

Environmental Assessment Application

For A Proposal

To Enhance the Tourism Potential

On The

Burin Peninsula

By

Creating a Multi-use Ecotourist Trail Loop

That Will Be Linked to the

Newfoundland T'Railway

(March 2011)

NAME OF UNDERTAKING:

A Proposal To Enhance the Tourism Potential On The Burin Peninsula By
Creating a Multi-use Ecotourist Trail Loop That Will Be Linked to the
Newfoundland T'Railway (June 2009)

Proponent:

- (i) Name of Applicant: Burin Peninsula Trailway Board Inc.
Incorporation #: 38258-97
- (ii) Address: Boat Harbour West, Placentia Bay
- (iii) Chief Executive Officer: Gerard Dicks
Official Title: President
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- (iv) Principal Contact Person for
Purposes of Environmental
Assessment: Elroy Grandy
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THE UNDERTAKING:

(i) Nature of the Undertaking:

There are many Trails on the Burin Peninsula. Most of them were build primarily for ATVs and snowmobiles, but are now widely used by hikers, motocross bikes, and cross country skiers. This proposal undertakes to link several of these trails so as to create a 300 km multipurpose trail that will take the traveler in a loop around a large part of the Burin Peninsula, as well as a second loop that includes Grand Bank, St. Lawrence and Winterland. These trails include the PowderHorn Trail, The Garnish, Point Rosie Trail, The Garnish Pond Trail System, Lance au Loup Trailways and others. All of these trails have been in place for some time, in some cases for more than ten years. It will take some new construction to create the connecting trails. The proposal seeks to complete the two loops over a five year period. Once the loops are in place, a final phase is intended to connect the Burin Pen. trail to the NL T'Railway at Goobies. Phase 1 construction has been approved by Crown Lands.

Phase 3, intended for 2011, will link the Garnish-Point Rosie Trail to the Lance au Loup Trailways at Grand Bank, on to Fortune and St. Lawrence and Winterland. Total length of new trail construction will be 75 km. Thirty streams will have to be crossed with use of culverts or bridges. This application is for Phase 3. New trail construction will include building of wooden picnic tables, gazebos and outhouses. These already exist on the two trails that Phase 3 is connecting.

Purpose / Rationale / Need for the Undertaking:

The purpose of the Project is to create a recreational facility that will attract eco-tourists to the Burin Peninsula. This trail loop will take ATV and snowmobile riders, hikers, snowshoers, cross-country skiers on a multi-day journey that will allow them to visit Communities like Boat Harbour, Garnish, Jean de Baie, Grand Bank, Marystown, St. Lawrence and many others. We believe the spectacular scenery and attractions in these communities will persuade tourist to visit the area, enhancing the economy of the Burin Peninsula.

Description of the Undertaking:



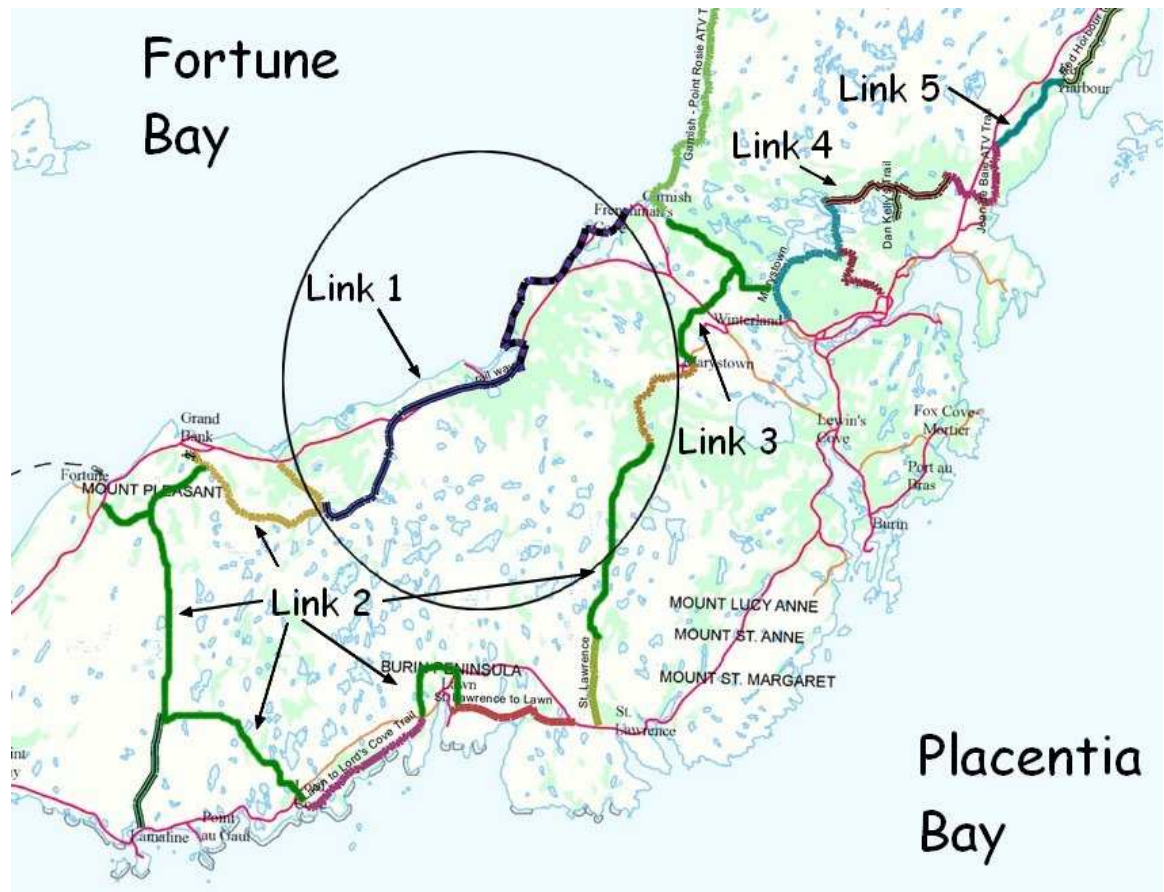
Link 1: - Garnish to Grand Bank

(i) Geographical Location:

- Description of the proposed site:

Link 1:

You can presently drive ATV from Garnish to White Point along two long stretches of salt water beach. Construction for link 1 will start at Garnish, and end at the end of the Lance au Loup Trailway north of Grand Bank. Length of new trail to be constructed is 19 kms, and 8 streams and one Barachois gut will have to be crossed.



(ii) Physical Features:

- Major physical features of the undertaking

The only man made features along the trail route include private cabins and abandoned dirt road.

- **Areas to be affected by the undertaking:**

Link 1 - Trail excavation will occur between White Point, south of Frenchman's Cove and end at Lance au Loup Road, 2 kms north of Grand Beach.

- **a description of the physical and biological environment:**

Link 1 – Garnish to Grand Bank

The terrain along the proposed trail consists mostly of barrens, with scattered evergreen shrubs and wetlands. The trail, after leaving Garnish and Frenchman's Cove, will travel south over long stretches of saltwater gravel beach. There are 8 streams to be crossed along the route. No construction will be required in these areas. The areas includes areas suitable for cutting of firewood close to Grand Beach. Game includes moose, trout and game birds

Occupations:

- estimate the number of employees for construction and operation of the project as well as expected duration of employment:

During Construction Period:

1 Excavator operator - 45 days

1 foreman - 50 days

3 labourers - 45 days

Link 2: Grand Bank to Winterland Via Lord's Cove, Lawn and St. Lawrence

(iii) Geographical Location:

- Description of the proposed site:

Link 2:

New trail will have to be constructed between Grand Bank and Fortune, from the Fortune Trail system to Lamaline, and on to Lord's Cove. will start at Grand Bank, and end at the Fortune Trail system, then commence again from the Fortune Trail System towards Lamaline. Length of new trail to be constructed is 20 km, and 18 streams will have to be crossed, one of which is Grand Bank Brook, a major waterway. At Lord's Cove, abandoned dirt road will be use to take the Trailway to Lawn, and more abandoned dirt road from Lawn to St. Lawrence. Little, if any construction will be required in these areas. At the end of the St. Lawrence Trail, new construction will be necessary to connect to Main Brook Road near Winterland. New trail to be constructed is estimated at 20 kms, with numerous brooks and streams to be crossed, none that are major waterways.



(iv) Physical Features:

- Major physical features of the undertaking

Man made features along the trail route include private cabins and abandoned dirt road. Close to St. Lawrence, the trail goes within 3 kms of the new wind farm.

- **Areas to be affected by the undertaking:**

Link 2 - Trail excavation will occur between Grand Bank and Fortune Trails, between Fortune and Lamaline and Lord's Cove Trails. Construction will start again at the St. Lawrence Trail and end at Main Brook Road, Winterland.

- **a description of the physical and biological environment:**

Link 2 – Grand Bank to Winterland

The terrain along the proposed trail consists mostly of barrens, with scattered forest and wetlands. There are numerous streams to be crossed along the route, one major being Grand Bank Brook. The areas includes areas suitable for cutting of firewood. Game includes moose, salmon, trout and game birds.

Link 3 - Winterland Airport to Dix's Head Road, near Garnish Pond

(v) Geographical Location:

- **Description of the proposed site:**

Near Winterland, on Main Brook Road is Marystown Airport. Construction for link 3 will start 1 km south of the airport and end at the Marystown Trail System and Dix's Head near Garnish Pond. Length of new trail to be constructed is 14 km, and 5 streams will have to be crossed including one major waterway, Main Northwest Brook. Construction will begin at Winterland near Marystown Airport and travel across Route 210 to Dix's Head, and the Marystown Trail System near Garnish Pond. Length of new construction is estimated to be 14 kms.



