APPENDIX B

Public Consulation

Far Sighted Port Alliance

- Laurentian Energy Corporation
- Logistec Stevedoring (Atlantic)
- Marine Atlantic
- Nova Scotia Power
- Provincial Energy Ventures
- Nova Scotia Lands
- Sydney Ports Corporation

Sydney Is Well Positioned for Cargo Business

- Closest North American port to Europe (Great Circle Route)
- Deep, well protected harbour
- Rail connectivity provides competitive advantage
- Labor and land is available

Rail Routes

Master Plan Overview

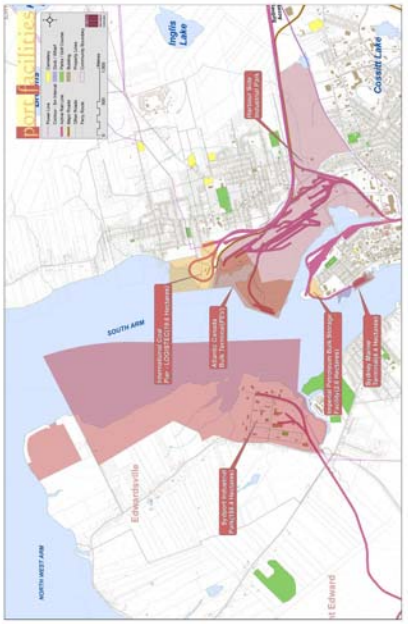
The Marine Group's plan to increase port development and international shipping is documented in the "Port of Sydney Master Plan" which was presented to the community early in 2008.

The proposed **Container Terminal** project at the Sydport Marine Terminal is one of a number of potential port development projects identified in the Master Plan.

Other potential development sites include:

- The International Coal Pier
- Sysco/PEV
- Sydney Marine Terminal

The Master Plan stated that the **channel deepening** is critical to any future port development. Dredging will unlock the Port's significant potential.



Economic Benefits of Cargo Market

- **Marine Cargo Current:**
  - **Jobs – 2,125** (direct, indirect and induced)
  - Personal Income – $63.3 million in wages
  - Business Revenue – $132 million for Nova Scotia.
  - Tax Revenue – $20.7 million provincial and $1.4 million local revenue
- **Marine Cargo Potential:**
  - **Jobs – 5,050-7,350** (direct, indirect and induced)
  - Personal Income – $160-245 million in wages
  - Business Revenue – $410-655 million for Nova Scotia
  - Tax Revenue – $49-72 million provincial and $3-5 million local revenue

Cargo business will ensure the long-term viability of existing rail lines.

Annual benefits based upon range of high and low projections of cargo and passenger estimates.

Dredging and Container Terminal Development Areas

The proposed project will include both **channel and berth dredging** to accommodate Post Panamax vessels.

The proposed Container Terminal will be constructed in the Sydport Marine Industrial Park (SMIP) which is owned and operated by the Laurentian Energy Corporation (LEC). Phase 1 of this project will include a 2-berth terminal. Two additional berths will be added in Phase 2 of the project, as business grows.

The feasibility of constructing a Railyard/ Logistics Park (rail served Industrial Park) on an alternate "upland" site located outside the boundary of the SMIP is being considered.

Cargo Market Opportunities

- **The Port of Sydney has near-term potential in cargo market sectors:**

  - Container – Potential for a state-of-the-art container terminal, with rail intermodal connections to mid-west.
  - Bulk – Sydney's rail connection options will be the key to future market participation.
  - Breakbulk –Considerable tonnage and cargo potential moves via the Great Lakes, New England, Midwest, besides various Canadian ports. Rail connections to the mid-west will be the key.

