 3Z8

RE: DEPOSIT # 2704
WHITE COVE, DIGBY NECK, NOVA SCOTIA

March 31, 2003

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast.: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any) SO MUCH TO LOSE, FISHING GEAR, SALT AND FRESH WATER QUALITY, TOURIST JOBS, AIR QUALITY, NOISE AND LIGHT POLLUTION, NOT MUCH TO GAIN, NO TO THE MARINE TERMINAL! (Signature)  

ADDRESS: 57 White St. P.O. Box 76

WESTPORT N.S.

BOV 1H0
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

March 31, 2003

RE: DEPOSIT # 2704
WHITE COVE, DIGBY NECK, NOVA SCOTIA

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. BOV 1E0

*******
I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)

(Signature)

ADDRESS: Box 87, Freeport NS

BOV 1E0

**********
March 31, 2002

Superintendent:  

I strongly object to the construction of a Marine Terminal at White Point, Dighy Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no “safe harbor” for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove  
R. R. #1  
Sandy Cove, N.S.  B0V 1E0

***************

I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)  

This could be a major disruption to an economy that is vital to our way of life. (Fishing, tourism, etc.)

(Signature)  

ADDRESS:  

Box 121  

B0V 1E0

***************

IT'S OUR NECK - WE NEED TO WORK TOGETHER TO SAVE IT
I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any) ** Definitely don't need that output anywhere near Digby Neck. **

(Signature) ** E. Barlow. **

ADDRESS: ** Westport, N.S. **

(04110)

March 31, 2003

Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B3Y 3Z3

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely, ** Kemp Stanton, Fisherman, Whale Cove **
R.R. #1
Sandy Cove, N.S. B0V 1D0

***************

I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any) ** This would significant change marine traffic in the area. **

(Signature) ** J. Peac. **

ADDRESS: ** 321 Skinner Hill Rd. **

3.6456 V7 05448 USA
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

March 31, 2003

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

***********************
I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point.

(Additional comments, if any)

Fishing is the main industry of this area.

(Signature)

ADDRESS:

Digby, N.S. B0Y 1C0

* Please sign here. *
Superintendent:

March 31, 2003

Dartmouth, N.S.
B2Y 3Z8

Superintendent:

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbour" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any) What we need is a safe place for our fishermen to fish and make a living.

(Signature) [Signature]

ADDRESS: 4561 Highway 217
Digby Co N.S. B0V 1E0
March 31, 2003

Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

RE: DEPOSIT # 2704
WHITE COVE, DIGBY NECK, NOVA SCOTIA

I strongly object to the construction of a Marine Terminal at White Point, Digby Neck. I feel this proposed terminal would cause problems to inshore fishing and recreational craft, all the way from Sandy Cove to Petite Passage.

There is no "safe harbor" for ships along that coast: a storm-damaged ship could leak oil, creating a disaster for the Bay of Fundy.

Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

I share Kemp’s concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point:

(Additional comments, if any)

(Signature)

ADDRESS:

Mail to above address — or bring to the Stop the Quarry Office at 27 Bayshore Rd., Sandy Cove (just past the Post Office, on the left) — and we’ll mail it

LETTERS, LETTERS, WE NEED LOTS AND LOTS OF LETTERS

IT’S OUR NECK - WE NEED TO WORK TOGETHER TO SAVE IT
Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

Superintendent:

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Sincerely,

Kemp Stanton, Fisherman, Whale Cove
R. R. #1
Sandy Cove, N.S. B0V 1E0

**I share Kemp's concerns, and I would like to add my voice to those opposed to constructing a terminal at White Point**

<table>
<thead>
<tr>
<th>Address</th>
<th>1001 Sandy Cove</th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>N.S. B0V 1E0</td>
</tr>
</tbody>
</table>

Mail to above address or bring to the Quay Office at 27 Bayshore Rd, Sandy Cove (just past the Post Office, on the left) and we'll mail it.

**LETTERS - LETTERS -- WE NEED LOTS AND LOTS OF LETTERS**

**IT'S OUR NECK - WE NEED TO WORK TOGETHER TO SAVE IT**
Dear Mr. Helouet,

This letter I am writing is in regards to the proposed Rock Quarry which is one I opposed from when I lived, which is the Helouet River on Helouet Rock.

I recall you having a business, remember I letter about this.

My letter is different, these are my feelings about Helouet Rock and the community in which I live.

I know you have a lot of power, but I also know you need to abide by the rules of government.

I have been in Helouet all my life and have lived in the hopes of what a government who would help its people.

But as time moves on, I am beginning to think the proposed quarry would be the worst thing.

I am scared if this quarry is approved, everything will be wasted in all our lives with the destruction of the landscape. Nothing will be left in our children's minds.

What makes me upset is the fact that the proponents are talking as if it had already got the government approval. The effects of this proposal will not only affect Helouet Rock and the community in time it will affect the French community living above St. Mary's Bay from here.
These people are also looking to you
for help, to keep their freedom.
We turn deaf for it and they Quany.
We can't create jobs it will destroy what
we already have, not to mention all
the reading we have here.

The people have patience
How many will the creative
Each work they have quoted a
different function, which to me
abolish slavery, but then last gove
was thirty one (31) for.

I have lived here all my life we
have seen had times both prosperous
times
We have seen Profane, Doctors, Lawyers
School Teachers and many more get an
education, and to pay for their education
the money didn't come from working in
Quany.

The recent the government get from
the robbery standing from them because
it's Quany would get peoples many the
would get from the Quany, which is
true what destroy all of our freedom
ground, decided that we are not
benefit from it at all.

I feel the government is turning
a blind eye to our needs, but they
fight when it comes to outside
Coming here to America and believing
and Ireland who take it to the
U.S.
The Internet I am asking you to
(please) help us stop like these.
It is too late, we don't have the room
in a mega Quarry or Shanghai Neck.
We all know that the
farmers are just a way
to getting their foot on the land so to speak.
It's the same way can't warm in farm (6)
(main) area with the farmers here.
They won't ask by saying (just one or up)
To take back. They are trying to
cover the problems they have got, it's time our government
took a long serious look at the
problem. It is also taking effect on
the people especially the elderly.
The lady last week had a stroke.
I can't say it to the cause of the Quarry,
but I can say she has been lying
in a lot of pain from working towards
stopping it.

Think about what I have said, act and don't delay
 action. Think about the people who
 benefit. The Minster is not the
people for the first times it's from
the Canadians. ( LIKE THE CANADIANS),

This letter is possibly one of a
kind, but it comes from the heart.
I am pleased I am adequate. I am
asking you to help,
would they really help? With a little
take at least to see.
And please don't say your hands are free,
it's not acceptable.

Myra Farquhar
Dear Ministers and Government officials: I am writing you concerning the proposed mega-quarry to be located at White’s Cove, Little River on Digby Neck here in Nova Scotia. I am absolutely opposed to this quarry for a number of reasons as listed below. 1. I grew up one mile from a quarry in Newington, CT (USA) and know full well the damage caused by blasting—ie. cracked walls and foundations, loosened windows, etc. I also remember the sound of the blasting and the vibrations felt throughout the neighborhood. AND THE DUST!! 2. The presence of such a large ship so close to fishing grounds will disturb the herring runs. 3. The presence of such a large ship so close to fishing grounds will disturb and fishing in the area. 4. Small craft (tourist pleasure crafts) will be forced to move around the proposed 625 ft. floating wharf and into dangerous waters, the most dangerous in the Bay of Fundy. 5. The blasting will harm homes in the area nearest the blasting sites. 6. Blasting will eventually lower the water table in the area affecting wells in homes and businesses located in Little River. 7. Ballast water brought in from the New Jersey area and dumped in the Bay of Fundy will bring in orga/elms harmful to the ecosystem of the Bay. 8. The sound of blasting will affect the herring run as well as the whales delicate hearing causing them confusion, fear and probable loss of desire to return to the area in the future. 9. The above-mentioned potential loss of returning whales will affect the tourist business, especially the whale watching concerns. It will also greatly affect the research being done on whales in the area as well as the attraction to the newly proposed Discovery Center–another large potential draw of tourists to the area. I could give you many, many more reasons but I think you get the overall picture by now. However, also consider that a very, very high percentage of the people on Digby Neck, the Islands and the Digby are totally against the proposed quarry. My questions are: Do you care more about money or about the people who are to be most affected by this quarry? It will affect our lives, our culture, our livelihood, and our future. Is it worth it just for the estimated 21 jobs it will create when it is likely that even more jobs will be lost by the creation of the quarry? Sincerely, Eugenie O. Wilkins Sandy Cove, Nova Scotia B0V1E0 902-634-2412

Add phone to your messages with SMS $1. Get 2 months FREE*

Doc Request 014
File No. 2002-026397 Page-002808
Regional Superintendent
Navigable Water protection
Canadian Coast Guard
Department of Fisheries and Ocean
Foot of Parker Street, P.O. Box 1000
Dartmouth, Nova Scotia
B2Y 3Z8

Stop the Quarry

To whom it may concern,

I find appalling the application The Global Quarry Products has made to the Minister of Fisheries and Ocean for approval of a proposed large scale marine terminal at White's Cove in front of lot 30161180.

As a resident of the area, I strongly oppose it.

Building a conveyor standing 30 meters from the ground, building three concrete berthing platforms, allowing huge ships to lie parallel to the shore, blasting and quarrying 24-7 will simply destroy the quality of life and environment of Digby Neck.

The economies of the region rely on fishing and tourism. Why on earth would we want to jeopardize all of that with such a large scale destructive project? Dust, noise, eye sores, and tons of diesel on the ocean bed, that just what Digby Neck needs!

Why should we do economics the way they were done in the past, when it was accepted that you destroy the environment and the quality of life of the many for the profit of the very few.

Especially when the many are humble tax paying natives and the very few are wealthy foreigners.

Makes no sense to me, and I therefore strongly oppose the project.

Jean Wilson
Superintendent
Navigable Water Protection Act
Department of Fisheries and Oceans
Box 1000
Dartmouth, NS
B2Y 3Z8

RE: Proposed Marine Terminal, White's Cove, Digby Neck, Nova Scotia

Dear Sir:

I wish to object to this terminal on a number of grounds:

1. Construction of such a terminal will be a disaster for marine life in the surrounding waters.
2. Loss of the marine life in the area will lead to loss of livelihood for a large number of residents of Digby Neck who have fished these waters for generations.
3. Small boats will have difficulty in navigating along the shore in the area of such a terminal bring their passengers and crew into unnecessary danger.
4. Ballast water from large ships arriving in the area will harm marine life in the entire Bay of Fundy.
5. No ship will be safe moored at such a terminal given the strength of the winds in that area (from the north or northwest) for a good portion of the year.
6. If a ship were to break loose from its moorings and be blown onto the shore, there would be an environmental disaster of monumental proportions.

