

APPENDIX “A”

Environmental Screening Documentation

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

GENERAL INFORMATION

1. Project Title: Wharf construction, Charlottetown (Labrador), 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: Paul Curran, DFO-SCH	
6. Project Review Start Date: June 11, 2018	PATH #: 18-SNFL-00003
7. DFO File No.: 18-HNFL-00225	8. PWGSC File No:
9. TC File No.:	

BACKGROUND

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

The proposed Project involves dredging portions of the existing harbour to accommodate the draft needed for the installation of two new wharfs. The first is a short extension of an existing marginal wharf, and the installation of a new marginal wharf adjacent to the existing. The second portion is a finger pier wharf, extending from the marginal wharf. Further Project information, along with site photos of the proposed work, are located in appendix A.

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): NA

13. Other Authorities Transport Canada – Navigation Protection Program (NPP) and Environmental and Indigenous Affairs

14. Other Authorities rationale for involvement: *Navigation Protection Act*

15. Other Jurisdiction: n/a	
16. Other Expert Departments Providing Advice: Fisheries and Oceans Canada, Fisheries Protection Program (DFO FPP)	17. Areas of Interest of Expert Departments: <i>Fisheries Act</i>
18. Other Contacts and Responses: n/a	
19. Scope of Project (details of the Project subject to review):	
<p><u>Construction</u></p> <p>The proposed Project construction involves two phases:</p> <ol style="list-style-type: none"> 1) The installation of a new marginal wharf. This includes extending a short marginal wharf approximately 74 m² (6.1 m x 12.2 m) by adding two new cribs, and constructing a new marginal wharf, measuring approximately 650 m² (6.1 m x 93 m). 2) Building a new finger pier wharf extending off the new marginal wharf. This new wharf will measure approximately 470 m² (7.6 m x 54.9 m). <p>Both phases of this Project will involve removing existing armourstone around the current infrastructure and dredging a portion of the harbour to allow for adequate draft of the new wharfs. The total area anticipated to be dredged is approximately 5,800 m². Site drawings are found in Appendix B. Phase 1 will be completed first, with Phase 2 to follow after.</p> <p><u>Operation</u></p> <p>The operational aspects of environmental management of this site, as well, mitigation measures for the environmentally responsible aspects of harbour operation (fuelling, waste disposal, activities on the property and water) will be over seen by the local harbour users, in consultation with DFO-SCH.</p> <p><u>Decommissioning</u></p> <p>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.</p> <p><u>Scheduling</u></p> <p>Subject to regulatory approval and DFO-SCH operational priorities and funding, this Project may commence by July 2018.</p>	
20. Location of Project:	
<p>The proposed Project site (52° 46' 18" N; 56° 07' 03" W) is a seasonal fishing site located in the community of Charlottetown which is located on the southeast coast of Labrador, in White Bear Arm. The Project site is accessible via local roads from provincial route 514.</p>	

21. Environment Description:

Physical Environment

The proposed Project site is a DFO-SCH facility located in the community of Charlottetown on the southeast coast of Labrador in White Bear Arm. The site is comprised of a marginal wharf, two floating docks, a boat launch and, a gravel access road which extends out to a single crib. Commercial and recreational fishing activities operate out of the facility. The surrounding shoreline consists primarily of pebble-cobble material. The upland area slopes gently from the shoreline and is characterized by grass, trees and residential housing.

The general surrounding area is exposed moderate gradient coastal beach devoid of terrestrial vegetation. Aquatic vegetation is also very limited. Gravel, cobble, boulder, and bedrock outcrops are predominant along the shoreline.

Water depth at the proposed Project site ranges between 0 - 5 metres.

Biological Environment

Fauna within the Project site is limited to nearshore fish and invertebrate typical of southern Labrador. Fish species likely present include cunner, tomcod, sculpin, and winter flounder. Due to the rocky habitats, lobster is likely occur near the Project site. While marine mammals such as seals and whales are common in the general area, their presence in the immediate Project site is unlikely. There are no scheduled salmon rivers or known terrestrial wildlife habitats in the immediate vicinity of the Project. There are a variety of small mammals and songbirds found in the general area. Seagulls, crows, turrs, puffins, eagles, hawks, and osprey are common throughout southern Labrador's coastal habitats, including the general Project site

Species at Risk (Aquatic and Terrestrial)

The Project site is within the distribution range of the blue whale (Atlantic population), North Atlantic right whale, and wolverine (Eastern Population), which have been placed on Schedule 1 of the *Species at Risk Act* by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC). The Project does not overlap with identified critical habitat for the North Atlantic right whale. Critical habitat for the blue whale and wolverine (eastern population) has not been identified, and it is not expected that the Project site provides habitat for these species.

