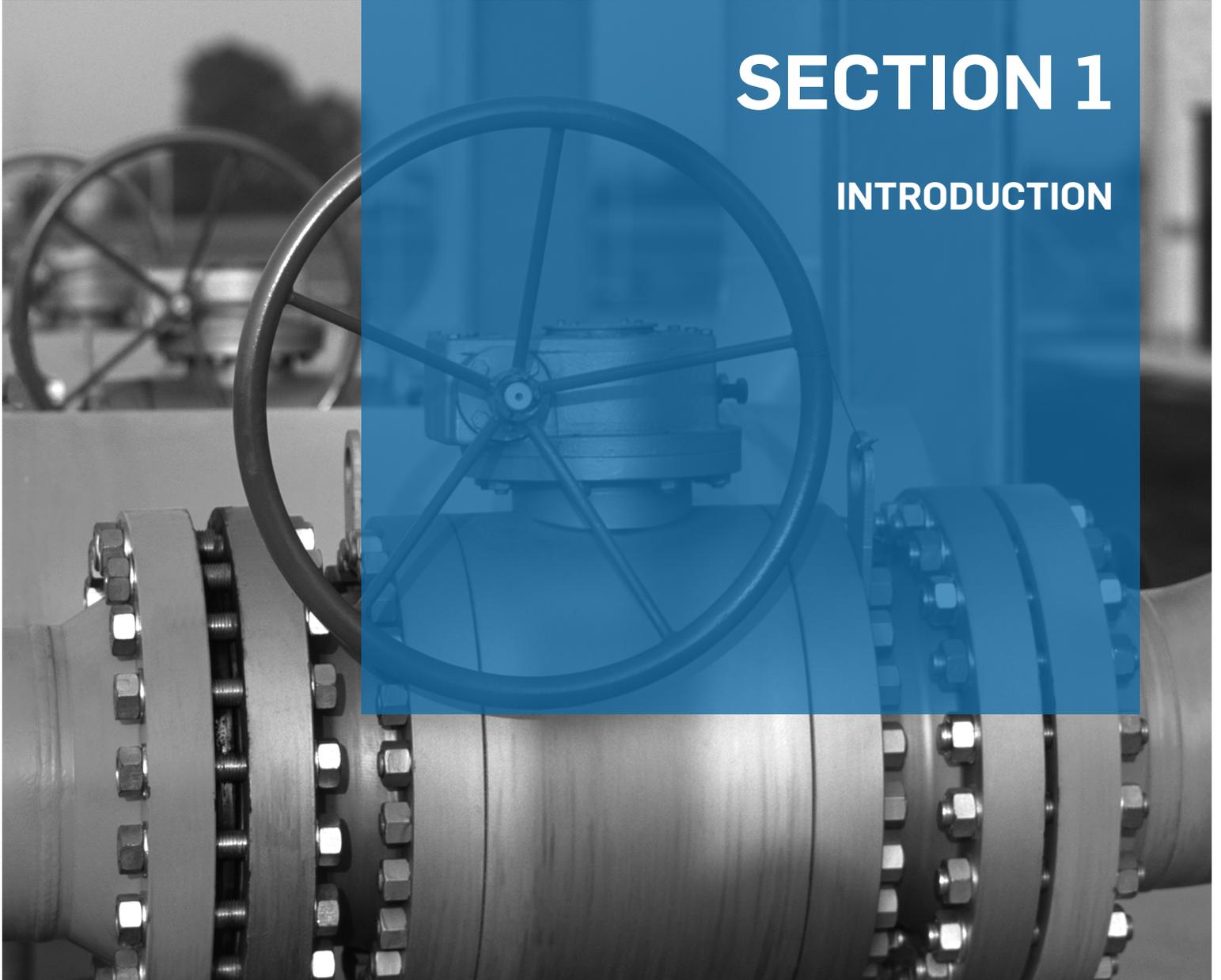




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# SECTION 1

## INTRODUCTION



A subsidiary company of Liquefied Natural Gas Limited

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## Appendices

A: Updated Permitting Documentation

## 1 INTRODUCTION

### 1.1 Identification of the Proponent

**Name of the Project:** Bear Head LNG, Bear Head, Richmond County, Nova Scotia

**Proponent Information:** Bear Head LNG Corporation  
1001 McKinney St. Suite 400  
Houston, Texas 77002

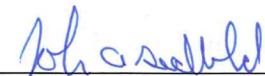
**Project Contacts:** John Godbold, Project Director  
Tel: +1-713-986-0600  
Fax: +1-713-986-0800  
JGodbold@BearHeadLNG.com

Paul MacLean, Strategic and Regulatory Affairs Advisor  
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**Consultant Information:** SNC Lavalin Inc.  
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Nova Scotia, Canada, B3J 3R4

**Consultant Contact:** Crysta Cumming, P.Eng  
Tel.: +1-902-492-4544 x 314  
Fax: +1-902-492-4540  
Crysta.Cumming@SNCLavalin.com

Proponent and Applicant  
**John Godbold, Project Director**

  
Signature

Date: 4/1/15

Environmental Engineering Consultant  
**Crysta Cumming, P.Eng**

  
Signature

Date: April 1, 2015



The proponent, Bear Head LNG Corporation, is a Nova Scotia registered industrial business entity and a wholly owned affiliate of Liquefied Natural Gas Limited (LNGL), an Australian public company with projects in both Australia and the United States.

