

APPENDIX A

Project Effects Determination Report

**FISHERIES AND OCEANS
CANADIAN ENVIRONMENTAL ASSESSMENT ACT (CEAA) 2012
PROJECT EFFECTS DETERMINATION REPORT**

GENERAL INFORMATION

1. Project Title: Wharf Repairs, Channel Port aux Basques, NL	
2. Proponent: Fisheries and Oceans Canada, Small Craft Harbours (DFO SCH)	
3. Other Contacts (Other Proponent, Consultant or Contractor): Public Services and Procurement Canada	4. Role: OGD Consultant
5. Source of Project Information: William French, DFO SCH	
6. Project Review Start Date: September 8, 2016	
7. DFO File No.:	8. PWGSC File No.:
9. TC File No.: NPP # 8200-03-1189 / NEATS: 43185	

BACKGROUND

10. Background about Proposed Development (including a description of the proposed development):

The proposed development (the Project) involves repairs, maintenance, and partial reconstruction of an existing finger pier wharf located in Channel Port aux Basques, NL (Appendix A). The existing wharf measures approximately 9.1 m wide by 65.5 m long, and project activities will involve the replacement of fenders, wheelguards, concrete deck, and three timber cribs. The Project also includes the removal and replacement of the electrical panel and utility poles that are present on the existing wharf. This wharf is currently under the jurisdiction of DFO-SCH, and Project activities are occurring on federally owned property (DFRP # 00748).

PROJECT REVIEW

11. DFO's rationale for the Project review:

Project is on federal land and;

- DFO is the proponent
- DFO to issue *Fisheries Act* Authorization or *Species at Risk Act* Permit
- DFO to provide financial assistance to another party to enable the Project to proceed
- DFO to lease or sell federal land to enable the Project to proceed
- Other

12. Fisheries Act Sections (if applicable): N/A

13. Other Authorities

Transport Canada, Navigation Protection Program and Aboriginal Affairs and Consultation Unit

14. Other Authorities rationale for involvement:

Navigation Protection Act

15. Other Jurisdiction: Newfoundland Department of Environment and Climate Change, Pollution Prevention Division

16. Other Expert Departments Providing Advice:

N/A

17. Areas of Interest of Expert Departments:

N/A

18. Other Contacts and Responses

N/A

19. Scope of Project (details of the Project subject to review):

Project Description

Construction / Installation:

The existing wharf will have the 24 m section of cribwork closest to shore demolished and removed in its entirety. Four new treated cribwork sections (three 7.62 m long sections and one 6.1 m section) will be constructed in the same location and joined to the existing cribwork. Some excavation will be required to scribe the crib work to the hard bottom / bedrock. Some existing timber crib structures will remain in place; however, the top sections of the timber blocking (above + 0.40 lowest normal tide (L.N.T)) will be removed and reconstructed along with its associated fenders, wheel guards, and concrete decking. The two existing span sections between the remaining cribs will also be replaced. The refurbished wharf is anticipated to have the same physical footprint as the existing structure. See Site Plans in Appendix B.

The wharf repairs will also remove and replace the electrical panel and utility poles that are present on the existing wharf. The existing rock rip rap along the shore adjacent to the wharf will be temporarily removed during crib replacement and reinstated after the new cribs and fenders are installed.

Standard wharf construction and dredging methods and equipment will be used. The new cribwork for the proposed wharf will be scribed to the hard bottom (no rock mattress). The treated cribwork will be assembled on-site using a combination of heavy equipment and manual labour, and floated into position. Ballast stone will then be added to the crib block to sink it into place. Heavy equipment will operate from the existing wharf deck, the new extension cribbing, and possibly a floating barge, if required.

Operation

The Environmental Management System (EMS) with an integrated Environmental Management Plan (EMP) for the Harbour Authority of Channel Port aux Basques will cover operational aspects of environmental management and is the mitigation measure for the environmentally responsible aspects of harbour operation (e.g., fuelling, waste disposal, activities on the property and water).

Decommissioning

This facility is not presently planned to be decommissioned. At the time of decommissioning, DFO-SCH will develop a site-specific re-use or reclamation plan that is appropriate for the applicable environmental legislation and DFO policies.

Scheduling

Subject to regulatory approval and DFO-SCH operational priorities and funding, this Project may commence during the fall of 2016.

20. Location of Project:

The Project is located in Channel Port aux Basques, on the southwestern tip of the island of Newfoundland. The community is at the western terminus of the Newfoundland portion of the Trans-Canada Highway. The coordinates are 47. 565893 and -59.125999.

The Project is located within a commercially active harbour owned by DFO-SCH. The surrounding area contains a fish plant and marginal wharf, finger pier wharf, launch way, and floating docks. A large ferry terminal operated by Marine Atlantic is located approximately 600 m north of the Project site, providing ferry service between Newfoundland and Nova Scotia.

21. Environment Description:

Physical Environment

The immediate Project site consists primarily of anthropogenic marine infrastructure. The uplands area is characterized by low-lying grass, trees, industrial / commercial structures, several residential dwellings, and gravel/paved parking areas used for site access. The water depth at the Project site is approximately between 3.1 to 9.2 m deep.

The Project is located within the Maritimes Barrens Ecoregion, which extends from the east coast of Newfoundland to the west coast through the south central portion of the Island. This ecoregion has the coldest summers with frequent fog and strong winds. Winters are relatively mild, with intermittent snow cover particularly near the coastline. Annual precipitation exceeds 1,250 mm. The topography of this area is comprised primarily by a rolling ground moraine, although extensive barrens exist. Sheep laurel and black spruce are present throughout the ecoregion, while small patches of trees including juniper and yellow birch can be found in sheltered areas. Bogs and fens are also common within this geographic area.

Biological Environment

According to DFO's Traditional Ecological Knowledge Maps of the area, a mixture of groundfish (cod, lumpfish, flounder and skate), marine mammals (dolphin / porpoise, whale, seal and other mammals), pelagic fish (capelin, herring, mackerel), and shellfish (lobster, squid and snow crab) may be found within the general Project area.

Terrestrial wildlife in this area may include Northern Water Thrush, White-throated Sparrow, Grey-cheeked Thrush, Ruby-crowned Kinglet, and Yellow-rumped Warbler. Small mammals such as the short-tailed weasel and the Newfoundland marten may also occur in areas of this ecoregion.

