

Cooper Cove Marine Wharf Expansion Summary of Issues			Cooper Cove Marine Wharf Expansion Detailed Project Description				
Item no.	Title	Summary of Issue	DPD Part	Section	Planned Study / Approval / Permit	Appendix	Comments
1	Alternatives to the Project	Need to consider GHG emissions when assessing alternative means of carrying out the Project.	Part C: Project Information	4.6.1 Alternative means of carrying out the project	N/A	Appendix J	In response to the comment on the need to consider GHG emissions when assessing alternative means of carrying out the Project, The POA has completed a high level estimate for construction included in Appendix J with further plans to evaluate GHG emissions as part of the design-build phase of the project. This assessment will be integral to our decision-making process, ensuring that considerations regarding GHG emissions are explicitly included in the procurement documentation. This approach will allow the POA to select the most environmentally responsible alternatives for the Project's execution.
2	Project Information and Assessment Scope	Need for complete description of land-based project components and new infrastructure to support characterization of the potential effects on valued components, and the timing of activities during the design-build phase.	Part C: Project Information	4.2 (8) Provisions in the Physical Activities Regulations. 4.3.1.2 Procurement and Design-Build	Design-build Phase	N/A	In response to the request for a complete description of land-based project components and new infrastructure, as well as the characterization of potential effects on valued components and the timing of activities, we will address these details during the design-build phase of the Project. The description of additional land-based Project components or new infrastructure required will be comprehensively developed and included at that stage, ensuring a thorough understanding and assessment of the project's potential environmental and operational impacts.
3	Project Information and Assessment Scope	Request for further marine shipping baseline and forecasts including vessel and cargo types, market demand, and time horizons to assess potential for accidents and malfunctions and cumulative effects.	Part F: Potential Effects of the Project	7.6.9 Impact of Marine Shipping 7.6.9.1 Limitations and Assumptions Related to Marine Traffic	N/A	N/A	In response to the request for further marine shipping baseline and forecasts, including vessel and cargo types, market demand, and time horizons to assess the potential for accidents and malfunctions, and cumulative effects, we want to assure you that as findings emerge from the Cumulative Effects of Marine Shipping Initiative, the Port of Argentina (Pota) is committed to working collaboratively with Transport Canada (TC) to establish appropriate mitigation measures for the port's operations. This collaboration will be crucial as we continue to diversify the port's infrastructure, ensuring that our growth is managed responsibly and in alignment with emerging data and insights on marine shipping impacts.
4	Project Information and Assessment Scope	Need to clarify whether key components of the Project (e.g., dredging, infilling, wharf expansion, and construction of the roll-on-roll-off ramp) would proceed as proposed in the Initial Project Description independent of potential land lease and funding contribution associated with the Pattern Energy/Argentina Renewables green hydrogen project.	Part C: Project Information	4.1 (7) Purpose and Need for the Project	N/A	N/A	In response to the inquiry regarding potential scheduling and financial challenges, including cost overruns and delays that could affect federal funding and require additional contributions from third-party developers the POA has developed the following to mitigate these issues; the POA will considering alternative execution plans that allow for individual construction of its three main components (existing wharf extension, Ro-Ro ramp, and infill areas), potentially in stages to manage costs and scheduling more effectively. Additionally, third-party developers will be encouraged to prepare contingency plans for budget and timeline deviations, while the Port of Authority (POA) may utilize traditional debt financing and apply value engineering during contract negotiations to ensure the project progresses within established financial and scheduling constraints. This strategic approach aims to adjust the project's scope and scale as needed while addressing potential financial and scheduling hurdles.
5	Project Information and Assessment Scope	Need for further information on the development of the comprehensive maritime traffic management plan, the geographic area to which it would apply, and the Port of Argentina's level of care and control in developing and implementing the plan.	Part C: Project Information Part D: Location Information and Context Part F: Potential Effects of the Project	4.1.1 Strategic Location Advantages 6.6.9 Navigation Impacts 7.6.8 Navigation Impacts	Navigable Water Authorization TC Navigation Safety Assessment Process (NSAP) - If required	Appendix I	In response to the request for further information regarding the development of a comprehensive maritime traffic management plan, its applicable geographic area, and the Port of Argentina's (POA) level of care and control in its development and implementation, please note the following: The POA is committed to obtaining a Navigable Water Authorization and will actively participate in Transport Canada's Navigation Safety Assessment Process (NSAP). To further underscore our commitment to safety and preparedness, the POA has developed an Emergency Procedures and Response Plan (outlined in Appendix I). This plan details the port's roles and responsibilities as governed by the Canadian Transportation Accident Investigation and Safety Board Act, encapsulating our approach to transportation safety board protocols. Should there be recommendations arising from the Navigable Waters Authorization process or deficiencies identified through the NSAP, the port will conduct a thorough review and integrate necessary adjustments into the Emergency Procedures and Response Plan (EPRP) to enhance our maritime traffic management strategy.

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6	Project Information and Assessment Scope	Concern that 3 to 5 years is too long to complete a full impact assessment.	Part C: Project Information	4.6 Project Schedule	Dependent on obtaining required Environmental Approvals	N/A	Updated on Schedule - Figure 6
7	Project Information and Assessment Scope	Comment indicating it is good that the proponent is conducting benthic studies as part of their assessment.	Part C: Project Information	4.3.1 Project Components	Fisheries Act Authorization/Benthic and Fish Habitat Study	N/A	Benthic and Fish Habitat Study is planned for 2024.