A search of the Atlantic Canada Conservation Data Centre (ACCDC) database was conducted which produced a list of rare/unique species (i.e., plants and animals) within a 5 km buffer zone (standard ACCDC procedure) of the site of the proposed work. No species of special concern were identified as occurring within this 5 km buffer.

22. Scope of Effects Considered (sections 5(1) and 5(2)):

Table 1: Potential Project / Environment Interactions Matrix

Project Phase / Physical Work/Activity	As per Section 5(1)			Section 5(1c) Aboriginal Interest				Section 5(2)			Due Diligence			
	Fish (Fisheries Act)	Aquatic Species (SARA)	Birds (MBCA)	Health and Socio economic	Physical and cultural heritage	Land use	*HAPA Significance	Health and Socio economic	Physical and cultural heritage	*HAPA Significance	Water (ground, surface, drainage, etc)	Terrestrial / Aquatic Species	Soil	Air Quality
Breakwater construction														
Removal/salvaging of armourstone	P	-	-	-	-	-	-	P	-	-	P	P	-	P
Dredging of Harbour	P							P			P	P		P
Wharf Construction	P							P			P	P		P
Operation / Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Decommissioning / Abandonment	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**structure, site or thing that is of historical, archaeological, paleontological or architectural significance.
Legend: P = Potential Effect of Project on Environment; '-' = No Interaction*

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. Environmental Effects of Project:

Potential Project / Environmental Interactions and their effects are outlined below:

Fish:

- Sedimentation as a result of construction activities for the Project components may negatively affect fish and quality of potential fish habitat at the immediate Project site.
- Accidental discharge of heavy machinery fuel/fluids or hazardous substances could negatively affect fish and potential fish habitat.

- Potential fish habitat within the Project footprint will be eliminated during construction activities.

Health and Socio-economic:

- Potential for safety hazards to workers during construction activities.

Water

- Sedimentation as a result of construction activities may negatively affect marine water quality at the immediate Project site.
- Construction-related waste may be accidentally deposited in the marine environment, potentially reducing water quality.
- Accidental discharge of heavy machinery fuel / fluids or hazardous substances (e.g., concrete wash water) may result in a decrease of marine water quality.
- Construction activities taking place near the shoreline (e.g., infilling) may result in runoff / erosion, which could affect the marine water quality.

Aquatic Species

- Sedimentation resulting from construction activities may temporarily disrupt and/or negatively affect aquatic species at the immediate Project site.
- Accidental discharge of heavy machinery fuel / fluids or hazardous substances could negatively affect aquatic species through direct interaction or through effects on habitat quality.

Soil/Marine Sediment

- Construction activities at site or natural events (e.g., rainfalls) could result in erosion / sedimentation events.
- An accidental discharge of heavy machinery fuel / fluids or hazardous substances on land may result in contamination of soils and / or sediment on the Project site.

Air Quality

- Construction activities may result in nuisance effects due to an increase in noise and dust, and the use of heavy equipment.

Navigation Consideration

Environmental effects of the Project on navigation are taken into consideration as part of the Project Effects Determination (PED) 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 PED, but necessary measures taken to mitigate direct effects will be included as terms and conditions associated with work approved or permitted pursuant to the *Navigation Protection Act*.

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

- The operation of heavy equipment should be confined to dry stable areas.
- Vehicles and equipment must be clean and in good repair, free of mud and oil, or other harmful substances that could impair water quality.
- Shoreline areas disturbed during the proposed undertaking must be stabilized to prevent erosion before the area is abandoned.
- The proposed activities must be carried out in such a manner that sediment, and/or other construction related materials do not enter the watercourse.