(vi) **Physical Features:**

- Major physical features of the undertaking

Man made features along the trail route include private as well as Marystown Airport and Route 210.

- **Areas to be affected by the undertaking:**

Link 3 - Trail excavation will occur between Main Brook Road near Winterland and Dix's Head Road near Garnish Pond.

- **a description of the physical and biological environment:**

Link 3 – Winterland Airport to Dix's Head Road, near Garnish Pond.

The terrain along the proposed trail consists mostly of barrens, with scattered forest and wetlands. There are numerous streams to be crossed along the route. The areas includes areas suitable for cutting of firewood. Game includes moose, salmon, trout and game birds

Link 4 – Black River Trail to Jean de Baie Trail

The terrain along the proposed trail consists mostly of barrens, with scattered forest and wetlands. There are 4 streams to be crossed along the route. The areas includes areas suitable for cutting of firewood. Game includes moose, Salmon, trout and game birds.

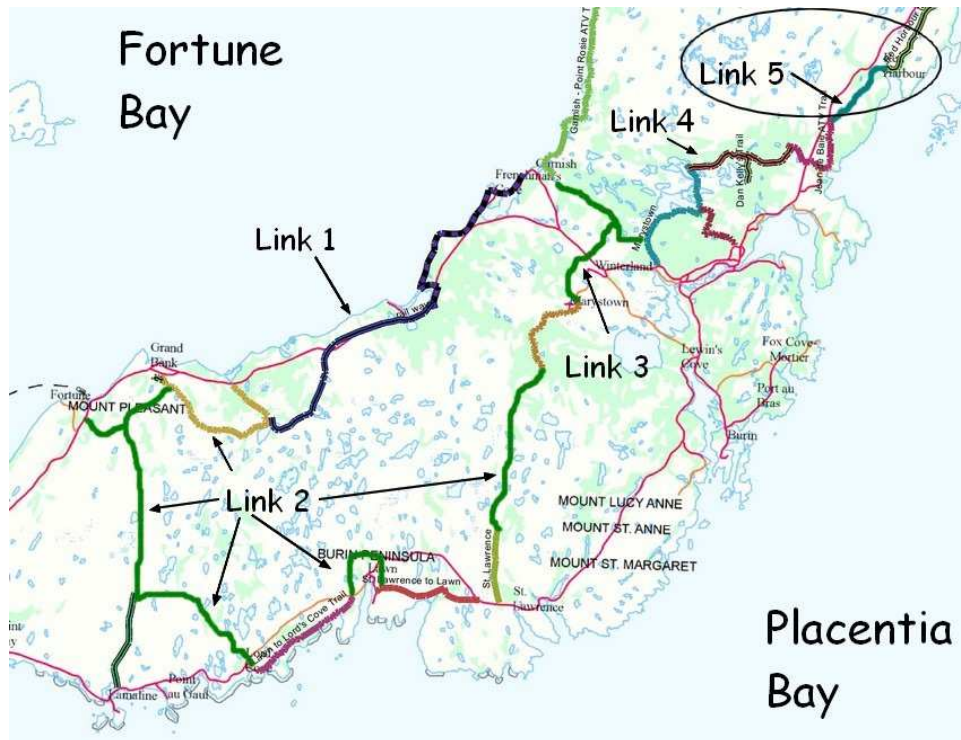
Link 5- Jean de Baie Trail to Red Harbour

(ix) Geographical Location:

Construction will begin at Jean de Baie and end at Red Harbour. Length of new construction is estimated to be 2 kms.

- Description of the proposed site:

The trail will leave Jean de Baie and follow abandoned dirt road towards Red Harbour. New construction will link dirt road close to Jean de Baie and more close to Red Harbour. New trail construction is approximately 2. kms. One Major stream, Red Harbour River, will have to be bridged.



(x) Physical Features:

- Major physical features of the undertaking

The only man made features along the trail route include private cabins and abandoned dirt road.

- **Areas to be affected by the undertaking:**

Link 4 - New Trail construction will begin at end of dirt road near Jean de Baie and end of dirt road near Red harbour. Red Harbour River will have to be bridged.

- **a description of the physical and biological environment:**

Link 5 – Jean de Baie to Red Harbour

The terrain along the proposed trail consists mostly of barrens, with scattered forest and wetlands. There are 3 streams to be crossed along the route, one major waterway, Red Harbour River. The areas includes areas suitable for cutting of firewood. Game includes moose, salmon, trout and game birds.

Link 6 – Permits to Occupy in Place.