8	Indigenous and Public Engagement	Need to formally engage with Miawpukek first Nation and Qalipu Mi'gmaq first Nation in culturally appropriate ways, including diverse populations within these communities, such as groups identified by gender, age, and community relevant factors (e.g., hunters, trappers, commercial fishers and other harvesters) on the potential adverse impacts to the Project on their interests. Consider also engaging with the Mi'kmaq first Nations Assembly to Newfoundland.	Part B: Planning Phase Results Part E: Federal, Provincial, Territorial, Indigenous and Municipal Involvement and Effects Part F: Potential Effects of the Project	3.2 (4) Summary of Indigenous Engagement 6.5 Planned Environmental Studies and Permitting 7.6.5.3 Plans for Future Engagement	N/A	N/A	The Proponent has formally engaged with both the Qalipu First Nation and Miawpukek First Nation (see Record of Engagement) through letter writing and offering opportunities to meet to discuss the Project. In coordination with IAAC, the Proponent has had the opportunity to meet with the Qalipu on two occasions. The Proponent is committed to continuing discussions with both organizations to understand their concerns and interests should the Project proceed. At this time, no information has been provided to the Proponent related to impacts on health, wellbeing, and livelihoods of First Nation harvesters and fishermen. Should the Qalipu First Nation or Miawpukek First Nation bring forward concerns or interests related to the above, the Proponent commits to working with both organizations to minimize impacts.
9	Indigenous and Public Engagement	Importance of effective information sharing, communication, and engagement with Indigenous and non-Indigenous commercial fishers and small craft harbour authorities with respect to timing of activities (e.g., infilling, wharf constructions, blasting) and associated safety zones to ensure unrestricted access to fishing areas with recognition that the fishing seasons for various species are short in duration.	Part B: Planning Phase Results	3.1.1 Organizations Identified for Engagement to Date	N/A	N/A	The Proponent has formally engaged with both the Qalipu First Nation and Miawpukek First Nation (see Record of Engagement) through letter writing and offering opportunities to meet to discuss the Project. In coordination with IAAC, the Proponent has had the opportunity to meet with the Qalipu Mi'kmaq on two occasions. The Proponent is committed to continuing discussions with both organizations to understand their concerns and interests should the Project proceed. At this time, no information has been provided to the Proponent related to impacts on health, wellbeing, and livelihoods of First Nation harvesters and fishermen. Should the Qalipu First Nation or Miawpukek First Nation bring forward concerns or interests related to the above, the Proponent commits to working with both organizations to minimize impacts. At this time, no information has been provided to the Proponent related to where Indigenous peoples access coastal and marine regions of Placentia Bay via small marine vessels, or regarding marine territory. Should the Qalipu First Nation or Miawpukek First Nation bring forward concerns or interests related to the above, the Proponent commits to working with both organizations. An offer to meet with FFAW's membership went out on December 18, 2023 and again on January 31, 2024 in an effort to answer questions related to fishing in the 3Ps region. A meeting has yet to be scheduled.
10	Indigenous and Public Engagement	Consider engaging with the Indigenous Skills and Employment Training service delivery providers in the Region regarding Indigenous procurement and hiring.	Part E: Federal, Provincial, Territorial, Indigenous and Municipal Involvement and Effects	7.6.6.6 Employment and Procurement	N/A	N/A	The POA will work with key stakeholder organizations (i.e. Wage, and Gender Equality Canada and Indigenous Skills and Employment Training) to develop and implement strategies to facilitate access to employment and contracting opportunities for members of underrepresented groups such as women, persons with disabilities, and members of visible minorities and Indigenous peoples. POA will also institute special measures directed at youth to encourage the development of skills which will facilitate access the Port's employment opportunities.

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11	Fish and Fish Habitat	Need to explain how existing information has been used to characterize baseline conditions for marine water and sediment quality (e.g., 2021 survey for Public Service and Procurement Canada) and how future assessments will ensure sufficient detail to describe baseline conditions and quantify the potential effects associated with dredging and seabed preparation.	Part D: Location Information and Context	5.2 (13b) Project Area	To be determined thorough Fisheries Act Authorization	Appendix E - Baseline sediment characteristic	Future evaluations will be designed in consultation with government agencies to provide ample detail in describing initial environmental conditions and accurately measuring the potential impacts linked to dredging and seabed preparation activities.
12	Fish and Fish Habitat	Need for detailed benthic habitat surveys throughout the proposed expansion area to identify and quantify fish habitat that could be destroyed. Offsetting measures should be required to restore or create similar fish habitat in the area.	Part C: Project Information	4.3.1 Project Components	Fisheries Act Authorization/Benthic and Fish Habitat Study	N/A	Benthic and Fish Habitat Study is planned for 2024.
13	Fish and Fish Habitat	Need for complete and up-to-date list of marine species at risk, species of conservation concern, and sensitive/critical habitat with the potential to occur in the Project vicinity. For example, Acadian Redfish (Atlantic), Thorny Skate and White Hake are not included and some species population names are missing. The reference used regarding the presence of sensitive habitat in the area is dated and additional justification is needed to support the conclusion that species at risk and sensitive habitats do not exist in the Project vicinity.	Part D: Location Information and Context	5.7.7 Species at Risk	N/A	N/A	DPD has been updated with ECCC identified species.
14	Fish and Fish Habitat	Need to consider available data on eelgrass meadows in the vicinity of the project, including Fox Harbour and Ship Harbour, which are approximately five and ten kilometres from the project, respectively. There is documented presence in these meadows of commercial species and some threatened species (American eel, lumpfish, white hake).	Part D: Location Information and Context	5.7.6 Marine Environment	Fisheries Act Authorization	N/A	Eelgrass within the local assessment area has been acknowledged and is slated for further examination through surveys scheduled for 2024. The POA is committed to implementing best practices and mitigation measures aimed at minimizing sedimentation which are outlined in in Table 26. Consequently, it is not anticipated that eelgrass beds located more than 5 kilometres away from the assessment area will be affected by the project activities. The consideration of eelgrass will also be an integral part of the Fisheries Act permitting process, ensuring that we address the presence and protection of this vital habitat, including the areas around Fox Harbour and Ship Harbour, which are known to host commercial and some threatened species such as the American eel, lumpfish, and white hake.