If the material deposited at the Registry Office in Weymouth, Deposit Number 2704, is the same material as you are using to make your determination, you can do nothing but deny the request. It is woefully inadequate. If more detailed material is available to you, you must make it public immediately.

I would be pleased to answer any questions you may have about this submission.

Yours truly,

John Scott
902-834-2681
Regional Superintendent  
Navigable Waters Protection Act  
Department of Fisheries and Oceans  
P.O. Box 100  
Dartmouth, N.S.

Dear Sir,

Re: Application by Global Quarry Products under Section 5 of the Navigable Waters Protection Act for approval of the plans and site of work described under deposit #2704, for a Marine Terminal in the Bay of Fundy at White Cove, Digby County, Nova Scotia.

I have reviewed the information provided in deposit #2704 with respect to the above noted marine terminal and find it insufficient to make a decision as to the viability of the proposed structure to provide an adequate docking facility for a vessel of the size indicated, nor do these “Preliminary Concept” drawings provide sufficient detail to determine if the terminal could withstand the weather and sea conditions it would be subjected to at this site. Based on this I would consider the plans submitted to be inadequate for the purposes of the Navigable Waters Act; however, in a telephone conversation with Charlotte Muir of your office, I have been informed that the assessment can go ahead based on the proponent providing details drawings prior to approval.

I do not disagree with this process in terms that it does allow the proponents to determine the viability of the “concept” of what they are proposing prior to the expense of preparing detailed drawings. However, this only allows a determination of the effects this terminal may have relative to interference with navigation assuming it is an operationally viable concept. My primary concern at this time is the navigational hazards that may be presented should the terminal itself collapse or should a vessel using the terminal be grounded or wrecked due to the inadequacy of the terminal.

I have been assured that should the proponent modify the plans in a way that would change the basic outline of the terminal that a new application under the Act would be required, but if the details remained within the “Preliminary Concept” drawings no further public input would be required. Relative to my concerns I believe it is essential that the public be allowed to review the technical details of a project of this significance. Although, I have the greatest confidence in the Coast Guard’s ability to ensure that proper certified engineering drawings are provided and used to construct the terminal, the public should have the opportunity to make an independent analysis of these drawings if they consider it necessary. I understand from Ms. Muir that such a review can be required if it is deemed appropriate. I respectfully request that this terminal in its location at White Cove be determined to require such a review of the detailed plans and that the public and proponents be made aware that such a review will be required.

Yours Respectfully,

[Signature]

Laurence Outhouse,  Box 681, Twerton, N.S., B0V 1G0
Regional Superintendent
Navigable Waters Protection Program
Canadian Coast Guard
Department of Fisheries and Oceans
PO Box 1000
Dartmouth NS B2Y 3Z8

Dear Sir:

I have in hand the material submitted by Global Quarry Products for approval of plans and site work for a marine terminal at White's Point. I understand I have the opportunity to place an objection based on the effect of the work on marine navigation. I do object to the approval of the application for the following reasons:

1) The drawings submitted do not fully represent the plans and site work for the proposed project making it impossible to evaluate the effect on marine navigation. The applicant is asking for approval based on what they state is a "Preliminary Concept." If approved, this preliminary concept can well evolve into quite a different configuration and have quite different impacts on navigation than those of the drawings shown. Application should only be made at time when specific plans are available so that proper assessment can be conducted.

2) The plans include three different scales (1:1500, 1:1000, 1:500) making it difficult to fully understand and evaluate even the preliminary concept. I think that the in-water support system for the superstructure is misrepresented in the drawings and will, in actuality, need to be much more massive than shown. The mass of material in the water effects currents and navigation near the structure so needs to be accurately shown for evaluation.

3) There appears to be ample opportunity for material to fall off of the conveyor system into the water. Lost material would effect bottom condition, currents and navigation beneath the structure. Details of the operation, not provided, need to be considered in consideration of approval.

4) A major effect of the work on marine navigation will be the container ships themselves. No information is provided on the numbers of ships, their holding area and patterns, or length of stay in surrounding waters. The project can not be evaluated without this information.

5) This project is being evaluated in pieces, not as a whole. The impact on marine navigation should not be separated from other environmental assessment and impact issues. It is evident that a marine terminal of this scale is more than needed for the permitted quarry area on the land. The full agenda for mining has not been disclosed or subject to review. It is, therefore, too early to make an assessment of the marine terminal as an entity.

I am asking that you return the application for a marine terminal to the applicant with a rejection, based on inadequate information in the submittal and lack of information on the cumulative impact of the project on White's Cove and its adjacent marine environment.

Sincerely,

Daniel W. Earle, PhD (Marine Science)
Regional Superintendent
Navigable Waters Protection
Canadian Coast Guard
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, Nova Scotia, B2Y 3Z8

Dear Superintendent,

My father bought the property at White Cove in the 1940's. Enclosed you will find a picture of myself and my siblings and friends at that spot. The picture was taken in the 1940's.

It was always my understanding and observation that the local people and particularly the fishermen had access to the shore of the cove and the site of White's Point. You will see in the photograph a number of fishermen huts at White's Point.

I am also enclosing a copy of the 1932 survey which shows the road right of way (Hwy 422), the boundary line of the White Cove property, and the common property designated as fishermen's privilege at White's Point.

I am writing in opposition to the erection of a terminal to show that the proponents do not have ownership of White's Point nor to the roadway, or the engine shed property. The only thing they can be seeking is permission for a free standing hazard to navigation, unattached to the land at White's Point.

Yours Truly,

Evelyn Harvey Devon Dickinson
April 8, 2003

Mr. Derek McDonald
Senior Program Officer
Canadian Environmental Assessment Agency
Atlantic Regional Office
1801 Hollis Street, Suite 200
Halifax, NS, B3J 3N4

Dear Mr. McDonald:

Re: Federal Environmental Assessment Process for the marine terminal associated with the basalt quarry in White’s Cove, Digby Neck

We understand that Global Quarry Products has filed an application for a marine terminal at White’s Cove, which has triggered the Canadian Environmental Assessment Process.

As concerned citizens, we request your comments regarding the following points:

1. Would you please confirm that this project will fall under the Comprehensive Study category?
2. Which Department has been nominated as the Responsible Authority (RA) and who will be the contact in the RA?
3. What are the proposed project phases that have been identified by the Proponent?

We want to exercise our right to be involved in the scoping of the Environmental Assessment, the review of the issues related to the project, assessment of the cumulative impacts of the socio-economic and bio-physical aspects of the project, and the plans for mitigation of all impacts.

We would appreciate your clarification on the above points and we thank you for your time and assistance.

Sincerely,

[Signature]
John Dickinson, Chair
Partnership for Sustainable Development of Digby Neck and Islands Society

Copy distribution list on the reverse
Distribution List

Honourable Robert Thibault, Federal Minister of Fisheries and Oceans
Fax: 613-990-7292

Honourable Gordon Balser, Nova Scotia Minister of Agriculture and Fisheries
Fax: 245-1946

Honourable Ron Russell, Nova Scotia Minister of Environment and Labour
Fax: 902-424-0575

Mr. Peter Stoffer, M.P.
Fax: 902-865-4620

Mr. Russell MacKinnon, MLA
Fax: 902-424-0539

Mr. Howard Epstein, MLA
Fax: 902-424-0504

Warden James Thurber
Fax: 245-5748

Melinda Donovan, Regional Superintendent, Navigable Waters Protection
Fax: 902-426-7585
I am writing to let you know how very strongly I object to the marine terminal proposed for the site at Whites Cove on Digby Neck. Having been a fisherman in the area from Freeport to Sandy Cove (12 miles below to 4 miles above) the location of the terminal for the past 30 years, it is my responsibility to inform you of some of the ways the terminal and its operation will adversely affect the other boats moving through and operating in the area.

Sail boats, canoes and kayaks which are unmotorized, small and usually carry very few electronic aids would have great difficulty avoiding the terminal or going out around it in foggy, windy or especially wet weather with both wind and fog. This year the existing shipping lanes are being moved much closer to Digby Neck, this will force much of the traffic which includes, Irving tugs and barges, the Digby scallop fleet, the large seiner fleet, and many smaller (whale watch, lobster, hook and line and other) boats to be crowded together in the narrow strip between the shipping lane and the shore. The terminal, it’s blasting and huge ships sometimes being towed or maneuvered by tugs through this concentration would be unreasonable unwise and unsafe.

I fish close to the shore with lobster traps in winter and herring nets in summer, all the nets are fished within 250 ft. of the shore, many of the traps are also. Please do not endanger my life and livelihood by allowing this poorly placed, poorly thought out project to be built in this area.

[Signature]

R.C. Sandy Cove
Digby Co., N.C.
Gov't. Eq.
April 9, 2003

Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

Superintendent:

In an effort to assist people who might wish to write to you regarding the posting under Deposi # 2794, WHITE COVE, DIGBY NECK, NOVA SCOTIA, we prepared a short letter to you, from one of the local fishermen who is a member of our Society. As you are no doubt well aware, many people do not have the supplies and/or the confidence to write a letter for themselves, so we thought it would assist them if it could be "started" for them, and they could endorse the sentiment expressed. As you can see, this sample letter was printed on the back of a public meeting notice, held last Friday.....

This letter is from: R. J. Morchouse
Sandy Cove,
Digby Co., N.S.
B0V 1E0

I trust you will accept this in the spirit it is sent. Thank you.

Sincerely yours,

[Signature]
Treasurer
Partnership for the Sustainable Development of Digby Neck & Islands Society
April 9, 2003

Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 2Z8

Superintendent:

In an effort to assist people who might wish to write to you regarding the posting under Deposits #704, WHITE COVE, DIGBY NECK, NOVA SCOTIA, we prepared a short letter to you, from one of the local fishermen who is a member of our Society. As you are no doubt well aware, many people do not have the supplies and/or the confidence to write a letter for themselves, so we thought it would assist them if it could be 'started' for them, and they could endorse the sentiments expressed. As you can see, this sample letter was printed on the back of a public meeting notice, held last Friday......

This letter is from: Marcia Newman
Whale Cove, R.R. #1 Sandy Cove
Digby Co., N.S.
B0V 1E0

I trust you will accept this in the spirit it is sent. Thank you.