## **1.2 Project Overview**

Bear Head LNG intends to resume development of a Liquefied Natural Gas (LNG) facility at a site in Point Tupper, Nova Scotia (NS) (see Figure 1-1) for the purpose of exporting LNG. The site comprises a 72 hectare (ha) parcel of land and a 27 ha water lot. Development is proposed following acquisition of the site and the assets of Bear Head LNG by LNG L on August 27, 2014, from Anadarko Petroleum Corporation (Anadarko). Between 2000 and 2007 an LNG import facility had attained all the necessary federal, provincial and municipal authorizations for the then proposed works, and construction of the LNG import facility had started. Completed works included access roads, land clearing, site preparation and the installation of two LNG tank foundations. As a result of changing energy markets, however, development was put on hold in 2007. Figure 1-2 shows site works during construction.

The site is located within the Point Tupper Industrial Park, situated near the town of Port Hawkesbury, on the Strait of Canso in Richmond County, Cape Breton, NS. The Strait of Canso is one of the world's deepest, ice-free harbours. The Industrial Park is administered by Nova Scotia Business Inc. (NSBI) and has several competitive advantages including accessibility to transportation infrastructure, a skilled and available workforce and a strong history of supporting heavy industrial activities. Proximity to the Trans Canada Highway, marine transport through the Strait of Canso, the Port Hawkesbury Airport, and the Cape Breton & Central Nova Railway will prove major assets during construction of the facility. The Project area is shown in Figure 1-3.

In today's market Bear Head LNG has recognized the strategic potential of the Point Tupper site as an LNG export terminal. The company proposes to use and expand upon the existing infrastructure that has been approved and constructed to develop an LNG export facility with a total annual production capacity of eight (8) million tonnes per annum (mtpa). Production capacity may vary somewhat in response to differing conditions including ambient climate and equipment performance. The proposed facility will include LNG liquefaction trains, LNG storage tanks, a marine terminal and associated infrastructure. The three main components of the Project are vessel loading facilities, the LNG storage tank area and the liquefaction plant. The vessel loading facilities will be designed to berth an LNG Carrier with capacity up to 267,000 cubic meters (m<sup>3</sup>). Both of the on-site LNG storage tanks will have a capacity of approximately 180,000 m<sup>3</sup>.

Additional project information is provided in Section 2. Project design is continuing and detailed specifications are being finalized as part of the Front End Engineering Design (FEED) stage. This is currently being undertaken and will integrate detail from the FEED that is being completed for the Magnolia LNG facility in Louisiana, a sister project to what is proposed at Bear Head. The information presented in this submission reflects the status of the FEED at the site as of February 2015. As detailed engineering proceeds, it will respond to address matters that have been identified as a result of this environmental assessment. The quantities provided in this document are preliminary and may be revised during the detailed engineering phase, or when the suppliers have been selected.

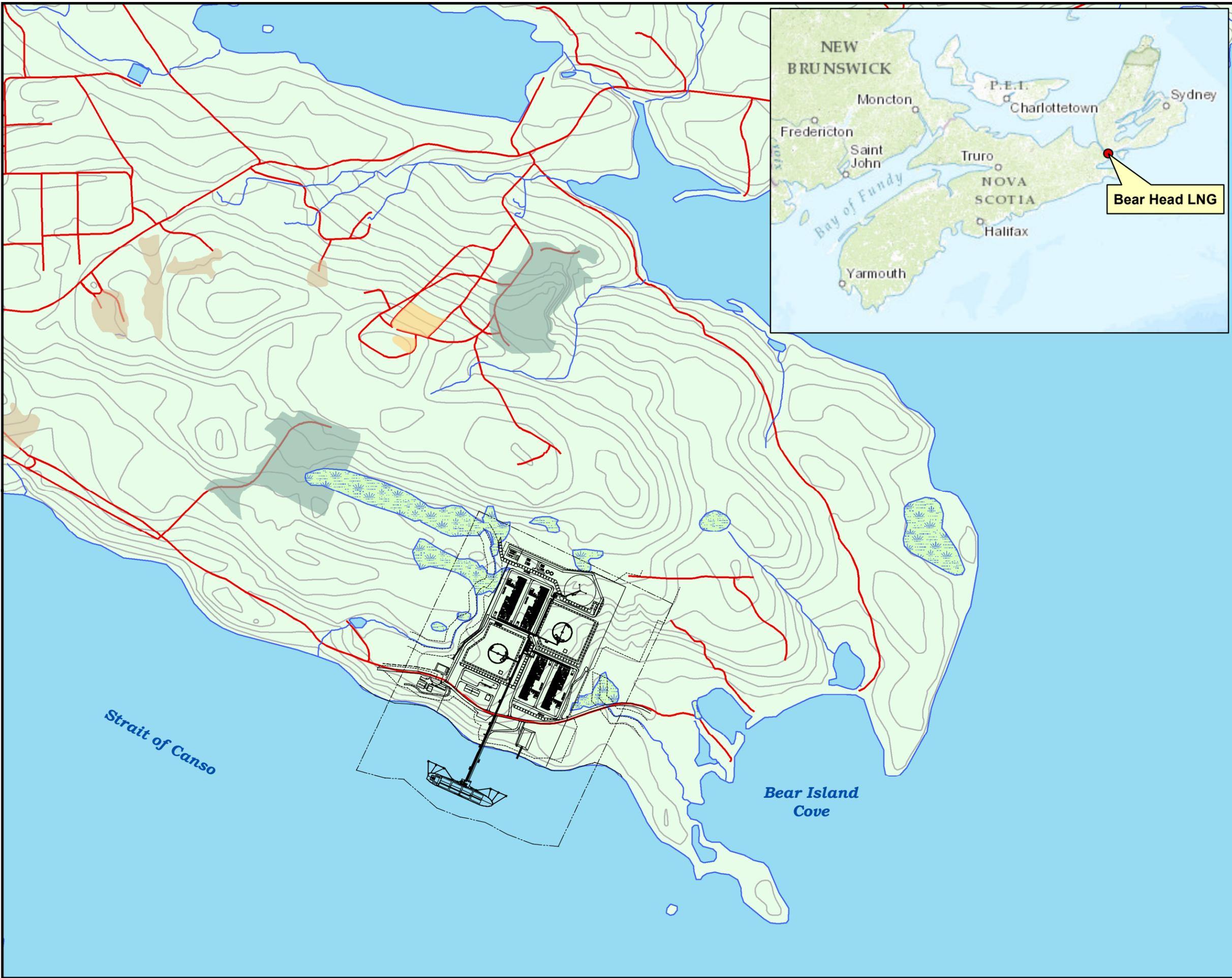
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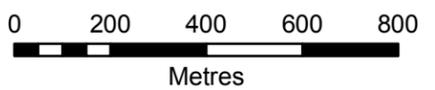
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**Figure 1-1**

