THE IMPACT ASSESSMENT AGENCY OF CANADA

Part F: Initial Project Description Summary

Submitted by: Exploits Valley Port Corporation (EVPC)

May 2026

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Acronyms

ACOA	Atlantic Canada Opportunities Agency
ASARCO	American Smelting and Refining Company
COPCs	Contaminants of Potential Concern
DFO	Department of Fisheries and Oceans Canada
DWT	Dead-weight tonnes
ECCC	Environment and Climate Change Canada
EVPC	Exploits Valley Port Corporation
GHG	Greenhouse gas
IAAC	Impact Assessment Agency of Canada
NRCan	Natural Resources Canada
NTU	Nephelometric Turbidity Units

1.0 Introduction

This document is an Initial Project Description. We wrote it to explain a proposed construction project. We call it the Port of Botwood Wharf Rehabilitation Project. The Exploits Valley Port Corporation proposes this project. We will refer to them as the EVPC. The EVPC owns and operates the Port of Botwood.

This project will fix old marine structures. These structures are located at an active industrial port. Our main goal is to restore safe and reliable marine access. We are responding to the severe deterioration of aging infrastructure. We are not proposing to build a brand new port. We are not introducing new types of port operations.

All proposed construction will happen inside established port boundaries. We will only work on lands and water lots that are previously developed. The federal government transferred these specific areas to the EVPC. This transfer happened under the federal Port Divestiture Program. A divestiture transfers a public asset to a local group.

1.1 Project Location and Setting

The project takes place in the Town of Botwood. This town is in Central Newfoundland and Labrador. The port sits on the north shore of the Bay of Exploits **Figure 1**.

This figure shows the exact project location within the region. The project focuses strictly on the historic American Smelting and Refining Company site. People commonly call this the ASARCO waterfront. We consider this project a way to restore functionality. We want to improve operational safety within a previously developed port setting. This supports the continued marine use of the port.

1.2 Project Overview and Proposed Works

The project includes rehabilitation and replacement of marginal wharf and related marine infrastructure at the former ASARCO waterfront. A marginal wharf is a structure that runs along the shoreline (**Figure 2**). The work will take place on port lands and water lots that were already developed. Final details about the ships the site can support will be confirmed during detailed design and regulatory review.

Figure 2 shows the concept designs for the former ASARCO wharf. The old infrastructure here has reached the end of its useful life. The severe deterioration creates safety risks for port workers. It also limits how the port can safely operate. We must rebuild these structures to keep the port open.

We will use modern engineering standards to replace the old structures. However, we will strictly limit our work to the historic footprint. We will not expand the port's size. We will not do any capital dredging. Capital dredging means digging up the sea floor to make it deeper.

Conditions of Use

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Do not scale dimensions from drawing.