Sincerely yours,

[Signature]

Martha Sargent
Treasurer
Partnership for the Sustainable Development of Digby Neck & Islands Society
April 9, 2003

Superintendent,
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2V 3Z8

Superintendent:

In an effort to assist people who might wish to write to you regarding the posting under Deposit # 2704, WHITE COVE, DIGBY NECK, NOVA SCOTIA, we prepared a short letter to you, from one of the local fishermen who is a member of our Society. As you are no doubt well aware, many people do not have the supplies and/or the confidence to write a letter for themselves, so we thought it would assist them if it could be 'started' for them, and they could endorse the sentiment expressed. As you can see, this sample letter was printed on the back of a public meeting notice, held last Friday. . . . .

This letter is from: Ainsley & Elma Tidd
12 Tommies Branch Rd.
Little River, Nova Scotia
B0Y 1C0

I trust you will accept this in the spirit it is sent. Thank you.

Sincerely yours,

Marilyn S. Stan"fin
Treasurer
Partnership for the Sustainable Development of Digby Neck & Islands Society
April 9, 2003

Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

Superintendent:

In an effort to assist people who might wish to write to you regarding the posting under Deposit # 2704, WHITE COVE, DIGBY NECK, NOVA SCOTIA, we prepared a short letter to you, from one of the local fishermen who is a member of our Society. As you are no doubt well aware, many people do not have the supplies and/or the confidence to write a letter for themselves, so we thought it would assist them if it could be started for them, and they could endorse the sentiment expressed. As you can see, this sample letter was printed on the back of a public meeting notice, held last Friday....

This letter is from: James & Glenda Gidney
R. R. #4, Lake Midway
Digby, Nova Scotia
B0V 1A0

I trust you will accept this in the spirit it is sent. Thank you.

Sincerely yours,

Martha Stinson
Treasurer
Partnership for the Sustainable Development of Digby Neck & Islands Society
April 9, 2003

Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2V 3Z8

Superintendent:

In an effort to assist people who might wish to write to you regarding the posting under Deposit # 2704, WHITE COVE, DIGBY NECK, NOVA SCOTIA, we prepared a short letter to you, from one of the local fishermen who is a member of our Society. As you are no doubt well aware, many people do not have the supplies and/or the confidence to write a letter for themselves, so we thought it would assist them if it could be 'started' for them, and they could endorse the sentiment expressed. As you can see, this sample letter was printed on the back of a public meeting notice, held last Friday......

This letter is from: Basil Gosson
R. R. #1, Sandy Cove
Digby Co., N.S.
B0V 1E0

I trust you will accept this in the spirit it is sent. Thank you.

Sincerely yours,

Marilyn Simpson
Treasurer
Partnership for the Sustainable Development of Digby Neck & Islands Society
April 9, 2003

Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

Superintendent:

In an effort to assist people who might wish to write to you regarding the posting under Deposit # 2704, WHITE COVE, DIGBY NECK, NOVA SCOTIA, we prepared a short letter to you, from one of the local fishermen who is a member of our Society. As you are no doubt well aware, many people do not have the supplies and/or the confidence to write a letter for themselves, so we thought it would assist them if it could be ‘started’ for them, and they could endorse the sentiment expressed. As you can see, this sample letter was printed on the back of a public meeting notice, held last Friday....

This letter is from: James & Claudia Tidd
Little River,
Digby Co., N.S.
B0V 1C0

I trust you will accept this in the spirit it is sent. Thank you.

Sincerely yours,

Marilyn Steffan
Treasurer
Partnership for the Sustainable Development of Digby Neck & Islands Society
April 9, 2003

Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
b2Y 3Z8

Superintendent:

In an effort to assist people who might wish to write to you regarding the posting under Deposit # 2704, WHITE COVE, DIGBY NECK, NOVA SCOTIA, we prepared a short letter to you, from one of the local fishermen who is a member of our Society. As you are no doubt well aware, many people do not have the supplies and/or the confidence to write a letter for themselves, so we thought it would assist them if it could be ‘started’ for them, and they could endorse the sentiment expressed. As you can see, this sample letter was printed on the back of a public meeting notice, held last Friday.....

This letter is from: Christine Theriault
144 Meadow Rd. East Ferry
Digby Co., N.S.
b0v 1k0

I trust you will accept this in the spirit it is sent. Thank you.

Sincerely yours,

[Signature]
Marilyn Stanfield
Treasurer
Partnership for the Sustainable Development of Digby Neck & Islands Society
April 11, 2003

Honourable Robert Delbaou, P.C., M.P.
Minister of Fisheries & Oceans
Centennial Towers, Suite 1570
200 Kent Street
Ottawa, Ontario K1A 0B6

Dear Mr. Minister:

Re: Request for update on issue of any blasting permit for the basalt quarry at White’s Cove, Little River, Digby Neck

We understand from a letter from Mr. Kim MacNeil of Nova Scotia Department of Environment & Labour to our lawyer, Mr. Ron Fink (copy attached), that a blasting plan is under review by your Department.

We would appreciate if you let us know the status of this review at you very earliest convenience. It was reported by the Proponent at the Community Liaison Meeting of April 9 that test blasting will be underway by the end of May. You will understand that this news is of great concern to us.

Very sincerely,

(Rev) John H. Dickinson
Rev. John Dickinson, Chair
Partnership for Sustainable Development of Digby Neck and Islands Society

cc: Mr. Peter Stoffer, Federal Environment Critic, NDP
Honourable Owen DeLonge, NS Minister of Agriculture & Fisheries
Honourable Ron Russell, NS Minister of Environment & Labour
Mr. Howard Epstein, NS Environment Critic, NDP
Mr. Russell MacKinnon, NS Environment Critic, Liberal Party
Mr. Kim MacNeil, NS Department of Environment & Labour
April 11, 2003

Mr. Kim MacNeil
Western Regional Manager
Department of Environment & Labour
136 Exhibition Street
Kentville, NS, B4N 4E3

Dear Mr. MacNeil:

Re: White's Cove Quarry, Revised Survey Plan
Your file No. 10700-40

I would like to make reference to your response of February 27, 2003 to the letter from our lawyer, Mr. Ron Pink, dated December 6, 2002 which was addressed to the Honourable David Morse, former Minister of Environment & Labour.

You stated in your letter that “the company has submitted a surveyed plan of the quarry boundaries as required by the approval. This survey was required in order to verify the exact boundaries of the quarry for compliance purposes.”

I would like to obtain a copy of this surveyed plan. Please advise me where I can pick it up, or send it to me as soon as possible.

Yours sincerely,

[Signature]

Rev. John Dickinson, Chair
Partnership for Sustainable Development of Digby Neck and Islands Society

cc: Mr. Ron Pink, Pink, Bream & Larkin
Honourable Gordon Balsom, NS Minister of Agriculture & Fisheries
Honourable Ron Russell, NS Minister of Environment & Labour
Mr. Howard Epstein, Environment Critic, NDP
Mr. Russell MacKinnon, Environment Critic, Liberal Party
April 11, 2003

Honourable Ron Russell, CD, Minister
Department of Environment & Labour
5151 Terminal Road, 6th Floor
P.O. Box 697
Halifax, NS, B3J 2T8

Dear Mr. Minister:

Re: Proposed quarry in White’s Cove, Little River, Digby Neck

Thank you for your letter of March 13, 2003 in which you suggest that we avail ourselves "of the opportunities for participation whether that be through the Community Liaison Committee or the public review component of the Environmental Assessment process."

I want to make it clear to you exactly why we do not wish to participate in the Community Liaison Committee. As stated in the Guidelines for the Formation of a Community Liaison Committee (CLC), it is an advisory body to the Project Proponent. Our intent is to stop the quarry for environmental and socio-economic reasons. This intent is in direct conflict with the purpose of the CLC which is to advise the Proponent.

Your remaining suggestion for participation in the public review of the Environmental Assessment process requires that we be advised in a timely manner by you, Mr. Minister, not by newspaper notices or by the CLC Minister. This advice would take into consideration any new developments such as the change in the quarry site and size, and the granting of permits such as for blasting, including test blasts.
For us, the prompt availability of information from you will demonstrate your compliance with the Precautionary Principle of the Nova Scotia Environment Act, and confirm the transparency of the officials of our Government.

Very sincerely,

[Signature]

Rev. John Dickinson, Chair
Partnership for Sustainable Development of Digby Neck and Islands Society

cc: Mr. Rob L'Episcopo, Deputy Minister
Honourable Gordon Bacs, Minister of Agriculture & Fisheries
Mr. Howard Epstein, Environmental Critic, NDP
Mr. Russell MacKinnon, Environmental Critic, Liberal Party
April 11, 2003

Superintendent
Navigable Waters Protection
Canadian Coast Guard
Department of Fisheries & Oceans
Foot of Parker Street
PO Box 1000
Dartmouth, Nova Scotia
B2Y 3Z8

Superintendent:

RE: Posting under Navigable Waters Protection Act
RSC 1985 CHAPTER M - 22
By GLOBAL QUARRY PRODUCTS
Dated at Digby the 25 day of February 2003

Work described under deposit #2704 for a Marine Terminal in the
Bay of Fundy at White Cove Digby County, Nova Scotia

I was extremely concerned to learn, just this week, that the above posting under the Navigable Waters Protection Act, is being duplicated, 40 miles across the Bay of Fundy. I refer to the submission, reportedly by the Irving Company, for a Deep Water Terminal to be built in the Beaver Harbour area. Patty Hooper, from Beaver Harbour, a member of their Concerned Citizens Group has contacted us and expressed their dismay at this attempt at an unrelated, 'dual attack' on the environment of the Bay of Fundy.

On Saturday, August 17, 2002, page A16 of the Chronicle Herald/Mail Star, Halifax, N.S. Newspaper had a full page advertisement, sponsored by Irving, showing a North Atlantic right whale 'breaching' and having comments from the whale, to the tune of "Way to Go!", "Right On". This advertisement was in the nature of a celebration of the fact that the International Marine Organization had approved a change in boundaries for shipping traffic in the Bay of Fundy. It stated that a 5.5 kilometre shift would reduce the chances of ship/whale interaction by '80 per cent'.

Now, the Irving Company wants to bring panamax-sized vessels into that same lane?? Large Companies, with diverse interests such as Irving, are very 'compartamentalized', so that they can look like 'benefactors', while they could, at the same time, be planning to exploit the same resources that they are helping 'rescue' from others!!

Another example of 'compartamentalization' was demonstrated tonight, at the Digby Board of Trade Meeting I attended, when Mr. Bob Petrie, the District Manager of the Nova Scotia Dept. of Environment and Labour was outlining the 'Environmental Assessment Process'. The presentation was placed totally in the context of the future – what would happen when the Dept. received the application for the Quarry and how the public would have input at that time.
— he failed to make a single mention of the fact that the process had already begun under the
above referenced Navigable Waters submission for a terminal to ship the aggregate extracted
from that Quarry. Once he acknowledged a comment from the audience, showing knowledge of
a process already underway, he explained that this had triggered the Federal Process, and as his
memory apparently improved, he advised that all Departments were now working out details of
how the process is to occur. He then got into full swing and commenced lauding and applauding the
benefits of the joint process of Provincial and Federal Governments, saying it makes sense to co-ordinate. He assured the attendees at the meeting, that there would be no 'watering down' of
the process under a joint approach....