Species at Risk (Aquatic and Terrestrial)

A search of the Atlantic Canada Conservation Data Centre (ACCDC) database was conducted; this produced a list of rare / unique species (i.e., plants and animals) within proximity of the Project. When cross-referenced with the Schedule 1 of the *Species At Risk Act* (SARA), the only identified species was the Piping Plover. Piping Plover can be found along the southwest coast of the Island of Newfoundland and typically nest above the normal high-water mark on exposed sandy or gravelly beaches. On the Atlantic coast they often nest in association with small cobble and other small beach debris on ocean beaches, sand spits, or barrier beaches. The Grand Bay West to Cheeseman Provincial Park Important Bird Area exists along the southwest coast of Newfoundland (see Appendix A-4), and has been created to preserve the habitat of Piping Plover. The Project site is a commercial fishing area that is primarily surrounded by marginal wharves and armourstone banks. There are no cobble / pebble or sandy areas in proximity to the Project site, thus no critical habitat. As a result, it is not anticipated that piping plover will be found within the vicinity of the Project.

22. Environmental Effects of Project:

Potential Project - environment interactions and effects are outlined below:

Fish / Fish Habitat:

- Sedimentation as a result of timber crib wall removal / wharf reconstruction has potential to affect fish and quality of fish habitat.
- Accidental discharge of heavy machinery fuel / fluids or concrete may enter the marine environment and negatively affect fish and fish habitat.

Health and Socio economic:

- Potential for safety hazards to workers during demolition and construction activities.

Water:

- Sedimentation as a result of timber crib wall removal / wharf reconstruction has the potential to change water quality immediately around the Project site.
- As a result of Project-related Activities, Construction-related refuse may potentially be deposited in water-body, decreasing marine water quality.
- Accidental discharge of heavy machinery fuel / fluids or concrete may result in a decrease of marine water quality.

Marine Birds:

- Accidental hydrocarbon release into the marine environment has potential to interact with sea or shore birds and their habitats.

Soil:

- Equipment malfunctions resulting in hydrocarbon release have potential to cause soil contamination.
- Construction activities at site or natural events (e.g., rainfalls) have potential to result in erosion / sedimentation events.

Navigation Consideration:

Environmental effects of the project on navigation are taken into consideration as part of the environmental assessment only when the effects are indirect, *i.e.* resulting from a change in the environment affecting navigation. Direct effects on navigation are not considered in the environmental assessment, but any measures necessary to mitigate direct effects will be included as conditions of the *Navigation Protection Act* approval.

- Only direct effects are identified; therefore the effects of the project on navigation are not addressed in this environmental assessment.
- Indirect effects were identified and have been addressed in this environmental assessment.

23. Mitigation Measures for Project (including Habitat Compensation):

- The proposed activities must be carried out in such a manner that sediment, and/or other construction-related materials do not enter the marine environment. Sediment and erosion control measures will be established around the site before Project activities begin, and inspected to confirm that they are functioning properly.
- Activities planned near water will be conducted in a manner such that materials including paint, primers, solvents, degreasers, concrete, hydrocarbons, or other chemicals do not enter the watercourse.
- Vehicles and equipment will be in good repair, free of mud, fuel and oil, or other harmful substances that could potentially impair water quality. Vehicles and equipment will be maintained to reduce air emissions.
- Cast-in-place concrete, grout, and mortars will be isolated from precipitation and the marine environment for a minimum 48-hour period or until substantially cured, to allow for the pH to reach neutral levels.
- Materials and equipment used for the purpose of the Project will be operated and stored in a manner that prevents deleterious substances (e.g., petroleum products, lubricants, silt, etc.) from entering the marine environment.
- Cribbing ballast will be, to the extent possible, free of fine-grained materials to reduce sedimentation and must not be obtained from below the highwater mark.
- Project activities will avoid periods of heavy wind or precipitation, to reduce the potential for sedimentation or runoff, and to reduce the potential for accidental events such as a release of deleterious substances.
- To the extent possible, the Project activities will be carried out during low tide and low wind-wave conditions to reduce turbidity and to localize the area that might be affected by turbidity. The potential exists for a floating barge to be used during Project-related activities. Any barge activity will be used in calm conditions to reduce the potential for environmental effects.
- Oil spill response equipment, such as absorbents and open-ended barrels, will be available on-site in case of a spill or leak. Spills or leaks will be promptly contained, cleaned up and reported to the 24-hour environmental emergencies report system (1-800-563-2444).
- The contractor is responsible for having an established oil spill response plan in place prior to commencing Project activities, which is compliant with applicable federal and provincial legislation. This oil spill response plan must be reviewed and approved by the proponent (DFO-SCH) prior to commencing Project-related activities.
- Waste materials will be disposed of in an environmentally responsible manner, and in accordance with federal and provincial legislation.
- Even small spills of oil can have effects on migratory birds and fish and fish habitat. Therefore, a reasonable effort should be taken to reduce the chances of an oil spill occurring in the area. Refuelling and maintenance activities should be undertaken on level terrain, at least 30 m from surface water (including shorelines), on a prepared impermeable surface with a collection system to reduce the possibility of oil, gasoline, and hydraulic fluids from entering surface waters. Waste oil will be disposed of in an approved manner that complies with federal and provincial legislation.
- Project activities will comply with relevant federal and provincial occupational health and safety legislation. Workers will be required to wear the appropriate personal protective equipment while undertaking Project activities.

- Upon completion of construction activities, Project-related non-biodegradable erosion and sediment control materials will be removed, along with construction materials and equipment.
- Workers in contact with hazardous materials (e.g. wastes) must be provided with and use appropriate personal protective equipment.
- Proper safety procedures must be followed for the duration of the project as per applicable municipal, provincial, and federal regulations.
- Employees will be trained in health and safety protocols (e.g. safe work practices, emergency response).
- Treated timber generated from the demolition and reconstruction of the wharf are to be disposed of at the Norris Arm Regional Waste Disposal Facility only, pending prior approval from the site owner operator (Norris Arm WMF (709) 653-2900). The re-use and/or disposal of treated timber wastes at any other location other than the Norris Arm waste disposal site is not permitted.

24. Significance of Adverse Environmental Effects of Project:

Significant adverse environmental effects are unlikely, taking into account mitigation measures.

25. Other Considerations (Public Consultation, Aboriginal Consultation, Follow-up)

Public Consultation

The Project will provide safer and more secure access for vessels using this facility. No negative public concern is expected as a result of this Project. As such, public consultation was not deemed necessary as part of this determination.

Aboriginal Consultation

Aboriginal fishers are not known to use the Channel Port aux Basques SCH facility, nor are there Aboriginal groups known to use the general Project area. As such, Aboriginal consultation was not deemed necessary as part of this determination.