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No.	ISSUED FOR	DATE	BY

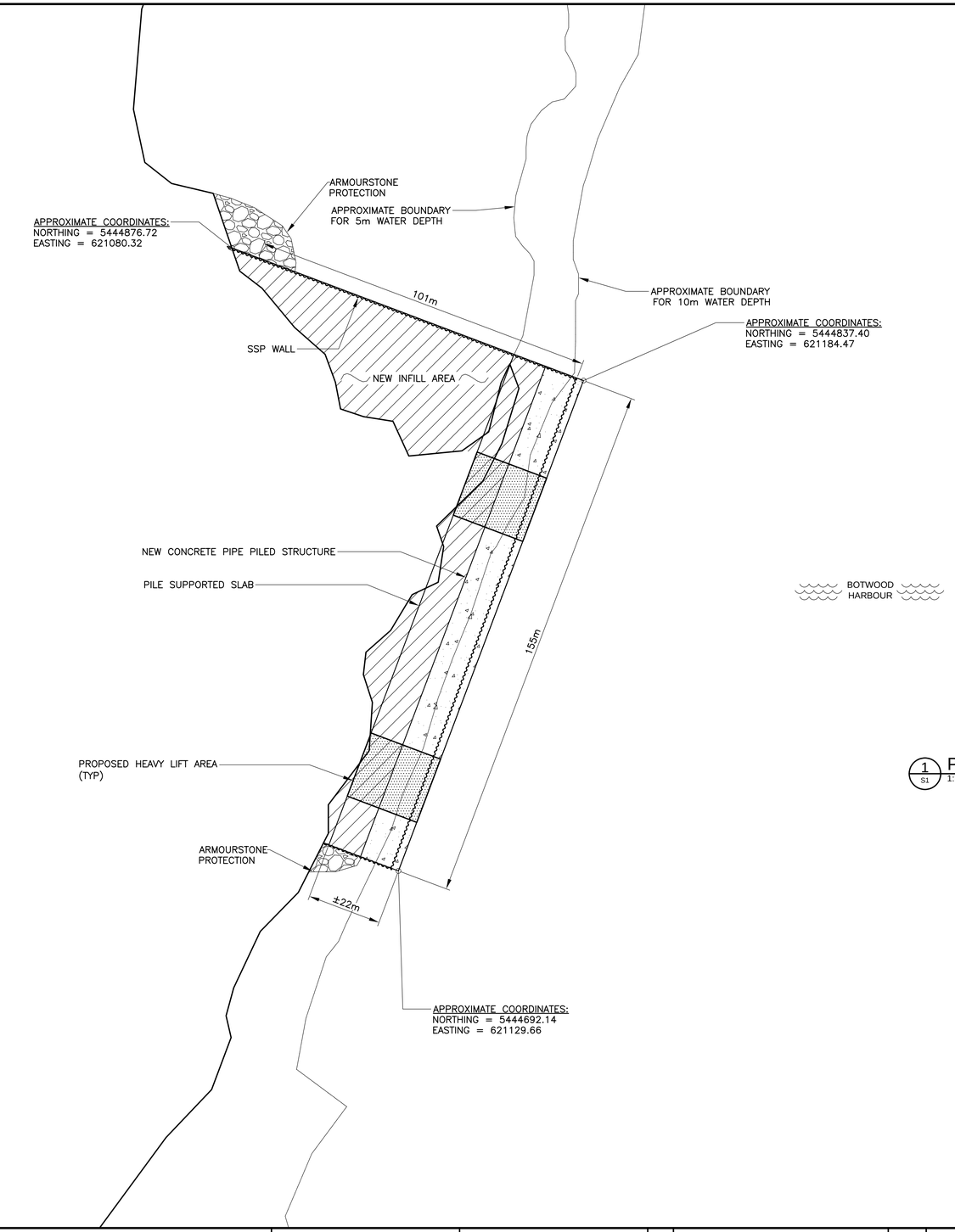
DESIGN | REVIEWED BY
DRAWN | CHECKED BY
DATE
SCALE: AS SHOWN

PORT OF BOTWOOD
WHARF REHABILITATION PROJECT

PROJECT NO. 25-2329

PROJECT LOCATION

SHEET NO. FIGURE 1



FOOTPRINT AREA: 5,836m^2

1 / S1 PLAN - WHARF LAYOUT OPTION 2B
1:750

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PORT OF BOTWOOD
WHARF REHABILITATION PROJECT

PROPOSED NEW SSP MARGINAL WHARF

PROJECT NO. 25-2329

SHEET NO. FIGURE 2

1.3 Historical Project Context

The Port of Botwood has a rich history. It has operated as a multi-user marine facility for over a century. It serves regional supply chains in Central Newfoundland.

Historically, the port handled bulk cargo and break-bulk cargo. Bulk cargo is loose material like gravel, sand, or minerals. Break-bulk cargo includes items loaded individually in bags or boxes. The port has also supported fuel distribution and offshore service activities.

The EVPC plans to revitalize these historic operations. Construction activities will create short-term jobs and demand for local services. Once finished, the new structures will support long-term economic prosperity.

1.4 Federal Regulatory Context

Canada has strict rules for major construction projects. One important law is the *Impact Assessment Act*. The IAAC uses this law to protect the environment. They maintain a list of major projects called the *Physical Activities Regulations*.

The project involves marine infrastructure designed to support vessels over 25,000 dead-weight tonnes. IAAC has confirmed that the project matches Item 53 of the *Physical Activities Regulations*. Dead-weight tonnes measure how much total weight a ship can safely carry.

On March 4, 2026, the IAAC officially confirmed this. They told us our work is a designated project. This document officially starts the federal Planning Phase. The IAAC will review this document and ask for public feedback. After the review, they will use Section 16 of the act. They will decide if we must complete a full Impact Assessment.

1.5 Provincial Environmental Assessment Rules

The Government of Newfoundland and Labrador also protects the local environment. We sent our early plans to the provincial Environmental Assessment Division. We asked if we needed a provincial environmental assessment.

On December 16, 2025, the province gave us their answer. They confirmed we do not need a provincial environmental assessment. They decided our work is not a new undertaking. This decision was made because we are just fixing old infrastructure. We are working inside a long-established industrial port setting.

1.6 Activity-Based Permitting

We still must follow many specific environmental laws. We must get activity-based permits before we can start building. We will need approvals under the *Canadian Navigable Waters Act*. We will also need approvals under the federal *Fisheries Act*.

We will not start construction until we have every required permit. We will confirm all specific permit needs as we finish our engineering designs. If our project plans change significantly, we will contact the IAAC again.

1.7 Purpose and Organization of this Document

We wrote this document to share our plans clearly. We want to support early engagement with government authorities and Indigenous groups. We also want to share information with the public and stakeholders. The document highlights potential environmental, social, and economic interactions.

The document is organized into several specific parts:

- Part A provides general project information, including proponent details and early engagement summaries.
- Part B provides project-specific information, including why we need the project and construction steps.
- Part C describes the project location and the surrounding environment.
- Part D lists the required federal, provincial, and municipal permits.
- Part E identifies potential effects on the environment and estimates greenhouse gas emissions.
- Part F provides a plain language summary in both English and French.

Supporting technical information is provided in the appendices of the main document.

2.0 Part A: General Information

Project Name and Location: Our project is called the Port of Botwood Wharf Rehabilitation Project. It is a marine and industrial infrastructure project. The project takes place in the Town of Botwood. This town is in Central Newfoundland and Labrador. The port sits on the north shore of the Bay of Exploits **Figure 3**.

The port is very easy to reach. It connects directly to local roads and the Trans-Canada Highway. It is about 40 kilometres east of Grand Falls-Windsor. It is also 75 kilometres west of Gander.

Who is Proposing the Project?: The Exploits Valley Port Corporation (EVPC) is the project proponent. We own and operate the Port of Botwood. Scott Sceviour is the Chair of our Board.

We hired Dillon Consulting Limited (Dillon) to help us. They manage our environmental and regulatory planning. Michelle Roche is our Environmental Specialist.

Proponent and Environmental Specialist contact information can be found in **Table 1**.

Table 1: Proponent Contact Information

Proponent Name	**Name**: Exploits Valley Port Corporation **Board Chair**: Scott Sceviour **Address**: 7 Lighthouse Road, Botwood, NL A0H 0B1 **Email**: scott.sceviour@evpc.ca
Environmental Specialist	**Name**: Michelle Roche **Official Title**: Environmental Specialist **Address**: Dillon Consulting Limited 45 Hebron Way, Suite 202, St. John's, NL A1A 0P9 **Email**: mroche@dillon.ca

A Brief History of the Port: The Port of Botwood has operated for more than a century. In the early 1900s, workers exported paper and lumber from here. Later, the port shipped base metals from the Buchans mining district. The American Smelting and Refining Company built much of this early infrastructure.

The port also has a proud aviation history. In the 1930s, transatlantic flying boats stopped here. During the Second World War, it served as a military seaplane base.

BOTWOOD PORT DEVELOPMENT

EXPLOITS VALLEY PORT CORPORATION

PROJECT DEVELOPMENT AREA

FIGURE 3

Project Development Area (PDA)

SCALE 1:3,000

0 30 60 120 Meters

N
W E
S

MAP DRAWING INFORMATION:
DATA PROVIDED BY DILLON CONSULTING AND ESRI

MAP CREATED BY: HF
MAP CHECKED BY: MG
MAP PROJECTION: NAD 1983 UTM Zone 21N

DILLON CONSULTING

PROJECT: 25-2329
STATUS: FINAL
DATE: 2026-05-05

FILE LOCATION: K:\2025\252329\Product\Client\SiteFigures\SiteFigures.aprx; LAYOUT: Fig3_PDA_20260505

The Government of Canada originally owned and managed the port. In 2014, they transferred ownership to the EVPC. This transfer happened under the federal Port Divestiture Program. We now manage the site to support regional industries.

