

ENVIRONMENTAL ASSESSMENT REGISTRATION DOCUMENT

**C & T ENTERPRISES LIMITED
BUCKLES POINT PORT FACILITY
FORTEAU, LABRADOR**

Submitted by:
C & T Enterprises Limited
41 Main Street
P.O. Box 2
Forteau, Labrador A0K 2P0

March 2013

1.0 NAME OF UNDERTAKING: Buckles Point Port Facility – Forteau

2.0 PROPONENT:

Name of Corporate Body: C & T Enterprises Ltd.

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Forteau, NL A0K 2P0

Chief Executive Officer: Mr. Gaius Trimm

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3.0 THE UNDERTAKING

3.1 Nature of the Undertaking

The above named undertaking will include the development of a 4 hectare site on Buckles Point in the Town of Forteau. Site access will be from the Trans Labrador Highway via Buckles Point Road. The proponent anticipates developing the site as a laydown area (~2.8 hectares) and a wharf structure (~1.2 hectares) to serve as a marine terminal facility.

3.2 Purpose/Rationale/Need for the Undertaking

The purpose of this project is to develop infrastructure suitable to accommodate general freight transfer between road and marine transport systems. Initially the facility will be used primarily for the construction of infrastructure in the local region associated with the Lower Churchill Development. The facility will also serve the transportation needs of the Labrador Region and other possible industries in the future.

4.0 DESCRIPTION OF THE UNDERTAKING

4.1 Geographical Location

The facility is proposed to be situated on Buckles Point, in the Town of Forteau, Labrador in the electoral district of Cartwright-L'Anse au Clair. Refer to Figure 1 for the location of the Town of Forteau, Figure 2 for the site location in Forteau, Newfoundland and Labrador and Figure 3 for the area of the proposed marine terminal development.

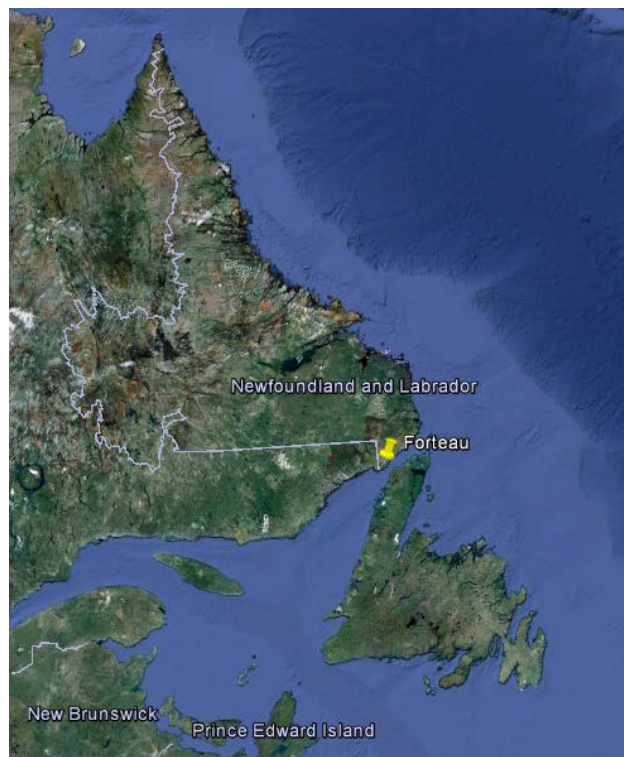


Figure 1: Location of Forteau, NL



Figure 2: Proposed Site Location in Forteau, NL



Figure 3: Proposed Marine Terminal Development

4.2 Physical Features

4.2.1 Physical Description of Undertaking

The main physical feature of this development will be the wharf itself. The wharf is anticipated to be comprised of a rock/granular material approach from the shoreline to a rock filled wharf structure positioned in water depths of approximately 12 meters. The site will be accessed from Buckle's Point Road which will be upgraded as necessary. In addition to a granular surfaced laydown area, the on-shore development will be comprised of a mobile office/security building, and a mobile lunchroom/washroom facility.

