



**NIRB File No.: 17XN011**

January 29, 2018

To: Grays Bay Road and Port Screening Distribution List  
Kitikmeot Distribution List

**Re: Commencement of the NIRB's Review of Kitikmeot Inuit Association and the Government of Nunavut's "Grays Bay Road and Port" Project Proposal**

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Dear Parties:

On January 15, 2018 the Nunavut Impact Review Board (NIRB or Board) received correspondence issued on behalf of the Minister of Crown-Indigenous Relations and Northern Affairs, in coordination with the Department of Fisheries and Oceans and the Canadian Coast Guard Canada, Natural Resources Canada, and Transport Canada (the responsible Ministers) regarding the NIRB's October 31, 2017 Screening Decision Report for the Kitikmeot Inuit Association and the Government of Nunavut's "Grays Bay Road and Port" Project Proposal (NIRB File No.: 17XN011). The responsible Ministers have accepted the Board's determination that the Grays Bay Road and Port project proposal requires a full environmental review and determined that the project proposal shall be subject to review by the NIRB pursuant to section 94(1)(a)(iv) of the *Nunavut Planning and Project Assessment Act*, S.C. 2013, c. 14, s. 2 (*NuPPAA*).

The objective of this correspondence is to formally commence the NIRB's Review of the Grays Bay Road and Port project proposal, to outline next steps and anticipated timelines, and to provide a *Draft* Scope List for information only. As noted in correspondence released by the NIRB on January 17, 2018 regarding the responsible Ministers referral, the five (5) particular issues or concerns relating to the proposal noted by the Board in the Screening Decision Report will be given careful consideration throughout the Review of the project proposal.

All information pertaining to the NIRB's Review of this project proposal including the correspondence from the responsible Ministers can be accessed online from the NIRB's online public registry at [www.nirb.ca](http://www.nirb.ca) by using any of the following search criteria:

- Project Name: Grays Bay Road and Port
- NIRB File No.: 17XN011
- Application No.: 125069

## DRAFT SCOPE LIST

The requirements of the NIRB's Review process are defined by the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada (Nunavut Agreement)* and the *NuPPAA*. As per s. 99(1)(a) and (b) of the *NuPPAA*, the first step in the Review process requires that the Board determine the **scope of the project** proposal, as well as the **scope of the assessment**.

The **scope of the project** shall be defined in relation to the project proposal received by the NIRB from the Proponent, and must include any work or activity identified in the project proposal, as well as any other work or activity that the Board considers sufficiently related to the project. The Board may also exclude any work or activity from the scope that it considers insufficiently related to the project. If the NIRB determines that an inclusion or exclusion to scope of the project should be made, the Board may only do so following consultation with the proponent and after considering any comments the Proponent may provide. Should the Board make an inclusion to the scope of the project, it must not proceed with its review until the Nunavut Planning Commission and responsible Ministers have had opportunity to again exercise their powers and perform their duties or functions in relation to the entire project.

The **scope of the assessment** determines the expectations of the process based on significant issues related to the proposed project, defining the components of the biophysical and/or socio-economic environment that could be impacted by the Project and for which there is public concern. This scope confirms which valued ecosystemic and socio-economic components must be considered to determine the potential for impacts associated with the project proposal through all planned project stages of the development, and which the Proponent will be required to examine within its Environmental Impact Statement.

Based on the proposed Grays Bay Road and Port project description as referred to the NIRB for screening on January 20, 2017, the direction received from the responsible Ministers, and the requirements of the *Nunavut Agreement* and the *NuPPAA*, the NIRB has developed the enclosed *Draft Scope List (Appendix A)*.

By copy of this letter, the NIRB is releasing the *Draft Scope List* for parties' information only at this time as the document is currently being translated into French, Inuktitut and Inuinnaqtun. Once the document has been translated, the NIRB will release the *Draft Scope List* (in all languages) to all responsible authorities, parties with jurisdictional responsibility for aspects of the proposed Project and other interested parties to review the *Draft Scope List*.

## EIS GUIDELINES DEVELOPMENT AND SUBMISSION

Section 12.5.2 of the *Nunavut Agreement* and s. 101(1) of the *NuPPAA* directs the NIRB to issue Guidelines to the Proponent in respect of the preparation of a statement of the ecosystemic and socio-economic impacts of the project (*an Environmental Impact Statement [EIS]*). An EIS is a detailed document prepared by the Proponent in accordance with the EIS Guidelines issued by the NIRB, which identifies, predicts, evaluates, and communicates information about the ecosystemic and socio-economic impacts of a project proposal. An EIS also provides for the

identification and development of mitigation measures – those provisions or measures, which are designed to control, reduce, or eliminate potentially adverse impacts of an activity or the project.

The NIRB will draw on information obtained during the scoping of this Project in the development of the EIS Guidelines, and will also offer opportunity for public comment (*both* written and oral) into their development. At the completion of this iterative process, the NIRB will issue the EIS Guidelines to the Proponent for its preparation of an EIS for the Project.