- Armourstone material should be, to the greatest extent possible, free of fine grained materials to help reduce sedimentation of the waterbody and must not be obtained from below the highwater mark. Material should be clean, quarry-run material.
- To the extent possible, the proposed work should be carried out during low tide and low wind-wave conditions to reduce turbidity and to reduce the area that might be affected by turbidity.
- Oil spill response equipment, such as absorbents and open-ended barrels should be available on-site in case of a spill or leak. All spills or leaks should be promptly contained, cleaned up and reported to the 24-hour environmental emergencies report system (1-800-563-2444).
- Where possible, armourstone material should be placed rather than end-dumped to reduce sedimentation of the waterbody.
- Limit duration of in-water work
- Conduct in-water work during periods of low flow, or at low tide, to further reduce the risk to fish and their habitat or to allow work in water to be isolated from flows.
- Schedule work to avoid wet, windy and rainy periods that may increase erosion and sedimentation.
- Project activities involving in-water work will be suspended, and/or additional mitigation measures will be implemented if ocean conditions cause sediment or turbidity within the marine environment, outside the immediate vicinity of the Project.
- Plan activities near water such that materials such as paint, primers, blasting abrasives, rust solvents, degreasers, grout, or other chemicals do not enter the watercourse.
- Develop a response plan that will be implemented immediately in the event of a sediment release or spill of a deleterious substance and keep an emergency spill kit on site.
- Develop and implement an Erosion and Sediment Control Plan for the site that reduces risk of sedimentation of the waterbody during all phases of the Project. Erosion and sediment control measures should be maintained until disturbed ground has been permanently stabilized, suspended sediment has resettled to the bed of the waterbody or settling basin and runoff water is clear. The plan will, where applicable, include:
 - a) Installation of effective erosion and sediment control measures before starting work to prevent sediment from entering the water body
 - b) Site isolation measures (e.g., silt boom or silt curtain) for containing suspended sediment where in-water work is required
 - c) Measures for containing and stabilizing waste material (e.g., dredging spoils, construction waste and materials, uprooted or cut aquatic plants, accumulated debris) above the high water mark of nearby waterbodies to prevent re-entry
 - d) Regular inspection and maintenance of erosion and sediment control measures and structures during the course of construction
 - e) Repairs to erosion and sediment control measures and structures if damage occurs
 - f) Removal of non-biodegradable erosion and sediment control materials once site is stabilized.
- Remove construction materials from site upon Project completion.
- When machinery arrives on site, it will be in a clean condition and is maintained, free of fluid leaks, invasive species, and noxious weeds.
- Whenever possible, operate machinery on land above the high water mark, on ice, or from a floating barge in a manner that minimizes disturbance to the banks and bed of the waterbody.

- Wash, refuel and service machinery and store fuel and other materials for the machinery in such a way as to prevent any deleterious substances from entering the water.
- Cribbing ballast material should be, to the greatest extent possible, free of fine-grained materials to help reduce sedimentation of the waterbody and must not be obtained from below the highwater mark.
- Pre-treated wood for the crib blocks should be thoroughly dried before used in construction and placed in the marine environment. Additional application of preservatives should be take place at a reasonable distance away from a waterbody, to reduce the potential of leaching deleterious substances into the marine environment.
- Food waste from Project staff can increase the potential for human-wildlife encounters and increases the chance for effects to wildlife and worker safety. As a result, food scraps and litter should be properly contained in approved storage containers and not left on site by staff. Food and other non-hazardous wastes will be disposed of at an approved facility.

25. Significance of Adverse Environmental Effects of Project:

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

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

Public Consultation

The proposed armourstone realignment and installation will increase harbour protection. Harbour authority members and users of the facility are aware of and support the Project. Public consultation was not deemed necessary.

Indigenous Engagement

PSPC and Transport Canada confirm that a preliminary assessment has been undertaken to determine if a legal duty to consult arises in respect of the Project proposed. Based on this preliminary assessment, PSPC, on behalf of DFO SCH and in conjunction with Transport Canada, provided an offer to engage with Indigenous groups potentially impacted by the proposed Project.

Although there is unlikely a legal duty to consult, a notification letter was sent to Mr. Todd Russell, President of the NunatuKavut in April, 2018, which contained a description of the proposed Project and an offer to provide input during the environmental effects review process. No response was received at the time of writing this report. There are no other known aboriginal groups or individuals that have any established or potential rights to any resources within the footprint of the proposed Project

Government Consultation

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

- Fisheries and Oceans Canada – Fisheries Protection Program
- Transport Canada – Navigation Protection Program and Environmental and Indigenous Affairs (TC-NPPEIA)
- Government of Newfoundland and Labrador – Department of Municipal Affairs and Environment, Water Resources Division (NLDMAE)
- Government of Newfoundland and Labrador, Service NL

DFO have issued a response indicating that the Project is not likely to result in "Serious Harm" to fish provided the mitigations included in this report are adhered to.