15	Fish and Fish Habitat	Need for more information on proposed methods of infilling and dredging to determine the applicability of the Canadian Environmental Protection Act with respect to: - quality, fate, and management of dredged materials with reference to disposal at sea criteria and potential disposal at sea locations; - marine sediment management, disposal, and armour placement; - type, source, and quality of sediment to be used as infill and potential for contaminants; - whether infilling would be completed from above the high water mark; - type of fill material for the caissons and whether the caissons would form an impermeable barrier; and - whether the bund wall material is still being considered. Environment and Climate Change Canada's Marine Programs staff should be consulted for guidance on disposal at sea and characterization requirements, if disposal at sea is being considered.	Part C: Project Information	4.3.1 Project Components, Dredging Operations and Infilling Operations	Disposal At Sea	Appendix E - Baseline Sediment Characteristic Appendix G - Infill Feasibility Study	The Port of Argentina (POA) acknowledges the need for detailed information regarding the proposed methods of infilling and dredging, particularly in relation to the Canadian Environmental Protection Act's requirements on the quality, fate, and management of dredged materials, marine sediment management, and other related concerns. To address these requirements comprehensively and ensure compliance with the disposal at sea criteria, the POA will proactively engage with the Environment and Climate Change Canada's Marine Programs staff for expert guidance on disposal at sea and characterization requirements, should disposal at sea be considered as an option. This consultation will cover aspects such as the quality and source of sediment for infill, potential for contaminants, methods of infilling (including whether it would be completed from above the high water mark), the type of fill material for the caissons, the impermeability of the caisson barrier, and considerations regarding the bund wall material.

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16	Fish and Fish Habitat	Request for information on whether quarry blasting is required and where it will occur. Request for description of potential effects of dust on fish and fish habitat, including wetlands and freshwater environments, during construction (e.g., infilling, equipment/traffic on dirt roads), and mitigation measures, where applicable.	Part F: Potential Effects of the Project	7.6.2 Acoustic Environment	N/A	N/A	At this stage, it has not been determined that quarry blasting activities are necessary for the project. Should blasting become a requirement during the design and construction phases, we will ensure to consult relevant government agencies for their guidance and obtain the necessary approvals. This approach will enable the POA to address and mitigate potential environmental impacts effectively, including the management of dust and its effects on fish, fish habitats, wetlands, and freshwater environments during construction activities such as infilling and the movement of equipment or traffic on dirt roads.
17	Fish and Fish Habitat	Request for additional information for the assessment of impacts on wetlands (i.e., eelgrass beds) and wetland functions for all phases of the Project, including: - baseline information about wetlands in the vicinity of the Project; - a description of potential direct and indirect effects of Project activities, particularly infilling, on wetlands and wetland functions, including the amount of wetland loss, if any; - information on measures that will be implemented to avoid, mitigate, offset, or compensate for potential effects to wetlands and wetland functions; and - information on the potential residual and cumulative effects on wetland functions.	Part D: Location Information and Context	5.7.6 Marine Environment	Fisheries Act Authorization	N/A	While eelgrass was not observed in Cooper Cove during the Baseline Marine Sediment Sampling Program and Multi-beam Survey, it is noted that it has been observed in Argentina Harbour in areas approximately 1 km to the northeast of Cooper Cove. POA will consult with DFO throughout the Fisheries Act Authorization process and for the offsetting planning if required. Mitigations included to consult with DFO on for the protection of eelgrass beds within the proximity of the Project Development Area (PDA).
18	Fish and Fish Habitat	Concern about potential effects to eelgrass meadows, sensitive habitats which provide nursery habitat to juvenile fish and invertebrates. Disappearing or diminished eelgrass meadows could result in decline of fish and invertebrate populations.	Part D: Location Information and Context	5.7.6 Marine Environment	Fisheries Act Authorization	N/A	Mitigation measures have been established to minimize impacts to eelgrass meadows located outside of the local assessment area. Although the presence of eelgrass within the project area is not expected, a Benthic and Fish Habitat study are planned to confirm the species presence or absence within the PDA. Based on those findings the POA is prepared to develop additional mitigation strategies and/or compensation measures in collaboration with the Department of Fisheries and Oceans (DFO) as part of the Fisheries Act permitting process. This approach ensures the protection of sensitive habitats, including eelgrass meadows, which are crucial nursery grounds for juvenile fish and invertebrates, thereby safeguarding against potential declines in these populations.
19	Fish and Fish Habitat	Request for information on the potential effects of aquatic invasive species present in the general area and need for further details on mitigation measures to manage aquatic invasive species movement during construction and operations in consultation with fisheries and Oceans Canada's Aquatic Invasive Species program.	Part E: Federal, Provincial, Territorial, Indigenous and Municipal Involvement and Effects	7.6.3 Marine Environment 7.8.2.2 Dredging and Infilling	N/A	N/A	The POA enforces strict policies against the discharge of ballast or any other water into the marine environment. All effluent released from vessels is required to be disposed of through an approved waste management company. The POA also adheres to requirements of Managing Ballast Water by Transport Canada which includes the Ballast Water Regulations under the Canada Shipping Act, 2021.
20	Fish and Fish Habitat	Concern about overall lack of mitigation measures to reduce potential adverse impacts to marine species at risk.	Part E: Federal, Provincial, Territorial, Indigenous and Municipal Involvement and Effects	7.8.2.12 Migratory Birds and Species at Risk	N/A	N/A	The Port of Argentina (POA) acknowledges the concerns regarding the potential adverse impacts to marine species at risk and has identified additional mitigation measures to address these concerns. The POA is committed to ongoing engagement with the Department of Fisheries and Oceans (DFO) throughout both the development and implementation phases of these mitigation measures, ensuring the protection of fish and their habitats.