The Port Area We Manage: The EVPC controls specific parcels of land and water. We hold these properties under a company called Exploits Marine and Logistics Inc. **Table 2**.

We manage five main land parcels right next to the water.

- Parcel 1 covers 2.4 hectares.
- Parcel 2 covers 2.4 hectares.
- Parcel 3 covers 0.9 hectares.
- Parcel 4 covers 2.8 hectares.
- Parcel 5 covers 4.1 hectares.

We also manage a large marine water lot. This water lot covers 337.0 hectares. A hectare is a unit of area equal to 10,000 square metres.

Table 2: Land and Water Lot Parcels within the Footprint of the Project

Parcel No.	Exploits Marine and Logistics Inc. Registration No.	Size (ha)
Parcel 1	1131952	2.4
Parcel 2	1131952	2.4
Parcel 3	1131952	0.9
Parcel 4	1131952	2.8
Parcel 5	1131952	4.1
Water Lot	1131952	337.0

How the Port Operates: The port is a shared-use public facility. This means many different companies can use it. We do not restrict access to a single user.

Independent shipping companies arrange their own vessel operations. We do not direct the ship traffic ourselves. We simply provide and maintain the safe marine infrastructure.

We also do not control the water outside our specific boundaries. The federal government manages overall navigation safety. Transport Canada and the Canadian Coast Guard enforce these rules. They use laws like the *Pilotage Act* and the *Canada Shipping Act*, 2001.

Community and Stakeholder Engagement: We believe clear communication is very important. We talked to many different groups while planning this project. We wanted to explain our plans and hear their thoughts **Table 3**.

Table 3: Summary of Key Issues and Responses

Topic Raised	Summary of Issue	Response / Approach
Project Scope	Participants sought clarification regarding whether the Project represented a new port development or expansion of port activities.	EVPC clarified that the Project involves rehabilitation and replacement of aging marine infrastructure within the existing port footprint and does not expand the port or introduce new industrial uses.
Regulatory Process	Questions were raised regarding the need for federal and provincial environmental review processes.	The Project team explained the applicability of the *Impact Assessment Act* planning phase and the purpose of the Initial Project Description submission to the Impact Assessment Agency of Canada.
Construction Activities	Attendees asked about potential construction activities and timelines associated with the rehabilitation works.	The Project team explained that construction details will be finalized during detailed design and that environmental protection measures and regulatory permits will guide construction activities.
Economic Opportunities	Community members and stakeholders expressed interest in potential employment and economic opportunities associated with port rehabilitation.	EVPC indicated that the Project may create short-term construction employment and longer-term opportunities related to port operations, contracting, and service provision within the region.

We met with federal and provincial government departments. We also engaged with local municipal councils. These include the towns of Botwood, Lewisporte, Peterview, and Bishop's Falls. We also spoke to towns like Gander and Grand Falls-Windsor.

We talked to local businesses and industry groups. We reached out to educational institutions like Memorial University. We also spoke to news groups like NTV News.

We hosted public open houses for the community. These took place on December 16, 2025, and February 23, 2026. People asked great questions about our plans.

Future Engagement with Fisheries Groups: We will continue to talk to the community as our plans progress. During an early review of our plans, DFO asked us to speak with specific marine users. In the near future, we will engage with the Fish, Food and Allied Workers Union (FFAW), small craft harbour authorities, and local aquaculture operators. We will summarize their feedback and share it with the IAAC.

The public asked four main types of questions:

- **Project Scope**: People asked if we are expanding the port. We explained that the project involves rehabilitation and replacement of marine infrastructure at the former ASARCO waterfront. EVPC also explained that the final design, ship access details, and construction methods will be confirmed during detailed design and regulatory review.
- **Federal Rules**: People asked about environmental reviews. We explained the federal planning phase process.
- **Construction**: People wanted to know about timelines. We explained that final details will come during the design phase.
- **Economy**: People asked about jobs. We noted the project will create short-term construction work.

Indigenous Engagement: The federal government requires us to consult with Indigenous communities. We want to build strong relationships with local First Nations. We identified two communities with potential interests in our area.

The first is the Qalipu First Nation. They are a Mi'kmaq band without a specific land reserve. Their members live in communities across Newfoundland. The Town of Botwood sits inside their Exploits Ward. Their closest administrative office is in Grand Falls-Windsor.

The second is the Miawpukek First Nation. They are a Mi'kmaq First Nation located at Conne River. Their reserve is on the south coast of Newfoundland. This is about 230 kilometres away from Botwood by road. They have about 3,100 registered members.

We focused our early discussions on the Qalipu First Nation. We met with their Director of Operations on February 16, 2026. We had a follow-up virtual meeting on March 19, 2026. Chief Jenny Brake gave us a formal letter of support.

We now hold bi-weekly meetings with the Qalipu First Nation. Our talks focus on several key themes:

- Ongoing marine and port activities.
- Protecting the natural environment.
- Creating jobs and contracting opportunities for Indigenous workers.
- Building a long-term partnership together.

We have not received any specific concerns from Indigenous groups yet. We will keep sharing information as our plans progress. We will use a phased approach to continue these important discussions.

Regional and Strategic Assessments The federal government sometimes conducts broad regional environmental studies. Currently, there are no specific regional assessments for the Bay of Exploits.

There are broader studies for offshore wind and oil in Newfoundland. There is also a study on marine shipping in Atlantic Canada. These studies provide good background context. However, they do not create direct rules for our project.

We must follow the federal Strategic Assessment of Climate Change. This means we will estimate our greenhouse gas emissions. We will look for ways to reduce emissions during construction and operations. We will look for ways to improve our overall energy efficiency.

3.0 Part B: Project Information

Why We Need the Project: The Exploits Valley Port Corporation (EVPC) owns the Port of Botwood. We operate it as an active industrial port. The port sits in Central Newfoundland. Historically, it handled loose bulk cargo and packaged break-bulk cargo. It supported local forestry, mining, and fuel distribution businesses.