TC-NPPEIA requires an approval under the *Navigation Protection Act*. An application has been submitted to TC-NPPEIA for review for Phase 1 of the Project. A separate application will be submitted to TC-NPPEIA to approve Phase 2 of the Project.

A dredging application has been submitted to the NLDMAE, for approval to dredge sediment from the harbour. This permit has not been received at the time of writing.

An email was sent to PSPC in May, 2018 by Service NL, granting use of a dredge disposal permit previously issued for this project in 2016.

Expert advice/specialist information provided by the above noted departments has been incorporated into this document. Regulatory approvals and communications are located in Appendix C

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 any mitigation measures. Site monitoring (accuracy and compliance monitoring) may be conducted to verify whether required mitigation measures were implemented. The proponent must provide site access to Federal Authority officials and/or its agents upon request.

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

n/a

CONCLUSION

28. Conclusion on Significance of Adverse Environmental Effects:

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

29. Prepared by:

Mark McNeil

30. Date: June 15, 2018

31. Name:

Mark McNeil

32. Title:

Environmental Specialist, PSPC-ES

DECISION

33. 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

34. Approved by:

Paul Curran

35. Date:

Jun 20/18

36. Name:

Paul Curran

37. Title:

Regional Engineer, DFO-SCH, NL

38. References:

n/a

39. TRANSPORT CANADA RECOMMENDATION

Project Title:	
TC File No.:	
NPP File No.:	
Environmental Review Decision:	

Prepared by:		
Signature:		Date:
Mailing Address:		
Tel:		
Fax:		
Email:		
Recommended by:		
Signature:		Date:
Approved by:		
Signature:		Date:

APPENDICES

- Appendix A – Topographic Map and Site Photos
- Appendix B: Site Drawings
- Appendix C: Regulatory Approvals

APPENDIX A

Topographic map and photos of project site

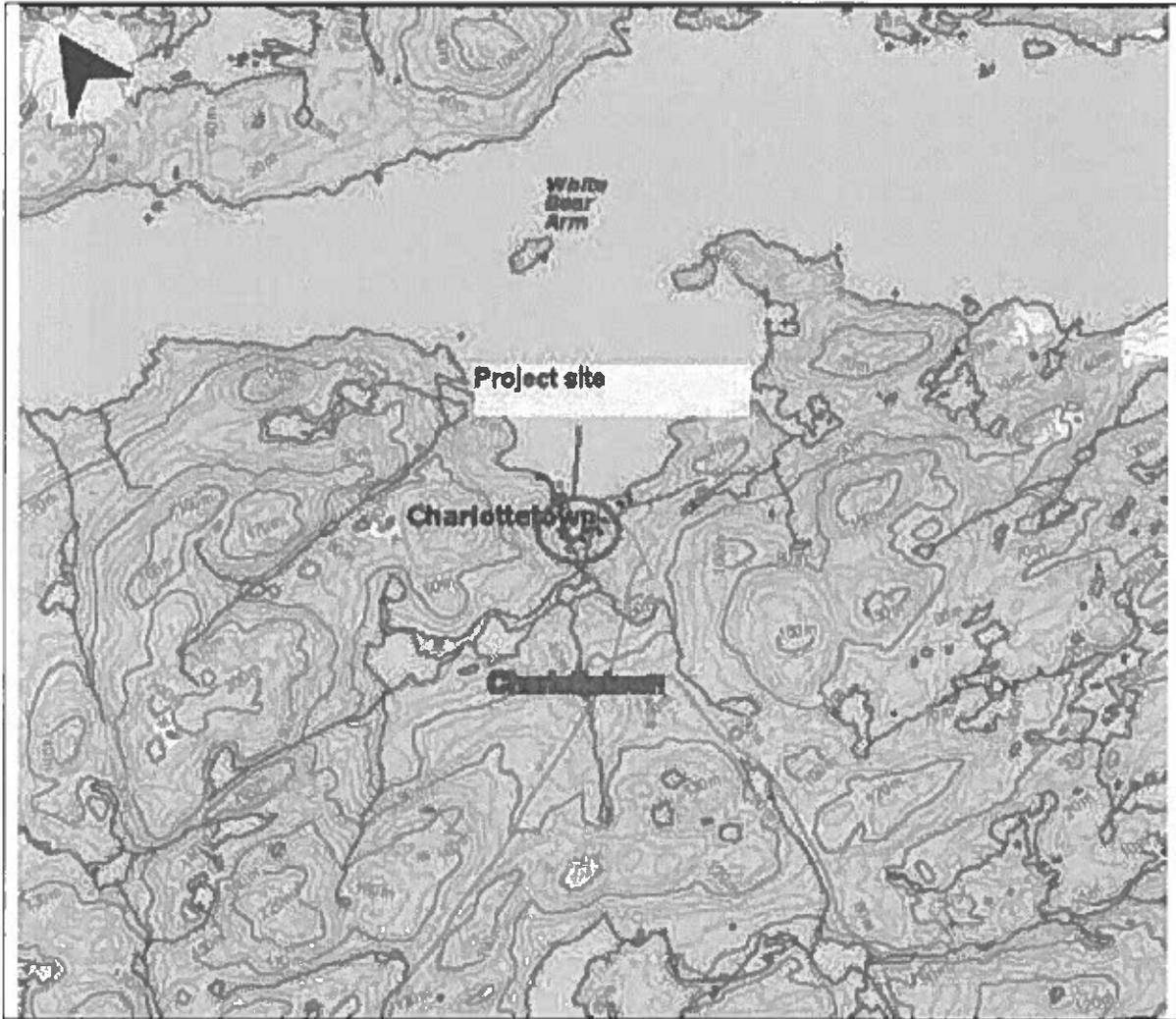
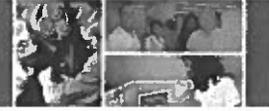
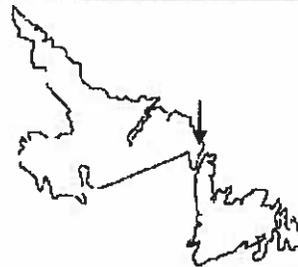


