

Indigenous Communication Plan Vessels Used for the Black Point Quarry Project

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1.0 Context

The Black Point quarry is located on the south shore of Chedabucto Bay approximately 4.0 km east of Fox Island in Guysborough County, Nova Scotia (**Figure 1**). The quarry includes a marine terminal (**Figure 2**) and will utilize a defined shipping route (**Figure 3**). Aggregate from the quarry (crushed granite rock) will be transported from the marine terminal in bulk carrier ships, as large as Panamax-sized (up to 70,000 deadweight tonnage or DWT), to ports along the eastern and Gulf coast markets of the U.S.

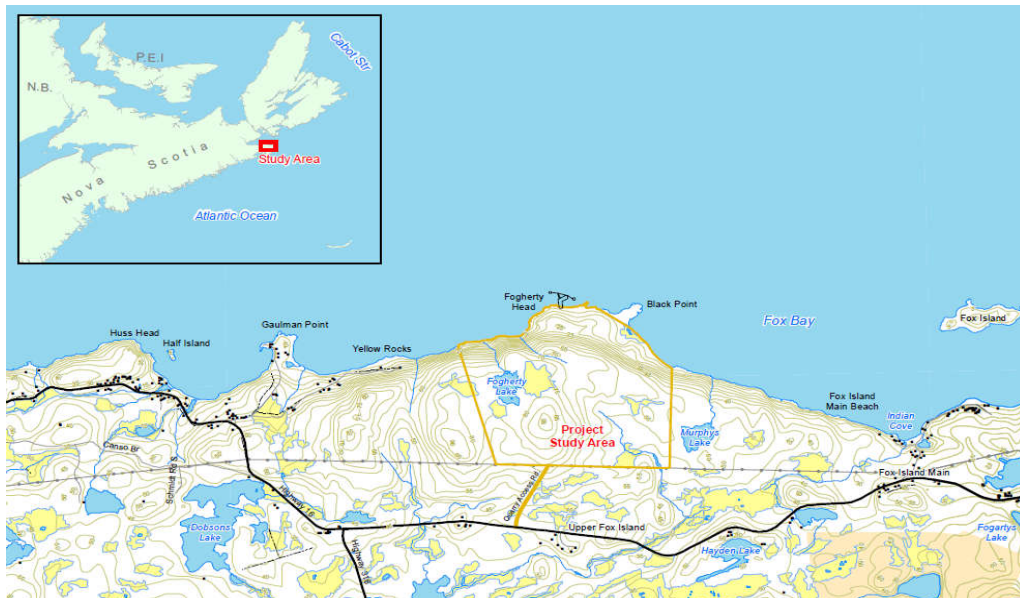


Figure 1: Location of the Black Point Quarry on the south shore of Chedabucto Bay.