Workers built the original marine infrastructure many decades ago. Over time, the harsh ocean environment damaged the structures. Long-term use caused severe and progressive structural deterioration. Because of this damage, the port faces serious operational limits. We must spend increasing amounts of time and money on maintenance.

Most importantly, the aging structures create growing safety risks. These risks affect visiting ships, port users, and our workers. If we do not fix the wharf, the damage will worsen. We would have to restrict port operations. Eventually, ships would not be able to dock safely at all. This would severely harm the local economy.

Purpose of the Project: The project will rehabilitate the former American Smelting and Refining Company (ASARCO) wharf. Our main goal is to restore safe and reliable marine access. We will work entirely within the port's existing, historic boundaries.

The project is designed to achieve five specific goals:

- Restore the load-bearing strength of the old wharf parts.
- Improve overall safety for ships, workers, and port users.
- Support continued economic prosperity in the local area.
- Keep the port open for its historical marine uses.
- Extend the useful life of the port structures.

The project will not expand the port's historic footprint. We will not introduce new types of cargo. We will not significantly increase ship traffic beyond historical levels. Federal *Rules and Regulations* The federal government has strict rules for major construction projects. The *Impact Assessment Act* includes a specific list of activities. This list is called the *Physical Activities Regulations*.

The project involves reconstructing the ship berth at the former ASARCO site. This berth can handle ships larger than 25,000 dead-weight tonnes. Because of this size limit, our project matches Item 53 on the federal list.

The Impact Assessment Agency of Canada (IAAC) confirmed this. They sent us an official notice on March 4, 2026. This document starts the early federal planning phase. IAAC will use this information to decide if we need a full review.

What We Will Build We will build a new structure over the old ASARCO wharf site. All old above-water structures were removed after 2014. Only old timber cribs remain under the water today. We will leave these old underwater cribs in place **Table 4**.

We will construct several new marine components:

- A new marginal wharf along the historic shoreline.
- Tubular steel piles measuring 406 mm, 610 mm, and 762 mm thick.
- A strong new concrete deck for ships and cargo.
- New safety features like heavy mooring bollards and fenders.
- Modern safety ladders and bright lighting systems.

We will also do limited work along the shoreline. We will fill in about 2,100 square metres of shoreline. We will use about 43,050 cubic metres of rock and dirt. This infilling is strictly to make the new structure stable. We will only put fill in areas that were previously disturbed.

We will not do any capital dredging. Capital dredging means digging up the sea floor to make it deeper. We will also improve the upland areas right next to the water. We will resurface existing access roads and staging areas. We will improve local drainage and utility systems. We will not build any new warehouses or industrial buildings.

How We Will Build It: We will use a Design-Build approach with our contractors. The EVPC and the contractor will work together closely. We will finalize the engineering designs and control costs together.

Construction will happen mostly from the water. We will use large crane barges and work floats. Tugboats will move materials and equipment around the harbour. This marine-based approach reduces disturbance on the land. It also keeps the local roads safer and less crowded.

Workers will drive steel piles into the sea floor. They will use vibratory hammers and impact hammers. They will pour fresh concrete to build the strong top deck. We will carefully manage all construction waste. We will recycle scrap metal and old timber when possible. We will dispose of all waste at approved provincial facilities.

Table 4: Project Component Summary Table

Component	Rehabilitated/ Temporary / Permanent	Dimensions / Footprint	Construction Method	In-water Works?	Likely Equipment
Existing wharf components to be used if possible, stabilized, or isolated for removal	Rehabilitation / Permanent	Within former ASARCO wharf footprint; exact area TBD during detailed design	Selective demolition, structural cut-off, removal of loose/deteriorated materials, rehabilitation or stabilization in place where feasible	Yes, where removal or stabilization occurs below high water or over the marine environment	Excavator, crane, cutting tools, work barge, haul trucks, loaders
Marginal wharf retaining wall / berth face	Rehabilitation/ Permanent	Follows existing former ASARCO shoreline alignment, approximately 155 m	Install sheet piles with tie-back anchors to form a new or rehabilitated retaining wall; integrate with deck/shoreline works	Yes	Pile-driving rig, crawler crane, excavator, vibratory hammer and/or impact hammer, anchor drilling equipment, barges if marine access used
Berth support structure	Permanent	Preliminary concept only; exact length, width, and berth envelope TBD	Construct pile-supported pier using tubular steel piles, deck framing, pile caps, and concrete deck elements	Yes	Marine pile rig, crane, concrete pumps, barges, welding equipment
Tubular steel pile foundations	Permanent	Preliminary pile diameters identified as 406 mm, 610 mm, and 762 mm; number and depth TBD by detailed design and geotechnical investigations	Drive steel piles to design depth for marginal wharf, heavy lift areas, and pier support	Yes	Pile-driving rig, crane, vibratory hammer, impact hammer, barge-mounted equipment if required
Concrete deck, pile caps, cope wall, and in-pile concrete	Permanent	Exact deck area, thickness, and volume TBD	Formwork, reinforcement placement, concrete placement, curing, and finishing	Potentially yes where deck/pile cap work extends over water	Concrete trucks, pump truck, crane, generators, small tools

Component	Rehabilitated/ Temporary / Permanent	Dimensions / Footprint	Construction Method	In-water Works?	Likely Equipment
Mooring and marine safety outfitting	Rehabilitation/ Permanent	At rehabilitated berth face and access points; number of units TBD	Install bollards, fenders, ladders, wheel guards, safety railings, lighting, and electrical systems	Limited, mostly over-water installation rather than seabed work	Mobile crane, manlift, service truck, welding equipment, electricians' tools
Localized seabed preparation at foundation locations	Temporary activity associated with permanent works	Localized and confined to historic disturbed areas beneath/adjacent to former wharf footprint; no capital dredging proposed	Remove unsuitable material at discrete foundation points and/or place bedding or leveling material as needed	Yes	Excavator, clamshell, backhoe on barge, tremie or placement bucket, survey vessel
Limited shoreline stabilization and infilling	Permanent	Limited, localized areas required for structural integrity within previously disturbed shoreline; estimated 2,100m^2	Place rockfill, armour stone, and select granular fill to support shoreline tie-ins and structural stability	Yes, but localized and within historic footprint	Excavator, loader, dump trucks, barge/crane if placed from water
Engineered fill / working platform materials	Permanent / temporary during construction depending on use	Significant quantities of rockfill, select granular fill, and armour stone are anticipated; exact volumes TBD in detailed design	Place and compact fill to establish working platforms, embankment geometry, scour protection, and support conditions	May include limited placement below water in historic disturbed areas	Dump trucks, excavator, dozer, compactor, loader, possibly marine placement equipment
Upland access, circulation, laydown, and staging improvements	Permanent with temporary construction use	Immediately landward of former ASARCO wharf; exact area TBD but confined to existing disturbed industrial lands accessible from Waterfront Drive	Resurfacing, grading, drainage adjustment, laydown preparation, utility servicing, and reinstatement	No, except indirect runoff controls near marine edge	Grader, excavator, loader, dump trucks, roller, water truck
Temporary construction support area	Temporary	Located on existing disturbed industrial lands near the former ASARCO wharf; exact layout TBD	Temporary site offices, material storage, fueling area, waste skips, equipment parking, and worker access controls	No direct in-water work	Site trailers, generators, storage containers, fuel tanks, fencing