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21	Fish and Fish Habitat	Need for more information on the potential effects and proposed mitigation measures to prevent adverse effects to fish and fish habitat from the release and movement of sediment, contaminants, and effluent.	Part E: Federal, Provincial, Territorial, Indigenous and Municipal Involvement and Effects	7.8.2.13 Fish and Fish Habitat	N/A	N/A	The Port of Argentina (POA) is committed to ongoing engagement with the Department of Fisheries and Oceans (DFO) throughout the process of developing and implementing mitigation measures designed to protect fish and fish habitat. This commitment ensures that all potential effects, including those arising from the release and movement of sediment, contaminants, and effluent, are carefully considered and addressed through appropriate mitigation strategies to prevent adverse effects on marine life and habitats.
22	Fish and Fish Habitat	Need for monitoring of eelgrass meadows in proximity to the project, at all stages of the project.	Part D: Location Information and Context	5.7.6 Marine Environment	Fisheries Act Authorization	N/A	While eelgrass was not observed in Cooper Cove during the Baseline Marine Sediment Sampling Program and Multi-beam Survey, it is noted that it has been observed in Argentina Harbour in areas approximately 1 km to the northeast of Cooper Cove. POA will consult with DFO throughout the Fisheries Act Authorization process and for the offsetting planning if required. Mitigations included to consult with DFO on for the protection of eelgrass beds within the proximity of the Project Development Area (PDA).
23	Migratory Birds	Need for additional information on the potential effects to migratory birds (including species at risk and species of conservation concern) due to light, noise, and dust emissions from all phases of the Project, including: - baseline information on migratory birds that are known or have the potential to occur in the Project area; - information on annual variation, distribution, and habitat use; - estimate of the amount of light pollution expected during all phases of the Project (i.e., lighting design plan) and an alternatives assessment related to light emissions; - potential for reduction in habitat quality/attractiveness caused by sensory disturbance; and - a description of any potential residual and cumulative effects on migratory birds (including species at risk and species of conservation concern).	Part D: Location Information and Context	5.7.4 Migratory Birds 6.4.3 Migratory Birds 7.8.2.12 Migratory Birds and Species at Risk	N/A	N/A	The Port of Argentina (POA) will conduct a Nocturnal Owl Survey specifically targeting the Short-eared Owl (<i>Asio flammeus</i>) before the commencement of construction activities. Furthermore, comprehensive bird surveys will be carried out to locate nesting or foraging areas of migratory birds within and surrounding the construction site prior to the onset of construction. Alongside these surveys, the POA is dedicated to establishing procedures for the protection and monitoring of nesting migratory birds, ensuring their safety and well-being throughout the construction process. This approach aims to address concerns regarding the potential effects of light, noise, and dust emissions on migratory birds, including species at risk and species of conservation concern, by providing baseline information, understanding annual variation, distribution, and habitat use, assessing light pollution and exploring alternatives to minimize light emissions, evaluating the potential for habitat quality reduction due to sensory disturbances, and outlining any potential residual and cumulative effects on these bird populations.
24	Migratory Birds	Request for a description of mitigation measures and monitoring program(s) that will be implemented to avoid or minimize the potential effects to migratory birds (including species at risk and species of conservation concern) and their habitat during all phases of the Project, in accordance with the Migratory Birds Convention Act and its regulations.	Part D: Location Information and Context	5.7.4 Migratory Birds 6.4.3 Migratory Birds 7.8.2.12 Migratory Birds and Species at Risk	Nocturnal Owl and Bird Surveys Pre-Construction	N/A	The Port of Argentina (POA) will conduct a Nocturnal Owl Survey specifically targeting the Short-eared Owl (<i>Asio flammeus</i>) before the commencement of construction activities. Furthermore, comprehensive bird surveys will be carried out to locate nesting or foraging areas of migratory birds within and surrounding the construction site prior to the onset of construction. Alongside these surveys, the POA is dedicated to establishing procedures for the protection and monitoring of nesting migratory birds, ensuring their safety and well-being throughout the construction process. This approach aims to address concerns regarding the potential effects of light, noise, and dust emissions on migratory birds, including species at risk and species of conservation concern, by providing baseline information, understanding annual variation, distribution, and habitat use, assessing light pollution and exploring alternatives to minimize light emissions, evaluating the potential for habitat quality reduction due to sensory disturbances, and outlining any potential residual and cumulative effects on these bird populations.

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25	Terrestrial Species at Risk	Concern about disruption of caribou corridors due to vehicle traffic beyond the marine terminal itself, but recognition that the Avalon population is already low or nonexistent.	Part D: Location Information and Context	5.7.5 Species at Risk	N/A	N/A	While acknowledging the importance of vigilance and conservation efforts, it's noted that the current low numbers of caribou in the Avalon region may mean that the immediate threat from construction-related traffic could be relatively limited in scope. Nevertheless, the Port of Argentina (POA) is committed to collaborating with government bodies to implement educational programs for temporary workers. These programs will focus on the protection of the Avalon Caribou throughout the entire construction period of the Project, ensuring that all personnel are aware of and contribute to the conservation of this species, even considering their diminished numbers in the area.
26	Human Health and Well-Being (including of Indigenous Peoples)	Need to provide baseline information on existing environmental noise in the vicinity of the Project and whether noise generated from the Project may affect any human receptors during construction and operations	Part F: Potential Effects of the Project	7.6.2 Acoustic Environment	N/A	N/A	Baseline information on existing environmental noise in the vicinity of the project is not currently available. As an industrial port the POA will continue to keep the public well-informed about ongoing construction activities and potential noise levels through the use of warning signals and established communication channels. To minimize impacts, construction activities will be carefully scheduled to avoid sensitive periods for marine life, including migration, spawning, or breeding seasons. This approach ensures that both the community and the environment are considered in the planning and execution of the project, addressing concerns about the impact of noise on human receptors and the surrounding ecosystem.