4.3 Existing Physical and Biological Environments

The proposed site is located in the ecoregion of the Forteau Barrens. This area experiences relatively mild winters and cool summers with a considerable amount of rain, due to the close proximity to the ocean. Coastal waters are typically frozen from mid-January to mid-April when the thaw begins to occur.

The topography of this ecoregion consists of low, flat-topped hills that rise from sea level to about 500 meters. The crests of hilltops are frequently strewn with loose rock, and the hills have many streams. Soils are the thinnest on slopes and hilltops, and deeper on valley floors.

The landscape is characterized by pockets of scrubby black spruce, barrens, and poorly drained peatlands composed primarily of slope bogs of varying sizes. Most trees form tuckamore due to the strong winds and wet soils.

Mammals occurring in the Forteau Barrens include moose, woodchuck, red squirrel, red-backed vole, star-nosed mole, little brown bat, lynx, American (pine) marten, flying squirrel, heather vole, woodland jumping mouse, porcupine, mink, snowshoe hare, rock vole and masked shrew. Northern bog lemming and arctic fox are found in the barrens. Mammals that inhabit a variety of habitats within the ecoregion include the black bear, least weasel, red fox, short-tailed weasel and wolf.

American pipit and horned lark are birds characteristic of the barrens. Often rough-legged hawks nest on cliffs. Forest nesting birds include fox sparrow, pine grosbeak, northern waterthrush and American robin. Yellow warbler, Wilson's warbler, and yellow-bellied flycatcher breed in shrub/thicket areas. Shorebirds nesting in the Barrens include greater yellowlegs, semipalmated plover, least sandpiper, and spotted sandpiper.

Migrating shorebirds include golden plover, whimbrel, as well as eider, oldsquaw and scoters. Nesting seabirds are found in the area and include the black guillemot as well as various gulls and terns. Other seabirds present include dovebies, thick-billed and common murre.

The lakes, rivers and streams are home to Atlantic salmon, trout, smelt and American eel.

4.4 Construction

The construction stage of this development can generally be summarized as the following major work activities:

- Upgrade Buckles Point Road and site access
- Develop laydown area; and
- Construct approach and wharf.

4.4.1 Upgrade Buckles Point Road and Site Access

The site is situated along Buckles Point Road a distance of approximately 680 meters from the Trans Labrador Highway (TLH). The roadway will be upgraded by increasing the road width by 1.0 meters and placing granular materials over the roadway surface. It is expected the upgrading activity will take approximately 2 weeks to complete. Buckles Point Road will be used to deliver materials for construction of the facility and the transport of materials being shipped through the port. Typical construction equipment will include an excavator, loader, dump trucks, compactor and a grader.

4.4.2 Development of Site Laydown Area

The laydown area currently proposed varies in width from 80 to 150 meters and along the shore line some 240 meters. The site is zoned Industrial Marine in the Forteau Municipal Plan. The area is generally flat with some low lying vegetation. Site development will consist of grubbing and grading with the placement of some granular material over the graded area as a surface for storage of materials and operation of vehicles. It is expected to take 4 weeks to complete the laydown area. Typical construction equipment will include an excavator, loader, compactor, dump trucks and a grader.

4.4.3 Development of Wharf

The wharf will be designed with a rock approach extending from the shoreline some 130 meters to a rock filled structure at a water depth of approximately 11.0 meters. The structure will be able to accommodate vessels less than 25,000 DWT. The footprint of the approach and the wharf will be approximately 11,400 m², with a height of ±3 meters. The wharf structure is anticipated to be of a sheet pile construction with quarry rock fill material.

The construction of the approach and the wharf structure is anticipated to take 7 months. Equipment used for the construction activity will include a barge, crane, excavator, dozer, loader, compactor, grader and dump trucks. The approximate location of the wharf structure is 5705445.324 N, 239029.554 E NAD83 MTM ZONE 2 Map Datum.

4.5 Possible Sources of Pollutants

During construction, the most likely sources of pollutants relate to the operation of machinery and include accidental spills of hydraulic fluids, transmission fluids, engine oil and fuel products. With the placement of rock material in the marine environment the occurrence of short term sedimentation is anticipated. Localized dust and noise impacts may be experienced by nearby residents and wildlife.