Component	Rehabilitated/ Temporary / Permanent	Dimensions / Footprint	Construction Method	In-water Works?	Likely Equipment
Temporary marine construction access / barges / work platforms	Temporary	Project-specific and contractor-dependent; footprint limited to active work area adjacent to wharf	Use barge-mounted cranes, pile rigs, or work platforms to install marine structures where contractor methodology requires	Yes	Work barge, tug/workboat, crane barge, pile-driving rig, safety boats
Drainage and surface finishing / site reinstatement	Permanent	Landward of rehabilitated wharf and tie-in areas; exact extent TBD	Final grading, drainage adjustments, surface reinstatement, and site cleanup after marine works	No direct in-water work, but runoff control relevant	Grader, roller, excavator, water truck, hand tools

Production Capacity: The new wharf will handle large bulk carrier ships. It will also handle general cargo vessels. We are designing the new structures to safely hold ships up to 60,000 dead-weight tonnes.

Ship traffic at the port will remain intermittent. We do not have a fixed daily schedule for ships. Future traffic will depend on regional business needs and market demand. The project simply restores the port so it can handle this historic capacity safely.

Project Schedule: We expect the whole project will take about 32 months. We divided the total timeline into two main phases **Table 5**.

Table 5: Proposed Schedule and Milestones

Project Activity/Milestone	Start Date	Completion Date
Pre-Project Design and Surveying	July 2025	May 2026
Impact Assessment (Planning Phase only)	February 2026	July 2026
Engagement and Consultation (As needed)	October 2025	Ongoing
Construction Permitting	*July 2026	November 2026
Tender Call (Design-Build)	*July 2026	November 2026
Start/End of Construction	*November 2026	March 2028

Note:
*denotes schedule is dependent on Environmental Approvals timeline

Phase 1 is the planning and design phase. It will take about 16 months to finish. We started this phase in July 2025. We will finish our engineering designs and get all required permits.

Phase 2 is the actual construction phase. It will also take about 16 months to complete. We plan to start building in November 2026. We hope to finish construction by March 2028. The project will create jobs for 20 to 50 workers. Once finished, the new wharf will last 65 to 70 years.

At the end of this long service life, we will evaluate the structure again. We might replace it, fix it further, or safely remove it.

Project Alternatives: We looked at different ways to solve the port's safety issues. We considered several alternative options before choosing our final plan.

First, we considered doing partial, minor repairs. We rejected this idea because it would not fix the root problems. The structures would keep failing, and operations would remain unsafe.

Second, we considered changing how we operate without building anything. We rejected this because operational rules cannot fix failing steel and concrete.

Third, we considered building a brand-new port somewhere else. We rejected this because it would harm untouched natural environments.

We chose to completely rebuild the wharf in its exact historic location. We will use modern engineering standards and strong materials. This choice fixes the safety problems and avoids harming new natural areas. It keeps the port working safely for the region's future.

4.0 Part C: Location Information and Project Context

4.1 (13a) Proposed Geographic Coordinates

The project happens entirely inside the existing industrial port limits. We will perform marine work along the historic shoreline. We map the exact work area using specific geographic coordinates.

- The northwest corner is at 621080.32 Easting and 5444876.72 Northing.
- The southeast corner is at 621129.66 Easting and 5444692.14 Northing.

These measurements use the standard NAD83 geographic mapping system. We established these exact points along the old wharf alignment. We will not expand into untouched marine or land areas. All upland work will happen right behind the old wharf structure.

4.2 (13b) Overview of the Project Area

The project is located in Botwood, Newfoundland and Labrador. The town sits on the north shore of the Bay of Exploits. Botwood is about 40 kilometres east of Grand Falls-Windsor. It is also 90 kilometres northwest of Gander.

Trucks can easily reach the port using the Trans-Canada Highway. The project focuses entirely on long-established industrial lands. These lands include the former ASARCO marginal wharf area. This specific area has supported heavy marine shipping for decades.

The Bay of Exploits is a large, sheltered body of water. It has very little wave exposure to threaten ships. Over the last century, humans heavily changed this shoreline. Workers built timber cribs and placed heavy armour stone here. Because of this, the area is a "brownfield" industrial site. It is not a natural or untouched coastal environment.

4.3 (13c) Legal Description of Project Development Area

We call the exact work footprint the Project Development Area. This specific area covers exactly 0.58 hectares of land and water. The marine parts are shallow near the shore. They drop quickly to deeper water further out. This deep water safely holds large industrial ships.

The federal government transferred this property to the EVPC in 2014. We now fully own and control these lands and water lots. The Town of Botwood officially zones the land for industrial use.

Our construction work perfectly matches this local zoning rule. We will not build on any federal reserve lands. We will keep all activities within our historic property boundaries.

4.4 (13d) Project's Proximity to Residences and Nearby Communities - Community Profile

The port is surrounded by a mix of homes and businesses. The closest permanent homes are just 90 metres from our work zone **Figure 3**. The wider town of Botwood completely surrounds the active port infrastructure.

In 2021, the town had a population of 2,778 people. This number represents a small drop of 3.4 percent since 2016. Other nearby towns include Grand Falls-Windsor, Bishop's Falls, and Lewisporte.

These surrounding towns provide a strong local workforce. They form a regional network that supports port operations and construction. They also provide necessary medical and commercial services for port workers.