Government Consultation

Federal and provincial authorities likely to have an interest in the project were consulted by Public Works & Government Services Canada, Environmental Services, during the course of this assessment. A project description was distributed to the following authorities:

- Transport Canada – Navigation Protection Program (TC NPP) and Environmental Affairs and Aboriginal Consultation Unit
- Newfoundland and Labrador Department of Environment and Climate Change, Pollution Prevention Division (NLDOEC PPD)

The Project was “self-assessed” in accordance with DFO, Fisheries Protection Program (DFO FPP) website. As a result of this assessment it was determined that the proposed Project would not likely require a formal review by DFO FPP.

TC NPP determined that an approval would be required under the *Navigation Protection Act*.

The NLDOEC, based on several timber samples collected from the existing wharf structure (Appendix C), indicated the treated timber wastes produced from the demolition of the existing canal walls are permitted for disposal at the Norris Arm Regional Waste Disposal Facility only, pending prior approval from the site owner operator (Norris Arm WMF (709) 653-2900). The re-use and/or disposal of treated timber wastes at any other location other than the Norris Arm waste disposal site is not permitted. See Appendix D.

Accuracy and Compliance Monitoring

A follow-up program (as defined in S. 2(1) and as applicable to non-designated projects on federal lands) is a program for determining the effectiveness of mitigation measures. Site monitoring (accuracy and compliance monitoring) may be conducted to verify whether required mitigation measures were implemented. The contractor must provide site access to Responsible Authority officials and/or its agents upon request.

26. Other Monitoring and Compliance Requirements (e.g. *Fisheries Act* or *Species at Risk Act* requirements)

N/A

CONCLUSION

27. Conclusion on Significance of Adverse Environmental Effects:

The Federal Authorities have evaluated the Project in accordance with Section 67 of *Canadian Environmental Assessment Act (CEAA), 2012*. On the basis of this evaluation, the departments have determined that the Project is not likely to cause significant adverse environmental effects with mitigation and therefore can proceed using mitigative measures as outlined.

28. Prepared by:

Mark McNeil

29. Date: September 29, 2016

30. Name:

Mark McNeil

31.

Title: Environmental Specialist, PSPC-ES

32. Decision Taken

- DFO may exercise its power, duty or function, i.e. may issue the authorization - where the Project is not likely to cause significant adverse environmental effects. Confirm below the specific power, duty or function that may be exercised.
- DFO to issue *Fisheries Act Authorization or Species at Risk Act Permit*
 - DFO to proceed with Project (as proponent)
 - DFO to provide financial assistance for Project to proceed
 - DFO to provide federal land for Project to proceed
- DFO has decided not to exercise its power, duty or function because the Project is likely to cause significant adverse environmental effects.
- DFO to ask the Governor in Council to determine if the significant adverse environmental effects are justified in the circumstances