**Bear Head LNG Terminal Project Location**

- Bear Head LNG Site Features
- Contours
- Rivers and Streams
- Bear Head LNG Property Boundary
- Water
- Wetlands
- Designated Areas**
- Landfill
- Pile (industrial)
- Pit (industrial)



Map Parameters  
 Projection: Universal Transverse Mercator (UTM)  
 Datum: NAD83  
 Zone: 20  
 Scale: 1:15,000  
 Project Number: 622560  
 Date: April 1, 2015

Data Source:  
 -Canvec (2013) Digital National Topographic System (NTS) topographic dataset for Port Hawkesbury (011F11)  
 -Site Preparation As-builts, J & T Van Zutphen for Bear Head LNG Corp., April 7, 2006, PN 6143  
 -Plot Plan, LNG International Limited, March 5, 2015, BH-DG-00-002 Rev C1



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**Figure 1-2**  
**Aerial Photograph**  
**of the Site**

Project Number: 622560  
Date: April 1, 2015



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**Figure 1-3**

**Aerial Photograph  
of Project Area**

Project Number: 622560  
Date: April 1, 2015



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### ***1.3 Comparison of LNG Import and LNG Export***

The Project was initially conceived as an LNG import facility. Project development is now continuing as an LNG export facility. An LNG import facility would have involved unloading of LNG from LNG vessels, storage in large LNG tanks, regasification and distribution to domestic markets through a natural gas pipeline. The LNG export facility will involve the supply of natural gas from a pipeline, liquefaction, storage in LNG tanks and loading of the LNG onto LNG vessels where it will be shipped to foreign markets. The proposed site layout will closely resemble the previously approved import facility, the main difference being the liquefaction trains in place of gasification trains.

A simplified representation of this transition is shown in Figure 1-4. Table 1-1 presents comparisons between the approved import facility and the export facility and Figure 1-5 shows the site boundaries and current and previous Project footprint.

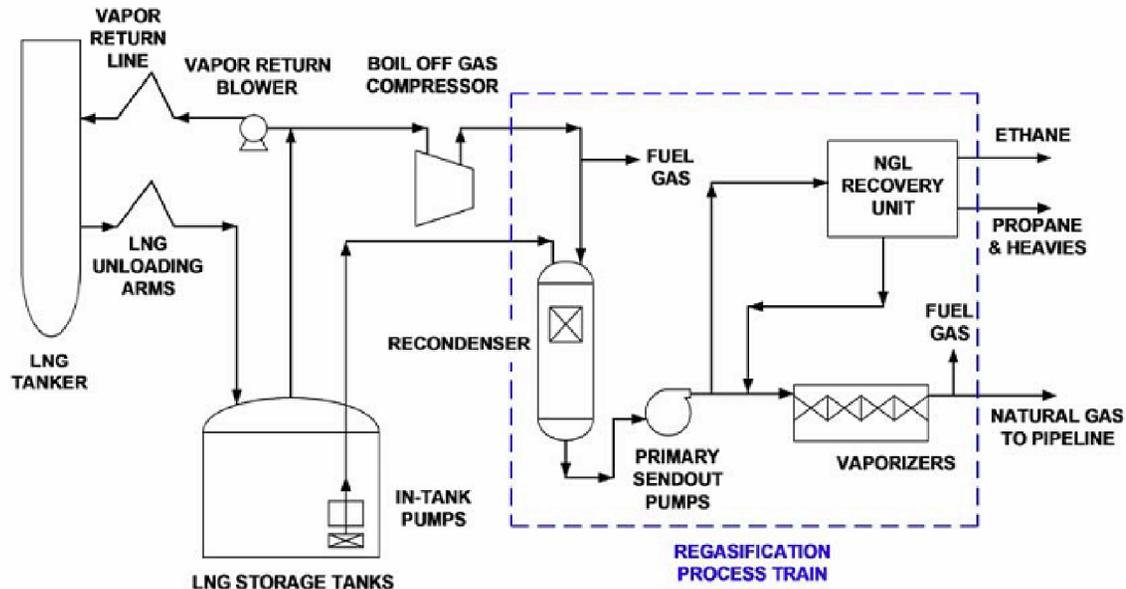
### ***1.4 Project Purpose***

The Project aims to supply a stable and reliable source of liquefied natural gas to potential international markets around the world including Europe, India, Asia and South America. In this context, diversification of world energy markets and the use of LNG are critical to increasing global energy stability. Bear Head LNG proposes to supply LNG to global markets while simultaneously providing important economic benefits to Nova Scotians and Canadians.