All government employees may be impressed with the departmentalization and the way their
section deals only with the segment assigned to them, without having to consider the impact on
the larger picture; however, this citizen ends up with a total feeling of distrust for the entire
system that is supposedly in place to 'protect' us. At the end of the day, no matter how it is
cloaked, we could end up with two deep water piers, across the Bay from each other!! If this
happens, no doubt all the government officials would congratulate each other that the
environmental assessment process was thoroughly carried out and works wonderfully well.
When time proves that the Government’s 'precautionary principle' should have been applied here,
those bureaucrats would be retired from what was just a job; but our children will live with the
results of those decisions for generations to come.

Sincerely yours,

[Signature]

Marilyn Larson
P.O. Box 25
Sandy Cove, N.S.
B0V 1E0

e.c.
Honourable Robert G. Thibault, Minister of Fisheries and Oceans
Honourable Gordon Bals, MLA, Minister of Agriculture and Fisheries
Honourable Ronald S. Russell, MLA, Minister of Environment & Labour
Honourable Timothy A. Olive, Minister, Department of Natural Resources
Honourable John F. Hamm, Premier of Nova Scotia
Right Honourable Jean Chretien, P.C.,M.P., Prime Minister of Canada
Mr. Peter Stoffer, M.P.
Mr. Howard Epstein, MLA
Mr. Wayne Gaudet, MLA
Mr. Russell MacKinnon, MLA
Mr. Ron L’Esperance, Deputy Minister, Dept. of Environment & Labour
Mr. Daniel Graham, Deputy Minister, Dept. of Natural Resources
Warden Jim Thurber, Digby Municipal Council
Patty Hooper, Beaver Harbour, New Brunswick
April 12, 2003

Superintendent
Navigable Waters Protection Act
Department of Fisheries and Oceans
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8

In an effort to assist people who might wish to write to you regarding the posting under Deposit # 2704, WHITE COVE, DIGBY NECK, NOVA SCOTIA, we prepared a short letter to you, from one of the local fishermen who is a member of our Society. As you are no doubt well aware, many people do not have the supplies and/or the confidence to write a letter for themselves, so we thought it would assist them if it could be 'started' for them, and they could endorse the sentiment expressed. As you can see, this sample letter was printed on the back of a public meeting notice, held last Friday....

This letter is from: Thelma & Allison Merritt
Sandy Cove, Nova Scotia
B0V 1A0

I trust you will accept this in the spirit it is sent. Thank you.

Sincerely yours,

Marilyn Stapton
Treasurer
Partnership for the Sustainable Development of Digby Neck & Islands Society

Doc Request 021
File No. CMA 8200-02-2042
April 14, 2003

Mr. Harry Ashcroft, Manager
Crown Land Disposals
Department of Natural Resources
P. O. Box 698
Halifax, NS, B3J 2T9

Dear Mr. Ashcroft:

Re: Application by Global Quarry Products for a Marine Terminal at White’s Cove, Digby Neck

We understand that the above application has been submitted to your Department and that you have the assigned authority for issuing the permit.

I would like to advise you that there is a traditional fishermen’s privilege along the shoreline of White’s Cove. The July 7, 1933 survey map (Law Rec. Office File No. 23886 for Deed dated Nov. 25, 1933) clearly indicates this designation and there is no evidence that the status of this privilege has changed. Obviously, this is in conflict with the construction of the proposed marine terminal at White’s Point.

Our Society has a number of fishermen whose families have used this common land for various activities for generations. I urge you to recognize our traditional rights when examining the application for the terminal.

We look forward to hearing from you soon.

Yours sincerely,

[Signature]

Rev. John Dickinson, Chair
Partnership for Sustainable Development of Digby Neck and Islands Society.

copies on reverse side:

Doc Request 018 - MacKinnon, R. 70-0007 Page-068535
cc: Honourable Timothy A. Olive, Minister, Department of Natural Resources
Honourable Gordon Balsay, Minister, Department of Agriculture and Fisheries
Honourable Ronald S. Russell, Minister, Department of Environment and Labour
Honourable Robert Thibeault, P.C., M.P., Federal Minister of Fisheries and Oceans
Mr. Peter Stoffer, M.P., Fisheries Critic, NDP
Mr. Howard Epstein, MLA, Environment critic, NDP
Mr. Russell MacKinnon, MLA, Environment Critic, Liberal Party
Mr. Wayne Ouimet, MLA
Ms. Charlotte Muir, Navigable Waters Division, Canadian Coast Guard
Ms. Joy Debb, Habitat Management Division, Department of Fisheries & Oceans
Mr. Derek McDonald, Canadian Environmental Assessment Agency
Dear Mr. Ashcroft:

Re: Application by Global Quarry Products for Marine Terminal at White's Cove, Digby Neck

On hearing that an application for a marine terminal had been filed at the Hillgrove Office of the NS Department of Natural Resources, one of the undersigned, Carol Maltby, called Mr. Mark Saywood of that Office to obtain more information. Mr. Saywood advised us to get in touch with you directly, as you are the official authorized for issuing the permit.

We want to advise you that we own a small piece of property in close vicinity of White's Point, the location of the proposed terminal. We intend to build a summer cottage on our property this spring.

We are enclosing the following documents for your attention:

1. Survey map of 1933 which shows our property and the fishermen's privilege along the shoreline of White's Cove. This map accompanied the deed of the referred property to His Majesty by Thomas D. Curry (Deed No. 11394, dated Nov. 25, 1933). We acquired this same property in December 2002 (Deed No. 3055, Book No. 616, dated December 24, 2002).

2. Copy of the letter from Mr. Bob Petrovic of NS Department of Environment & Labour to M. A. Maltby, indicating the modified survey of the 3.9-hectare quarry site.

3. The modified survey plan which also shows the location of our property.

We would ask you to please note that we too are "upland owners" in reference to the proposed terminal and our permission should be necessary before issuing the permit. We are also bringing to your attention the fact that the traditional fishermen's privilege must be honoured.
We look forward to your acknowledgement of this letter and the clarification of these issues.

Sincerely,

Carol Mathab

Mary Scott

cc: Honourable Timothy A. Olive, Minister, NS Department of Natural Resources
Honourable Gordon Bucier, Minister, NS Department of Agriculture & Fisheries
Honourable Ronald S. Russell, Minister, NS Department of Environment & Labour
Honourable Robert Thibault, P.C., M.P., Federal Minister of Fisheries & Oceans
Mr. Peter Stoffer, M.P., Federal Fisheries Critic, NDP
Mr. Howard Epstein, MLA, Environment Critic, NDP
Mr. Russell MacKinnon, MLA, Environment Critic, Liberal Party
Mr. Wayne Gardet, MLA
Ms. Charlotte Muir, Navigable Waters Division, Canadian Coast Guard
Ms. Joy Dubé, Habitat Management Division, Department of Fisheries & Oceans
Mr. Derek McDonald, Canadian Environment Assessment Agency
Rev. John Dickinson, Chair, Partnership for Sustainable Development of Digby Neck and Islands Society
December 9, 2002

Mr. M. Ashraf Mahtab, P.E.
270 Sandy Cove Road
Sandy Cove, NS

Dear Mr. Mahtab:

RE: Location and title of quarry site at White’s Cove, Little River, Digby Neck

With respect to your letter dated November 18, 2002, I offer the following information.

Item 1: The approval for the quarry was issued to Nova Stone Exporters Inc., however we are informed that Global Quarry Products will be operating the site. The regulations and conditions of the approval remain in effect and the Approver holder is responsible to ensure that any other parties or sub-contractors working on the site adhere to the regulations and conditions of approval.

Item 2: The small changes to the boundary of the approved quarry occurred as a result of a legal survey to mark the quarry boundaries. This survey was conducted as a requirement of the approval to formally establish the exact boundaries of the quarry. During the survey, specific information was gained about the location of another parcel of land which resulted in the adjustment of the quarry boundary. Whereas the quarry remained the same size and in the same location, the small change in the shape and boundaries did not require the Disposal of Environment and Labour to issue a new approval for the quarry. The area currently remains compliant with the conditions of approval.

I hope this answers your question, however if you have any additional questions or concerns, please do not hesitate to contact our office at (902) 742-8966.

Yours truly,

Bob Paine
District Manager

c: K. MacNeil
Robert L. Barnum, P. Eng.
J. Cooke
Dear Ronald,

This is to alert you to the fact that, over the past week or two, the 3.9 hectare site at White Cove, Digby Neck, is being cleared by men with heavy machinery. This is to prepare for building settling ponds etc. in readiness for -

The 3.9 hectare site by the shore is the site of an old fishing and farming community. We understand that the proponent has hired an archeologist to study and report on the area. We are disturbed that this work has been completed.

Also, with such massive disturbance of the ground, the water courses could be altered.

An Environmental Assessment process has begun, for which the proponent has submitted a draft report. We, as a Marine Terminal and Quarry and other documents, have been made. We ask about the larger quarry.

We are very concerned about graves on the site. Sensitive archeological features could be lost.

As you know, many people are against this development because of the destruction it will cause to the environment and the local economy. Please make sure that the proponent is conforming to provincial Environmental Regulations.

Sincerely,

[Signature]

[Address]

[Date]
April 25, 2003

Honourable Robert Thibault, P.C., M.P.
Minister of Fisheries & Oceans
Centennial Towers, Suite 1570
200 Kent Street, Ottawa, Ontario
K1A 0E6

Dear Mr. Thibault:

Mrs. Myrna Fairsworth has asked the office of the Partnership for Sustainable Development of Digby Neck and Islands Society to type her letter to you to make it easier to read about her concerns: her hand-written letter is attached.

Content of her letter is as follows:

*****************************************************************************

This letter I am writing is in regards to the proposed rock quarry, which is one-half mile from where I live, which is in Little River, on Digby Neck.

I realize you have received numerous letters about this. My letter is different: these are my feelings about Digby Neck and The Islands and the Community in which I live.

I know you hold a lot of power, but I also know you have to abide by the rules of government. I have been a Liberal all my life and have looked to the leaders as a government who would help its people. But as time moves on, I am beginning to think the proposed Quarry will get the approval from our government (I AM SCARED). If this Quarry is approved everything we have worked for all our life will be devastated over time. Nothing will be left for our children or grand children. What really scares me is the fact that the Proponents are talking as if it has already got the government's approval. The effect of this proposed quarry won't only affect Digby Neck and Islands. In time it will affect the French Communities living across St. Mary's Bay from here. These people are also looking to you for help to stop this quarry.