33. Approved by:

Paul Curran

34. Date:

Nov 14/16

35. Name:

Paul Curran

36. Title:

Regional Engineer, DFO-SCH, NL

37. References:

N/A

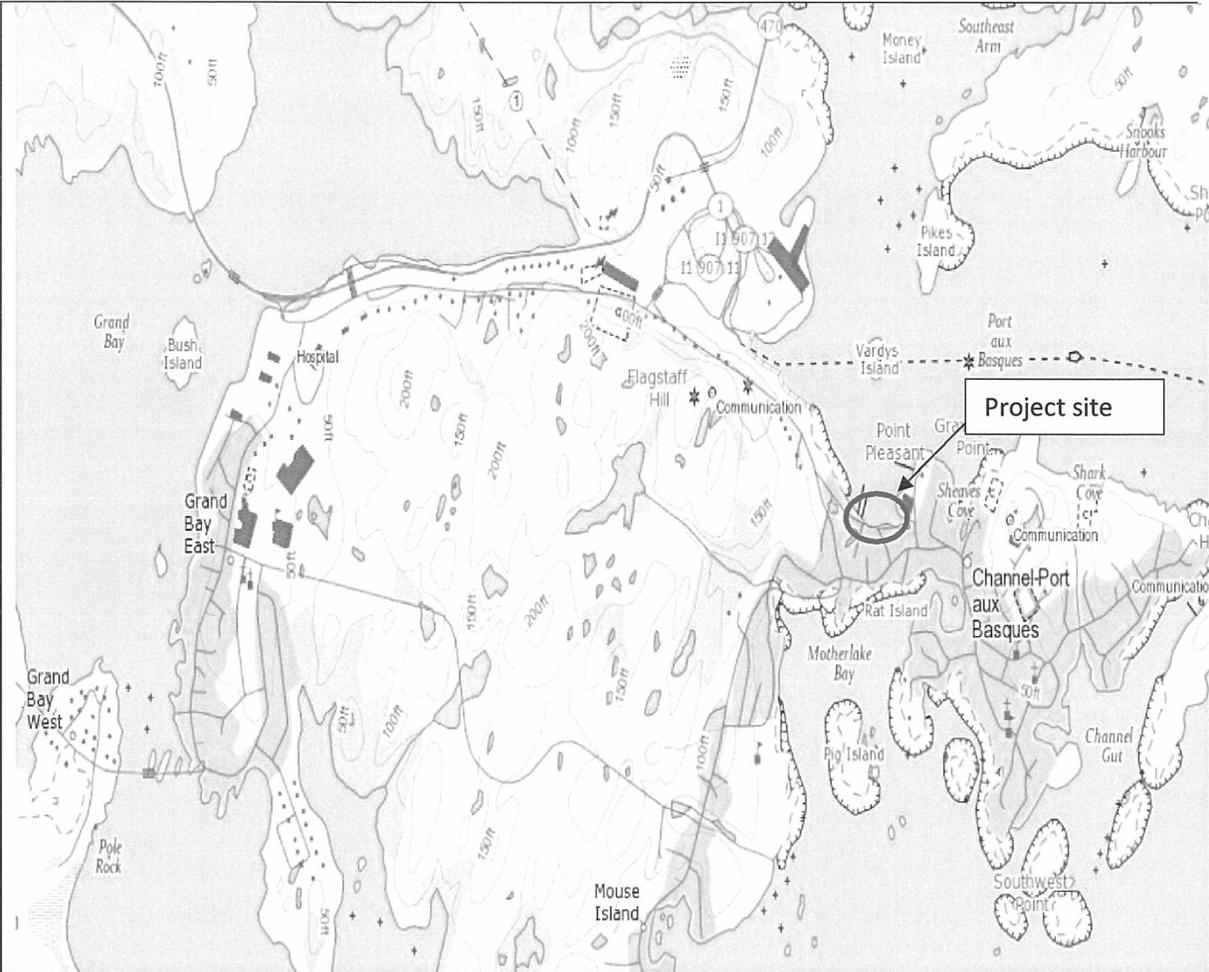
38. TRANSPORT CANADA RECOMMENDATION

Project Title:	Wharf Repairs, Channel – Port aux Basques, NL	
TC File No.:	NEATS: 43185	
NPP File No.:	NPP# 8200-03-1189	
Environmental Review Decision:	Taking into account the implementation of any mitigation measures that Transport Canada considers appropriate, the project is not likely to cause significant adverse environmental effects and, as such, Transport Canada may exercise any power or perform any duty or function that would permit the project to be carried out in whole or in part.	
Prepared by:	Melissa Ginn Environmental Officer Environmental Affairs and Aboriginal Consultation Unit	
Signature:		Date: October 27, 2016
Mailing Address:	10 Barter's Hill, St. John', NL	
Tel:	709-772-3088	
Fax:	709-772-3072	
Email:	melissa.ginn@tc.gc.ca	
Recommended by:	J. Jason Flanagan Senior Environmental Assessment Officer Environmental Affairs and Aboriginal Consultation Unit	
Signature:		Date: October 28, 2016
Approved by:	Kevin LeBlanc Regional Manager Environmental Affairs and Aboriginal Consultation Unit	
Signature:		Date:

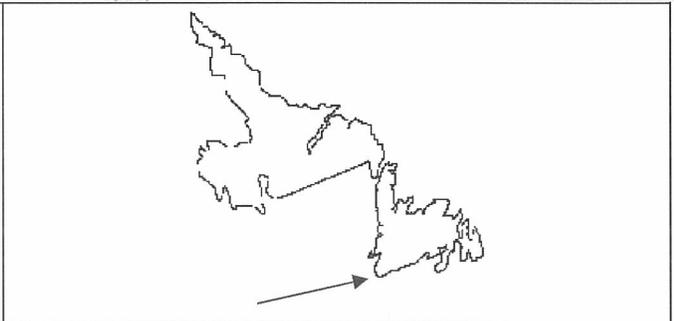
APPENDICES

- Appendix A - Topographic Map and Aerial Photographs
- Appendix B: Site Plan
- Appendix C: Regulatory approvals/responses
- Appendix D: Timber analytical results

Appendix A
Topographic Map and Aerial Photos



Appendix A-1. Topographic map indicating location of proposed project





Appendix A-2

Aerial view of Project Site.



Appendix A-3

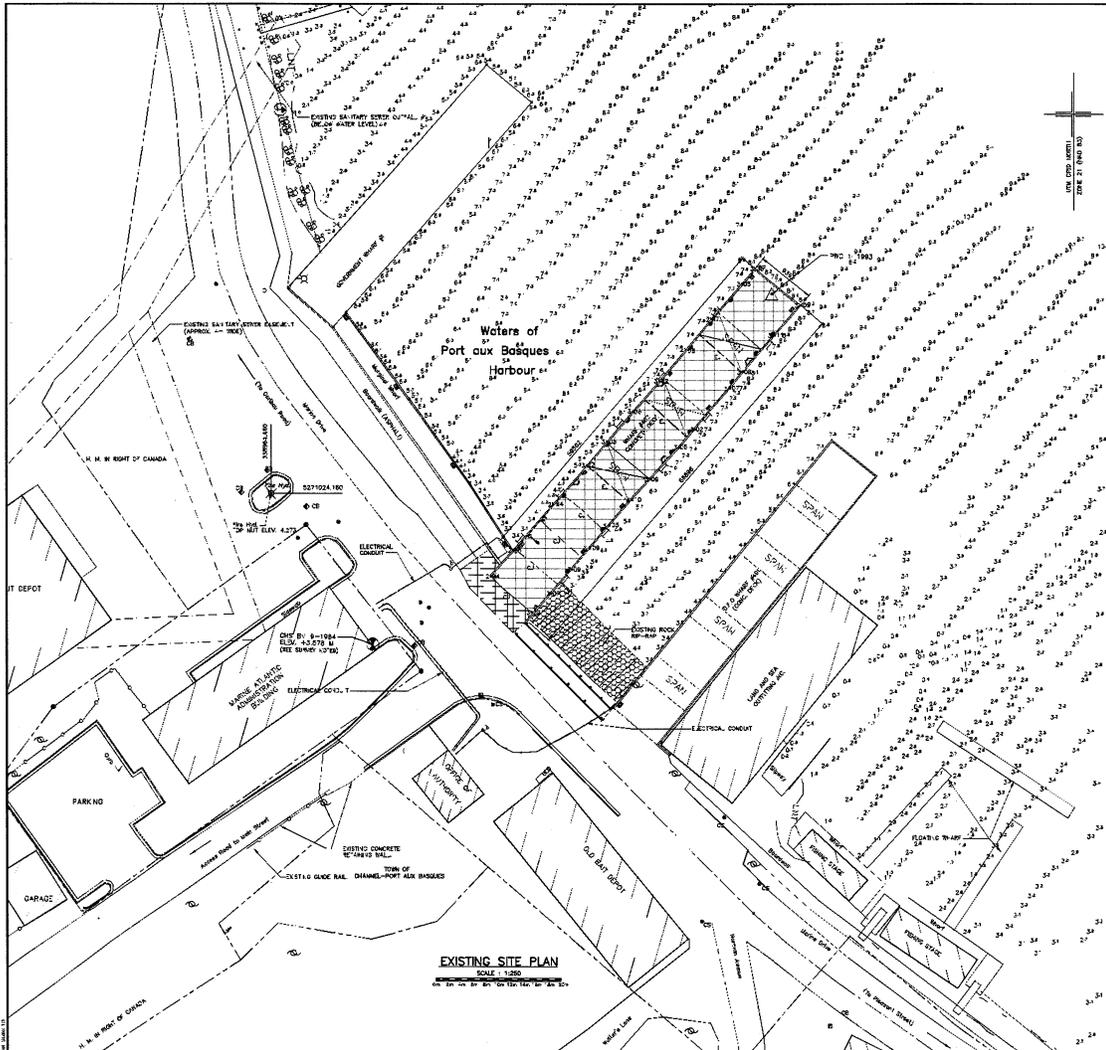
Finger Pier to be Repaired



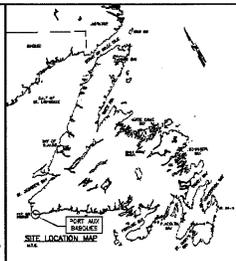
Appendix A-4

Proximity of Project Site to Nearest Important Bird Area (IBA)