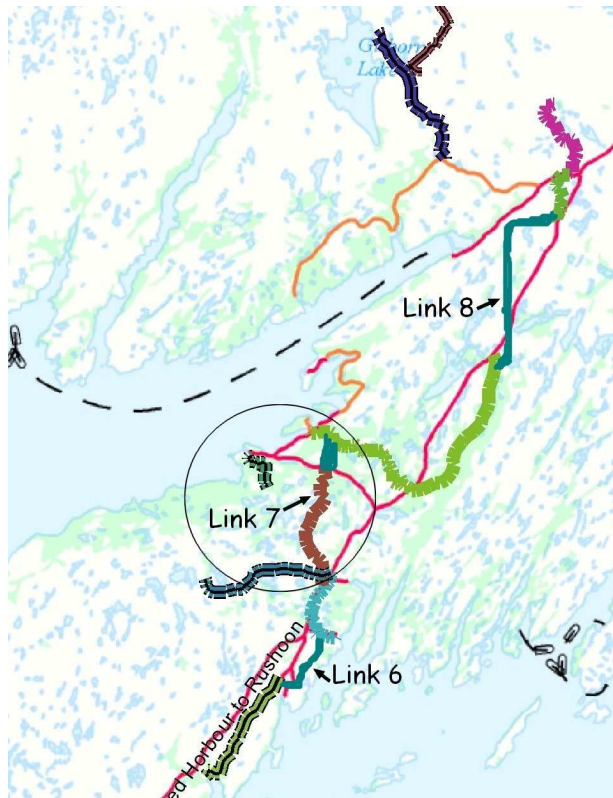
Link 7 – Powderhorn Trail at Boat Harbour to Berry Hill Trail at Bay' Largent via Old Mail Route.

(xi) Geographical Location:

- **Description of the proposed site:**

Link 7:

This trail section was once well travelled. The mail was delivered from Fortune Bay to Placentia Bay over a well defined track. . Length of new trail to be constructed is 9 km, and numerous streams will have to be crossed, none major. Construction will begin at Powderhorn Trail near Boat Harbour and end at Berry Hill Trail near Bay L'Argent. Length of new construction is estimated to be 12 kms.



(xii) Physical Features:

- Major physical features of the undertaking

The only man made features along the trail route include private cabins and abandoned dirt road and Route 213, the access road to St. Bernard's and Bay L'Argent.

- **Areas to be affected by the undertaking:**

Link 7 - Trail excavation will Boat Harbour and Berry Hill Trail near Bay L'Argent.

- **a description of the physical and biological environment:**

Link 7 – Boat Harbour to Bay L'Argent

The terrain along the proposed trail consists mostly of barrens, with scattered forest and wetlands. There are numerous streams to be crossed along the route, none major. The areas includes areas suitable for cutting of firewood. Game includes moose, rabbits, trout and game birds.

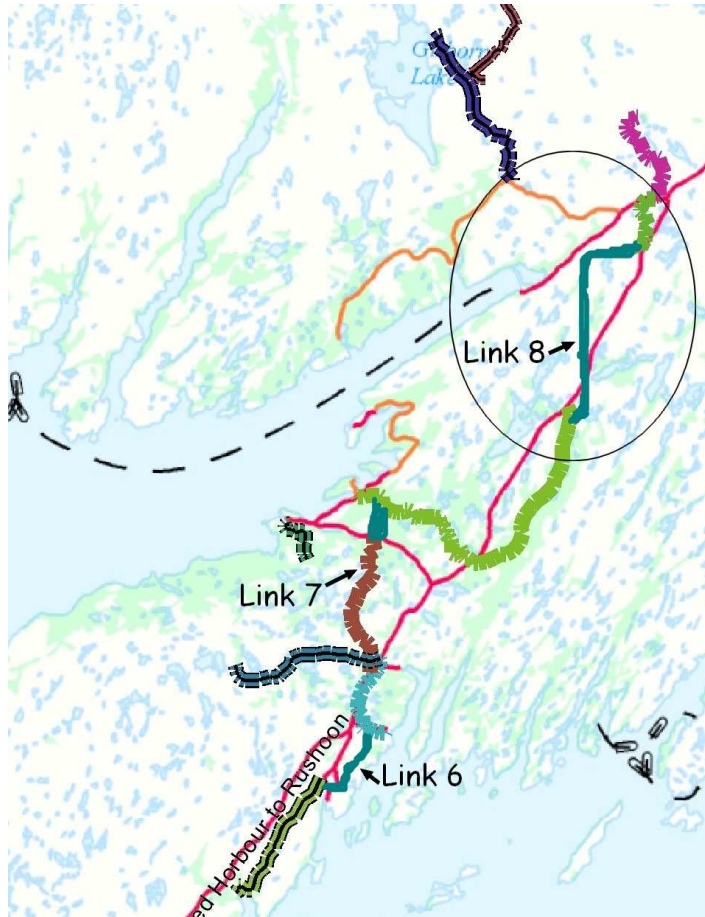
Link 8 - Clam Brook to Mile Hill Trail, at top of Mile Hill south of Swift Current

(xiii) Geographical Location:

- **Description of the proposed site:**

Link 8:

Construction will start at the end Bay de Loup Road near Clam Brook on Route 210 . It will end the trail at the top of Mile Hill. Length of new trail to be constructed is 60 km, Numerous streams will have to be crossed including some major like Dunne's River and Long Pond Brook.