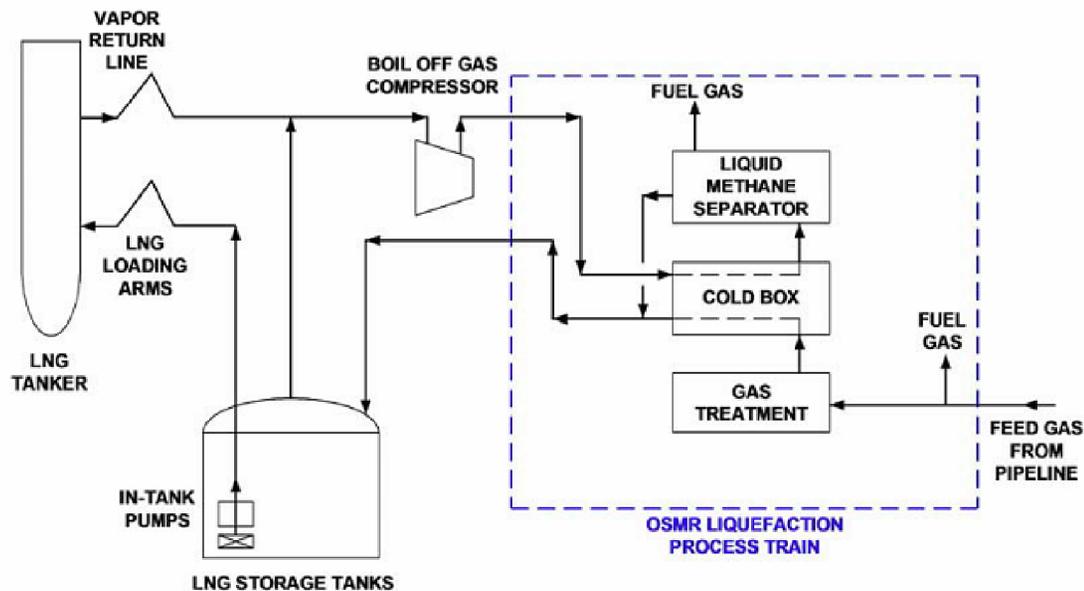
### ***1.5 Need for the Project***

The continuation of the Bear Head LNG Project will generate direct and indirect employment in the Strait region and provide a substantive economic infusion of capital investment into the Cape Breton and provincial economies. This will be accomplished by the construction of the Bear Head LNG facility as detailed and by leveraging the supply of natural gas in North America to make this energy source available to global markets. When coupled with increased exploration activities across North America, this means that the natural gas industry will continue to expand. Nova Scotians and Canadians are ideally situated to take advantage of this economic opportunity.

**Figure 1-4**  
**Process Flow Diagram**  
**Comparison of LNG Import and LNG Export**



**IMPORT TERMINAL - SIMPLIFIED PROCESS FLOW DIAGRAM**  
**(PREVIOUS APPROVED DEVELOPMENT)**

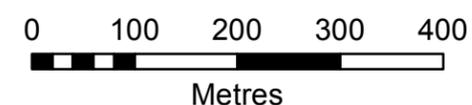
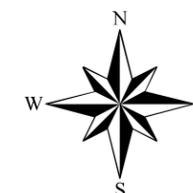