4.6 Potential Resource Conflicts

Resource conflicts are not anticipated with this undertaking. The area is not used currently by local fishers and the nearest permanent residence is approximately 650 meters to the west of the project site.

In the event resources of historic value are discovered, work in the area of the discovery will be suspended and the appropriate authorities notified in compliance with the Historic Resources Act of the province (1985).

4.7 Operation

During the construction phase of regional infrastructure for the Lower Churchill Development project the operation of the facility will consist of the shipment of construction related materials including rock from a nearby quarry and loading onto purpose built vessels for submarine placement of the rock.

4.8 Occupations

C & T Enterprises is committed to employment equity and will encourage all qualified individuals to apply for employment.

Construction and operations for the marine terminal facility will likely involve the occupation listed below as classified in accordance with the *National Occupational Classification: 2006*, and equipment. The personnel identified below are anticipated to be direct hires for the undertaking.

Construction Phase (~9 months)

1	Site Supervisor	(7217)
1	Surveyor	(7421)
1	Health, Safety and Environment Advisor	(2263)
2	Heavy Equipment Mechanics	(7312)
2	Labourers	(7611)
4	Heavy Equipment Operators	(7421)

4 Truck Drivers (7411)

15 total

Lower Churchill Operation Activity (~3 years)

1	Site Supervisor	(7217)
1	Labourers	(7611)
1	Health, Safety and Environment Advisor	(2263)
2	Heavy Equipment Mechanics	(7312)
4	Heavy Equipment Operators	(7421)
6	Truck Drivers	(7411)