27	Human Health and Well-Being (including of Indigenous Peoples)	Need for additional information regarding the choice of surrogate baseline data for ambient air quality and relevant contaminants of potential concern.	Part D: Location Information and Context	5.7.2 Atmospheric Environment	N/A	N/A	In response to the request for additional information on the selection of surrogate baseline data for ambient air quality and relevant contaminants of potential concern, the 2022 Ambient Air Monitoring Report (NLDECC) was selected because its monitoring location is situated within an residential/industrialized area of Placentia Bay. This area closely mirrors the industrial characteristics of our project location, making it a pertinent and suitable reference for understanding the baseline conditions and potential air quality impacts associated with our project.
28	Human Health and Well-Being (including of Indigenous Peoples)	Need to identify potential effects to human health and how those effects will be addressed with consideration for: <ul style="list-style-type: none"> - where people live, work and conduct recreational activities (including Indigenous Peoples); - potential linkages between project activities or accidental events, effects on the natural environment (including country foods) and exposure pathways (e.g., air quality, drinking, and recreational water quality, etc.); - traditional Indigenous land use activities (e.g., fishing, hunting, ceremonial sites, etc.) and species harvested (e.g., medicinal plants, berry picking, marine biota, etc.) that could interact with project activities or their effects; - potential linkages between project activities and social determinants of health; - the most stringent and up-to-date federal and provincial air and water quality criteria; and - proposed mitigation to address each potential pathway of effect on health. 	Part F: Potential Effects of the Project	7.6.7 (21) Human Health Impacts	N/A	N/A	Acknowledging the Port of Argentina's (POA) significant role in the local economy, there's a strong commitment to responsible development, with an emphasis on the ongoing monitoring and mitigation of potential health impacts. This commitment involves engaging in continuous dialogue and collaboration with local communities, Indigenous groups, environmental experts, and other relevant stakeholders. The objective is to comprehensively assess, address, and adapt to emerging health concerns related to the project. By promoting transparency, fostering open communication, and adopting a proactive stance, we aim to utilize the port's historically industrialized nature as a basis for implementing responsible and sustainable development practices. These practices will prioritize the health and well-being of both the community and the environment, ensuring that potential effects on human health are thoroughly evaluated and addressed. This includes considering the proximity of residential, work, and recreational areas, potential links between project activities or accidental events and natural environmental effects, traditional Indigenous land use and harvested species, connections between project activities and social determinants of health, adherence to stringent air and water quality criteria, and the implementation of targeted mitigation strategies for each identified pathway of effect on health.

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29	Human Health and Well-Being (including of Indigenous Peoples)	Importance of including analysis on gender-based violence risks as it relates to transient workers and effects to local communities.	Part F: Potential Effects of the Project	7.6.6.1 Gender-Based Analysis Plus 7.6.6.6 Employment and Procurement	N/A	N/A	<p>The presence of industrial projects in a particular area increase the potential for violence against women, specifically Indigenous women (Native Women's Association of Canada, 2018). Understanding that there is a correlation between gender-based violence risks, transient workers, and effects to local communities, the POA, as outlined in Section 7.6.6.6, will work to establish a positive workplace culture and conditions where women, Indigenous peoples, and other diverse peoples are safe at the workplace and in their local communities.</p> <p>POA will create a workplace culture and working environment which is respectful, culturally sensitive and free from harassment and discrimination. Workplace policies and practices will include:</p> <ul style="list-style-type: none"> •Establishing and maintaining a sensitive and inclusive work environment with zero tolerance for harassment and discrimination, on site and in local communities.
30	Human Health and Well-Being (including of Indigenous Peoples)	Need for a description of the potential cumulative environmental, social, and economic effects of existing and future projects within the vicinity of the Project and their potential to collectively effect human health for the identified receptors.	Part F: Potential Effects of the Project	7.6.7 (21) Human Health Impacts	N/A	N/A	<p>Establishing the POA role in the local economy and the need for responsible development, ongoing efforts in monitoring and mitigating potential health impacts remain a priority. These activities entail continuous dialogue and collaboration with local communities, Indigenous groups, environmental experts, and relevant stakeholders to assess, address, and adapt to emerging health concerns. By fostering transparency, open communication, and a proactive approach, the historically industrialized nature of the port can serve as a foundation for responsible and sustainable development practices that prioritize the health and well-being of the community and the environment.</p>
31	Indigenous Peoples' Interests and Current Use of Lands and Resources for Traditional Purposes	Need for further information on potential impacts (including cumulative impacts) to current and traditional use of land and coastal/marine regions of Placentia Bay, including traditional foods and country foods (e.g., cod, salmon). This may include a Traditional Food and Consumption Survey if Miawpukek First Nation or Qalipu First Nation express concerns about access to Placentia Bay for subsistence harvesting or food security.	Part F: Potential Effects of the Project	7.6.5.2 Land, Traditional Land and Resource Use	N/A	N/A	<p>The Proponent has formally engaged with both the Qalipu First Nation and Miawpukek First Nation (see Record of Engagement) through letter writing and offering opportunities to meet to discuss the Project. In coordination with IAAC, the Proponent has had the opportunity to meet with the Qalipu on two occasions. The Proponent is committed to continuing discussions with both organizations to understand their concerns and interests should the Project proceed.</p> <p>Limited feedback has been brought forward by the Qalipu First Nation, and non by Miawpukek First Nation. The Proponent commits to understanding what those impacts are and minimizing impacts where possible. The Proponent commits to working with both organizations to minimize impacts.</p>

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Item no.	Title	Summary of Issue	DPD Part	Section	Planned Study / Approval / Permit	Appendix	Comments