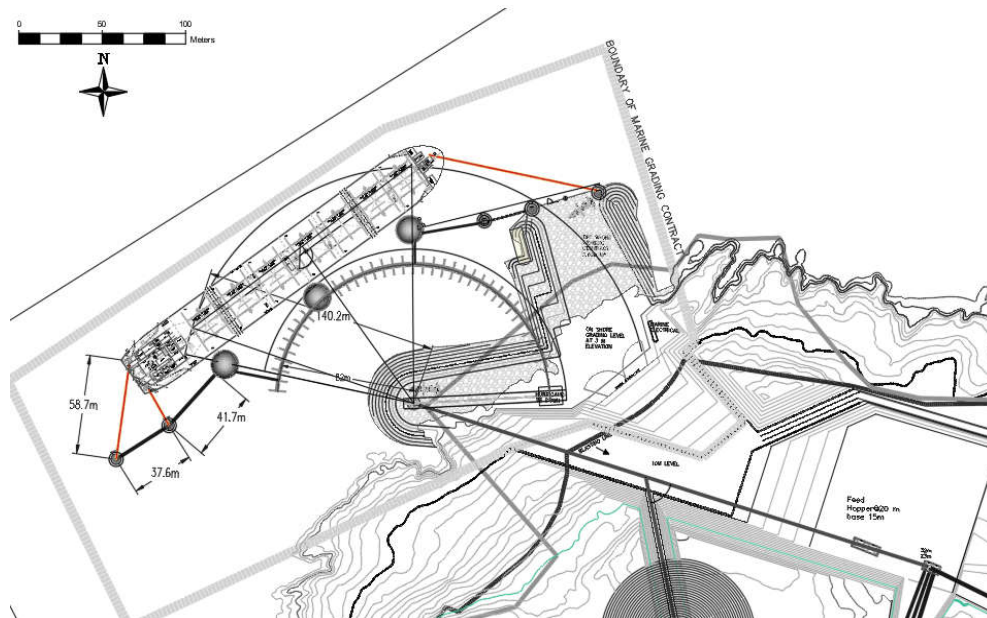


Figure 2: Preliminary drawing of the marine terminal, Black Point Quarry

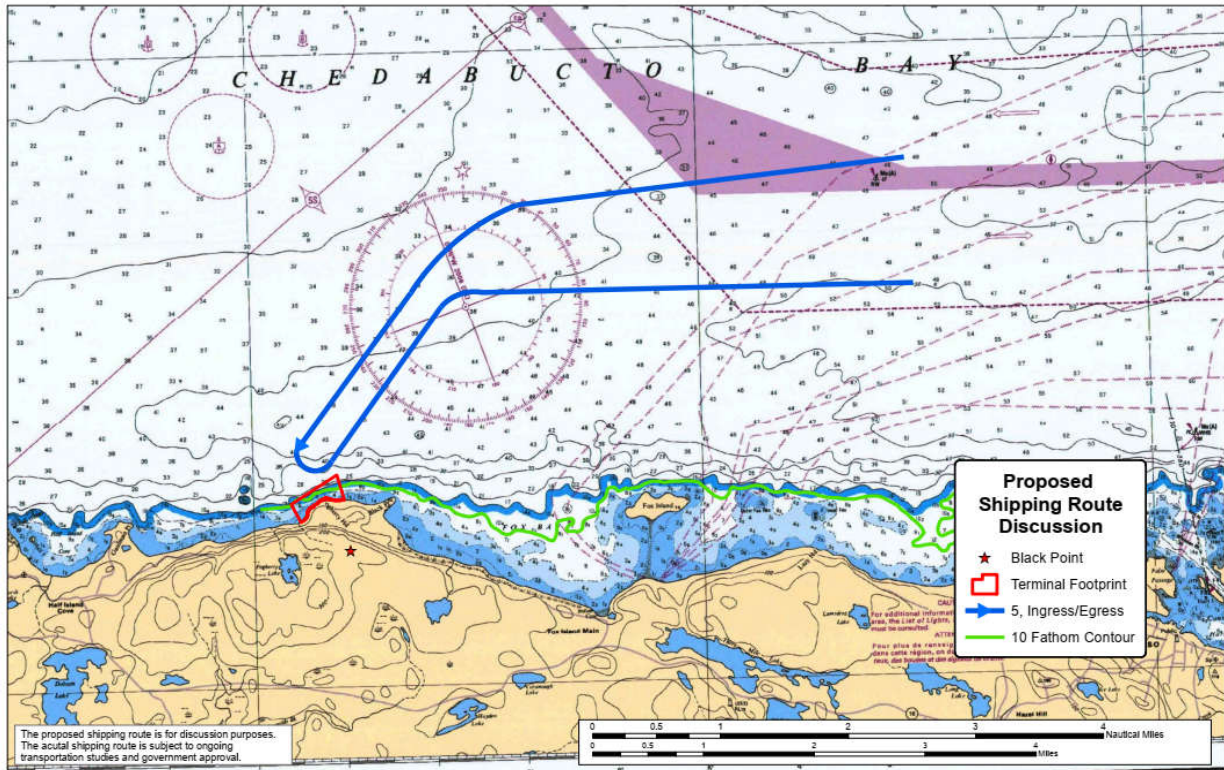


Figure 3: Shipping route utilized by Black Point quarry vessels **during lobster season**

2.0 Objective

As required by Environmental Assessment Condition 5.3 issued by the Impact Assessment Agency of Canada (IAAC), this communication plan has been developed to minimize interaction between project-related vessels and Indigenous fishers. Condition 5.3 states:

The Proponent shall develop and implement a plan for communicating with Indigenous groups to minimize interaction between Designated Project-related vessels and Indigenous groups. The plan shall be developed prior to construction and include procedures and practices for sharing information on the following:

- 5.3.1 location and timing of Designated Project-related activities;
- 5.3.2 location and timing of traditional fishing activities by Indigenous groups; and
- 5.3.3 ways in which Indigenous groups can provide feedback to the Proponent about adverse environmental effects related to Designated Project-related marine traffic.