Appendix B
Site plans of existing conditions and proposed reconstruction



EXISTING SITE PLAN
SCALE: 1:250



NOTES

ENGINE: BARRY CHRYSLER - CIVIL ENGINE
 SURVEY: JAMES J. ALLAN
 SURVEY DATE: JULY 2013
 DRAWING DATE: JULY 2013
 PROJECT: WHARF REPAIRS (#402)
 SHEET NO. 1 OF 8
 SCALE: AS SHOWN
 DATE: JULY 2013

DATE OF PROVISION: 07/15/2013
 DATE OF PROVISION: 07/15/2013
 NAME OF "OWNER" OR "CLIENT": TOWN OF CHANNEL FORT AUX BASQUES
 PROJECT: WHARF REPAIRS (#402)

GENERAL NOTES:
 1. ALL DIMENSIONS IN METERS.
 2. ALL DIMENSIONS & ELEVATIONS IN METERS.
 3. DO NOT SCALE TO VERIFY ALL DIMENSIONS.
 4. ALL DIMENSIONS & ELEVATIONS TO BE REPORTED TO THE ENGINEER.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE TO SET THE BENCH MARKS TO BE USED FOR THE PROJECT.
 6. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY THE EXISTING DIMENSIONS & ELEVATIONS TO BE REPORTED TO THE ENGINEER.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY THE EXISTING DIMENSIONS & ELEVATIONS TO BE REPORTED TO THE ENGINEER.
 8. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY THE EXISTING DIMENSIONS & ELEVATIONS TO BE REPORTED TO THE ENGINEER.
 9. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY THE EXISTING DIMENSIONS & ELEVATIONS TO BE REPORTED TO THE ENGINEER.
 10. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY THE EXISTING DIMENSIONS & ELEVATIONS TO BE REPORTED TO THE ENGINEER.

LEGEND

- EXISTING HYDRO HOLE
- SURVEY CONTROL
- VERTICAL CONTROL
- EXISTING 10' SH GROUND
- EXISTING TYPE "B" 4.5' x 9.0'
- EXISTING TYPE "A" 4.5' x 9.0'
- EXISTING ELECTRICAL - METAL
- EXISTING ELECTRICAL - NON-METAL
- EXISTING LIGHT POLE

WHARF REPAIRS (#402)

TOWN OF CHANNEL FORT AUX BASQUES

SITE LOCATION MAP EXISTING SITE PLAN

DATE: JULY 2013
 DRAWN BY: J.E.
 DATE: JULY 2013
 SCALE: AS SHOWN
 SHEET NO. 1 OF 8

SMALL CRAFT HARBOURS

NOTES

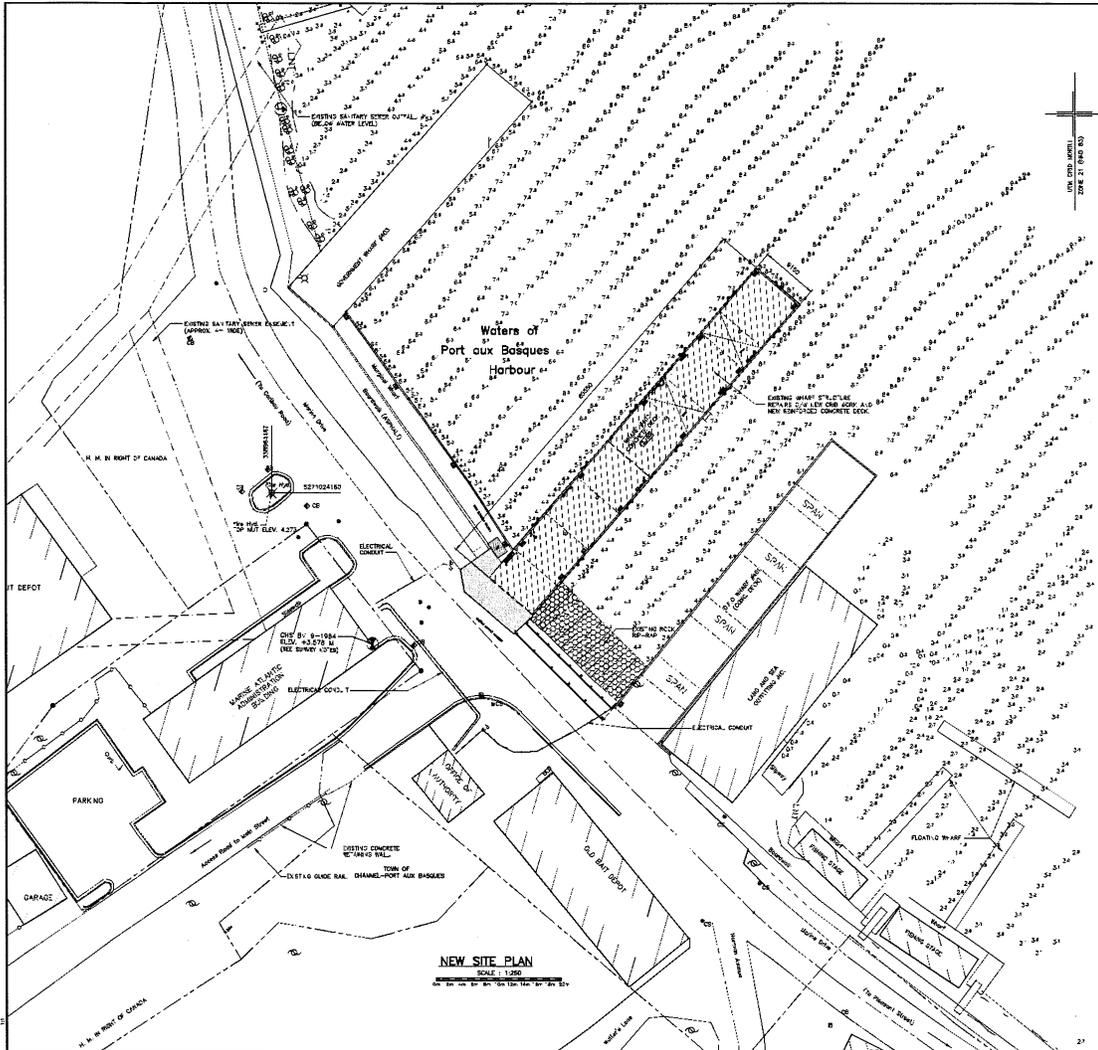
1. ALL ELEVATIONS ARE IN METERS UNLESS OTHERWISE NOTED.
 2. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED.