32	Indigenous Peoples' Interests and Current Use of Lands and Resources for Traditional Purposes	Importance of considering the potential effects of marine vessel traffic on the ability of First Nation fishers (e.g., Food, Social, Ceremonial license holders, Communal Commercial license holders, food security) to safely navigate Placentia Bay, as well as effects on their access to current and future fishing opportunities, and potential mitigation measures to ensure that access to Placentia Bay for subsistence and commercial fishing is not restricted, or that restriction is minimized.	Part F: Potential Effects of the Project	7.6.5.1 Food, Social and Ceremonial Fishing 7.6.9 Impact of Marine Shipping	N/A	N/A	<p>The Proponent has formally engaged with both the Qalipu First Nation and Miawpukek First Nation (see Record of Engagement) through letter writing and offering opportunities to meet to discuss the Project. In coordination with IAAC, the Proponent has had the opportunity to meet with the Qalipu Mi'kmaq on two occasions. The Proponent is committed to continuing discussions with both organizations to understand their concerns and interests should the Project proceed.</p> <p>The Port of Argentina does not have any restrictions in place for traditional or commercial fishing. During the construction period of the Project, areas of Placentia Bay will be inaccessible for safety purposes, however, these locations are localized to the Project area. Once the Port is in its operations phase, traditional and commercial fishing can continue to take place.</p> <p>At this time, no concerns regarding impacts on the health and safety of fish and fish habitat, the ability to fish (traditional or commercial) have been brought forward. Should the Qalipu Mi'kmaq First Nation or Miawpukek First Nation bring forward concerns or interests related to impacts on fish and fish habitat, ability to fish (traditional or commercial), the Proponent commits to understanding what those impacts are and minimizing impacts where possible. The Proponent commits to working with both organizations to minimize impacts.</p>
33	Indigenous Peoples' Social and Economics Condition	Importance of identifying a baseline data collection strategy for Indigenous socioeconomic conditions on and off-reserve, developing benefits and mitigation measures, and future monitoring of community well-being for potentially impacted communities.	Part D: Location Information and Context	5.5 (13e) Projects Proximity to Lands of Significance for Indigenous Peoples	N/A	N/A	<p>The POA will continue to engage Indigenous Groups and Stakeholders throughout the projects planning and construction phase.</p> <p>The POA understands that engagement and consultation with Indigenous communities and organizations will continue throughout the permitting process and will be led by the issuing regulatory authority. The POA will participate and provide support in these efforts as is required.</p>
34	Indigenous Peoples' Social and Economics Condition	Need for further information on Indigenous procurement and hiring strategies for all phases of the Project including for Indigenous individuals residing in the surrounding areas. Need to consider how any adverse effects to employment would be managed and mitigated to support diversity and inclusion.	Part F: Potential Effects of the Project	7.6.6.6 Employment and Procurement	N/A	N/A	<p>The POA will work with key stakeholder organizations (i.e. Wage, and Gender Equality Canada and Indigenous Skills and Employment Training) to develop and implement strategies to facilitate access to employment and contracting opportunities for members of underrepresented groups such as women, persons with disabilities, and members of visible minorities and Indigenous peoples. POA will also institute special measures directed at youth to encourage the development of skills which will facilitate access the Port's employment opportunities.</p>

Cooper Cove Marine Wharf Expansion Summary of Issues			Cooper Cove Marine Wharf Expansion Detailed Project Description				
Item no.	Title	Summary of Issue	DPD Part	Section	Planned Study / Approval / Permit	Appendix	Comments
35	Indigenous Peoples' Social and Economics Condition	Concern that communities on the west side of Placentia Bay with Indigenous residents (e.g. Swift Current, Burin, Marystown) could experience potential impacts due to increased marine traffic.	Part B: Planning Phase Results	3.2 (4) Summary of Indigenous Engagement Figure 5: Aboriginal and Treaty Rights Information System (ATRIS) Representation of Potentially Impacted Indigenous Communities, 150 km Buffer from PDA	N/A	N/A	<p>See Figure 5 of DPD highlighting 100km radius from Project location as it relates to the Qalipu First Nation and Miawpukek First Nation's traditional territory and/or reserve lands.</p> <p>The Proponent has formally engaged with both the Qalipu Mi'kmaq First Nation and Miawpukek First Nation (see Record of Engagement) through letter writing and offering opportunities to meet to discuss the Project. In coordination with IAAC, the Proponent has had the opportunity to meet with the Qalipu Mi'kmaq on two occasions. The Proponent is committed to continuing discussions with both organizations to understand their concerns and interests should the Project proceed.</p> <p>At this time, no information has been provided to the Proponent related to where Indigenous peoples access coastal and marine regions of Placentia Bay via small marine vessels, or regarding marine territory. Should the Qalipu First Nation or Miawpukek First Nation bring forward concerns or interests related to the above, the Proponent commits to working with both organizations.</p>
36	Social and Economic Conditions (Non-Indigenous)	Importance of considering the current socio-demographic characteristics and profile of the community and the economic sector's workforce for the Project (e.g., by age, group, and sex) as well as potential impacts to employment and how adverse effects would be mitigated to maximize positive socio-economic outcomes for local communities.	Part F: Potential Effects of the Project	7.6.6 (22) Socioeconomic Environment Impacts	N/A	N/A	<p>The POA has played a vital role in the socio-economic development of Newfoundland and Labrador. As a working harbour, it has supported a range of industries, including offshore oil and gas, shipping, fisheries, commercial forestry, and both historical and active mineral claims. The POA has provided approximately 400 full time positions and 80 part time positions over the past three years, creating opportunities and income for local and surrounding communities and contributed to their economic well-being.</p>
37	Social and Economic Conditions (Non-Indigenous)	Request for description of performance indicators for employment measures as referenced in the Initial Project Description, and whether successes and failures of employment measures will be publicly available.	Part F: Potential Effects of the Project	7.6.6.7 Reporting and Monitoring	N/A	N/A	<p>The POA has historically tracked key economic indicators of ongoing vessel traffic, employment, port revenues and expenditures. With the construction of the Project, the POA will expand its data collection activities to capture project impacts on the local economy and social landscape. Metrics stemming from employment, gender equity, equality, diversity and procurement will be tracked throughout the phases of the Project.</p> <p>The POA will look to source and implement appropriate software to track metrics efficiently. The POA will track corporate and contractor activities throughout the supply chain. The software system will provide full data quality assurance. The POA will look to publish reports designed to comply with federal and provincial reporting standards on its website and make those reports available to various agencies.</p> <p>A sample of Metrics to be collected and reported on include:</p> <p>Employment Mix</p> <ul style="list-style-type: none"> - Gender (diversity) - Job Types (with NOC classification) - Job Progression - Residency - Work Location - Indigenous and DEI detail <p>Company Procurement Mix</p> <ul style="list-style-type: none"> - Ownership Type - Location - Service/Supply Category <p>Research & Development Initiatives</p> <p>Education & Training</p> <p>Community Investment</p> <p>Other as determined necessary</p>

Cooper Cove Marine Wharf Expansion Summary of Issues			Cooper Cove Marine Wharf Expansion Detailed Project Description				
Item no.	Title	Summary of Issue	DPD Part	Section	Planned Study / Approval / Permit	Appendix	Comments
38	Social and Economic Conditions (Non-Indigenous)	Need for more information on potential residual effects from construction and operations on fish and fish habitat and potential effects to commercial fish species, including lobster, crab, scallop, herring, and sea cucumber, among others.	Part F: Potential Effects of the Project	7.8.2.14 Hydrocarbon Release to Water 7.8.2.15 Potential Causes of Resource Conflicts	N/A	N/A	An offer to meet with FFAW's membership went out on December 18, 2023 and January 31, 2024 in an effort to answer questions related to fishing in the 3Ps region. A meeting has yet to be scheduled.