Figure 1: Topographic Map of Proposed Site
Location: Charlottetown, Labrador
NTS Mapsheet 13-A-06 – White Bear Arm
Scale 1:40,000



Respect

Excellence

Integrity

Leadership



Figure 2. Location of proposed project (DFO Aerial Photograph 2010)



Figure 3. Approximate footprint of proposed wharf structure (DFO Aerial Photograph 2015). **Illustration not to scale.



Public Works and
Government Services
Canada

Travaux publics et
Services gouvernementaux
Canada

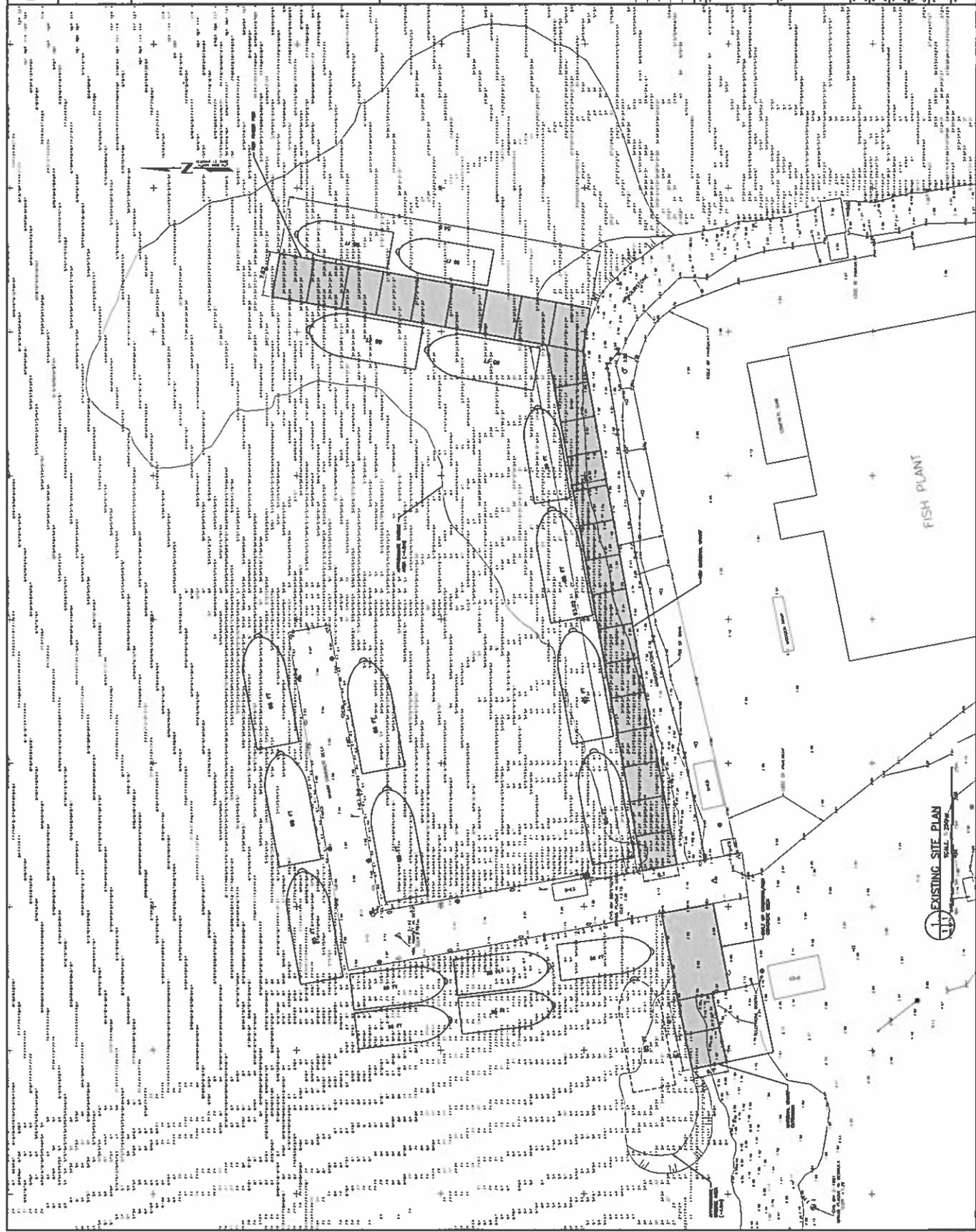


Figure 4: Approximate footprint of proposed wharf structure and dredge area (EagleView CONNECTExplorer 2018).



APPENDIX B

Site Plan



APPENDIX C
Regulatory Approvals



Fisheries and Oceans Pêches et Océans
Canada Canada

P.O. Box 5667
St. John's, NL A1C 5X1

Your file *Voire référence*

MAY 28 2018

Our file *Notre référence*
18-HNFL-00225

Paul Curran
DFO – Small Craft Harbours Branch
John Cabot Building
10 Barbers Hill
St. John's, NL
A1C 5X1

Subject: SCH Wharf Construction in Charlottetown, Labrador – Implementation of Measures to Avoid and Mitigate Serious Harm to Fish and Prohibited Effects on Listed Aquatic Species at Risk

Dear Mr. Curran:

The Fisheries Protection Program (the Program) of Fisheries and Oceans Canada (DFO) received your proposal on April 20, 2018. We understand that you propose to:

- Construct a new marginal wharf (~650 m², 6.1 m x 93.0 m);
- Extend a short marginal wharf with two new cribs (~74 m²; 6.1 m x 12.2 m);
- Build a new finger pier wharf (~470 m², 7.6 m x 54.9 m); and
- Dredge adjacent to new marginal wharf and finger pier (~5800 m²).

Our review considered the following information:

- Request for Review received on April 20, 2018;
- Email correspondence with Mark McNeil on April 24, April 25 and May 1, 2018; and
- Full-scale engineering drawings received on May 4, 2018.