**EXPORT TERMINAL - SIMPLIFIED PROCESS FLOW DIAGRAM**  
**(NEW PROPOSED DEVELOPMENT)**

Project Number: 622560  
 Date: April 1, 2015

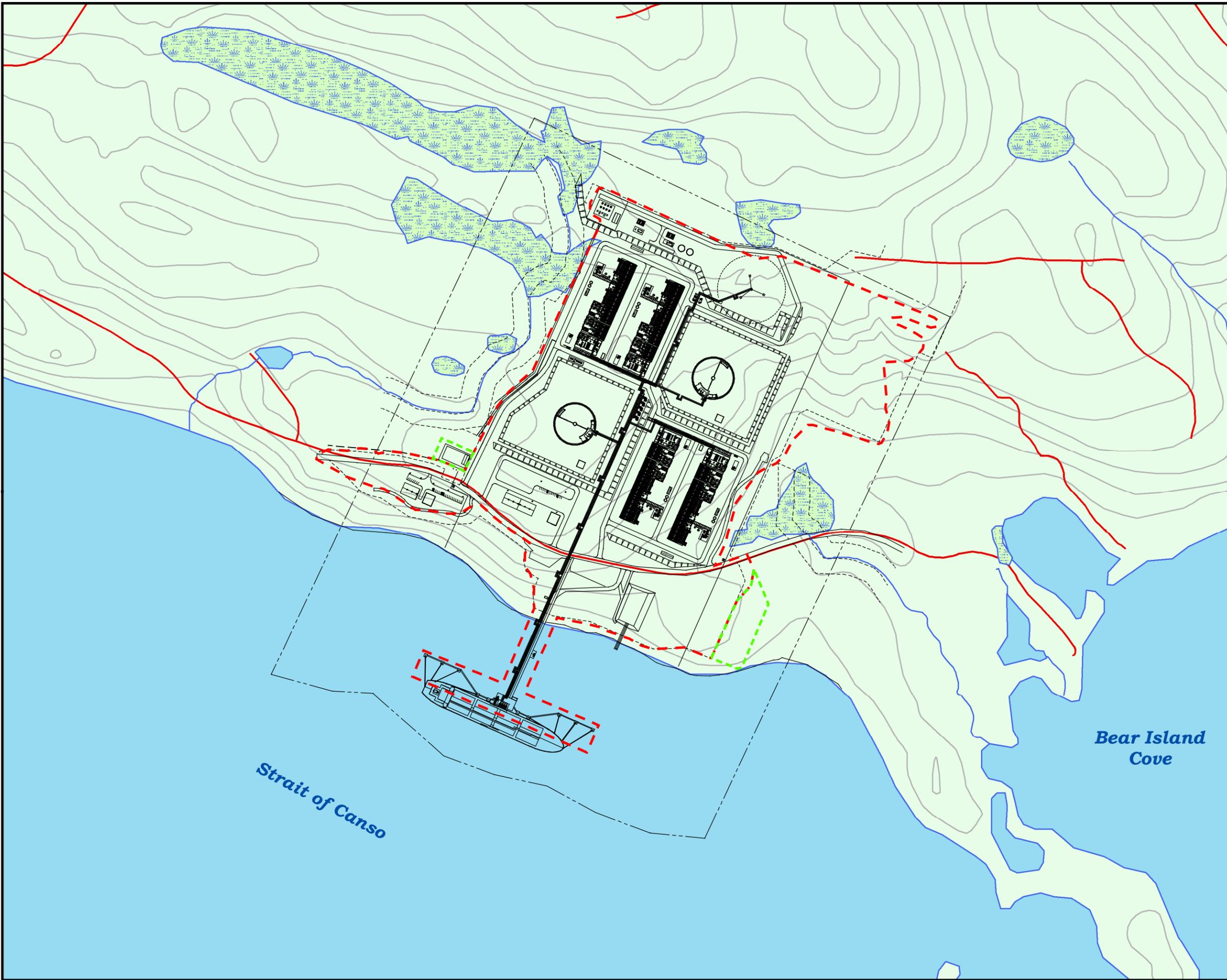
**Figure 1-5  
Site Boundaries and  
Project Footprint**

-  Bear Head LNG Site Features
-  Contours
-  Rivers and Streams
-  Original Development Boundary
-  Revised Development Boundary
-  Water
-  Wetlands



Map Parameters  
 Projection: Universal Transverse Mercator (UTM)  
 Datum: NAD83  
 Zone: 20  
 Scale: 1:7,000  
 Project Number: 622560  
 Date: April 1, 2015

Data Source:  
 -Canvec (2013) Digital National Topographic System (NTS) topographic dataset for Port Hawkesbury (011F11)  
 -Site Preparation As-builts, J & T Van Zutphen for Bear Head LNG Corp., April 7, 2006, PN 6143  
 -Plot Plan, LNG International Limited, March 5, 2015, BH-DG-00-002 Rev C1



**Table 1-1: Key Elements of the Bear Head LNG Import vs. Export Facilities**

Element	LNG Import Facility	LNG Export Facility	Differences and Potential Implications
Processing Capacity	11.3 mtpa (full build-out)	Approximately 8 mtpa (4 x 2 mtpa/train) nominal or normal operating capacity	Export facility is less than the LNG production of the previously approved import facility
Land Based Footprint	Development to occur within a 46 ha terrestrial footprint Site is presently cleared and graded Construction has been initiated including access roads to site and tank foundations	Approximately the same as previous import facility Goal is to maintain as close to the same footprint as possible	Minimal disturbance beyond previous scope is anticipated
Marine Footprint	Jetty platform, berthing trestle structure, dolphins, unloading facilities, concrete decking on drilled steel pile structure, and temporary wharf	Intent is to work closely with the previously approved marine footprint Temporary wharf will accommodate marine off-loading of pre-constructed LNG train modules	No fundamental change to the marine facility that was subject to environmental assessment in 2004 and attained all necessary permits and authorizations including TERMPOL review
Vessel types / Shipping Frequency	70 to 135 vessels per year. LNG vessels up to 267,000 m <sup>3</sup>	80 to 130 vessels per year Ideal vessel size is 125,000 m <sup>3</sup> up to 267,000 m <sup>3</sup>	Similar to or less than previous requirements

Element	LNG Import Facility	LNG Export Facility	Differences and Potential Implications
Power Requirements / Generation	Power imported from the grid	<p>Approximately 264 mega watt of mechanical power from natural gas combustion</p> <p>Approximately 27 MW– 31 MW of power from the grid; the larger number required when pumps are being run to load on LNG vessel</p> <p>Other than back-up emergency generation (equal to approximately 1 MW) no electrical power generation onsite</p>	OSMR <sup>®1</sup> technology produces fewer emissions than other liquefaction technologies
Tankage	Three tanks at full build-out with a combined capacity of 540,000 m <sup>3</sup>	Two (2) tanks with total capacity of approximately 360,000 m <sup>3</sup>	LNG storage onsite will likely be reduced significantly

## 1.6 Regulatory and Planning Context

The Project falls under both provincial and federal legislation and must also be developed in accordance with Municipal by-laws, industry standards, guidelines and codes.