39	Social and Economic Conditions (Non-Indigenous)	Concern that the impact of vessel traffic and habitat disturbance would extend well beyond the terminal, and need to consider related economic effects on commercial fishing, including potential income loss for harvesters.	Part F: Potential Effects of the Project	7.8.2.15 Potential Causes of Resource Conflicts	N/A	N/A	An offer to meet with FFAW's membership went out on December 18, 2023 and January 31, 2024 in an effort to answer questions related to fishing in the 3Ps region. A meeting has yet to be scheduled.
40	Social and Economic Conditions (Non-Indigenous)	Need for more information on employment numbers, type (i.e., full-time, part-time, temporary, and seasonal workers), salaries, local recruitment, and working conditions that will be created as a result of the Project and these should be reported using current and relevant sources.	Part F: Potential Effects of the Project	7.6.6.3 Economic Impacts	N/A	N/A	The high-level economic impacts of the project, including both direct and indirect employment opportunities, are outlined in Table 18. This table along with section 7.6.6.3 Economic Impacts provides detailed information on the number of jobs, the nature of these positions expected to be generated by the project. We ensure that all data presented is sourced from current and relevant information, offering a clear and transparent overview of the employment landscape the project aims to create.
41	Social and Economic Conditions (Non-Indigenous)	Need for more information on the types of projects that might be enabled and the types of employment that might be created as a result of the Project, to understand the full effects of the capital expenditures for the Project on job creation and the community.	Part F: Potential Effects of the Project	7.6.6 (22) Socioeconomic Environment Impacts	N/A	N/A	This information is not available. Projects such as those proposed by Pattern Energy are still in feasibility stage and forecasted employment opportunities are not publically available.
42	Social and Economic Conditions (Non-Indigenous)	Need for more information on the Project's forecast capital expenditures (i.e., short-, medium-, and long-term) on the community and region related to the anticipated positive and negative socio-economic effects of the Project. This information should consider changes in incomes, impacts on property values and the cost of living, and social supports and community safety.	Part F: Potential Effects of the Project	7.6.6 (22) Socioeconomic Environment Impacts	N/A	N/A	Information regarding the project's forecasted capital expenditures over the short-, medium-, and long-term will be detailed through the National Trade Corridor Funding Program contribution agreement. This comprehensive overview will include analysis of both the anticipated positive and negative socio-economic effects of the project on the community and region. Specifically, it will address changes in incomes, impacts on property values, variations in the cost of living, as well as the implications for social supports and community safety, ensuring a holistic understanding of the project's economic footprint.
43	Social and Economic Conditions (Non-Indigenous)	Concern expressed about housing availability and affordability with increased workforce, particularly for senior citizens.	Part F: Potential Effects of the Project	7.6.6 (22) Socioeconomic Environment Impacts	N/A	N/A	POA to continue engagement with local stakeholders to proactively address this issue by collaborating with local authorities, community organizations, and developers to explore innovative solutions and ensure that housing remains accessible and affordable for all segments of the population, including our senior citizens, during this transitional phase
44	Social and Economic Conditions (Non-Indigenous)	Comment that the Project will involve similar industrial activities to what is currently existing, with minimal environmental impact. The potential adverse effects within federal jurisdiction are limited. The economic benefits would be substantial including employment opportunities during the construction and operation phases, new economic development opportunities, investment, and export revenues.					

Cooper Cove Marine Wharf Expansion Summary of Issues			Cooper Cove Marine Wharf Expansion Detailed Project Description				
Item no.	Title	Summary of Issue	DPD Part	Section	Planned Study / Approval / Permit	Appendix	Comments
45	Social and Economic Conditions (Non-Indigenous)	Comment that the project could result in positive economic growth for the region and the province, but this cannot come at the expense of the environment.					