Cargo Development Needs

- Deep shipping channel
  - Container Ships Are Getting Bigger
  - Bulk Cargo Vessels Are Even Larger

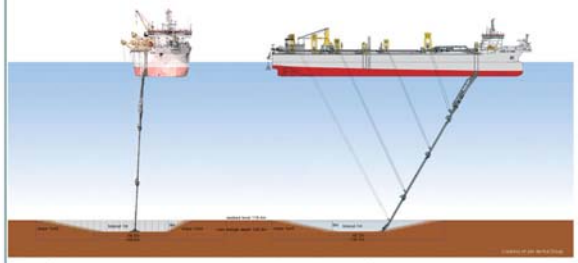
47m wide by 280m long with 17m draft

- High volume dry bulk shipping capacity
- State of the art container terminal complex
- Competitive economics

Suction Dredging Method

Suction Dredging is the preferred channel dredging method for this project. Using this method, sediments are moved off the ocean floor using a suction action applied by a dredger head dragged over the top of the sediments.

The sediment is then piped to the surface to a hopper on the dredging ship or barge. When the hopper is full, the sediment transported back to shore and is piped from the ship to the Confined Disposal Facility (CDF).



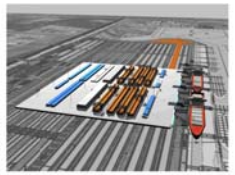
The water collected during dredging can either be decanted from the hopper while dredging or decanted at the Confined Disposal Facility.

Proposed Container Terminal

Marine Terminal will be built on the Confined Disposal Facility (CDF) located in the Sydport Marine Industrial Park.

The Container Terminal will include:

- 2 berths to serve Post Panamax Vessels (325 meters long) requiring a minimum water depth of 16 meters.
- A new wharf 750 meters long.
- 100 acres of container storage area.
- Intermodel Container Transfer Facility which will transfer the containers from the vessels to rail cars.
- Administrative buildings.
- Off-site rail and road improvements.
- Possible expansion in 2nd Phase to a 4-berth terminal.



Container Terminal Rendering

Terminal design capacity:

- Phase 1 - 750,000 TEU's* per year
- Phase 2 - 1,500,000 TEU's* per year

* TEU: twenty-foot equivalent units

Harbour Dredging

Dredging the channel to a depth of 17 meters will provide Post-Panamax container ships access to the South Arm. Dredging is also required to a depth of 16 meters at the Container Terminal berth.

Dredged materials will be placed in a Confined Disposal Facility (CDF) which is a structure designed to safely contain dredged sediments, preventing re-entry into the waterway.

Figure 2.2
Proposed Sydney Harbour Development Areas
Sydney, Nova Scotia

The Container Terminal will be built on the CDF located in the Sydport Marine Industrial Park. If required, a 2nd CDF will be located on the east side of the South Arm.

The CDF will be constructed prior to any dredging.

There will be no ocean dumping of sediments.

Suction Dredging off the Coast of Newfoundland

Vasco da Gama in St. John's

White Rose field location

In June 2003 suction dredging was used by the Husky Energy to excavate a glory hole at the White Rose drilling site located 200 nautical miles south east of Newfoundland.

The **Vasco da Gama** dredging ship, owned by the Jan De Nul Group of Belgium, was employed to complete the work.

Vasco da Gama entering the narrows at the Port of St John's Newfoundland

It is the **world's largest trailing hopper dredger** and can dredge to a water depth of 135 meters.

The Jan de Nul Group is one of the world's largest dredging contractors with extensive international experience.

Environmental Assessment (EA)

Overview

- Environmental Assessment (EA) is conducted during initial project planning **to identify potential environmental effects** (positive or negative) and management strategies
- A screening level EA is required for the Sydport Project in accordance with the *Canadian Environmental Assessment Act (CEAA)*
- The *CEAA* applies to projects where the Government of Canada has decision-making authority
- Other Federal (*e.g. Fisheries Act, Navigable Waters Protection Act*) and Provincial (*e.g.* Industrial Approval) environmental approvals required

Schedule

First Nations and Aboriginal Engagement, Stakeholder and Public Consultation

Preliminary Issues Scoping and Studies	COMPLETED	May 3, 2007
Submit Project Description to the Federal Government to Initiate the EA	COMPLETED	April 17, 2008
Develop and submit Draft Scoping Document to help establish EA Terms of Reference	COMPLETED	May 9, 2008
EA Screening Report submitted to Federal Government	ESTIMATED	December 2008
EA Approval	ESTIMATED	February 2009

Environmental Assessment Studies

EA Studies Completed to Date

Marine Habitat Survey

Aquatic Environment

A benthic (seabed) habitat survey was conducted which included a dive program with video recordings taken at the transect locations in the channel and berth dredging locations to identify the marine habitat and flora and fauna present. **A comprehensive understanding of the fishing activities within and around the project area is an integral part of the Environmental Assessment.**

Terrestrial Survey

Terrestrial Environment

A review of existing information and field studies were conducted to develop an overview of the **terrestrial environment** in the project area. The goal of this work was to identify the presence of rare or sensitive plants, wetlands and wildlife including birds, mammals and amphibian species to ensure mitigation/protection strategies during project planning stages.