Mr. Thibault, please don't get the idea we turn down jobs, but this quarry won't create jobs - it will destroy what we already have, not to mention all the beauty we have here. The proponents have stated how many jobs will be created each time they have quoted a different number, which to me doesn't matter, but their last quote was thirty-one (31) jobs.

*****************************************************************************
I have lived here all my life. We have seen bad times and prosperous times. We have seen Professors, Doctors, Lawyers, School Teachers and many more get an education, and to pay for their education the money didn't come from working in a quarry.

The revenue the government gets from the Lobster Fishery alone, from Brier Island to Digby, would far surpass any they would get from their quarry, which in time will destroy all of our fishery grounds. Besides that, Nova Scotia won't benefit from it at all.

I feel our government is turning a deaf ear to our needs, but they alert when it comes to outsiders coming here to grind up Digby Neck and Islands and take it to the U.S.

Mr. Thibault, I am asking you to (PLEASE) help us stop this before it's too late. We don't have the room for a mega quarry on Digby Neck. We all know too well that the four (4) hectare quarry is just a way of getting their foot in the door, so to speak, because you can't work on four (4) hectares for fifty (50) years, plus they want all of Digby Neck and up to Cape Split. They are trying to buy all the shoreline they can get; it's time our government took a long serious look at this problem. It is also taking affect on the people, especially the elderly. One lady last week had a stroke. I can't say it's because of the quarry, but I can say she has been under a lot of stress from working towards stopping it.

Mr. Thibault, think about what I have said, but don't delay your action: think about the people who elect the Ministers: it's not the people from the USA - it's your people (WE THE CANADIANS)

This letter is probably one of a kind, but it comes from the heart. I am scared; I am desperate; I am asking you for help. Would you kindly reply, with a little hope at least for us? And, please don't say your hands are tied: it's not acceptable.

Signed: Myrna Farnsworth
Little River, Nova Scotia
BOV 1C0

c.c.
Honourable Gordon Baltzer, Nova Scotia Minister of Agriculture and Fisheries
Honourable Ron Russell, Nova Scotia Minister of Environment and Labour
Mr. Peter Stoffer, M.P.
Mr. Russell MacKinnon, MLA
Mr. Howard Epstein, MLA
Warden James Thurber
File

Doc Request 016 - Epstein, H. 58-0038 Page-058070
April 29, 2003

Mr. Paul C. Stone, P. Eng.
Area Manager, Middleton
NS Transportation & Public Works
P. O. Box 820
Middleton, NS, B0S 1P0

Dear Mr. Stone:

Re: Upgrading Permit status for Highway 442

I would like to ask you to please let us know if the Department of Transportation & Public Works has issued any "Breaking of Soil Permit" since June, 2002 for upgrading of the unmaintained White's Cove Road (Highway No. 442).

The reason I am asking this question is that, in fact, the Global Quarry Products which is working on a 3.9 hectare quarry at White's Cove, has been using the road surface to move drill rigs, excavators and other heavy equipment from Highway 217 to the end of White's Cove Road.

We know that the road was upgraded in the fall of 2001 prior to clear cutting of the Johnson/Lineburger property which includes the quarry site.

We know from your previous correspondence of May 23, 2002 with M. A. Mahtab that no upgrading permit had been issued.

We would appreciate your letting us know the permit status for Highway 442. We would also appreciate if you will send an inspector to examine the condition of the road.

Sincerely,

Kemp Stanton, Chair
Partnership for Sustainable Development of Digby Neck and Islands Society
MAY 2003
May 5, 2003

Honourable Ron Russell, CD, Minister
Department of Environment & Labour
5151 Terminal Road, 6th Floor
P.O. Box 697
Halifax, Nova Scotia
B3J 2T8

Dear Mr. Minister -

RE: Possible Ancestral Graves at White’s Cove Quarry Site

By means of this letter, we wish to document our dismay and the feeling of betrayal in our Community, that work has begun on the quarry site at White’s Cove. The most upsetting aspect is that intentionally or not, the primary area of current excavation is the exact area where houses were located, when there was a settlement at White’s Cove, in the 1800s.

To our Community, there is enough "proof" of burial sites, to make us feel these excavators are plowing up and burning any or all possible evidence of ancestral grave sites. We have several citizens of advanced years who talk of their recollections. One remembers the white crosses of the graves, and the other recalls family stories by the mother of the family, and also picking berries at White’s Cove, while the older generation "visited the graves of the babies".

A letter from Environment Minister David Morse, dated Sept. 30, 2000, (Appendix A) states: (4), para. (1) "Under the Cemeteries Protection Act, no person can use a cemetery for any purpose other than burial or memorialization of human remains. Further, the Cemeteries Protection Act requires any person discovering human remains to immediately report the discovery to the Minister of Tourism & Culture and no one is permitted to conduct any activity that would disturb the remains. The industrial approval would not override the provisions of this Act. I have, by copy of this letter, asked staff to immediately address the possibility of the approved footprint containing a grave site."

What does this mean, to "address the possibility of the approved footprint containing a grave site"?
A letter from Environment Minister, David Morse, dated Dec. 6, 2002, (appendix B) states: "Further to Rev. Dickinson’s questions pertaining to the potential for grave sites to be affected by the operation, the company is conducting an archaeological review of the site for review by the Nova Scotia Museum. The results of that investigation are pending."

Since we are aware that the Nova Scotia Museum had NOT RECEIVED the archaeological review of the site for assessment, as of Tuesday, April 29th, and the area was totally devastated (ploughed & burned) by Sunday, April 27th, we know that somebody is "writing in bad faith", as the N.S. Museum could not possibly have reviewed this material. This week’s CLC meeting, held on Wednesday, April 30th, advised the Community that the archaeological study had now been completed and would be sent to the NS Museum "next week."

The media is interested in the Community's viewpoint about the potential burial sites: to date, the Society has refrained from disclosing any details known to them, in spite of requests for information.

Please advise us of your position as soon as possible. It is all very well for the Proponent at the CLC meeting to talk about the regulations about construction sites, and the government to talk about sufficient "documented evidence": the reality of the situation is that the Society expected to be officially consulted by the Environment Department or the NS Museum, before any work began. It is understandable that the Community already feels they and their ancestral grounds are being disrespected by both the Corporate sector and the Department of the Environment. This makes for a very unhappy and understandably volatile situation. ☹

Sincerely yours,

Kerry Stanton,
Chair
Partnership for Sustainable Development of
Digby Neck & Islands

c.c. NS Museum
Chief Sherry Picton
Ronald A. Pink, Q.C.
Dr. Mary McCarthy

Attachments:
Appendix A: Letter, Sept. 26, 2002, Env. Minister David Morse to Society
Appendix B: Letter, Dec. 6, 2002, Env. Minister David Morse to Society
May 9, 2003

Mr. Paul C. Stone, P. Eng.
Area Manager, Middleton
NS Transportation & Public Works
P. O. Box 820
Middleton, NS, B0S 1P0

Dear Mr. Stone:

Re: Unauthorized work on White Cove Road #422

Thank you for your letter of May 2, 2003, in which you confirm that no permits have been issued for work within the right of way of White Cove Road #422.

In addition to the upgrading work done on the road by the property owner, Johnson-Lineburger (for clear cutting) in the fall of 2001, the road has been worked on by Nova Stone Exporters and its agent, Global Quarry Products. We requested you to send an inspector to examine the condition of the road.

The local fishermen have observed that the employees of Global Quarry Products have recently done upgrading work on #422 close to the point where the road approaches White Cove. This work involved digging and shifting of boulders of rock and spreading of aggregate. This type of upgrading and breaking of ground on #422 has occurred 3 times since the beginning of this year.

Our immediate request is for you to please look into the matter of unauthorized work on #422 recently and since the Fall of 2001. I am sending you this letter by fax and by mail.

Please advise me when someone from your Department will inspect the road.

Yours sincerely,

Kemp L. Stanton, Chair
Partnership for Sustainable Development of Digby Neck and Islands Society
Honourable Robert Thibault, P.C., M.P.
Minister of Fisheries and Oceans
Centennial Tower, Suite 1570
200 Kent Street, Ottawa, Ontario K1A 0G6

Fax: 613-990-7292

Dear Mr. Minister:

I understand that another problem has appeared at the quarry site at White’s Cove on Digby Neck.

We have had a day of quiet rain and there has been a lot of silt run-off from the quarry site into the Bay of Fundy. According to one of the lobster fishermen whose traps are in the area, the run-off extended out about ½ mile into the bay, mid afternoon today. The fishable collection pond that has been set up obviously cannot cope with this run-off.

Of course, this is one of the many concerns we have had about this quarry. This run-off is from the 10-acre quarry site. What is going to happen from the proposed 340-acre quarry?

I expect a reply from you in the very near future that you are setting up an investigation into this damage to fish habitat. How much more evidence do you need to see what is going on?

After all, the responsibility lies with you, Mr. Minister.

Thank you,

Carol Malek

Copies on next page.
Copies to:

Right Honourable Jean Chretien, Prime Minister of Canada
Honourable David Anderson, Minister of Environment
Mr. Peter Stoffer, NDP Fisheries Critic

Honourable John F. Hamm, Premier of Nova Scotia
Honourable Gordon Belsey, NS Minister of Agriculture and Fisheries
Honourable Ron S. MacDonald, NS Minister of Environment and Labour
Honourable Timothy A. Olve, NS Minister of Natural Resources
Mr. Russell MacKinnon, Liberal Environment Critic
Mr. Wayne Oland, MLA for Clare
Mr. Howard Epstein, NDP Environment Critic

Ms. Pam Bennett, CBC Radio, Halifax
May 30, 2003

Honourable Ron Russell, Minister
Department of Environment & Labour
5151 Terminal Road, 6th Floor
P.O. Box 697
Halifax, NS, B3J 2T8

Dear Mr. Minister:

Re: Proposed quarry in White's Cove, Little River, Digby Neck

On May 25, 2003, following an extended period of rain, members of the Society and others witnessed the failure of the settling pond on the quarry property at White's Cove. The rainwater had overflowed the containment pond and washed sediments from the surrounding area into the Bay of Fundy. According to fishermen who were monitoring the Bay that afternoon, the sedimentation extended about half a mile into the Bay.

A member of your Department inspected the site on Monday, May 26, and confirmed that large amounts of water were being released into the Bay. The need for immediate site remediation was also noted by the Federal Department of Fisheries and Oceans on an inspection on May 27, with an order issued by them for additional containment to be carried out within 48 hours.