PROVINCE OF QUEBEC

PROFESSIONAL ENGINEER

710260

1 of 8



- LEGEND**
- EXISTING HYDRO POLE
 - △ HORIZONTAL CONTROL
 - ⊙ VERTICAL CONTROL
 - ⊙ EXISTING SPICE
 - ⊙ EXISTING BRACE ELEVATION
 - EXISTING TYPE "1" CLEAT & BLOCK
 - CLEAVET
 - FIRE - MOUNT
 - VALVE
 - EXISTING MANHOLE
 - △ EXISTING ELECTRICAL PEDestal
 - NEW "1" TYPE "1" CLEAT & BLOCK
 - NEW "1" TYPE "1" CLEAT & BLOCK
 - NEW LIGHT POLE
 - NEW LADDER
 - NEW MANHOLE PADS
 - NEW ELECTRICAL PEDestal
 - CONTROL JOINT
 - ▨ INDICATES AREA OF NEW CONCRETE 4" MIN. DECK
 - ▨ INDICATES AREA OF NEW ASPHALT PAVEMENT

- NOTES:**
1. ALL DIMENSIONS IN MILLIMETERS.
 2. MAIN CONCRETE SYSTEM - IS 400 800 200
 3. REINFORCED STEEL YIELD STRENGTH 420 MPa
 4. REINFORCING STEEL SPACES SHALL CONFORM TO AS 3600 LATEST EDITION. REINFORCING STEEL TO BE APPLIED BOTTOM FOR LONGITUDINAL AND TOP FOR TRANSVERSE BARS.
 5. ALL REBAR TO HAVE 90° BENDS AT CORNERS.
 6. ALL WELDING TO BE PERFORMED IN ACCORDANCE WITH AS 1530.
 7. ALL WELD JOINTS TO BE FULL PENETRATION.
 8. ALL WELD JOINTS TO BE STRENGTHENED AND SIZED AS PER FOLLOWING:
 - FOR WELDED JOINTS - 150mm
 - FOR BUTT JOINTS - 150mm
 9. CONTRIBUTE TO VERIFY ALL FIELD MEASUREMENTS FOR REQUIRED TOLERANCE PRIOR TO STARTING.
 10. ALL TRENCHES TO BE FILLED EXCEPT FOR WAREHOUSE FLOOR.
 11. 300k 2000k LOAD.
 12. 0.85kPa FOR NEW WHARF STRUCTURE DECK.

SMALL CRAFT HARBOURS

NOTES

1. ALL ELEVATIONS ARE IN METRES UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

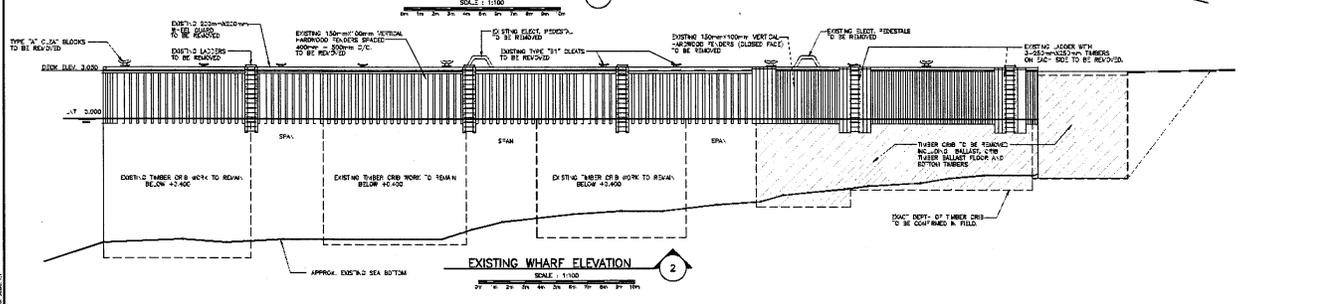
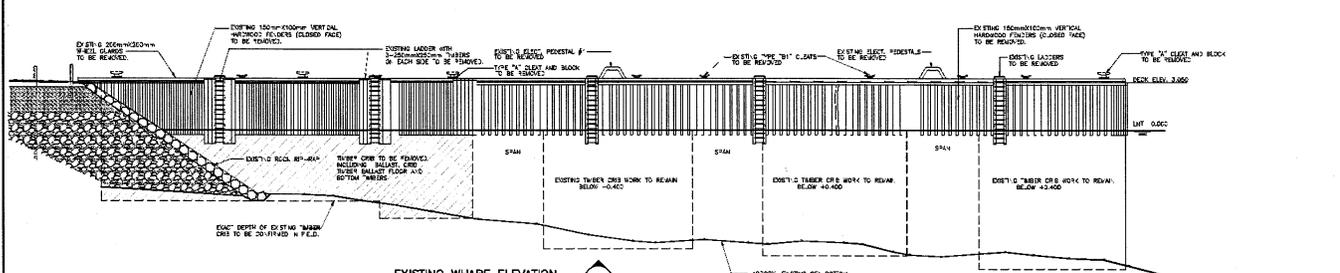
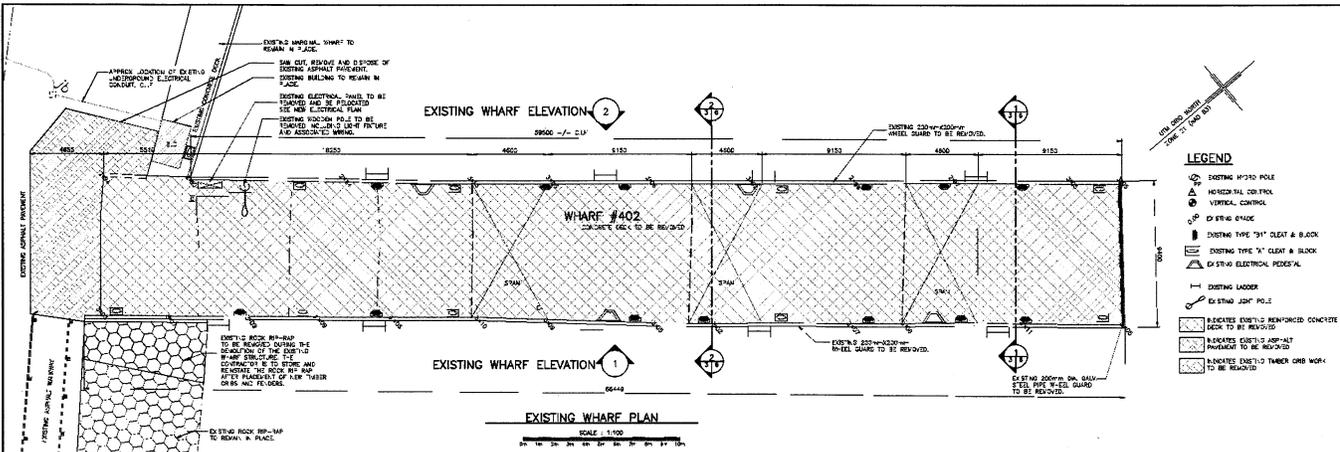
PROVINCE OF NEW BRUNSWICK
PORT AUX BASQUES
TOWN OF CHANNEL