Existing Container Terminals

Pierce County Terminal, Tacoma

Fairview Cove Terminal, Halifax

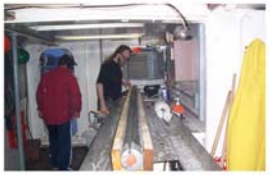
Termont Container Terminal, Montreal Quebec

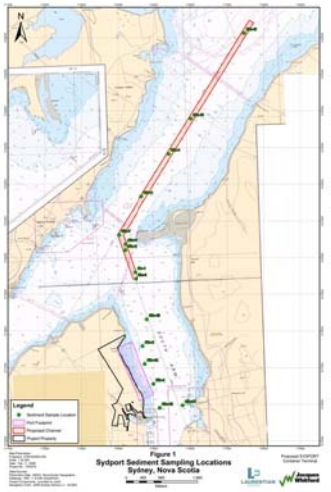
Environmental Assessment Studies

EA Studies Completed to Date

Sediment Survey

A bathymetric survey and sediment core sampling program was conducted to provide information required to assess and plan the dredging program.





Proposed Valued Environmental Components (VEC's)

Provides Focus for EA

Valued Environmental Components

- Marine Fish and Fish Habitat
- Benthic Habitat Communities and Sediment Quality
- Marine Mammals
- Birds
- Terrestrial Habitats
- Freshwater Habitats
- Atmospheric Resources
- Groundwater Resources

Valued Socioeconomic Components

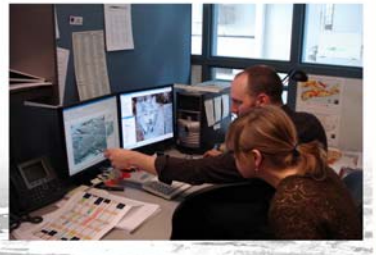
- Archaeological and Heritage Resources
- First Nations and Aboriginal Land and Resource Use
- Marine Transportation
- Fisheries and Aquaculture
- Land Use
- Economic Development

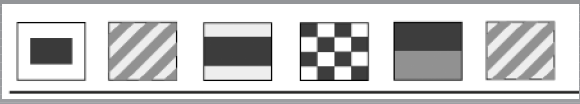
For further project information, please visit our web site at www.portofsydney.ca

Environmental Assessment Studies

EA Studies to be Completed

- Marine and Terrestrial Archeology
- Air Quality and Noise Modeling
- Various biophysical and socioeconomic "desktop" studies
  - Sediment Quality
  - Marine Species
  - Commercial Fishery
  - Land Use





SYDNEY MARINE GROUP

PORTS OF SYDNEY

Charting a new course to development

A Master Plan has been produced for the Ports of Sydney. It sets out a practical course for the development of the Ports and the realization of their considerable economic potential. Significant increases in passenger and bulk cargo volumes are contemplated and work is underway on a new container terminal. Deepening of the entrance channel is key to Port growth. Preparatory to dredging an environmental assessment will be completed.

OPEN HOUSES

4:00 p.m. - 8:00 p.m.

June 17, Royal Canadian Legion – Branch 128, Whitney Pier
June 18, Westmount United Church Hall, Westmount
June 19, Cape Breton Fossil Centre, Sydney Mines

We'll share with you project details and explain carefully considered steps that will ensure work is undertaken in a safe and environmentally protective manner. **Listen, learn and have your questions answered.**

In partnership with the community, Sydney Marine Group is leading efforts to develop the Ports of Sydney. Together we're building a stronger, more vibrant and prosperous community.

For more information, contact:
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