(xiv) Physical Features:

- Major physical features of the undertaking

The only man made features along the trail route include private cabins and abandoned dirt road.

- **Areas to be affected by the undertaking:**

Trail Construction will occur between Bay de Loup Road and Mile Hill.

- **a description of the physical and biological environment:**

Link 8 – Clam Brook to Mile Hill

The terrain along the proposed trail consists mostly of barrens, with

scattered forest and wetlands. There are numerous streams to be crossed along the route. The areas includes areas suitable for cutting of firewood. Game includes caribou, moose, salmon, trout and game birds.

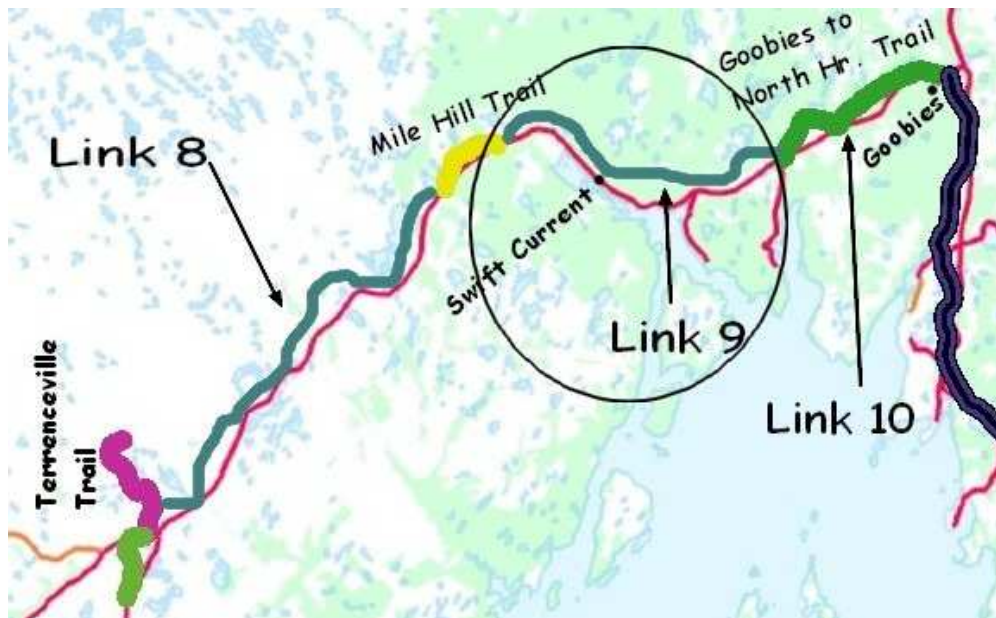
Link 9 – Bottom of Mile Hill to North Harbour Intersection

(xv) Geographical Location:

- Description of the proposed site:

Link 9:

The trail will leave the park at the bottom of Mile Hill and travel north to the North Harbour intersection on Route 210. There are numerous streams to be crossed, some major waterways such as Black River. Length of new trail to be constructed is 15 kms.



(xvi) Physical Features:

- Major physical features of the undertaking

The only man made features along the trail route include private cabins and abandoned dirt road. The Community of Swift Current is close to the proposed trail.

(xvii) Physical Features:

- Major physical features of the undertaking

The only man made features along the trail route include private cabins and abandoned dirt road..

- **Areas to be affected by the undertaking:**

Link 9 - Trail excavation will occur between the park at the bottom of Mile Hill and the intersection to North Harbour on Route 210.

- **a description of the physical and biological environment:**

Link 9 – Mile Hill to North Harbour Intersection

The terrain along the proposed trail consists mostly of barrens, with scattered forest and wetlands. There are numerous streams to be crossed along the route. The areas includes areas suitable for cutting of firewood. Game includes moose, salmon, trout rabbits, caribou and game birds.

Link 10 – North Harbour intersection Route 210 to Goobies.

(xviii) Geographical Location:

- **Description of the proposed site:**

Link 10:

You can presently drive ATV from the North Harbour Intersection to Goobies. Some upgrading will be required in one area. Approximately 3 kms of trail will need to be reconstructed to reconnect two sections of abandoned dirt road. Construction will begin at North Harbour Intersection on Route 210 and end at Goobies. Length of new construction is estimated to be 4 kms.