### 1.6.1 Federal Environmental Legislation

Environmental matters under federal jurisdiction include fish and fish habitat, migratory birds, navigation, impacts on Aboriginal peoples and effects that cross provincial or international boundaries. Table 1-2 provides an overview of the Canadian federal environmental legislation that applies to LNG facilities.

<sup>1</sup> Optimized Single Mixed Refrigerant. A registered trademark of LNG Technology Pty Ltd. Discussed in detail in Section 2.12.6.2

**Table 1-2: Pertinent Canadian Federal Legislation**

Legislation	Department / Agency	Context
<i>Canadian Environmental Protection Act (CEPA)</i>	Environment Canada	Control of toxic substances and environmental emergencies
<i>Canadian Environmental Assessment Act (CEAA)</i>	Canadian Environmental Assessment Agency	Environmental assessment
<i>Fisheries Act</i>	Fisheries and Oceans Canada (DFO)	Protection of fisheries productivity
<i>Navigation Protection Act (NPA)</i>	Transport Canada	Regulates the public right to navigation
TERMPOL Review	Transport Canada	Review focuses on shipping routes in Canadian waters as they relate to cargo handling
<i>Species at Risk Act (SARA)</i>	Environment Canada and DFO	Protection of species listed as endangered or threatened
<i>Migratory Birds Convention Act</i>	Environment Canada	Protection of Migratory Birds
<i>National Energy Board Act</i>	National Energy Board (NEB)	Authorization for export and import of LNG from Canada
<i>Transportation of Dangerous Goods Act</i>	Transport Canada	Shipping, handling and transportation of dangerous goods

### 1.6.2 Provincial Environmental Legislation

Matters under provincial jurisdiction include air emissions, water and wastewater treatment and discharges, waste management, and issues relating to contaminant releases and contaminated lands. Environmental laws and their enforcement vary from province to province. For example, while provincial laws prohibit the discharge of pollutants into the environment, definitions of a pollutant and the environment are not standardized. A new emission source or facility that may impact the environment typically requires an environmental approval for the particular emission, and strict conditions may accompany the approval. Table 1-3 identifies legislation in Nova Scotia that applies to the proposed LNG facilities.

**Table 1-3: Pertinent Nova Scotian Provincial Legislation**

<b>Legislation</b>	<b>Department / Agency</b>	<b>Context</b>
<b><i>Environment Act and associated Regulations</i></b>	Nova Scotia Environment (NSE)	Supports and promotes protection, enhancement and prudent use of natural resources by regulating designated activities and establishing environmental requirements
<b><i>Energy Resource Conservation Act</i></b>	Nova Scotia Utilities and Review Board (NSUARB)	Authorizes construction and operation of LNG facilities through a process of third-party review and certification of the design
<b><i>Beaches Act</i></b>	Nova Scotia Department of Natural Resources (NSDNR)	Requires that a permit be obtained prior to undertaking construction activities such as trenching or infilling below the ordinary high water mark
<b><i>Endangered Species Act</i></b>	NSDNR	Promotes protection of endangered species
<b><i>Special Places Protection Act</i></b>	Department of Communities, Culture and Heritage	Regulates archaeological work
<b><i>Forests Act</i></b>	NSDNR	Establishes requirements for work that may cause damage to forests

### 1.6.3 Municipal Environmental Legislation

Municipalities may regulate activities through legislation, such as through sewer-use bylaws, noise bylaws and property-standards bylaws, and may integrate environmental approvals with planning approvals. Proponents are required to obtain Municipal Development Permits and Building Permits based on factors such as land use bylaw requirements and the suitability of proposed developments for the designated zoning. Details of bylaws and municipal requirements vary from municipality to municipality. Bear Head LNG will adhere to applicable municipal by-laws.

The Project is located in an Industrial Zone in the County of Richmond governed by the Eastern District Planning Commission by-laws. As well, by-laws from Guysborough County (across the Strait of Canso from the Project Area) will be followed in instances such as consideration of noise levels for residential receptors.

## **1.7 Guidelines, Policies and Codes**

The design, construction, operation and maintenance of the facility will be in accordance with all guidelines, policies, codes and standards normally applied to the LNG industry. Key standards include:

- ◆ Nova Scotia Department of Energy, Code of Practice for LNG (2005);
- ◆ Canadian Standards Association standard for LNG Production, Storage and Handling (CSA Z276-15); and
- ◆ Canadian Electrical Code (CSA C22.1- 15).

All applicable local and Canadian codes and standards to be used in the design, construction and operation of Bear Head LNG will be listed within the FEED design package once finalized. In the event of a conflict between a Canadian (local or provincial) standard, the most stringent will be applied, where applicable. In the case that an international code that is not referenced in the LNG Code of Practice or CSA Z276-15 is more stringent, and is applied in the design, the requirement for a variance will be determined in consultation with the NSUARB and the designated Certifying Authority.

## **1.8 Existing Authorizations and Status of Regulatory Permitting**

The Bear Head LNG import facility was subject to the above statutes and regulations, and project permits and approvals were issued by the applicable federal, provincial and municipal authorities to enable the construction of the import facility to proceed. Since the Bear Head LNG import terminal project was put on hold in 2007, project authorizations have been actively maintained through approved extensions from the regulating authorities. In light of the modification from a facility that imports to one that exports LNG, the proponent has informed all regulatory authorities of the proposed changes and has worked with them to determine the regulatory amendments necessary. Table 1-4 details the current regulatory status of the project. Federal environmental assessment and related environmental authorizations remain valid and have been confirmed. The updating of the prior received TERMPOL authorization is underway and Committee acceptance of the revised documentation is anticipated in the third quarter of 2015.