46	Accidents and Malfunctions	Request for further information on environmental risks in relation to accidents and malfunctions including: - plausible worst-case scenarios with a consideration for types and quantities of hazardous materials present on the site; - fate and behaviour of spills; - shoreline classification and sensitivity mapping; - potential effects to valued components; - the measures to prepare for and prevent these effects (i.e. safe handling procedures and storage requirements); and - emergency response plans, including considerations for spill and wildlife response.	Part F: Potential Effects of the Project	7.8.2.16 Climate Change Considerations 7.8.2 Potential Environmental Impacts, Accidents and Malfunctions during Construction 7.8.3 Potential Environmental Impacts, Accidents and Malfunctions during Operation	N/A	Appendix I	The Port of Argentina (POA) is committed to addressing environmental risks associated with accidents and malfunctions comprehensively. To this end, the POA will conduct a detailed assessment of 1 in 100 extreme weather events to identify potential vulnerabilities and enhance our preparedness strategies. Additionally, the POA has developed a Port Emergency Response Plan and will continue our engagement with government agencies to refine mitigation strategies, comply with environmental approval conditions, and formulate Environmental Protection Plans specifically tailored to the construction phases of our projects.
47	Accidents and Malfunctions	Concern about potential for hydrocarbon or other spills and associated effects to commercial fish species and fish harvesters.	Part F: Potential Effects of the Project	7.8.2.14 Hydrocarbon Release to Water	N/A	Appendix I	POA has developed Port Emergency Response Plan and will continue to engage government agencies on mitigate measures, meet conditions of environmental approvals and develop Environmental Protection Plans for the construction components.
48	Effects of the Environment on the Project	Need to consider slope stability with reference to marine geology of the surrounding embayment, anthropogenic alteration of the immediately adjacent seabed, sediment transport southward into the deep basin of the Port of Argentina, and the potential for subsea landslides.	Part F: Potential Effects of the Project	7.8.2.16 Climate Change Considerations	N/A	Appendix G	The port has completed and planned several studies to better characterize the marine geology and sediment characteristics of the Project Development Area including a marine geotechnical investigation and sediment analysis Further information will be gather as part of the design-build phase of the project which will include 1 in 100 year extreme weather event assessment. The POA will continue to consult with government agencies thought the planning and design phases of the Project.
49	Climate Change and Greenhouse Gas Emissions	Need for climate change considerations as part of project planning. Importance of a forward-looking perspective when assessing impacts (e.g., introduction of invasive species due to shipping) and the associated implications of climate change.	Part F: Potential Effects of the Project	7.8.2.16 Climate Change Considerations	N/A	N/A	The POA will complete a 1 in 100 extreme weather event assessment. In addition the POA has developed Port Emergency Response Plan and will continue to engage government agencies on mitigate measures, meet conditions of environmental approvals and develop Environmental Protection Plans for the construction components.
50	Climate Change and Greenhouse Gas Emissions	Need for GHG emission estimate, methodology, data, emission factors, and assumptions for the operational and decommissioning phases of the Project. Need for a yearly maximum GHG emissions estimate for all phases of the Project.	Part F: Potential Effects of the Project	7.7 (23) Greenhouse Gas Emissions Associated with the Project	Port Electrification Study	N/A	The Port Electrification Study will outline GHG emission estimate, methodology, data, emission factors, and assumptions for the operational and decommissioning phases of the Project. Need for a yearly maximum GHG emissions estimate for the operation and decommissioning phase of the Project.

Cooper Cove Marine Wharf Expansion Summary of Issues			Cooper Cove Marine Wharf Expansion Detailed Project Description					
Item no.	Title	Summary of Issue	DPD Part	Section	Planned Study / Approval / Permit	Appendix	Comments	
51	Climate Change and Greenhouse Gas Emissions	Need for information on the Project's impacts on carbon sinks, including a description of the activities that would result in an impact on carbon sinks and land areas expected to be impacted by the Project, by ecosystem type (e.g., wetlands, built-up land) over the course of the Project lifetime, including any areas of restored or reclaimed ecosystems.	Part F: Potential Effects of the Project	7.7.1 Carbon Sinks	Port Electrification Stud	N/A	The Port Electrification Study will specifically address the impacts of the Project on carbon sinks. It will include a detailed evaluation of the carbon sink, outline the activities that could potentially impact carbon sinks, and propose measures to mitigate the effects of the removal.	
52	Climate Change and Greenhouse Gas Emissions	Request for information on the Project's resilience to future climate change and how it has been considered in the project design.	Part F: Potential Effects of the Project	7.8.2.16 Climate Change Considerations 7.8.2 Potential Environmental Impacts, Accidents and Malfunctions during Construction 7.8.3 Potential Environmental Impacts, Accidents and Malfunctions during Operation	N/A	Appendix I	The POA will undertake a comprehensive assessment of 1 in 100 extreme weather events, alongside the development of a robust Port Emergency Response Plan, to adequately prepare for and mitigate potential climate-related risks. Active collaboration with government agencies will facilitate the implementation of effective mitigation strategies and compliance with environmental approvals. Furthermore, Environmental Protection Plans will be specifically developed for construction components, integrating considerations for climate resilience into the project design from the beginning. These measures collectively aim to secure the project's sustainability and resilience against future climate impacts, underscoring the POA's commitment to proactive environmental stewardship and long-term planning.	
53	Climate Change and Greenhouse Gas Emissions	Need for information on the measures being considered to reduce the Project's GHG emissions on an ongoing basis, including technologies and practices to reduce the Project's GHG emissions and ensuring the Project has net-zero emissions by 2050.	Part F: Potential Effects of the Project	7.7 (23) Greenhouse Gas Emissions Associated with the Project	Port Electrification Study	N/A	The Electrification Study will also evaluate the POA operations on short, medium and long term scenarios to identify decarbonization and electrification opportunities that align with the projected POA growth. These opportunities will focus on the implementation of best available technologies and environmental practices to facilitate adoption and execution of the Electrification Plan.	
54	Comments in Support of the Project	Comment that the Port of Argentina has demonstrated success through diversification from the base closure to a strategic industrial asset for heavy civil construction associated with offshore oil and gas, cargo and container shipments, and supply of major components for offshore wind projects. The Port of Argentina now has the potential to grow in support of transportation and energy-related opportunities with the development of onshore wind and green hydrogen and ammonia production in the province.						