3.0 Procedures and Practices for Information Sharing

3.1 Location and Timing of Shipping Activities

The location of Black Point-related shipping activities – the designated shipping route to and from the marine terminal - is shown on **Figure 3**.

Ships will typically require two hours to traverse Chedabucto Bay when arriving or departing from the terminal. During that time, both inbound and outbound (over a distance of 15 nautical miles), the ship will be under the direct control of a local pilot as required by Canadian regulation. The ship will remain berthed during loading, which will require approximately 22 hours. The marine terminal will host one ship per week for the first several years, ramping up to two ships per week should market conditions warrant this level of activity. Aggregate shipping is expected to begin in 2026.

3.2 Location and Timing of Traditional Fishing Activities by Indigenous Groups

Indigenous commercial and traditional fishing activity occurs in Chedabucto Bay. A Mi'kmaw Fisheries Study undertaken by Mainland Mi'kmaq Developments Inc (MMDI) for the project in 2016 compiled a list of species harvested for food, social and ceremonial purposes within a 10 km radius of the project. Marine open-water species include cod, flounder, gaspereau, haddock, herring, lobster, mackerel, perch, pollock, porpoise, seal, skate, striped bass and tuna.

According to MMDI, the communities of Eskasoni, Wagmatcook, Membertou, Millbrook, Pictou Landing, Potlotek, Glooscap and Sipekne'katik harvested lobster, tuna, shrimp, mackerel, herring, sea urchin and snow crab in the Black Point project area for commercial purposes in 2016.

MMDI notes that several species could be fished year-round but tuna, mackerel, cod, haddock, herring, and pollock are primarily harvested from September to November. The location and timing of Indigenous fishing activity will be further discussed in meetings with KMKNO and interested Indigenous communities.

3.3 Information Sharing and Feedback

Information sharing and Indigenous feedback regarding vessels used in Black Point operations can occur by various means. First, each of the management plans prepared by the proponent Black Point Aggregates Inc. (**BPAI**) below contains guidance regarding to two-way information sharing and feedback, including with respect to emergency events. These plans have been circulated to KMKNO and the communities of Sipekne'katik, Paqtnkek, and Millbrook¹.

1. Black Point Quarry Mi'kmaq Engagement Strategy and Complaint Resolution Plan
2. Black Point Quarry Communication and Complaint Resolution Plan

¹ Membertou also received the Mi'kmaq Engagement Strategy but indicated they did not need to review additional management plans.

3. Black Point Quarry Spill Contingency Plan and Marine Oil Spill Emergency Plan
4. Black Point Quarry 3500 Highway 16 Municipality of the District of Guysborough, Nova Scotia Emergency Response Plan

Second, dedicated BPAI staff have undertaken (and will continue to undertake) regular meetings with KMKNO, Sipekne'katik, Paqtnkek, and Millbrook. The primary objective of these meetings is to share project information (management plans, permit applications, vessel routing, construction sequencing, etc.) and identify then resolve any emerging issues raised by the Mi'kmaq. These meetings are a critical and effective tool to identify, document and resolve issues related vessel traffic and Indigenous fishing activities.

Finally, Black Point Aggregates Inc. provides the following contact information for any additional questions related to vessel traffic, timing, fishing activities and other marine-related concerns. This list will be updated with contact information for on-site Black Point staff, once the marine terminal construction is started (currently anticipated for 2026).

Table 1: BPAI and Other Contact Information

Name	Telephone	Email
BPAI Staff		
Chris Ridgway, Manager, Geological Services	205.873.6328	ridgwayc@vmcmailc.com
Atisthan Roach, Manager, Community and Government Affairs	205.298.3189	roacha@vmcmail.com
External Emergency Contacts		
24-hour marine incident and emergency reporting line	1-888-850-4625	
Marine Animal Rescue Society (MARS)	1-866-567-6277	
Sydney MCTS Officer in Charge (Canadian Coast Guard)	902-564-7752	