Your proposal has been reviewed to determine whether it is likely to result in serious harm to fish which is prohibited under subsection 35(1) of the *Fisheries Act* unless authorized. Your proposal has also been reviewed to determine whether it is likely to affect listed aquatic species at risk, any part of their critical habitat or the residences of their individuals in a manner which is prohibited under sections 32, 33 and subsection 58(1) of the *Species at Risk Act*, unless authorized.

To avoid and mitigate the potential for serious harm to fish, we recommend implementing the measures listed below:

Canada

- The project should be carried out in a manner that minimizes the release of sediment and/or other project related material into the waters of White Bear Arm or any other adjacent waterbody.
- Duration of in-water works should be minimized.
- Machinery should be operated from dry stable locations – e.g., existing wharf decks, shorelines, and/or floating barge.
- To the extent possible, project related activity – e.g. dredging, wharf construction, boat launch demolition – should be carried out during low tide and low wind/wave conditions.
- Project related activity should be suspended, and/or additional mitigation measures taken (i.e. deployment of a floating sediment boom/curtain) if wind or tide conditions cause sediment/turbid water to be visible outside the immediate project area.
- Shoreline disturbance should be restricted to the immediate work area. Any shoreline areas disturbed by project activities should be stabilized as soon as possible to prevent erosion.
- Rock material for crib ballast should be clean quarry material free of fine erodible material. Rock material should not be obtained below the high water mark of any water body.
- Rock material should not be end dumped; rather it should be placed on station using an excavator or similar equipment.
- If blasting is required during dredging/bedrock removal, the use of explosives must be in accordance with applicable Fisheries and Oceans Canada Guidelines (e.g. Wright and Hopky (1998) and <http://www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html>). A detailed blasting plan should be prepared and submitted for review prior to any required use of explosives in or near White Bear Arm.

