

Department/Agency	Transport Canada
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- 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?

Yes, the proposed second berth expansion and associated infill at the Point Rouse facility will require an approval under the *Canadian Navigable Waters Act* (CNWA). We offer the following information:

Based on the information provided, the proposed Point Rouse – Port Expansion Project, Baie Verte, NL includes marine facilities consisting of the following main components:

- Shoreline infilling
- Rock filled access causeway
- Armourstone placement for erosion control
- Timber cribs for barge berthing
- Barge installation
- Mooring bollards
- Barge access ramp

The project will be located on scheduled waterways under the CNWA and the proponent will need to consider the information and application guidance provided under the *Navigation Protection Program* heading in the next section of this document.

Indigenous and public consultation are both considered within the CNWA approval process.

- Using Table 1**, identify project- and context- specific **key issues**, based on the expertise within your mandate<sup>1</sup> 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:

At this time, Transport Canada (TC) has not identified any key issues related to this proposed project. Additional information for the Proponent follows:

#### **Navigation Protection Program (NPP):**

NPP has not identified any key issues with respect to navigation. The proposed project will require a CNWA approval(s), and any direct effects on navigation will be addressed through conditions of the CNWA approval/permit that is issued.

The application process (to submit an application) can be accessed at the following link: [External Submission Site for the Navigation Protection Program](#) (create an account first if needed)

Additional guidance information and links for the NPP regulatory process can be found here:

*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>

NPP Contact coordinates:

#### **Navigation Protection Program | Programme de protection de la navigation**

Transport Canada - Atlantic Region / Heritage Court, 6<sup>th</sup> Floor, 95 Foundry Street, Moncton, N.B. E1C 5H7 |  
Transports Canada - Région de l'Atlantique / Place Héritage, 6<sup>e</sup> étage - 95 rue Foundry, Moncton, N.-B. E1C 5H7  
Tel | Tél. : 506-851-3113 / Fax | Téléc. : 506-851-7542  
**Email / Courriel:** [NPPATL-PPNATL@tc.gc.ca](mailto:NPPATL-PPNATL@tc.gc.ca)

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](#)

Transports Canada introduit une nouvelle structure de redevances, en vertu de la *Loi sur les eaux navigables canadiennes*, dans le cadre de l'initiative de modernisation des frais. Plus d'informations ici: [La Gazette du Canada, Partie 2, volume 158, numéro 14 : Règlement sur les droits relatifs à la Loi sur les eaux navigables canadiennes](#)

#### **Marine Safety (MARSAP):**

Currently, MARSAP has not identified any key issues related to shipping with the proposed project. Marine shipping in the area (i.e. Baie Verte, NL) is currently well established and includes pilotage, which provides support to safely navigate vessels in the area.

MARSAP are responsible for providing the marine safety expertise that's necessary in working with proponents, partnering governments and agencies, and Indigenous groups within the Impact Assessment (IA) process to undertake a Navigation Safety Assessment Process ([NSAP Guidelines](#)), if necessary. The scope of a NSAP may vary, depending on the Impact Assessment Agency of Canada's determination and the nature and location of the proposed project.

<sup>1</sup> Refer to the [Memoranda of Understanding with IAAC](#).

For this project it will be important to know if the current supports (pilots, tugs, charts, navigational aids, etc..) are sufficient for the increase in vessel size that may call to the expanded Port. Considering this, the Proponent should consult the NSAP guidelines provided above and determine what studies / surveys might help further inform future project information that may be required.

**Marine Security (MARSEC):**

Currently, the Operator of the existing facility has a valid Marine Security Statement of Compliance. Whenever a facility proposes significant changes in infrastructure or type/volume of operations, TC (MARSEC) conducts an additional security assessment and following that assessment, a new Marine Facility Security Plan is submitted to TC for approval. MARSEC is in close contact with the Operator's Marine Security Facility Officer at the current facility.

J. Jason Flanagan, M.Sc.

Senior Environmental Advisor

Environmental Programs

Transport Canada, Atlantic Region

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Name and title of Departmental / Agency Responder

Date: January 9, 2026