(xix) Physical Features:

- **Major physical features of the undertaking**

The only man made features along the trail route include private cabins and abandoned dirt road.

- **Areas to be affected by the undertaking:**

Link 10 - Trail excavation will occur between North Harbour Intersection and Goobies.

A description of the physical and biological environment:

Link 10 – North Harbour Intersection to Goobies

The terrain along the proposed trail consists mostly of barrens, with scattered forest and wetlands. There are several streams to be crossed along the route, none major. The areas includes areas suitable for cutting of firewood. Game includes moose, trout and game birds



(xx) Physical Features:

- Major physical features of the undertaking

The only man made features along the trail route include private cabins and abandoned dirt road.

Construction - For

Link 1: Garnish to Grand Bank

- Approximate total construction period: Thirty days
- **Proposed date of first physical construction-related activity on site:**

Construction Season 2011

- **Potential sources of pollutants during the construction period:**

Possible pollutants include air pollution from excavator diesel engine

Possible water pollution from the oil and fuel used by the excavator.

(xxi) Operation

- **Description of the Operation:**

Once the trail is complete, ATVs, snowmobiles, hikers, etc. will travel the trail, likely on a daily basis, during all four seasons.

- **Estimated period of operation:**

Operation will occur, for the most part, during daylight hours, year round. Peak travel season might well be during fall hunting season. The completed trail will be accessible 24 / 7 weather permitting.

- **Potential sources of pollutants during operation periods:**

Fuel or oil leaks from ATVs or snowmobiles

Trash left behind by riders or hikers

- **Potential causes of resource conflicts:**

There is no resource activity along this route.

Occupations:

- estimate the number of employees for construction and operation of the project as well as expected duration of employment:

During Construction Period:

1 Excavator operator - 30 days

1 foreman - 40 days

3 labourers - 40 days

Construction

Link 2 - Grand Bank to Winterland via Fortune, Lord's Cove, Lawn and St. Lawrence.

- Approximate total construction period: 120 days

- **Proposed date of first physical construction-related activity on site:**

Construction Season 2011

- **Potential sources of pollutants during the construction period:**

Possible pollutants include air pollution from excavator diesel engine

Possible water pollution from the oil and fuel used by the excavator.

- **Potential causes of resource conflicts:**

There is resource activity close to the Wind Farm at St. Lawrence. This will not be in conflict with trail construction.

(xxii) Operation

- **Description of the Operation:**

Once the trail is complete, ATVs, snowmobiles, hikers, etc. will travel the trail, likely on a daily basis, during all four seasons.

- **Estimated period of operation:**

Operation will occur, for the most part, during daylight hours, year round. Peak travel season might well be during fall hunting season. The completed trail will be accessible 24 / 7 weather permitting.

- **Potential sources of pollutants during operation periods:**

Fuel or oil leaks from ATVs or snowmobiles
Trash left behind by riders or hikers

- **Potential causes of resource conflicts:**

There is resource activity close to the Wind Farm at St. Lawrence. The trail will be in sight of the turbines, but far away from land under the jurisdiction of that industry. Some might say that more casual travel on this wilderness trail might create a safety issue for the non-hunter trail user. However, during the past dozen years, there has never been mention of that issue on existing trails.

Occupations:

- estimate the number of employees for construction and operation of the project as well as expected duration of employment:

During Construction Period:

- 2 Excavator operator - 120 days
- 2 foreman - 125 days
- 3 labourers - 120 days

Construction:

Link 3 - Winterland to Marystown.

- Approximate total construction period: 60 days
- **Proposed date of first physical construction-related activity on site:**

Construction Season 2011

- **Potential sources of pollutants during the construction period:**

Possible pollutants include air pollution from excavator diesel engine

Possible water pollution from the oil and fuel used by the excavator.

- **Potential causes of resource conflicts:**

There is resource activity close to the Wind Farm at St. Lawrence. This will not be in conflict with trail construction.

(xxiii) Operation

- **Description of the Operation:**

Once the trail is complete, ATVs, snowmobiles, hikers, etc. will travel the trail, likely on a daily basis, during all four seasons.

- **Estimated period of operation:**

Operation will occur, for the most part, during daylight hours, year round. Peak travel season might well be during fall hunting season. The completed trail will be accessible 24 / 7 weather permitting.

- **Potential sources of pollutants during operation periods:**

Fuel or oil leaks from ATVs or snowmobiles
Trash left behind by riders or hikers

- **Potential causes of resource conflicts:**

The only potential resource conflict might be with the salmon fishery on the Garnish River. This proposed trail will not be close enough to the River to make that a concern. There are sod farms along the route but they will be far off the new trail.