This failure occurred before any blasting, grinding, washing and shipping had occurred on the 5.9-hectare site. What is going to happen to the area when the mega-quarry is underway if the Proponent is incapable of sound environmental practices on a modest project? The Erosion and Sedimentation Control Handbook of 1988 states (page 9a) that "conservation practices for erosion and sediment control should meet or exceed guidelines and specifications contained in this handbook." At this very early stage of the undertaking, the lack of adherence to the Principles and Practices for reducing erosion, and sedimentation causing such a level of threat to fish habitat cannot be tolerated.

Mr. Minister, you are responsible for the execution of the Terms and Conditions of the Approval issued to Nova Stone Exporters, Inc. Therefore, following the General Terms and Conditions of the Approval of April 30, 2002 to Nova Stone Exporters, Inc., Section
3. Paragraph f(1), we insist that you cancel the quarry Approval (i.e., the Permit) “pursuant to subsection 58 (2) (b) and 58 (4) of the (Environment) Act”.

Sincerely,

Kemp L. Stanton, Chair
Partnership for Sustainable Development of Digby Neck and Islands Society

cc: Mr. Ron L'Esperance, Deputy Minister, NS Department of Environment and Labour
Honourable John F. Hamm, Premier of Nova Scotia
Honourable Gordon Bastedo, Minister of Agriculture & Fisheries
Mr. Howard Epstein, Environmental Critic, NDP
Mr. Russell MacKinnon, Environmental Critic, Liberal Party

Right Honourable Jean Chrétien, Prime Minister of Canada
Honourable Robert Thibault, Federal Minister of Fisheries and Oceans
Honourable David Anderson, Minister of the Environment
Mr. Peter Stoffer, M.P., NDP Fisheries Critic
June 2, 2003

Mr. Paul C. Stone, P. Eng.
Area Manager Middleton
Nova Scotia Transportation & Public Works
61 Main Street
Middleton, Nova Scotia
B0S 1P0

RE: Unauthorized Work on White Cove Road,
Your Letter of May 14, 2003

Dear Mr. Stone:

Thank you for your letter advising that you travelled 1.2 km on the White Cove Road when you visited the site on 13 May 2003, and could not see any concerns for the Department.

It never occurred to us that you would only travel 40% of the total distance on a road under 4 km in length; otherwise, we would have spelled out for you, that our concern was at the end of the road. We enclose a picture taken before we contacted you. The picture illustrates one of our major concerns: a stream that should run under the road, has been 'dammed'. It was pretty evident what would could and did happen during the first good rain. We felt it was imperative that you see this, and an inspection would officially uncover what we felt was in violation of several laws!
As one Representative of the Nova Scotia Government, do you intend to maintain this poor standard of monitoring access conditions of the mega-quarry at White’s Cove?

I look forward to your response at your earliest convenience.

Sincerely,

Kemp L. Stanton
Chair
Partnership for Sustainable Development of
Digby Neck & Islands Society

c. c. Roger Larkin, District Director Western
Howard Windsor, Deputy Minister, Dept. of Transp & Public Works
Hon. Ronald S. Russell, Minister of Environment & Labour
Hon. John F. Hamm, Premier of Nova Scotia
Mr. Paul C. Stone, P. Eng.
Area Manager, Middleton
NS Department of Transportation & Public Works
P. O. Box #20, Middleton, NS, B0S 1P0

Dear Mr. Stone:

Re: Repair work on White’s Cove Road, Highway #422

Due to the recent washout of White’s Cove Road, some repair work has been done on
this abandoned Highway #422. If Global Quarry Products (or Nova Stone Exporters)
has made these repairs for access to the basalt quarry site near White’s Cove, I would like
to ask you if a permit for the repair was issued from your office? If so, will you kindly
let me have me a copy of the permit. Thank you.

You would recall my previous correspondence with you in which I had mentioned that
the repairs had been made to the abandoned Highway #422. The first upgrading that I
personally observed was in the autumn of 2001. This was evidently done on behalf of the
owners (Johnson and Linzburger) of the property now leased for the quarry. Additional
upgrading of the road was done in the spring of 2002 near the time (April 30) of sever of
the quarry permit by NS DEI. I personally observed a drill rig being hauled up the
Highway #422 a few hours before the permit was granted. This was the reason for my
first letter to you, asking if an upgrading permit had been granted by DOT.

Your response to me and your reply to the letter from Mr. Kemp Stanton, Chairman of
the Partnership for Sustainable Development of Digby Neck and Islands Society, do not
respond to the concerns of the resident-citizens, particularly when your recent visit to
the site was only to a partial tract of the road.

I request you to please examine the history of the repairs to Highway 422, since the
autumn of 2001 (before clear-cutting of the forest was initiated), and see if the DOT rules
have been observed.

I look forward to your prompt reply.

Yours sincerely,

\[signature\]

M. A. Mahoh, Ph.D., P.E.

Copies on page 2
Cc: The Honourable John F Hamm, Premier of Nova Scotia
The Honourable Ron S. Russell, Minister of Environment and Labour
Honourable Gordon Bajer, Minister of Agriculture and Fisheries
Mr. Ron L’Eipurrence, Deputy Minister, NS Department of Environment and Labour

The Right Honourable Jean Chretien, Prime Minister of Canada
The Honourable Robert Thibault, Minister of Fisheries and Oceans
The Honourable David Anderson, Minister of the Environment
Mr. Paul C. Stone, P.Eng.
Area Manager, Middleton
NS Department of Transportation & Public Works
P.O. Box 420, Middleton, NS, B0S 1P0

June 23, 2003

Re: Violation of DOT rules by the quarry operator

Thank you for your letter of June 11 in response to my request of June 9 to see if the Global Quarry Products or its associates had violated the DOT rules. I find your answer to be incomplete and indirect as explained below.

First of all, you have completely ignored the issue of breaking of DOT rules in the instances of upgrading of highway 422 (for clearcutting) in the fall of 2001, a second upgrading of the road in the spring of 2002, and the continual upgrading of the road since the issue of the 3.9-hectare quarry permit by the NSDEL.

Second, you mention that NSDOT recently repaired part of the road at the request of the Department of Fisheries and Oceans to deal with the siltation concern. Did your Department examine the cause of the siltation and determine who was responsible for this cause? Why should the citizens pay for this repair if the damage was caused by the operations related to the quarry? Has the quarry operator been violating the NSDOT rules by hauling heavy equipment on the road and disturbing the natural flow of rain and ground water? (I am sending a copy of this letter to the Minister of Fisheries and Oceans with the expectation that he will tell me why the DFO made the request to NSDOT to deal with the siltation concern.)

From the perspective of the citizens' right to ask for the assumption of responsibility by the appropriate authority, I would appreciate receiving a direct answer from you about the continual violation of DOT rules by the quarry operator and your intended action for correcting the situation.

Yours sincerely,

M. A. Mahfoud, Ph.D., P.E.

(List of recipients of copies of this letter is provided on page 2.)
Cc: The Honourable John F Hamm, Premier of Nova Scotia
The Honourable Michael Baker, Q.C., Minister of Transportation & Public Works
The Honourable Ron S. Russell, Minister of Environment and Labour
The Honourable Gordon Baker, Minister of Agriculture and Fisheries
Mr. Ron L'Esperance, Deputy Minister, NS Department of Environment and Labour
Mr. Russell MacKinnon, MLA
Mr. Wayne Gaudet, MLA
Mr. Howard Epstein, MLA

The Right Honourable Jean Chretien, Prime Minister of Canada
The Honourable Robert Thibault, Minister of Fisheries and Oceans
The Honourable David Anderson, Minister of the Environment
Mr. Peter Stoffer, MP
Saturday, June 28, 2003

Hon. Mr. Robert Thibault MP
Minister of Fisheries and Oceans
Ottawa, Ontario

Dear Mr. Minister,

My name is Penny Graham. I am a resident of Brier Island. I am the wife of and the mother of a LFA 34 lobster fishermen. I am writing to you today to express my concern over the proposed wharf development at White's Cove.

I am very concerned about the ships that will be using this wharf. As they come to the Bay of Fundy to load they will be discharging their ballast water. This water is what concerns me. In the past few months I have seen numerous stories about the impact of introduced species on fisheries in other areas. The latest horror story has been the introduction of MUSK in the BRAS D'OR lake and the subsequent destruction of the local Oyster beds. We have all seen the stories in the media about the impact of such introduced animals as Green Crabs and Zebra Mussels. I shudder to think what would happen if some animal or parasite that preyed on lobster was introduced into the Bay of Fundy. The high tides and strong currents in the bay could spread it over a wide area in a very short time. The destruction of the lobster fishery and the demise of the coastal communities that depend on the lobster fishery could occur just as quickly.
June 30, 2003

Hon. Robert Thibault
MP, West Nova
PO Box 35
Yarmouth, NS
B5A 3C1

Dear Mr. Thibault:

Attached is a petition signed by the entire Executive of the Tusket River Environmental Protection Association.

We believe that the eventual size and scale of the Digby Quarry is completely inappropriate to and incompatible with the culture, existing economy, and environment of the area.

We petition both governments to immediately withdraw their support for this and like enterprises of similar scale. We petition the provincial government to revoke permit number 202-026397 on the grounds that the permit was issued without due consideration for the potential impact of this enterprise on the culture, habitat, existing economy, and environment of the Digby Neck and Islands area.

We would appreciate receiving a reply justifying your support for the quarry.

Yours truly,

[Signature]
Dan Earle, President
JULY 2003
Dear Minister Thibault:

On behalf of the Gulf of Maine Expedition Association (a continuation of the Gulf of Maine Expedition 2002 that you met at Belleveaux Cove last September) we would like to thank you for your recent decision to ask for a full environmental assessment of the proposed Digby Quarry. In our view, there are several points that need to be addressed by such an assessment.

1) Impact on the marine environment considering both biological and physical parameters.

2) Impact on coastal edge fisheries.

3) Impact on the socio/cultural setting of the community of Digby Neck. We have found that our cultural bias toward so-called 'best science' often overlooks the social and cultural aspects of projects that have severe adverse impact on communities and the people that live in them. We would like to see the socio/cultural sciences given equal weight with the biological and physical sciences.

4) Impact, on the long-term because of NAFTA and other trade agreements, for the whole of the North Mountain complex from Briar Island to Cape Split. It is all basalt and potentially subject to mining. This could be an environmental disaster in the waiting as North Mountain is mined away at the scale of the infamous Anaconda Mines in Butte, Montana, Coal mines in Appalachia, and other such complexes in third-world countries around the globe.

Thank you again for initiating a comprehensive environmental review process.