4.5 (13e) Project's Proximity to Land Used for Traditional Purposes by Indigenous Peoples

We reviewed how close the project is to Indigenous lands. The closest First Nation reserve belongs to the Miawpukek First Nation. This reserve is located at Conne River on the south coast. It is roughly 230 kilometres away from Botwood by road. The reserve has about 850 members living there.

The Town of Botwood is located within Qalipu First Nation's Exploits Ward. The Project is not located on reserve lands or within a formally identified traditional territory.

The Qalipu First Nation does not have specific, official reserve lands. However, their closest main office is in Grand Falls-Windsor. This office is 35 kilometres southwest of our project site. We have not found any specific traditional land use conflicts yet.

4.6 (13f) Projects Proximity to Federal Lands

We checked a government list for nearby federal properties. There are absolutely no federal lands inside our project footprint. Our construction will not alter or block any federal real estate.

There are two federal sites located nearby in the broader town. The Canadian Coast Guard runs the Mill Point marine navigation light. It is about one kilometre away. Canada Post runs the local Botwood Post Office. It is about 1.5 kilometres away. Our work will not disturb either of these sites.

4.7 (14) Overview of the Existing Physical and Biological Environment

The region features a typical maritime climate. The average yearly temperature is 4.5 degrees Celsius. The area gets heavy rain and snow. It averages 1,247 millimetres of moisture yearly. Winds blow at an average speed of 19.5 kilometres per hour.

The air quality in Botwood is very good. It is a typical quiet, rural coastal town. Average noise levels are 45 decibels during the day. Noise drops to roughly 35 decibels at night.

We checked for protected migratory birds in the area. Bank Swallows and Red Knots might visit the shoreline. Harlequin Ducks and Short-eared Owls might also pass through. The main nesting season runs from mid-April to late August.

The Project site does not include any natural forests or wetlands. For this reason, forest animals, such as moose and bears, only pass through briefly. The Newfoundland marten, a protected species, lives in the surrounding area. However, the paved site does not provide any forest habitat for this species.

We used an underwater robot to study the sea floor. The water reaches up to 29 metres deep here. Shallow areas feature cobble and gravel. Deep areas consist of fine sand and mud. We found common ocean life like sea stars, crabs, and sea urchins.

The underwater survey also found marine plants in parts of the project area. Marine plants include seaweeds, algae and seagrasses. These plants can provide cover and habitat for fish, crabs, sea urchins, and other marine animals. They can also help support the marine food web.
All work will be conducted according to the provisions of the *Fisheries Act* and the *Species at Risk Act* that prohibit killing or harming marine species. These large animals need deep, open ocean. They do not enter this shallow, busy harbour. Old industrial ports often have polluted dirt underwater. Tests showed some metals and fuels in the seabed dirt. However, we do not plan to dig up the sea floor.

4.8 (15) Overview of the Existing Health, Social and Economic Context

The local economy relies heavily on marine shipping. Historically, workers shipped forestry products and minerals from this exact site. Today, the town faces an aging local population. It also faces young people leaving to find work elsewhere.

Many local people currently work in trades, transportation, and health care. The Central Health Regional authority provides medical care for the area. Botwood has basic community health services available. People travel 35 kilometres to Grand Falls-Windsor for major hospital care.

Rebuilding the port will heavily help the local economy. The project will create short-term jobs during the construction phase. More importantly, it keeps the port safely open for the future. A working port is vital for bringing money into Central Newfoundland.

5.0 Part D: Federal, Provincial, Territorial, Indigenous, and Municipal Involvement and Effects

5.1 (16) Federal Financial Support

We have not received any federal money for this project yet. We have also not asked for any federal money at this time. The Exploits Valley Port Corporation (EVPC) is currently paying for the early planning work. We are advancing the project development on our own.

However, we might ask for federal funding in the future. There are several government programs that help pay for port upgrades.

We might apply for money from these federal groups:

- The Atlantic Canada Opportunities Agency (ACOA).
- Natural Resources Canada (NRCan).
- Transport Canada.
- Housing, Infrastructure and Communities Canada.

These federal programs support specific types of work. They help fund infrastructure repairs and port modernization. They also help build projects that resist climate change. Applying for this money is a completely separate process. It has nothing to do with this environmental review.

5.2 (17) Use of Federal Lands for Carrying Out the Project

This project will not use any federal land. All construction happens inside the Town of Botwood municipal boundaries. We will only work on land and water lots owned by the EVPC.

The federal government transferred this property to us in 2014. We now hold full care, custody, and control over these areas. We will not modify, disturb, or access any federal real estate. We do not need any federal land use approvals.

We checked the Directory of Federal Real Property. There are two federal properties located near the port. However, they are outside our exact work area.

These nearby federal properties are:

- Mill Point Marine Light: The Canadian Coast Guard runs this navigation light. It is about one kilometre away from the port.
- Botwood Post Office: Canada Post Corporation runs this building. It is about 1.5 kilometres away from the port.

Our construction and daily operations will not affect these two sites. We also checked the Federal Contaminated Sites Inventory. There are no federal contaminated sites inside our project footprint.

5.3 (18) Powers, Duties, or Functions of Federal Authorities and Provincial Authorities

We must follow many strict laws to build this project safely. We will secure all necessary permits before we start construction. We will work with federal, provincial, and municipal governments.

5.3.1 Federal Involvement

Canada has strict rules for major construction projects. One important law is the *Impact Assessment Act*. This law includes a list called the *Physical Activities Regulations*.

Our project meets Item 53 on this list. This item applies to reconstruction of the marine terminal. Specifically, it applies to berths handling ships over 25,000 dead-weight tonnes. Dead-weight tonnes measure how much weight a ship carries.

On March 4, 2026, the federal government sent us an official notice. The Impact Assessment Agency of Canada (IAAC) confirmed we are a designated project. This document officially starts the federal planning phase. IAAC will use this information to decide if a full review is needed.

Even after this review, we will still need specific federal permits. We will work with several federal departments to get these approvals **Table 6**.