15 total

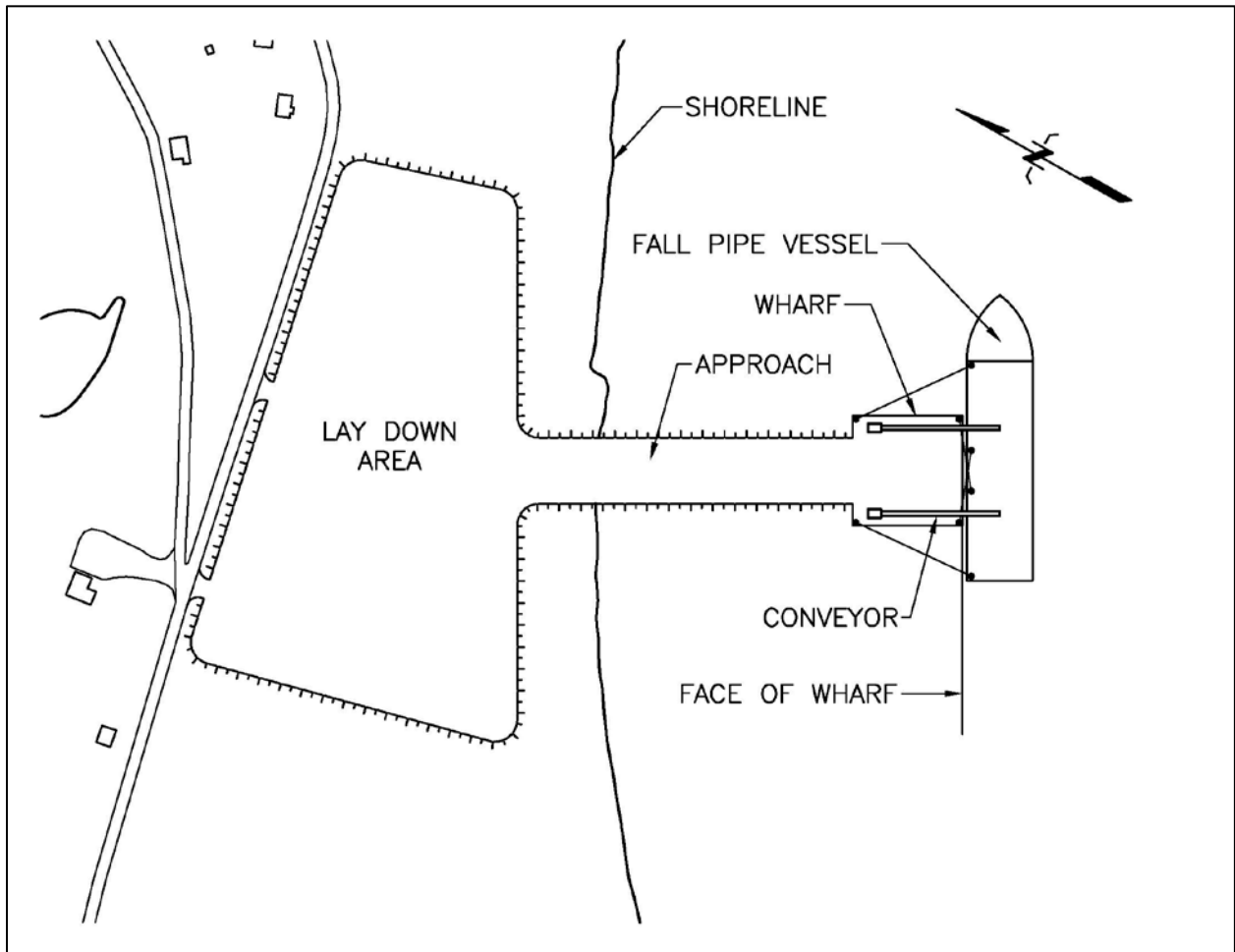


Figure 4: Concept Sketch of Marine Terminal

4.9 Project Related Documents

The proponent has submitted applications to Crown Lands for the Laydown Area (Application No. 141524) and the Wharf (Application No. 187429).

Project information has been submitted to the Department of Fisheries and Oceans Canada for review and assessment.

4.10 Forteau Endorsement

C & T Enterprises, a locally owned company based in Forteau, Labrador, has had extensive discussions with the Town of Forteau so as to advise them of any negative impacts that might relate to this application and subsequent approval.

C & T have been assured by the Town Council of Forteau that they are fully aware of any potential negative impacts such as the transport of rock throughout the town. The Town Council has provided their very supportive endorsement of this project as it could add significant industrial infrastructure to the town's economic base both during the Nalcor project and beyond.

More specifically the Town is encouraged that the construction of the wharf and the related lay down area could facilitate the handling of incoming freight such as transmission towers for the Muskrat Falls project prior to the load out of stone for the Strait of Belle Isle cable laying project.

Approval of this application and the subsequent construction of this marine facility could also put Forteau in a position to respond to future opportunities to support offshore oil and gas activities that may be forthcoming in light of the recent announcement of new basins offshore Labrador by Nalcor.

Additionally a new facility such as the one proposed by C & T could be a catalyst for the further enhancement of tourism providing a base for the cruise ships as well as visiting sail boat traffic who may be transiting the area.

The proposed facility could also be used for future fishery activity as the offloading of fish products could be easily handled.

Again we want to advise that this application has the full support of the Town Council of Forteau as they view the proposed facility as being a permanent legacy that will be left after the straight of Belle Isle cable laying has concluded.

5.0 Approval of the Undertaking

The main permits, licences and approvals anticipated to be required for this undertaking is as follows:

Agency	Permits/Licences/Approvals
NL Department of Environment and Conservation, Environmental Assessment Division	NL Environmental Assessment Registration
Fisheries and Oceans Canada, Habitat Protection Division	Fish Habitat Approval
NL Department of Environment and Conservation, Water Resources Division	Application to Alter a Body of Water
Transport Canada	Navigable Waters Protection Approval
NL Department of Environment and Conservation, Crown Lands Division	Lease/Permit to Occupy Crown Lands
Town of Forteau	Construction Permit

6.0 Schedule

Registration Document Submittal	March 2013
Government Review and Decision	May 2013
Project Commencement	January 2014
Port Facility Completion	December 2014
Rock Load Out Completion	September 2016

7.0 Funding

The approximate cost for the undertaking is estimated at 5.0 million CAD. The funding for the project will be provided by the proponent.

8.0 Submission

Submitted by



Gaius Trimm

March 20, 2013
Date

President, C & T Enterprises Limited