Occupations:

- estimate the number of employees for construction and operation of the project as well as expected duration of employment:

During Construction Period:

1 Excavator operator - 60 days
1 foreman - 75 days
3 labourers - 70 days

Construction:

Link 4 – Marystown to Jean de Baie

- Approximate total construction period: 60 days

- **Proposed date of first physical construction-related activity on site:**

Construction season - 2011

- **Potential sources of pollutants during the construction period:**

Possible pollutants include air pollution from excavator diesel engine

Possible water pollution from the oil and fuel used by the excavator.

- **Potential causes of resource conflicts:**

There is no resource activity along the proposed route.

(xxiv) Operation

- **Description of the Operation:**

Once the trail is complete, ATVs, snowmobiles, hikers, etc. will travel the trail, likely on a daily basis, during all four seasons.

- **Estimated period of operation:**

Operation will occur, for the most part, during daylight hours, year round. Peak travel season might well be during fall hunting season. The completed trail will be accessible 24 / 7 weather permitting.

- **Potential sources of pollutants during operation periods:**

Fuel or oil leaks from ATVs or snowmobiles
Trash left behind by riders or hikers

- **Potential causes of resource conflicts:**

There is no resource activity along the proposed route.

Occupations:

- estimate the number of employees for construction and operation of the project as well as expected duration of employment:

During Construction Period:

1 Excavator operator - 60 days
1 foreman - 65 days
3 labourers - 60 days

Construction:

Link 5 – Jean de Baie to Red Harbour

- Approximate total construction period: 10 days

- **Proposed date of first physical construction-related activity on site:**

Construction season – 2011

- **Potential sources of pollutants during the construction period:**

Possible pollutants include air pollution from excavator diesel engine

Possible water pollution from the oil and fuel used by the excavator.

- **Potential causes of resource conflicts:**

There is no resource activity along the proposed route.

(xxv) Operation

- Description of the Operation:

Once the trail is complete, ATVs, snowmobiles, hikers, etc. will travel the trail, likely on a daily basis, during all four seasons.

- Estimated period of operation:

Operation will occur, for the most part, during daylight hours, year round. Peak travel season might well be during fall hunting season. The completed trail will be accessible 24 / 7 weather permitting.

- Potential sources of pollutants during operation periods:

Fuel or oil leaks from ATVs or snowmobiles
Trash left behind by riders or hikers

- Potential causes of resource conflicts:

There is no resource activity along the proposed route.

Occupations:

- estimate the number of employees for construction and operation of the project as well as expected duration of employment:

During Construction Period:

1 Excavator operator - 10 days
1 foreman - 14 days
1 labourers - 10 days

Link 6 – Permits to Occupy in Place.

Construction:

Link 7 - Boat Harbour to Bay L'Argent

- Approximate total construction period: 40 days

- Proposed date of first physical construction-related activity on site:

August 1, 2010

- **Potential sources of pollutants during the construction period:**

Possible pollutants include air pollution from excavator diesel engine

Possible water pollution from the oil and fuel used by the excavator.

- **Potential causes of resource conflicts:**

There is no resource activity along the route.

(xxvi) Operation

- **Description of the Operation:**

Once the trail is complete, ATVs, snowmobiles, hikers, etc. will travel the trail, likely on a daily basis, during all four seasons.

- **Estimated period of operation:**

Operation will occur, for the most part, during daylight hours, year round. Peak travel season might well be during fall hunting season. The completed trail will be accessible 24 / 7 weather permitting.

- **Potential sources of pollutants during operation periods:**

Fuel or oil leaks from ATVs or snowmobiles
Trash left behind by riders or hikers

- **Potential causes of resource conflicts:**

There is no resource activity along the route.

Occupations:

- estimate the number of employees for construction and operation of the project as well as expected duration of employment:

During Construction Period:

- 1 Excavator operator - 40 days
- 1 foreman - 45 days
- 3 labourers - 40 days

Construction:

Link 8 – Clam Brook to Mile Hill

- Approximate total construction period: 120 days
- **Proposed date of first physical construction-related activity on site:**

Construction Season 2011

- **Potential sources of pollutants during the construction period:**

Possible pollutants include air pollution from excavator diesel engine

Possible water pollution from the oil and fuel used by the excavator.

- **Potential causes of resource conflicts:**

There is no resource activity along the route.

(xxvii) Operation

- **Description of the Operation:**

Once the trail is complete, ATVs, snowmobiles, hikers, etc. will travel the trail, likely on a daily basis, during all four seasons.

- **Estimated period of operation:**

Operation will occur, for the most part, during daylight hours, year round. Peak travel season might well be during fall hunting season. The completed trail will be accessible 24 / 7 weather permitting.

- **Potential sources of pollutants during operation periods:**

Fuel or oil leaks from ATVs or snowmobiles
Trash left behind by riders or hikers

- **Potential causes of resource conflicts:**

There is no resource activity along the route.