This document is a modified Class I registration pursuant to the Nova Scotia *Environment Act* focusing on the proposed amendments to the project. This document takes into account the terms and conditions of the environmental assessment approval issued by the Minister of Environment and Labour in August 2004.

Appendix A provides a compilation of the authorizations, permits and related approvals that have been updated and/or confirmed with the federal and provincial regulators involved.

**Table 1-4: Existing Authorizations**

Authorization	Jurisdiction and Issuing Authority	Date of Authorization / Extension	Date Issued / Anticipated Date of Approval	Regulatory Significance of Modification / Authorization
<i>National Energy Board Act</i> <ul style="list-style-type: none"> <li>NEB decision to issue a Licence to Export Liquefied Natural Gas</li> </ul>	Federal - NEB	New licence	June 30, 2015	The Licence becomes effective upon approval of the Governor in Council, normally granted without further public process
<i>National Energy Board Act</i> <ul style="list-style-type: none"> <li>NEB decision to issue a Licence to Import Natural Gas</li> </ul>	Federal -NEB	New licence	June 30, 2015	The Licence becomes effective upon approval of the Governor in Council, normally granted without further public process
<i>Canadian Environmental Assessment Act</i> <ul style="list-style-type: none"> <li>Federal Environmental Assessment, LNG Marine Wharf (Permanent Marine Facility)</li> </ul>	Federal - Transport Canada	July 12, 2004	n/a	CEAA 2012 does not apply to the Project <sup>2</sup>
<i>Canadian Environmental Assessment Act</i> <ul style="list-style-type: none"> <li>Federal Environmental Assessment, Temporary Wharf and Work Surface</li> </ul>	Federal - DFO	April 26, 2006	n/a	CEAA 2012 does not apply to the Project <sup>1</sup>
<i>Environment Act</i> <ul style="list-style-type: none"> <li>Environmental Assessment Approval</li> </ul>	Provincial - NSE	August 9, 2004	May to June 2015 <sup>3</sup>	This Registration Document was submitted to fulfill the requirement for further review by NSE
<i>Energy Resources Conservation Act</i> <ul style="list-style-type: none"> <li>Permit to Construct a Liquefied Natural Gas Plant (Tank Foundations)</li> </ul>	Provincial - NSUARB	November 21, 2005	n/a	Bear Head LNG is continuing to work with the UARB designated Certifying Authority as detailed design proceeds
<i>Energy Resources Conservation Act</i> <ul style="list-style-type: none"> <li>Permit to Construct a Liquefied Natural Gas Plant</li> </ul>	Provincial - NSUARB	June 6, 2006  Extension issued: <ul style="list-style-type: none"> <li>November 5, 2009</li> </ul> Amended permit issued: <ul style="list-style-type: none"> <li>December 13, 2012</li> </ul>	March 13, 2015	Bear Head LNG is continuing to work with the UARB designated Certifying Authority as detailed design proceeds

<sup>2</sup> The Canadian Environmental Assessment Agency reviewed information provided for the existing Project, and determined that in accordance with Section 128 of CEAA 2012, the Act does not apply to the Project.

<sup>3</sup> Legislated timeframe of 57 days from submission of the Registration Document to the Minister's decision, as per section 13.1 of the Environmental Assessment Regulations N.S. Reg. 26/95 (Can.).

Authorization	Jurisdiction and Issuing Authority	Date of Authorization / Extension	Date Issued / Anticipated Date of Approval	Regulatory Significance of Modification / Authorization
<i>Navigable Waters Protection Act</i> <ul style="list-style-type: none"> <li>Section 5(1) Deep Water Terminal (Permanent Jetty) Authorization</li> </ul>	Federal - Transport Canada	June 28, 2005  Extensions issued: <ul style="list-style-type: none"> <li>March 7, 2006</li> <li>March 14, 2008</li> <li>March 23, 2009</li> <li>Undated 2012</li> <li>September 30, 2014</li> </ul>	n/a	Existing authorization remains valid for the Project
<i>Navigable Waters Protection Act</i> <ul style="list-style-type: none"> <li>Section 10(2) Wharf and Infill (Temporary Wharf and Work Surface) Authorization</li> </ul>	Federal - Transport Canada	March 7, 2006  Extensions issued: <ul style="list-style-type: none"> <li>March 14, 2008</li> <li>March 23, 2009</li> <li>Undated 2012</li> <li>September 30, 2014</li> </ul>	n/a	Existing authorization remains valid for the Project
<i>Fisheries Act</i> <ul style="list-style-type: none"> <li>Section 35(2) Authorization - Harmful Alteration, Destruction or Disruption of Fish Habitat (Temporary Wharf and Work Surface)</li> </ul>	Federal - DFO	December 4, 2006  Extensions issued: <ul style="list-style-type: none"> <li>Undated 2009</li> <li>April 19, 2012</li> <li>February 19, 2015</li> </ul>	n/a	Existing authorization remains valid for the Project
<i>Environment Act</i> <ul style="list-style-type: none"> <li>Wetland (Division I) Approval</li> </ul>	Provincial - NSE	October 6, 2004	n/a	Wetland work has been completed. Existing authorization remains valid for the Project. No further wetland work is planned
<i>Public Highways Act</i> <ul style="list-style-type: none"> <li>Breaking Soil of Highways Permit</li> </ul>	Provincial - Nova Scotia Transportation and Infrastructure Renewal (NSTIR)	September 23, 2004	n/a	Existing authorization remains valid for the Project
<i>Beaches Act</i> <ul style="list-style-type: none"> <li><i>Beaches Act</i> Clearance</li> </ul>	Provincial - NSDNR	October 19, 2004	n/a	Existing authorization remains valid for the Project
Municipal Development Permit	Municipal - Eastern District Planning Commission	January 7, 2005  Renewal issued: <ul style="list-style-type: none"> <li>April 5, 2006</li> </ul>	Issued December 1, 2014	Existing authorization remains valid for the Project