WHARF REPAIRS (#402)
TOWN OF CHANNEL
PORT AUX BASQUES

NEW SITE PLAN

Project	W.P. A. KERRON	Date	JULY 2018
Client	R.S.	Date	NOV 2018
Scale	1:250	Sheet No.	710260
Drawn by		Checked by	
Project No.		Scale	1:250

2 of 8



NO.	DESCRIPTION	DATE
1	ISSUED FOR 31% PERMITS	2018
2	WHARF REPAIRS (#402)	2018
TOWN OF CHANNEL FORT AUX BASQUES		
EXISTING WHARF PLAN AND EXISTING WHARF ELEVATIONS		
PROJECT NO.	710260	
DATE	JULY 2018	
REV.		
DATE	JULY 2018	
BY		
CHECKED BY		
DATE		
PROJECT NO.	710260	
DATE		

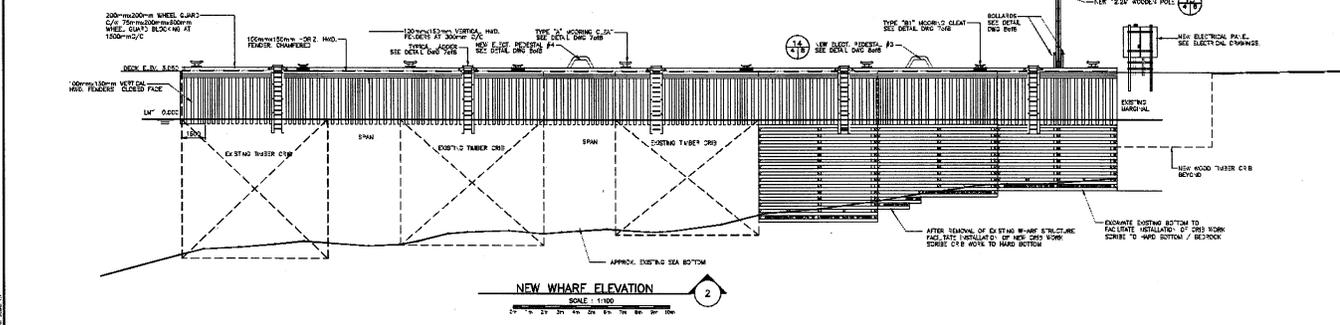
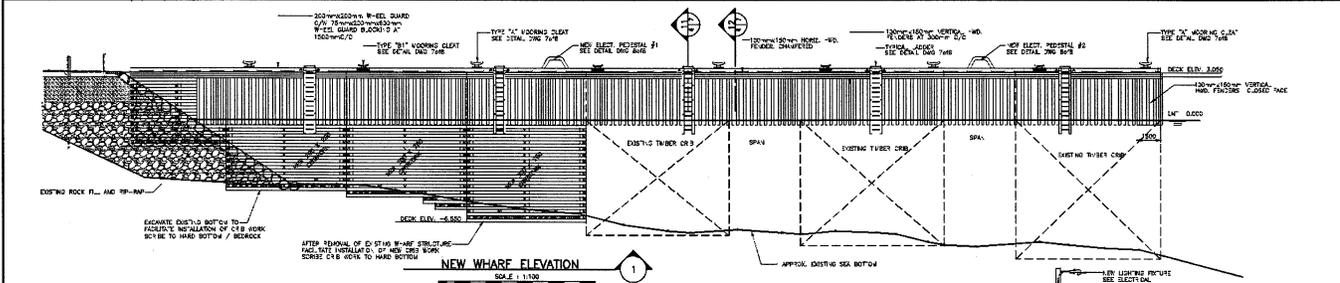
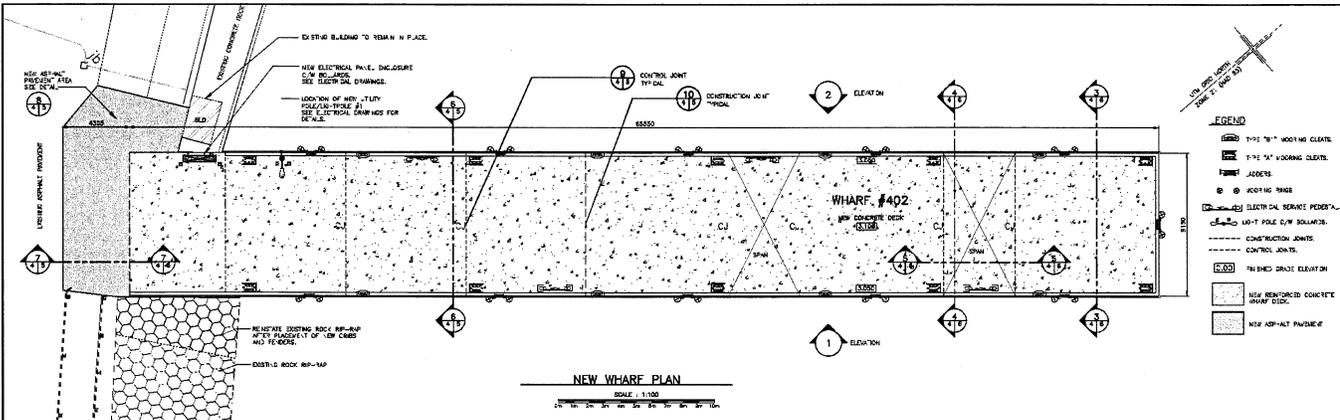
SMALL CRAFT HARBOURS

