



Federal Authority Advice Record (FAAR)

FAAR Response must be submitted by July 3, 2026

15-Mile Processing Hub Project – 15-Mile Minerals and Renewables.
Registry File: 90533

Department/Agency	Transport Canada
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1. Will your department or agency exercise a **power, perform a duty or function**, or provide **financial assistance**, related to the project to enable it to be carried out in whole or in part?

As relevant,

- a) Specify the power, duty or function, or financial assistance, and the likelihood that it will be required to construct the project, based on the Initial Project Description, as either Required, Potential, Likely, Unlikely or Not Required
- b) Describe any associated Indigenous or public consultation, including timelines
- c) Describe any associated information requirements (e.g., alternative means assessment, habitat offsetting), and specify those that may be coordinated with the impact assessment process, if an impact assessment is required
- d) Identify any associated project-specific guidance or issues of which the proponent should be aware, or information the proponent should provide
- e) Indicate whether your department or agency has identified any power that it will not be exercising or may not be able to exercise to allow the project to be carried out, in whole or in part.

It is likely that Transport Canada will exercise a power, or perform a duty or function related to the project to enable it to be carried out in whole or in part. More specifically,

The proposed **15-Mile Mine** location includes a water supply intake, several ore pits, a Tailings Management Facility (TMF), as well as the realignment of Seloam Brook that will overlap with the drainage area of McKeen Brook and various tributaries within the project development area. The proponent should consider:

- Transport Canada administers the *Canadian Navigable Waters Act* and helps keep Canada's navigable waters open for transport and recreation.
- The proposed infilling or dewatering of navigable waterways associated with this project for pit and TMF development is prohibited under s.22 and s.23 of the *Canadian Navigable Waters Act* (CNWA) and would require an Exemption by Order of the

Governor in Council pursuant to Section 24 of the CNWA (an Applicant Guide with further information on the Order in Council process is included with this response).

- Any proposed placement or construction of water control structures (temporary or permanent) to facilitate the realignment of Seloam Brook are considered Major Works pursuant to the CNWA and will require a CNWA approval(s).
- The water intake may be deemed a *Minor Work* and the proponent can assess the intake against the criteria in the **Minor Works Order** (Section 3 – *General* and Section 26– *Outfalls and Water Intakes*):

IF the intake meets ALL the criteria in those sections, it is considered a Minor Work, does not require an approval and the proponent would only need to adhere to the notification requirements in section 3(2), 3(3) and 3(4).

IF the intake does NOT meet ALL the criteria, the proponent may be required to submit an application for CNWA approval.

Under the *Canadian Navigable Waters Act* (CNWA), owners of works – other than a minor work or a major work – that are located on navigable waterways not listed in the schedule, have the option to:

1. either apply to the Minister of Transport for an approval; approval review process and advertising, Indigenous Consultation and 30-day registry public review
or
2. seek authorization through the public resolution process and deposit specific information regarding their work on the new Common Project Search (online registry) inviting any interested party to comment.

The proposed infilling or dewatering of navigable waterways associated with the **Old Austen Mine (Former Beaver Dam Mine Project)** location for the development of the Austen Pit and various stockpiles is prohibited under s.22 and s.23 of the *Canadian Navigable Waters Act* (CNWA) and would require an Exemption by Order of the Governor in Council pursuant to Section 24 of the CNWA (an Applicant Guide with further information on the Order in Council process is included with this response).

It is not clear if infilling or dewatering of navigable waterways will be associated with the **Old Mitchell Mine (Formerly Cochrane Hill Gold Project)** location for the development of the Mitchell Pit and various stockpiles; however, the proponent is reminded that as above, any infilling or dewatering of navigable waterways is prohibited under s.22 and s.23 of the *Canadian Navigable Waters Act* (CNWA) and would require an Exemption by Order of the Governor in Council pursuant to Section 24 of the CNWA (an Applicant Guide with further information on the Order in Council (OIC) process is included with this response).

Additional information for the Proponent is provided below. Indigenous and public consultations form part of the CNWA review process for approval; this is indicated in the information provided below. Should an Impact Assessment (IA) be required for this project, it is possible that the information needed to support a complete CNWA application could be coordinated with the IA review. It is important for the Proponent to be aware that a CNWA Order-in-Council is a Cabinet level exemption or regulatory decision, and not a routine permit (in other words proponents should allow for more time to complete this process).

The central point to submit a notification of a Minor Work, an application for an approval, or to commence the OIC process is at Transport Canada, Navigation Protection Program's **external submission site** (ESS). The proponent will need to create an account first. Please do not hesitate to reach out with any questions about, or difficulties with, the ESS site.

Canadian Navigable Waters Act<https://www.tc.gc.ca/eng/programs-632.html><https://www.tc.gc.ca/eng/canadian-navigable-waters-act.html>

Navigation Protection Program, Transport Canada

<http://www.tc.gc.ca/eng/programs-621.html>

Navigation Protection Program | Programme de protection de la navigation

Transport Canada - Atlantic Region / Heritage Court, 6th Floor, 95 Foundry Street, Moncton, N.B. E1C 5H7 |

Transports Canada - Région de l'Atlantique / Place Héritage, 6e étage - 95 rue Foundry, Moncton, N.-B. E1C 5H7

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Transport Canada has introduced new fees for services, under the Canadian Navigable Waters Act, as part of the Fee Modernization initiative. Find out more at: [**Canada Gazette, Part 2, Volume 158, Number 14: Canadian Navigable Waters Act Fees Regulations**](#)

2. **Using Table 1**, identify project- and context- specific **key issues**, based on the expertise within your mandate¹ and the information in your possession, including the Initial Project Description, any exchanges with the proponent or others related to the project and known means to address the effects of the project. For each key issue:
 - a) Specify the key issue (e.g., specific species and location)
 - b) Specify the project component or activity linked to the key issue
 - c) Explain why it's a key issue based on:
 - i. biophysical effect pathway(s) from the specific project component or activity
 - ii. concern unique to the project or a priority within your mandate
 - iii. the issue being material² to decision making under the *Impact Assessment Act*
 - d) Identify how the issue could be resolved, including through means other than an impact assessment
 - e) Identify additional information the proponent could provide including to give confidence on how the issue can be addressed through other means.

Transport Canada (TC) has not identified any key issues with the proposed project related to our departmental Mandate.

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Senior Environmental Advisor

Environmental Programs

Transport Canada, Quebec-Atlantic Region

Name and title of Departmental / Agency Responder

July 2, 2026

Date

¹ Refer to the [Memoranda of Understanding with IAAC](#).

² An issue is material to decision making if its analysis is anticipated to affect the conclusions on (1) whether adverse effects within federal jurisdiction or direct and incidental adverse effects (collectively adverse federal effects) are likely not significant, or of low, medium or high significance; (2) appropriate mitigation measures for significant adverse federal effects; or (3) justification in the public interest.