## ***1.9 Approach***

The approach to the preparation of this environmental assessment has been to review the permits that were in place, to meet with the regulatory agencies and to identify those regulatory matters that needed to be updated as a result of the proposed modifications to the facility. Recognition has been given by all involved to the volume of work previously completed for the Bear Head LNG import project and the authorizations and approvals that were issued and have been maintained. Of particular relevance to this Class I environmental registration is the environmental effects assessment completed by Jacques-Whitford Environmental Limited in 2004 (JWEL, 2004a) on behalf of, and in consultation with, Access Northeast Energy Inc.; this provided a thorough evaluation of the baseline environmental conditions in the Project area and presents detailed accounts of the environmental effects of the Project as then conceived. This work provides the key reference for this registration. The focus of this regulatory submission, following extensive discussion with federal and provincial regulators, has been to concentrate on those matters where change has occurred, either as a result of project changes or circumstantial changes since the original authorizations.

## ***1.10 Spatial and Temporal Boundaries***

The study area for this Class I environmental registration includes the footprint of all works associated with the construction and operation of the proposed LNG export facility and those areas within which project-environmental interactions could reasonably be expected to occur. It is not possible to establish a single study area boundary that accurately accommodates the spatial characteristics of all potential project-environmental interactions. For example, the study boundary for terrestrial impacts is very much determined by the footprint of the proposed facilities, i.e., areas that have been or will be disturbed by the construction of the proposed facility. The study area for ornithological work is of necessity greater and that referenced for the socio-economic analysis is the geographically most extensive in order to take into account the consequences of the project for local residents and indeed for the Province. Temporal boundaries extend from the short term associated with construction to those that will endure throughout Project operation.

### ***1.11 Structure of the Document***

This report documents the environmental assessment of the effects of the proposed construction, operation and decommissioning of the proposed LNG export facility at Point Tupper. A comparison between the Environmental Assessment Regulations, pursuant to Section 49 of the Nova Scotia Environment Act, and the content of this Registration Document is presented in Table 1-5.

This report consists of the following sections:

- ◆ Section 1 provides an introduction to the proponent and the proposed project, and an overview of the approach to the work that has been undertaken in light of the approvals and authorizations that are in place for the earlier configuration;
- ◆ Section 2 is a description of the Project, including health, safety and environmental management commitments, and risk assessment;
- ◆ Section 3 outlines the public consultation and aboriginal engagement undertaken for the Project;
- ◆ Section 4 is a description of existing environmental conditions;
- ◆ Section 5 lays out the methodology for assessment of potential environmental effects;
- ◆ Section 6 presents the environmental effects assessment; and,
- ◆ Section 7 summarizes the potential environmental effects of the project.

This Class I registration document includes graphics, mapping and the following appendices:

Appendix A: Updated Permitting Documentation

Appendix B: Technological Risk Assessment

Appendix C: Metocean Study

Appendix D: Flora and Fauna Data

Appendix E: Atlantic Canada Conservation Data Centre (ACCDC) Data Report

Appendix F: Archaeological Maps and Images

Appendix G: Air Quality Assessment

Appendix H: Noise Assessment

Appendix I: Mi'kmaq Ecological Knowledge Study (MEKS)

**Table 1-5: Concordance with Environmental Assessment Regulations made under Section 49 of the *Environment Act***

Environmental Assessment Regulations, Subsection 9 (1A): To register an undertaking, a proponent must submit all of the following to the Department:		
Item	Inclusions	Section
a)	All applicable fees prescribed under the Act	✓
b)	A registration document in the format provided by the Administrator that includes the following:	
(i)	the name of the proposed undertaking	Section 1
(ii)	the location of the proposed undertaking	Section 1
(iii)	the name, address and identification of the proponent,	Section 1
(iv)	a list of contact persons for the proposed undertaking and their contact information	Section 1
(v)	the name and signature of the Chief Executive Officer or a person with signing authority, if the proponent is a corporation	Section 1
(vi)	details of the nature and sensitivity of the area surrounding the proposed undertaking	Section 4
(vii)	the purpose and need for the proposed undertaking	Section 1, Section 2
(viii)	the proposed construction and operation schedules for the undertaking	Section 2
(ix)	a description of the proposed undertaking	Section 2
(x)	environmental baseline information	Section 4
(xi)	a list of licenses, certificates, permits, approvals and other forms of authorization that will be required for the proposed undertaking	Section 1 and Appendix A
(xii)	all sources of any public funding for the proposed undertaking	N/A
(xiii)	all steps taken by the proponent to identify the concerns of the public and aboriginal people about the adverse effects or the environmental effects of the proposed undertaking	Section 6
(xiv)	a list of all concerns expressed by the public and aboriginal people about the adverse effects or the environmental effects of the proposed undertaking	Section 6
(xv)	all steps taken or proposed to be taken by the proponent to address concerns of the public and aboriginal people identified under subclause (xiv)	Section 6