DEPARTMENT OF TRANSPORT AND INFRASTRUCTURE
NEW SOUTH WALES

PROJECT NUMBER
710260

DATE
JULY 2018

SCALE
AS SHOWN



REV	DESCRIPTION	DATE
B	ISSUED FOR 3D MODEL	07/18
A	ISSUED FOR 3D MODEL	07/18
1	ISSUED FOR 3D MODEL	07/18

WHARF REPAIRS (#402)
TOWN OF CHANNEL PORT AUX BASQUES

NEW WHARF PLAN AND ELEVATIONS

DESIGNED BY: J. A. ROSSON
DATE: JULY 2018
DRAWN BY: R.S.
DATE: JULY 2018
CHECKED BY: [Blank]
DATE: [Blank]
SCALE: AS SHOWN
PROJECT NUMBER: 710260

4 of 8

Appendix C
Regulatory approvals/responses

Mark McNeil

From: Hann, Joan <joanhann@gov.nl.ca>
Sent: September-16-16 1:53 PM
To: Mark McNeil
Cc: Simms, Tanya J.
Subject: FW: Service NL Referral for Treated Timber Disposal - DFO SCH Western Area - Channel - Port aux Basques, NL

Hello Mark

Based upon the results this material shall be **disposed at Norris Arm Regional Waste Disposal Facility**. Please contact the operator prior to disposal .

A copy of a bill of lading/or an equivalent form (completed by WDS operator) confirming the waste material was received at the site shall be emailed to my attention.

Contact Information for Norris Arm WMF

Phone: 709 653-2900
Fax: 709 653-2920
E-Mail: info@cnwmc.com
Web: www.cnwmc.com

Have =a good weekend
Regards

From: Mark McNeil [mailto:Mark.McNeil@pwgsc-tpsgc.gc.ca]
Sent: Thursday, September 15, 2016 4:37 PM
To: Hann, Joan
Cc: Simms, Tanya J.
Subject: Service NL Referral for Treated Timber Disposal - DFO SCH Western Area - Channel - Port aux Basques, NL

Good afternoon Joan,

Please find attached an application for approval to dispose of creosote treated timber from the repair of an existing wharf located at the DFO SCH site in Channel – Port aux Basques, NL.

If you need anything else just let me know.

Thanks,
Mark

Mark McNeil, M.Sc.

Environmental Services | *Services écologiques*
Public Services and Procurement Canada | *Services Publics et Approvisionnement Canada*
Suite 204, 1 Regent Square, Corner Brook, NL A2H 7K6 | *Pièce 204, 1 Place Regent, Corner Brook, TN A2H 7K6*

mark.mcneil@pwgsc-tpsgc.gc.ca

Tel: (709) 637-4481 | *facsimile/télécopieur (709) 637-4566*
Mobile: (709) 632-8516 | *cellulaire (709) 632-8516*
Government of Canada | *Gouvernement du Canada*

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Appendix D
Timber Sampling Results



CLIENT NAME: PUBLIC WORKS AND GOVERNMENT SERVICE
JOHN CABOT BLDG, 10 BARTERS HILL, BOX 4600
ST. JOHNS, NL A1C5T2
(709) 772-5396

ATTENTION TO: Cathy Martin

PROJECT: AGAT 16-21 700359793/R.049540.020

AGAT WORK ORDER: 16X132899

TRACE ORGANICS REVIEWED BY: Jennifer Patterson, Organics Supervisor

DATE REPORTED: Sep 13, 2016

PAGES (INCLUDING COVER): 5

VERSION*: 1

Should you require any information regarding this analysis please contact your client services representative at (902) 468-8718

***NOTES**

Empty box for notes.

All samples will be disposed of within 30 days following analysis. Please contact the lab if you require additional sample storage time.



Quality Assurance

CLIENT NAME: PUBLIC WORKS AND GOVERNMENT SERVICE
 PROJECT: AGAT 16-21 700359793/R.049540.020
 SAMPLING SITE: Port Aux Basque, NL

AGAT WORK ORDER: 16X132899
 ATTENTION TO: Cathy Martin
 SAMPLED BY:

Trace Organics Analysis

RPT Date: Sep 13, 2016			DUPLICATE			Method Blank	REFERENCE MATERIAL			METHOD BLANK SPIKE			MATRIX SPIKE		
PARAMETER	Batch	Sample Id	Dup #1	Dup #2	RPD		Measured Value	Acceptable Limits		Recovery	Acceptable Limits		Recovery	Acceptable Limits	
								Lower	Upper		Lower	Upper		Lower	Upper

AGAT HALIFAX- PWGSC NL - Timber Package B (TCLP BNA)

Cresols	7781586		< 0.012	< 0.012	NA	< 0.012	90%	60%	130%	73%	35%	110%	69%	30%	130%
Ortho-Cresol	7781586		< 0.004	< 0.004	NA	< 0.004	86%	50%	130%	88%	50%	130%	61%	50%	130%
Meta & Para-Cresol	7781586		< 0.008	< 0.008	NA	< 0.008	64%	50%	130%	94%	50%	130%	83%	50%	130%
Benzo(a)pyrene	7781586		< 0.001	< 0.001	NA	< 0.001	98%	60%	130%	85%	60%	130%	76%	60%	130%
Pentachlorophenol	7781586		< 0.005	< 0.005	NA	< 0.005	105%	60%	130%	68%	60%	130%	94%	60%	130%

Comments: When the average of the sample and duplicate results is less than 5x the RDL, the Relative Percent Difference (RPD) will be indicated as Not Applicable (NA).

Certified By: _____

J. Patterson



Method Summary

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SAMPLED BY:

PARAMETER	AGAT S.O.P	LITERATURE REFERENCE	ANALYTICAL TECHNIQUE
Trace Organics Analysis			
Cresols	ORG-91-5114	EPA SW846 3510C & 8270	GC/MS
Ortho-Cresol	ORG-91-5114	EPA SW846 3510C & 8270	GC/MS
Meta & Para-Cresol	ORG-91-5114	EPA SW846 3510C & 8270	GC/MS
Benzo(a)pyrene	ORG-91-5114	EPA SW846 3510C & 8270	GC/MS
Pentachlorophenol	ORG-91-5114	EPA SW846 3510C & 8270	GC/MS
Chrysene-d12	ORG-91-5114	EPA SW846 3510C & 8270	GC/MS