Occupations:

- estimate the number of employees for construction and operation of the project as well as expected duration of employment:

During Construction Period:

- 2 Excavator operator - 120 days
- 1 foreman - 125 days
- 3 labourers - 120 days

Construction:**Link 9 – Mile Hill to North Harbour**

- Approximate total construction period: 45 days
- **Proposed date of first physical construction-related activity on site:**

Construction Season 2011

- **Potential sources of pollutants during the construction period:**

Possible pollutants include air pollution from excavator diesel engine

Possible water pollution from the oil and fuel used by the excavator.

- **Potential causes of resource conflicts:**

There is no resource activity along the route.

(xxviii)Operation

- **Description of the Operation:**

Once the trail is complete, ATVs, snowmobiles, hikers, etc. will travel the trail, likely on a daily basis, during all four seasons.

- **Estimated period of operation:**

Operation will occur, for the most part, during daylight hours, year round. Peak travel season might well be during fall hunting season. The completed trail will be accessible 24 / 7 weather permitting.

Potential sources of pollutants during operation periods:

Fuel or oil leaks from ATVs or snowmobiles
Trash left behind by riders or hikers

- **Potential causes of resource conflicts:**

There is no resource activity along the route.

Occupations:

- estimate the number of employees for construction and operation of the project as well as expected duration of employment:

During Construction Period:

1 Excavator operator - 45 days
1 foreman - 50 days
2 labourers - 45 days

Construction:

Link 10 – North Harbour to Goobies

- Approximate total construction period: 10 days
- **Proposed date of first physical construction-related activity on site:**
- Construction Season - 2011
- **Potential sources of pollutants during the construction period:**

Possible pollutants include air pollution from excavator diesel engine

Possible water pollution from the oil and fuel used by the excavator.

- **Potential causes of resource conflicts:**

There is no resource activity along the route.

(xxix) Operation

- Description of the Operation:

Once the trail is complete, ATVs, snowmobiles, hikers, etc. will travel the trail, likely on a daily basis, during all four seasons.

- Estimated period of operation:

Operation will occur, for the most part, during daylight hours, year round. Peak travel season might well be during fall hunting season. The completed trail will be accessible 24 / 7 weather permitting.

- Potential sources of pollutants during operation periods:

Fuel or oil leaks from ATVs or snowmobiles
Trash left behind by riders or hikers

- Potential causes of resource conflicts:

There is no resource activity along the route.

Occupations:

- estimate the number of employees for construction and operation of the project as well as expected duration of employment:

During Construction Period:

1 Excavator operator - 10 days
1 foreman - 12 days
1 labourers - 10 days

For All Trail Links (Beyond this line)

During Operation of the Trail

10 Trail Guide - 60 days
10 Maintenance supervisor - 60 days
12 Labourers - 60 days

- **Identify what work will be carried out by direct hiring and contracting/out**

Maintenance and repair work will be done by direct hire.
Use of excavator for repair and maintenance will be done by contracting out.

- **Identify how employment equity will be addressed to relative to age and gender.**

All hiring will be done based on qualifications. Some preference will be shown to fitness and strength qualifications where heavy lifting is required as in maintenance and repair of bridges.

(xxx) Provide a bibliography of all project-related documents already generated:

1. A Proposal To Enhance the Tourism Potential On The Burin Peninsula By Creating a Multi-use Ecotourist Trail Loop That Will Be Linked to the Newfoundland T'Railway (June 2009) Phase 3
2. Summary Document for A Proposal To Enhance the Tourism Potential On The Burin Peninsula By Creating a Multi-use Ecotourist Trail Loop Phase 2
3. Trail route map for Phase 3 (Attached)

APPROVAL OF THE UNDERTAKING:

- **List the main permits, licences, approvals and other forms of authorization required for the undertaking, along with the names of the authorities responsible for issuing them**
1. Permit to Occupy – Crown Lands, Government of Newfoundland Labrador
 2. Permit From Water Resources Division, Government of Newfoundland Labrador
 3. Dept of Forestry, Government of Newfoundland Labrador

Schedule:

- **Indicate the earliest date and latest dates which project construction could commence**

Earliest date construction could begin is June 1, 2011. This date selected is to give water levels time to drop.

Latest Date construction could begin is Oct. 1, 2011. After this date, frost and winter storms could be delaying factors.

FUNDING:

- If this undertaking depends upon a grant or loan of capital funds from a government agency, state the name and address of the department or agency from which the funding have been requested:

The proposal for funding will likely be submitted by May 30, 2011. Request for funding will go to:

Dept. of Innovation, Trade and Rural Development (ITRD) – Government of Newfoundland Labrador

Tourism Culture and Recreation, – Government of Newfoundland Labrador

Human Resources Labour Employment(HRLE), Government of Canada, Ottawa

- **Estimate of the Capital Cost of the Undertaking:**

\$500 500

Date

Signature of Applicant