

April 08,2010

SABLE SEABED SURVEY-EA (EXXONMOBIL CANADA PROPERTIES)

COMMENTS FROM TRANSPORT CANADA:

- (1) Page 6 Table 1, Routine Project Emissions/Discharge/Solid Waste:
- (a) 1st row(Generators, engine and utilities exhaust fumes on offshore vessels), last column- Air emission also need to comply with the Regulations for the Prevention of Pollution from Ships and for Dangerous Chemicals(Canada Shipping Act 2001) as well as IMO's MARPOL Annex VI.
 - (b) 2nd row (light), last column-Please change the wording "*Canada Steamship Act*" to *Canada Shipping Act 2001* Compliance requirements as per Collision Regulations (International Regulations for Preventing Collision at Sea,1972 with *Canadian modification*).
 - (c) 4th row(Bilge water), Discharge of bilge (if required) must be through the vessels Oily Water Separator (OWS).
 - (d) 5th row (Ballast Water)- The Chartered vessel need to comply with Ballast Water Control and Management Regulation (CSA 2001)
 - (e) 6th row(Misc Solid Waste)- Any contaminated ballast water shall not be discharged unless through the Oily Water Separator. Compliance with MARPOL as well as CSA 2001-Regulations for the Prevention of Pollution from Ships and for Dangerous Chemicals.
- (2) Page 16, Sec 2.3.2
- Commercial Shipping:** Proponent will need to make arrangements to ensure that the operations are broadcast for ship traffic through "*Notices to Mariners*". (FYI Note: For NOTSHIP's contact Sydney CGR/MCTS as they handle these.
- (2) Page 22, Table 4
- 3rd row –“Air Emissions” Atmospheric emissions should be in compliance with IMO's MARPOL Annex VI as well as CSA 2001- Regulations for the Prevention of Pollution from Ships and for Dangerous Chemicals.