Daniel Earle
President, Gulf of Maine Expedition Association
Honourable Ron Russell, CD, Minister  
Department of Environment & Labour  
5151 Terminal Road, 6th Floor  
P.O. Box 697  
Halifax, NS, B3J 2T8  
Dear Mr. Minister:  

Re: Non-compliance by Nova Stone Exporters/Global Quarry Products to the approved boundaries of the quarry site at White’s Cove, Little River  

We have observed that the quarry operator has failed to comply with the “Terms and Conditions of Approval” of NSDEL attached to Approval No. 2002-026397 in the following specific instances:  

1. The approval holder has constructed a siltation/overflow pond that extends beyond the legal survey of the quarry site. In particular, the wide berm of the siltation/overflow pond encroaches on our 50’x50’ property which is indicated in the enclosed survey map. A copy of the survey map prepared by Scotia Surveys Ltd. for Global Quarry Products in September 2002 is enclosed. This map is referred to in the encosed correspondence between M. A. Mabthab and Mr. Bob Petrie of NSDEL.  

2. A portable cabin, a portable toilet, and a mulch pile are all located beyond the quarry boundary (as observed on July 6, 2003).  

It is our conclusion that the approval holder has violated the terms expressed in Section 9 (a) (iii). We, as owners of a property adjacent to the quarry site and as residents of Nova Scotia, would ask you to have the site inspected and to determine if the permit holder has followed the Terms and Conditions of Approval.  

If your inspection confirms our conclusion, we would ask you to enforce Section 3 (f) (i), of the Terms and Conditions of Approval and cancel or suspend the quarry Permit “pursuant to subsection 58 (2) (b) and 58 (4) of the (Environment) Act”.  

Sincerely,

Mary Scott  
Carol Mabthab  

cc: Mr. W. Bruce Gillis, Q.C.
July 10, 2003

Honourable Ron Russell, CD, Minister
Department of Environment & Labour
5151 Terminal Road, 6th Floor
P.O. Box 697
Halifax, NS, B3J 2T8

Dear Mr. Minister:

Re: Application pursuant to Sections 115 and 116 of the Nova Scotia Environment Act with regard to the quarry operations at White’s Cove, Digby Neck

As pointed out in my letter to you of May 30, 2003, the permit holder for the quarry had not observed the conservation practices for erosion and sediment control as required by the guideline specifications contained in the Erosion and Sediment Control Handbook of 1998. I had specifically asked that you cancel the quarry approval “pursuant to subsection 78 (2) (b) and 58 (4) of the Environment Act”. Your reply to me of June 20, 2003 does not answer my questions.

On behalf of the Partnership for Sustainable Development of Digby Neck and Islands Society, I hereby make application pursuant to Sections 115 and 116 of the Environment Act to have the following issues investigated:

1. The adequacy of the siting and erosion control measures at the quarry site, including the sedimentation ponds and overflow arrangements for minimizing siltation to an acceptable limit.
2. Sound engineering practices for controlling the erosion of soils on steep hills that have been clearcut.
4. Channel alterations of the watercourses, including authorization by NSDEL.
5. Erosion of the unmaintained White’s Cove Road (highway # 422) from washouts resulting from clearcutting, alteration of watercourses, and the use of the road (including ground breaking and upgrading) for hauling heavy equipment.
6. Control of runoff volumes and velocities following heavy rainstorms.
7. The extent and time of exposure of the areas susceptible to erosion and sedimentation.

Doc Request 016 - MacKinnon, R.
70-0668
Page-068768
We request that your Department furnish the information which responds to the following questions:

1. What are the responsible practices exercised by your Department regarding compliance and monitoring for addressing the above environmental issues?
2. What is the reporting system used (from inspectors to senior management) when investigating compliance problems?
3. How often are inspections carried out on such activities? Is there a plan to inspect the site after each and every heavy rainstorm?
4. What is the operational format for ensuring responsible enforcement of the regulations? Does this format reflect the precautionary principle of the Environment Act, Section 2 (b) (ii)?
5. Does the Department have qualified inspectors to monitor the erosion and sedimentation activities and measures for their control?

In addition, we request that you send us copies of all inspection reports to date and the corrective and preventive actions carried out by your Department. Your timely attention is important to the issues identified in this application.

Sincerely,

[Signature]

Kemp L. Stanton, Chair
Partnership for Sustainable Development of Digby Neck and Islands Society

cc: Mr. Ron L'Esperance, Deputy Minister, NS Department of Environment and Labour
Honourable John F. Hamm, Premier of Nova Scotia
Honourable Gordon Balmer, Minister of Agriculture & Fisheries
Mr. Howard Epstein, Environmental Critic, NDP
Mr. Russell MacKinnon, Environmental Critic, Liberal Party
Mr. Wayne Gaudet, MLA for Clare

cc: Right Honourable Jean Chretien, Prime Minister of Canada
Honourable Robert Thibault, Federal Minister of Fisheries and Oceans
Honourable David Anderson, Minister of the Environment
Mr. Peter Stoffer, M.P., NDP Fisheries Critic
July 27, 2003
The Honourable Robert Thibault
15th fl, 200 Kent st.
Ottawa Ont K1A 0E8

Dear Mr. Thibault

I read with great concern in the July 26 Toronto Star about plans by an American company to put a quarry on the shores of the Bay Of Fundy near Digby Neck N.S. Does the drive for the almighty dollar mean that we can have no pristine places left in the world? Let the Americans find some pristine place in their country they can destroy.
I am confident that we can count on you to prevent this from happening in Canada.

Respectfully,

Brian J. Toner
Dear Mr. Thibault:

I was saddened to read in the Toronto Star yesterday about the proposed quarry to be created in Digby Neck, Nova Scotia.

I applaud your request of a formal review of the project. I am very glad that you stepped in to take a closer look at this proposal. I do not understand why the relevant Nova Scotia government officials have, according to the Star, taken a "hands-off" approach to something that will have such a profoundly negative effect on this lovely province.

I visit Nova Scotia at least once a year to visit relatives in Halifax and to travel in this gorgeous part of Canada. One of many things I enjoy is flying into Halifax over thousands of trees. It saddens me greatly to think that a huge expanse of trees is going to be ripped up and sacrificed to provide gravel. As well, it does not sound like this project will benefit the local people. It certainly will detract from the attractions in this area, which may reduce tourism. We know that animals will be adversely affected; we know this even without carrying out further studies. We've done countless studies which prove that if you change the habitat, animals have to leave. If you blast, marine and land animals will be affected. Why do we continue to ignore the current studies in favour of doing more studies? Do we think that the new study will disprove the countless previous studies?

This group of Americans should be encouraged to use recycled products to create new roads, instead of being allowed to destroy pristine countryside in a nation not even their own.

I urge you to disallow this quarry to be created. Let us begin to turn the tide of destruction in favour of leaving scenic areas alone for humans and animals to enjoy.

Thank you very much.

Sincerely,

Jennifer L. Smith
194 Queensdale Av., East York, ON  M4C 2A9
6-21 King Street  
Wolfville, N.S.  
B4P-1K4  

Non: Robert Thibeault  
Minister of Fisheries  
House of Commons  
Ottawa, Canada.

Dear Mr. Thibeault:

I am writing to you on the subject of the proposed basalt quarry on Bigby Neck, N.S.

Although the area in question is more than fifty miles from my home, I feel very much concerned, as do many other Nova Scotians. We are concerned about the threat of loss of this beautiful natural place, of the traditional life-style it supports, and of the many tourists who are drawn to it. Also, we are concerned about the negative effects of the proposed operation, including the building of facilities to serve large vessels, on the marine environment and on the fishing industry that depends on it.

I understand that a Federal environmental review of the issue is to be conducted under the jurisdiction of your Department. I urge you to take every possible precaution to avoid the unnecessary destruction, by a U.S. entity in cahoots with our provincial government, of a valued piece of Nova Scotia heritage.

Yours sincerely,

M. Kustudic

Michaela Kustudic
AUGUST 2003
Dear Dr. Hamm:

I was pleased to hear you say on election night that with a minority government the things that the three party leaders agree on can be implemented quickly. Since all three parties made election commitments to substantially increase the number of protected wilderness areas, the members of Friends of Nature hope this will be an immediate priority of your new government.

We also hope that no large quarry will be permitted on Digby Neck, and that seismic testing will not be allowed off the coast of Cape Breton. These sensitive marine areas should have the same protection provided for Georges Island, namely the establishment of a moratorium on oil and gas exploration.

Dear Mr. Morash,

Congratulations on becoming Minister of Environment. This letter was written before your appointment, so I certainly would have included you. We also hope your department will oppose the mega-quarry on Digby Neck.

Sincerely,

Martin Rudy Haase
Executive Secretary

Dedicated to maintaining the balance of nature for the mutual benefit of people and their place and wild friends.
Dear Sir:

I am writing you to appeal to you, on behalf of our colleagues, the Board of Directors of your institution, to consider the serious and pressing problem of the world's food supply.

The Food and Agriculture Organization of the United Nations has estimated that by the year 2050, the world's population will have increased by 50%, leading to a demand for 70% more food. This is a daunting challenge, especially in light of the fact that 800 million people are currently suffering from undernourishment.

We, as educators and leaders in our respective fields, believe that it is our responsibility to foster a generation that is knowledgeable about the importance of sustainable agriculture and food security. It is crucial that we equip the next generation with the tools they need to address this global issue.

I urge you to consider investing in research and development focused on improving crop yields, developing new technologies to enhance food production, and promoting policies that support small-scale farmers. These efforts will be instrumental in ensuring a abundant and healthy food supply for future generations.

Sincerely,

[Signature]

[Name]

[Institution]
The same minutes a tender is available with train the next - next train! Why
not catch it?

Already our lovely mantle
(around the Dard. Canad. Highway) has
been visited by the U.S. Congress of many
farmers, the dusty foregoers and
thieves where the beauty was seen
breathtakingly beautiful.

[Signature]

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Native Council of Nova Scotia

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Website: http://nncenovan.ca

August 25, 2003

Mr. Steve Chapman
Canadian Environmental Assessment Agency
13th Floor, Fontaine Building
200 Sacré-Coeur Boulevard
Gatineau, Quebec
K1A 0H3

- and -

Chris Daly
Environmental Assessment Administrator
Nova Scotia Environment and Labour
5151 Terminal Road, 5th Floor
P.O. Box 697,
Halifax, Nova Scotia
B3J 2T8

RE: Public Comment on:

“Draft Agreement to establish Joint Environmental Assessment Panel to review the proposal for the “Whites Point (Digby Neck) Quarry and Marine Terminal”

- and -

Native Council of Nova Scotia notice to register as an Interested Party.

