

RIGS Energy Atlantic: Q&A

August 2026

Discharge water management

- Water is only used when the RIGS Energy Atlantic facility operates in generating mode, anticipated to be approximately seven percent of the time. This is the only time when any discharge water will be produced. The discharge water is then removed from site to be treated off-site at a certified and registered treatment facility.
- The process:
 - Raw groundwater passes through nano-filtration, two phases of reverse osmosis, and a polishing stage
 - Approximately 95% of extracted water is recovered as usable demineralized water for plant processes
 - The remaining ~5% becomes discharge water

1. What change to discharge water management is being proposed?

- Previously, treated process water was planned to be discharged on-site. This discharge pathway has now been completely removed
- The RIGS Energy Atlantic facility will no longer discharge any process water on-site
- This means no discharge water will be released into the surrounding environment
- This design change removes the surface-water/groundwater discharge pathway from the project entirely, an approach that reflects the project's commitment to responsible development

2. What will happen to the discharge water?

- All process water will be collected and temporarily stored on-site in holding tanks.
- It will be transported off-site by tanker truck and treated at a licensed, approved industrial treatment facility.
- This approach eliminates any discharge to local surface water or groundwater.

3. What happens if transportation is not available during a multi-day winter storm?

- A lined holding pond is also available on-site for temporary storage during multi-day winter storms when truck access may be limited; the liner prevents contact with surrounding soils or groundwater

4. Does water use and discharge water production differ depending on how the plant is operating (synchronous condensing mode vs. generation mode)?

- When operating in synchronous condensing mode (expected to be roughly 85% of the facility's operating time) there is no associated water draw, use or discharge water production. There is also no fuel use when operating in this mode
- Water use and discharge water production occur only during electricity-generation mode (approximately 7% of operating time), when water is used to support emissions control

5. What does this change mean overall?

- Discharge water will not be released locally and will be fully managed, transported, and treated off-site
- The project moves from an on-site discharge model to a fully controlled off-site licensed water treatment system

6. Where is the discharge water being transported for treatment?

- It will be transported via tanker truck to an approved industrial treatment facility in Nova Scotia

Trucking, Traffic & Road Use (Rte. 940)

1. What is the load size and weight of the tanker trucks, and what route will they take from the site to the treatment facility?

- A tractor-trailer truck pulling two trailers connected together will be used
- The weight of the truck and trailers is approximately 23,000 kg
- The trucks will carry a daily average of 45m³ of discharge water
- The likely approach for larger equipment is to enter from the Shemogue end of Route 940 to minimize traffic through the community

2. How many trucks per day will be hauling discharge water?

- Discharge water removal is estimated at an average of two truckloads per day
- Trucks operating in connection with the RIGS Energy Atlantic facility will comply with all applicable regulations

3. Will lights be installed at the site entrance?

- Any traffic control measures affecting Route 940, would be at the direction of the provincial Department of Transportation and Infrastructure
- If traffic control measures are required, PROENERGY will collaborate and cooperate fully

4. Who will be responsible for the additional repair and maintenance of Rte. 940 due to heavy vehicle traffic from all stages of the RIGS project?

- PROENERGY has communicated to local residents and the Department of Transportation and Infrastructure to monitor and maintain the condition of Route 940 and ensure that it is maintained in the same condition as it was found
- PROENERGY has conducted a baseline assessment of road conditions and completed detailed video documentation of Route 940's condition prior to any project activity
- Heavier loads will use specialized equipment to minimize road damage during transport and will follow all applicable government regulations