

Partnership For The Sustainable Development Of  
Digby Neck & Islands Society

RID #37

RECEIVED  
NWP PROGRAM  
MARITIMES

2003 MAR 26 A 1:55

March 19, 2003

Regional Superintendent  
Navigable Waters Protection Act  
Department of Fisheries and Oceans  
P.O. Box 1000  
Dartmouth, N.S.  
B2Y 3Z8

Superintendent:

Re: Application by Global Quarry Products under Section 5 of the Navigable Waters Protection Act for approval of the plans and site, of work described under deposit # 2704, for a Marine Terminal in the Bay of Fundy at White Cove, Digby County, Nova Scotia.


We have reviewed the information provided in deposit # 2704 with respect to the above noted marine terminal and would ask you to consider the following objections to this proposal:

1. The drawing of the details of the terminal are described as "Preliminary Concept". What would approval of a preliminary concept mean? How could your department establish detailed requirements for navigational aids if the proponent is able to make major modifications to the proposed terminal? It is impossible to carry out a detailed engineering evaluation of the proposal based on these drawings. (See item 6.);
2. The survey plan showing the general location of the terminal at the tip of White Point and a general outline of what is claimed to be the property of Global Quarry Products, does not indicate the presence of a separate, privately-held property with shore front rights located in the vicinity of the proposed marine terminal;

3. The proposed terminal, which projects some 200 meters out from high water mark, will interfere with the normal navigation routes of small craft around White Point. There are at least 11 lobster boats that operate in the near shore waters from Petite Passage to Sandy Cove on the Bay of Fundy shore. These boats will sail within 200 meters of White Point when traveling against the tidal current flow, and when fishing their near shore, "kelper" traps. In addition to the lobster boats which will be operating from November to June, there are a number of small ( less than 40' ) fishing boats that fish and navigate these waters during the months from April to November. Sailing around this pier and dealing with the docking of a 700' vessel on an unspecified basis will present both operational and safety concerns to these fishermen;
4. At White Point, there is a significant tide rip which develops due to the features of the coast line. At the approximate location of the berthing dolphins, our local fishermen indicate that the normal Bay of Fundy currents of 2 to 2.5 knots may be 1.5 to 2 times that strength. The very near shore currents are in a bit of an eddy and are significantly less than the normal 2 knots. When the wind and the tide directions are opposing, a significant increase in sea state occurs at this tide rip. This means that forcing the smaller boats to sail out around the proposed terminal will present a safety hazard to them.
5. The tourism operators in the Bay of Fundy area are presently working hard to promote such sports as salt water kayaking, canoeing and other small boat activities. For these craft to travel against the Bay of Fundy tides and/or in fog conditions, it is essential that they hug the shore line. Unless they navigate under the proposed structure, which in itself would be hazardous, such vessels would have difficulty rounding White Point against the tide. If they try to go around the pier against the tide in adverse wind and /or fog conditions, they would be facing a hazardous safety situation; and
6. The rip tide and the associated higher sea state conditions not only present a safety concern for the local craft in these waters but also to the large vessels which will be using this pier. These safety concerns are amplified in the presence of fog, which is a common occurrence at this site. The proponents of this project have already stated publicly that the weather conditions that occur during the winter months could cause them to curtail shipments. Weather conditions in the Bay of Fundy are very changeable and unpredictable at all times of the year. The concept of an unprotected marine terminal on the Fundy shore of Digby Neck is one that many local residents have difficulty accepting. Whose responsibility would it be to determine the weather

conditions which would make docking at this facility hazardous? Before any proposed marine terminal is approved for locating at or near White Cove, we would suggest that a detailed engineering feasibility study be carried out as to the viability of such a terminal. The potential environmental dangers of a 700' freighter being wrecked on the Bay of Fundy shore constitute grounds for calling a public review panel before approval is given to such a terminal.

On behalf of the Partnership for the Sustainable Development of Digby Neck & Islands Society:  
Response to Navigable Waters, N-22, Committee:

  
Chair  
Nova Scotia

  
N.S.

  
Nova Scotia

c.c.

Honourable Robert G. Thibault, Minister of Fisheries and Oceans  
Honourable Gordon Balsler, MLA, Minister of Agriculture and Fisheries  
Honourable Ronald S. Russell, MLA, Minister of Environment & Labour  
Honourable Timothy A. Olive, Minister, Department of Natural Resources  
Honourable John F. Hamm, Premier of Nova Scotia  
Right Honourable Jean Chretien, P.C., M.P., Prime Minister of Canada  
Mr. Peter Stoffer, M.P.  
Mr. Howard Epstein, MLA  
Mr. Wayne Gaudet, MLA  
Mr. Russell McKinnon, MLA  
Mr. Ron L'Esperance, Deputy Minister, Dept. of Environment & Labour  
Mr. Daniel Graham, Deputy Minister, Dept. of Natural Resources  
Warden Jim Thurber, Digby Municipal Council