Provided that you incorporate these measures into your plans, the Program is of the view that your proposal will not result in serious harm to fish or prohibited effects on listed aquatic species at risk. As such, an authorization under the *Fisheries Act* or a permit under the *Species at Risk Act* is not required.

Should your plans change or if you have omitted some information in your proposal, further review by the Program may be required. Consult our website (<http://www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html>) or consult with a qualified environmental consultant to determine if further review may be necessary. It remains your responsibility to avoid

causing serious harm to fish and avoid prohibited effects on listed aquatic species at risk, any part of their critical habitat or the residences of their individuals.

It is also your *Duty to Notify* DFO if you have caused, or are about to cause, serious harm to fish that are part of or support a commercial, recreational or Aboriginal fishery. Such notifications should be directed to <http://www.dfo-mpo.gc.ca/pnw-ppe/violation-infraction/index-eng.html>.

Please notify this office at least 10 days before starting your project. A copy of this letter should be kept on site while the work is in progress. It remains your responsibility to meet all other federal, territorial, provincial and municipal requirements that apply to your proposal.

If you have any questions with respect to this letter, please contact me by phone (709.772.2583), fax (709.772.5562), or email (Kimberley.Keats@dfo-mpo.gc.ca). Please refer to the file number referenced above when corresponding with the Program.

Yours sincerely,



Kimberley Keats
A/Senior Biologist – Coastal, Marine, Oil & Gas Development
Fisheries Protection Program – Regulatory Reviews
Ecosystems Management Branch, NL Region

Cc. Mark McNeil – Public Works and Government Services Canada, Corner Brook

From: Russell, Ken
To: [Mark McNeil](#)
Subject: RE: Dredge spoils approval Charlottetown
Date: May-14-18 2:53:35 PM

Hi Mark,

I am not aware of any event that has happened in the Charlottetown area that would significantly change the analytical results for the dredge spoils. Therefore, I am okay with utilizing the approval that was given on November 3, 2016.

Regards,

Ken Russell
Environmental Protection Officer

Government Service Centre
PO Box 3014, Station B
Happy Valley-Goose Bay, NL
AOP 1E0

(709) 896-5473

(709) 896-7940

E-mail: krussell@gov.nl.ca

From: Mark McNeil [<mailto:Mark.McNeil@pwgsc-tpsgc.gc.ca>]
Sent: Tuesday, April 24, 2018 2:55 PM
To: Russell, Ken
Subject: Dredge spoils approval Charlottetown

Hey Ken are we still able to utilize the attached approval. The project was put on the shelf in 2016 but has since been placed back on the priority list. I'd anticipate construction this fiscal.

Thanks
Mark

Mark McNeil, M.Sc.

Environmental Services | Services écologiques
Public Services and Procurement Canada | Services Publics et Approvisionnement Canada
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mark.mcneil@pwgsc-tpsgc.gc.ca

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Government of Canada | *Gouvernement du Canada*

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Government of Newfoundland and Labrador
Service NL

November 3, 2016

Mark McNeil
Environmental Specialist
Public Works and Government Services Canada
Suite 204, Regent Square
Corner Brook, NL
A2H 7K6

Dear Mr. McNeil,

Re: Marginal Wharf Construction, Charlottetown, Labrador P/N R.049540.003

The Government Service Centre has received and reviewed your request July 12, 2016 regarding the above mentioned project. Based on the results of chemical analyses provided, the Government Service Centre has no objections to the disposal of 2500 m³ of dredged material at an approved waste disposal site with prior permission from the owner/operator.

Should you have any questions regarding this matter, please contact me at (709) 896-5471.

Regards,

A handwritten signature in black ink that reads "Kenneth Russell". The signature is written in a cursive style and is positioned above a horizontal line.

Kenneth Russell
Manager of Operations.