Table 6: Federal Powers, Duties, or Functions of Federal Authorities in Respect of the Project

Powers, Duties, or Functions of Federal Authorities (Including Approvals/Permits/Authorizations)	Federal Authority
Impact Assessment Act - Impact Assessment	Impact Assessment Agency of Canada
Canadian Navigable Waters Act (*CNWA*) Authorization	Transport Canada
Request for Review and possible *Fisheries Act* Authorization	Fisheries and Oceans Canada
Review under the *Species at Risk Act* where listed species may be present	Fisheries and Oceans Canada /Environment and Climate Change Canada
Migratory Birds Convention Act - Potential Damage or Danger Permit (contingency only) if nests pose a safety risk.	Environment and Climate Change Canada (Canadian Wildlife Services)

We will need the following federal permits and reviews:

- **Transport Canada**: We need their approval under the *Canadian Navigable Waters Act*. This ensures boats can safely travel around our work site.
- **Fisheries and Oceans Canada (DFO)**: We will ask them to review our plans. They enforce the *Fisheries Act* to protect fish and fish habitat.
- **Environment and Climate Change Canada (ECCC)**: They will review our plans under the *Species at Risk Act*. This ensures we do not harm protected animals.
- **Canadian Wildlife Service (ECCC)**: They enforce the *Migratory Birds Convention Act*. We might need a special permit if we find active bird nests.

5.3.2 Provincial Involvement

The Government of Newfoundland and Labrador also protects the environment. They use the *Environmental Assessment Regulations*, 2003 to review projects.

We sent our early project plans to the province. On December 16, 2025, they gave us an official decision. They confirmed our project does not require a provincial environmental assessment.

The province decided this because our work is not a new undertaking. The work will take place within a previously developed industrial port area and will focus on rehabilitation and replacement of marine infrastructure at the former ASARCO waterfront. Because of this, we do not need to do special seasonal field studies.

However, we must still get specific activity-based provincial permits. We will use these permits to protect the local environment during construction **Table 7**.

Table 7: Provincial Approvals, Permits, and Registrations Required for this Project

Provincial Approvals/Permits/Registrations	Provincial Agency
Permit to Alter a Body of Water	NL Department of Environment and Climate Change, Water Resources Management Division (NLDECC-WRMD)
Water Use License	NL Department of Environment and Climate Change, Water Resources Management Division (NLDECC-WRMD)
*Certificate of Approval for Storage and Handling of Gasoline and Associated Products/Used oil used glycol control regulations	Service NL
*Certificate of Approval for management of various types of waste	NL Department of Environment and Climate Change
* Permits under Endangered Species Legislation	Department of Fisheries, Forestry and Agriculture
Certificate of Approval (Industrial Compliance)	NL Department of Environment and Climate Change, Pollution Prevention Division (NLDECC-PPD)

Note:
*denotes permits that are dependent on design-build

We will need these provincial approvals before we start:

- A Permit to Alter a Body of Water from the Water Resources Management Division.
- A specific Water Use License from the same division.
- A Certificate of Approval from Service NL for handling gasoline safely.
- A Certificate of Approval from Service NL for storing used oil and glycol.
- A Certificate of Approval to manage different types of construction waste.
- Special permits to handle endangered species if we find them on site.
- An Industrial Compliance certificate from the Pollution Prevention Division.

We will keep working closely with the provincial government. We will ensure we follow all their rules and conditions perfectly.

5.3.3 Municipal Involvement

The port is located inside the Town of Botwood. The town has specific rules about how land can be used. These rules are called the *Town of Botwood Development Regulations*.

The town officially zones our exact work area as "Industrial". Our plan to rebuild the wharf perfectly matches this long-established zoning rule.

We talk regularly with the Town of Botwood council. We want to make sure we follow all local planning rules. We must obey all rules under the provincial *Urban and Rural Planning Act, 2000*. We will continue these important discussions with the town as we finalize our designs.

6.0 Part E: Potential Effects of the Project

6.1 Potential Effects on Environmental Components Within Federal Jurisdiction

We must protect specific environmental components under federal law. This includes fish, protected species, and migratory birds. Our project involves building new structures in the water. This work could stir up dirt and create underwater noise. We will use strict rules to protect the marine environment.

We will protect fish and fish habitat. We will use special containment booms and turbidity curtains. These tools trap floating dirt during construction. We will use "soft-start" methods when driving steel piles. This warns local fish to leave the noisy area safely. All work will be conducted according to the provisions of the *Fisheries Act* that prohibit killing or harming fish. We will not do any capital dredging.

The project could affect marine plants in the areas where in-water work occurs. Marine plants could be disturbed, buried, crushed, shaded, or removed during pile installation, shoreline work, infilling, barge use, anchoring, or other marine construction activities.

These effects could be considered a non-negligible adverse change if marine plants are found directly within, or close to, the work area. The final level of effect will depend on the final design and the exact construction footprint.

To reduce effects, the project team will limit the in-water work area where possible, avoid unnecessary disturbance to shallow areas with marine plants, use clean rock and fill, control sediment and turbidity, prevent spills, and monitor water quality during in-water work. DFO review under the *Fisheries Act* will help confirm whether additional mitigation or offsetting is required.

We must also prevent the spread of aquatic invasive species. Visiting ships can accidentally carry harmful foreign species in their water tanks or on their hulls. All visiting ships must strictly follow federal navigation rules for managing ballast water and bilge water. These strict procedures prevent invasive species from entering the Bay of Exploits and protect the marine environment.

We must protect Species at Risk. The Newfoundland marten, which is listed as Special Concern under the *Species at Risk Act* lives in the broader region. However, our exact work site is a paved industrial zone. It lacks the deep forest cover that martens need. Large protected animals like the Blue Whale also live nearby. Our harbour is too shallow and busy for them. All work will be conducted in strict compliance with the *Species at Risk Act* to ensure no harm comes to protected marine life.

Migratory birds must also be protected. Birds like the Bank Swallow and Red Knot visit the local shoreline. The main bird nesting season runs from mid-April to late August. We will try to clear land outside of this time. If we must work then, experts will check for nests first. If we find an active nest, we will create a safety buffer.

The Project would be a federal undertaking under the *Canadian Environmental Protection Act*, 1999. This means the Project must consider possible effects under that federal law.

Possible non-negligible adverse effects include local effects on marine plants and fish habitat in or near the in-water work area. Other possible effects include temporary cloudy water, underwater noise, accidental spills, air emissions, dust, and the possible spread of aquatic invasive species. These effects are expected to be managed through mitigation, monitoring, and regulatory controls.