Dear Mr. Chapman and Mr. Daly:

I respond to the newspaper “Public Notice” and your letter of August 12, 2003 to comment on the Joint Review Panel EA Draft Agreement and to register the Native Council of Nova Scotia as an interested party on the above noted proposed development in Whites Point, Nova Scotia.

[Signature]

Doc Request 016 - Daly, G. 69-0512  Page-06047
As the elected Chief and President of the Native Council of Nova Scotia, an Aboriginal Peoples Representative Organization organized in 1974 by the large community of Mi'kmaq/Aboriginal Peoples who continue to reside throughout the traditional ancestral homelands of Mi'kmaq, in the Province of Nova Scotia, I provide the following comments on the Draft Agreement, Components of the Review, and Scope of the EA to be considered in the Review.

Our community of Mi'kmaq/Aboriginal Peoples the continues Mi'kmaq/Aboriginal Peoples, not displaced to Indian Act Reserves, and specifically our community in the area of the proposed development project have significant interest in natural resources developments on lands and waters, the manner of conduct of Environmental Assessments, development operations and project term relationships. We require a Proponent to undertake a program of direct consultation with our Community to detail the proposed project, document our issues, needs, concerns and interests and their accommodation, including assessment and factoring of the elements defined for environmental effects and other items as determined required in an Environmental Assessment on the proposed development project.

With the mandate of my Board of Directors, and as Chief executive officer responsible for our natural life management authority, the NCNS Netukulimkewe' Commission, our Mi'kmak'ik Environments Resources Developments Secretariat (MERDS) is designated as the Council's contact point throughout the term of the Whites Point (Oigby Neck) Quarry and Marine Terminal Project.

We respectfully request the Parties to consider and include our comments and suggestions in the Draft Agreement in their appropriate sections.

We reserve our right to additional comments as may be required at presentation to the Joint Review Panel.

We make no comment on the Preamble section.

On Section 1 "Definitions", we assume that the definitions contained in both the Federal and Provincial Acts apply to this Joint Review Panel as respective definition authority for the Parties. For clarity in keeping with terms used in the agreement we would like the following to be included in the "Definitions" section to this agreement.

1.) Definitions from the Nova Scotia Environment Act:

"Adverse effect" means an effect that impairs or damages the environment, including an adverse effect respecting the health of humans or the reasonable enjoyment of life or property.

"Environment" means the components of the earth and includes:

(i) air, land and water,

(ii) the layers of the atmosphere,

(iii) organic and inorganic matter and living organisms,

(iv) the interacting natural systems that include components referred to in
Subclasses (i) to (iii), and
(v) for the purpose of Part IV, the socio-economic, environmental health, cultural and other items referred to in the definition of environmental effect.

"Handle" includes use, store, distribute, treat, manufacture, transport, generate, process, package, re-process, recycle, sell, offer for sale, dispose of and import into the Province.

"Land" means surface land, land covered by water, subsoil, matter beneath the subsoil or any combination or part thereof.

"Proponent" means a person who
(i) carries out or proposes to carry out an undertaking or activity, or
(ii) is the owner or person having care, management or control of an undertaking or activity.

"Storage" means the holding of a substance for a temporary period at the end of which it is intended to be processed, used, transported, treated or disposed of.

"Substance" means
(i) matter that is capable of becoming dispersed in the environment,
(ii) matter that is capable of becoming transformed in the environment into matter referred to in subclause (i)
(iii) sound, vibration, heat, radiation or another form of energy, or
(iv) any combination of things referred to in subclause (i) to (iii)

"Sustainable development" means development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

"Water resource" means all fresh and marine waters comprising all surface waters, groundwater and coastal water.

2.) From the Canadian Environmental Assessment Act

"Interested Party" means, in respect of an environmental assessment, any person or body having an interest in the outcome of the environmental assessment for a purpose that is neither frivolous nor vexatious.

On the matter of followup program without the benefit of the Proponent's "proposed project description"; preliminary details, we do not know the "term or duration of this resources development project". It appears that it will be long-term and we would request the parties to consider introducing clearly the principle from the Nova Scotia Environment Act of shared stewardship and responsibility of a Proponent to the environment. We believe it important to add to the definition of "Follow-up Program" recited a third item.
“Follow-up Program” means a program for

a. ...

b. ...

c. on-going project term operations monitoring with evidence of a Proponent’s competency and capacity to procure and implement best science and technical measures and actions to mitigate adverse environmental effects resulting and identified throughout the project term on-going operations.

As for Article 2. Establishment of the Panel; Article 3. Constitution of the Panel; Article 4. Conduct of Assessment by the Panel; Article 5. Secretariat and Administrative Matters; Article 6. Record of Joint Review and Final Report; Article 7. Other Government Departments we make no comments.

For Article 8. Participant Funding, we are pleased that recognition is given to provide some assistance to participants and at this time The Native Council of Nova Scotia as a not-for-profit, NGO, respectfully requests the Joint Panel Secretariat to assist us with information and application for “ Participant Funding” pursuant to the applicable Provincial and Federal participant funding programs to assist our participation as an interested party in this joint review.

We make no comments on 9.

In the Appendix section, “Terms of Reference for the Joint Review Panel” we make the following comments.

In Part I- Project Description

The Project Description Summary is helpful, however we do not have any information about the Proponent or contact information.

May we suggest a fifth paragraph be included to provide the legal name of the Proponent, proposed project principles, Nova Scotia address, telephone, and how and where a copy of the “Proponents Proposed Project Description” as submitted to the regulatory authorities can be acquired and reviewed.

The Native Council of Nova Scotia requires this information, and would request that the JRP secretariat inform the Proponent of our request, and make contact with us as soon as possible to provide this information.
In Part II - Components of the Review

Article 4. and 5. provides for comments from the public and stakeholders and the Proponent's response to those comments. We see a gap after Articles 4., 5. and before 6.

The public and stakeholders and regulatory agencies do not have an opportunity to file with the Joint Review Panel or the Proponent, either concurrence, disagreement or the identification of "outstanding deficiencies" or the "inappropriateness of the Proponent's response to the comments" on the matters or issues raised about the "Environmental Impact Statement" and the "comments" provided by the public and stakeholders or other agencies of governments.

We comment on this point of a procedural gap because it appears that the JRP would require to determine additional information requested of the Proponent without the benefit of knowing from the public, stakeholders and other government agencies as to the "adequacy of the Proponent's response" where there still could remain outstanding significant "deficiencies" and "inappropriate" response to the issues, concerns and matters raised for resolution.

Without this rebuttal to the Proponent's response, the Proponent and the JRP do not know what additional information and considerations have yet to be satisfied before the JRP public meeting.

Either we invest an additional fifteen (15) days for public rebuttal to Proponent response and fifteen (15) days for the Proponent to attempt to correct, or that thirty (30) days more or less will have to be taken up during the "Public meetings before the Joint Review Panel" to raise the matter of the "Proponent's response deficiencies or inappropriate response".

It is obvious that not every or all outstanding deficiencies and or response as held by interested parties, and agencies and the Proponent's position on response will be satisfied, however with this additional thirty(30) days in procedure there could well be reduced the length of "public meeting review days to go over subjects that could have been satisfied.

In Part III - Scope of the Environmental Assessment and Factors to be Considered in the Review

We make the following comments and request to the Parties to include in the "Final Guidelines" to the Proponent to have prepared and included in an Environmental Assessment Report to file which shall be assessed and addressed including other factors under review by the Joint Review Panel.

We have included in "bold italics" our additions to the "scope of the Environmental Assessment"
The Minister of the Environment and Labour, Nova Scotia, and the Minister of the Environment, Canada, have determined that the Joint Review Panel shall include in its review of the Project, consideration of the following factors:

a.) The Proponent's corporate environmental protection policy.
b.) Purpose of the Project.
c.) Need for the Project.
d.) The location of the proposed undertaking and the nature, uses, ecosystems, ecological quality and value, the socio-economic and environmental issues, and sensitivity of the surrounding area.
e.) Alternative means of carrying out the Project that are technically and economically feasible and the environmental effects of any such alternative means.
f.) Alternatives to the Project, and project design.
g.) Planned or existing land and water resources use in the area of the undertaking and activities thereto throughout the project term.
h.) Other undertakings in the area.
i.) The environmental effects of the Project, including the environmental effects of malfunctions, and accidents that may occur in connection with the Project throughout project term operations and any cumulative environmental effects that are likely to result or are monitored from the Project in combination with other projects, activities, or uses that; have been, are, or will be, carried out.
j.) The significance of the effects referred to in (i).
k.) The socio-economic effects of the Project including those to Aboriginal Peoples.
l.) The socio-economic benefits of the Project including those to Aboriginal Peoples.
m.) The temporal and spatial boundaries of the study area(s).
n.) Comments from the public that are received during the review.
o.) Comments, issues, needs, concerns and interests that are received through consultation with Aboriginal Peoples, and during the review.
p.) Steps taken by the Proponent to address environmental concerns expressed by the Public, and steps to accommodate the environmental effects, issues, needs, interests and concerns expressed by the Aboriginal Peoples.
q.) Measures that are technically and economically feasible and that would mitigate any environmental adverse effects of the Project.
r.) Follow-up and monitoring programs including the need for such programs and evidence of the capacity and competency of the Proponent to implement follow-up and monitoring programs and adhere to corrective measures and actions throughout the term of the project operations.
s.) On-going public awareness program throughout the development, construction and operation of the project to create public awareness about the Quarry and Marine Terminal operations.
t.) The capacity of renewable resources that are likely to be significantly affected by the Project to meet the needs of the present and those of the future.

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u.) Residual adverse effects, their significance and the Project Proponent's responsibility to
make plans, undertake measures and actions to restore, accommodate, or compensate for
loss of resources, uses, essential ecological processes, biological diversity, ecological
integrity and environmental quality to the present and future generations.

The Native Council of Nova Scotia submits these comments to the Parties for their consideration and
inclusion, in the spirit of promoting participatory involvement in a climate of partnership.

Economic prosperity and sound environmental assessment and management is a shared responsibility
of the Parties, Interested Parties, Stakeholders, the Proponent and the Joint Review Panel - all
citizens. We must all work to balance social development and economic development within a
living environment that is not only the legacy of the present but that of future generations to come,
our interdependence and inter-connectivity with the environment.

Going Forward To
A Better Future

Grace Conrad
Chief and President

cc: The Honourable David Anderson
    The Honourable Ronald Russell
    Cheryl Benjamin, NSENLI
    Tim Martin, N.C.N.S. Netukulimkwe'1 Commission
    Roger Hunka, N.C.N.S. MERDS Facilitator/Advisor