6.2 Effects Occurring Beyond the Project Location

We checked if our project will cause effects beyond our port. All construction happens entirely inside our historic port limits. The EVPC owns all the required land and water lots.

We will not work on any federal lands. We will not affect any other Canadian provinces. We will not affect any areas outside of Canada. All changes to the environment will stay very local. We will use strict spill plans to protect shared boundary waters.

6.3 Potential Effects on Indigenous Peoples

We looked at how our project might affect Indigenous peoples. The Miawpukek First Nation reserve is 230 kilometres away. We do not expect direct effects on their reserve lands. The Qalipu First Nation has a regional office 35 kilometres away. We hold regular meetings with them. They support the project and want to discuss job opportunities.

We checked for cultural and heritage resources. The site is a heavily used, old industrial zone. We do not expect to find any archaeological items. However, we will use a strict "chance find" protocol. If workers find historical items, they must stop work immediately. We will tell the provincial government and Indigenous groups within 24 hours.

We will not block current land use. People traditionally use the broader region for hunting and fishing. Our work stays inside the active port. We will maintain safe access to surrounding areas for everyone.

6.4 Change in Health, Social, or Economic Conditions

We do not expect negative changes to Indigenous health or social conditions. The project will not expand the port's size. It will not change how people live or work nearby.

The construction work will cause temporary noise and dust. We will manage this carefully to protect community health. We will water dry roads to stop dust. We will make sure trucks do not idle unnecessarily. We will schedule loud work during the day to prevent sleep issues. The project will actually bring positive economic changes. It will create short-term jobs and keep the port safely open.

6.5 Greenhouse Gas Emissions Associated with the Project

Construction and port operations will release greenhouse gases. We call these GHGs. These emissions mostly come from burning diesel fuel. Ships, trucks, and heavy cranes use this fuel. Making steel and concrete also releases GHGs. We estimated these amounts to help with early planning.

We expect the 16-month construction phase to release 24,320 tonnes of GHGs. This number includes the emissions from making our building materials **Table 8**.

Table 8: Summary of Estimated Construction and Operations Emissions

Source	Quantity	Emission Factor	Estimated CO_2 Emissions (tonnes)
Construction			
Diesel fuel (equipment)	6,278,085 L	2.67 kg CO_2/L	16,762.487
Concrete	9,580.67 tonnes	208 kg CO_2/tonne	1,992.780
Reinforcing steel	500 tonnes	908 kg CO_2/tonne	454.000
Sheet piling	5,600 tonnes	908 kg CO_2/tonne	5,084.800
Fill/explosives	136,508 m3	0.19 kg CO_2/m^3	25.937
Operations			
Diesel fuel (operations equipment and vehicles)	4,001,600 L	2.67 kg CO_2/L	10,684.272

During the operations phase, emissions will be much lower. Over a 20-year period, operations will release about 10,684 tonnes of GHGs. This equals about 534 tonnes each year.

We will work hard to reduce these numbers. We will use the following mitigation measures:

- We will strictly limit how long trucks can idle.
- We will keep all equipment well-maintained so it runs cleanly.
- We will use energy-efficient lighting across the port.
- We will study if we can use shore power.
- Shore power allows ships to plug in and turn off their engines.

6.6 Project-Related Emissions and Wastes

Our work will create some temporary emissions and waste. Building the wharf will create dust and engine exhaust. Daily operations will create minor exhaust from visiting ships.

We will safely manage all construction waste. We will sort old scrap metal, timber, and packaging. We will recycle these materials whenever possible. We will send all other garbage to approved provincial waste facilities.

We must manage specific Contaminants of Potential Concern. We call these COPCs. These include diesel fuel, oils, and lubricants. All work will comply with the strict provisions of the *Fisheries Act* that prohibit the release of any harmful substances into fish-bearing waters.

We will create an Environmental Protection Plan. This plan tells workers exactly how to protect nature. We will also create an Environmental Emergency Response Plan. We will keep spill kits right on the site **Table 9**.

Table 9: Anticipated Emissions and Wastes during Construction and Operation and Maintenance

Project Component	Pathway of Effect	Contaminants or Parameters of Concern	Primary Management Instrument(s)	Monitoring and Response Measures
Wastewater and Runoff	Surface water contamination via site drainage	Suspended solids, hydrocarbons	Environment Protection Plan Waste Management Plan	Inspection of drainage controls
Fish and Fish Habitat Interaction	Direct mortality or habitat degradation from sedimentation/spills	Sediment, hydrocarbons	Environment Protection Plan Environmental Emergency Response Plan	Spill prevention and turbidity monitoring
Fish, Fish Habitat, and Marine Plants	Construction may disturb fish habitat and marine plants through pile installation, infilling, shoreline work, barge use, anchoring, sedimentation, or spills.	Sediment, turbidity, hydrocarbons, uncured concrete, pH, physical disturbance, marine plants	Environmental Protection Plan; Environmental Emergency Response Plan; DFO review if required	Spill prevention and turbidity monitoring and reporting
Wildlife and Migratory Birds	Habitat avoidance or nesting disturbance due to noise/light	Noise, light, physical disturbance	Environment Protection Plan Wildlife Protection Procedures	Worker awareness and pre-clearing surveys

Project Component	Pathway of Effect	Contaminants or Parameters of Concern	Primary Management Instrument(s)	Monitoring and Response Measures
Marine Traffic and Navigation	Increased congestion, risk of vessel strikes and accidental releases, introduction of aquatic invasive species	Vessel displacement, interference with transit, hydrocarbons, bilge water	Marine Safety Procedures	Communication via Notices to Shipping
Climate-related Effects	Increased runoff or structural stress from extreme weather	Stormwater volume, flood frequency	Environment Protection Plan Design Controls	Drainage system monitoring

We will use strict limits to adapt our work if problems happen:

- If dirt in the water increases by 8 units (NTU), we will change our methods.
- If underwater noise exceeds 160 decibels, we will adjust our pile driving.
- Workers must report any fuel spill larger than 70 litres immediately.
- If someone sees a fuel sheen on the water, we will stop and fix it.

These strict rules ensure we protect the environment while rebuilding the wharf.

7.0 Reference List

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