Section 12.5.2 of the *Nunavut Agreement* and s. 101(3) of the *NuPPAA* contain a list of information to be included within an EIS and grants the NIRB authority to add, “any other type of information relating to a matter within the Board’s jurisdiction that the Board considers relevant in the circumstances.”

The NIRB is currently preparing *Draft* Guidelines for the Preparation of an Environmental Impact Statement (*Draft* EIS Guidelines) for the Grays Bay Road and Port project based on the requirements of the *Nunavut Agreement* and the *NuPPAA*. As with the *Draft* Scope List, the *Draft* EIS Guidelines will be translated into French, Inuktitut and Inuinnaqtun prior to public comment being invited. Once the document has been translated, the NIRB will release both the *Draft* EIS Guidelines and the *Draft* Scope List (in all languages) to all responsible authorities, parties with jurisdictional responsibility for aspects of the proposed Project and other interested parties to review the documents and provide comments and suggested revisions for the NIRB’s consideration.

#### PUBLIC SCOPING SESSIONS

The NIRB’s Review process requires the development of a public participation and awareness program intended to initiate engagement with the public early in the assessment and to facilitate meaningful consultation throughout the Review with those communities, groups, and individuals potentially affected by the Grays Bay Road and Port proposal. The NIRB is scheduling public scoping and guideline consultation sessions throughout the Kitikmeot Region and in the Northwest Territories to consult with the public and interested parties in person regarding the scope of the Project and the scope of the assessment, with a focus on confirming which Valued Ecosystem Components (VECs) and Valued Socio-Economic Components (VSECs) should be used as the basis for the assessment. In addition, the NIRB will be soliciting oral comments on the *Draft* EIS Guidelines to ensure that those aspects of the guidelines which are likely to be (or that have been identified) as “core issues” by Indigenous participants are sufficiently detailed.

The public sessions will be designed to enable potentially impacted communities to participate directly in the NIRB’s process, and will attempt to meet the following objectives:

- Inform the public of the proposed Grays Bay Road and Port Project under Review;
- Explain the steps of the NIRB’s Review process, including how members of the public can become involved and effectively participate;
- Work with members of the public to identify VECs and VSECs that should be considered in the NIRB’s Review of the Project; and
- Work with members of the public to identify information requirements and issues of particular relevance to the community and the public potentially affected by the Project.

## NEXT STEPS

For the information and planning of parties, the NIRB has enclosed a more detailed Review process map and anticipated timeline for the Board's Review of the Kitikmeot Inuit Association and the Government of Nunavut's "Grays Bay Road and Port" project proposal. Please note that this timeline is subject to change based on project-specific circumstances, feedback received from parties, and the NIRB's discretion. The NIRB invites interested parties to provide feedback on the draft process map on or before **February 19, 2018**.

In summary, the following provides an overview of upcoming submission dates:

<b>January 29, 2018</b>	1) The NIRB issues the <i>Draft</i> Scope List for information only. Document sent for translation. 2) The NIRB issues the draft process map for comment.
<b>February 19, 2018</b>	Parties provide comments on the draft process map.
<b>March 5, 2018</b>	The NIRB issues the <i>Draft</i> Scope List and <i>Draft</i> EIS Guidelines (in all languages, with hard copies sent to community organizations) for public comment (60 days).
<b>March/April, 2018</b>	The NIRB conducts community information sessions in all Kitikmeot communities, Yellowknife, and Inuvik.
<b>April 23, 2018</b>	The NIRB issues summary report on the public scoping/guidelines sessions for information.
<b>May 4, 2018</b>	Parties provide comments regarding the <i>Draft</i> Scope List and the <i>Draft</i> EIS Guidelines.
<b>May 18, 2018</b>	The NIRB issues the <i>Final</i> Scope List and <i>Revised Draft</i> EIS Guidelines for information only. Documents are sent for translation.
<b>June 4, 2018</b>	The NIRB issues the <i>Revised Draft</i> EIS Guidelines for public comment (30 days).
<b>July 4, 2018</b>	Parties provide comments on <i>Revised Draft</i> EIS Guidelines.
<b>July 18-19, 2018</b>	The NIRB conducts a Guidelines Development Workshop in Kugluktuk.
<b>August 3, 2018</b>	The NIRB releases <i>Final</i> EIS Guidelines in English with translations to follow.

Please direct all comment submissions to the NIRB via fax to **(867) 983-2594** or via email at [info@nirb.ca](mailto:info@nirb.ca).

If you have any questions regarding the NIRB's Review of the Grays Bay Road and Port, please contact the Keith Morrison at [kmorrison@nirb.ca](mailto:kmorrison@nirb.ca) or by phone at (867) 983-4617.

Sincerely,



Kelli Gillard  
A/Director, Technical Services  
Nunavut Impact Review Board

cc: Paul Emingak, Kitikmeot Inuit Association  
Jim Stevens, Government of Nunavut  
Erica Bonhomme, Nunami Stantec  
Geoff Clark, Kitikmeot Inuit Association  
Wynter Kuliktana, Kitikmeot Inuit Association  
Karén Kharatyan, Nunavut Water Board  
Erika Zell, Government of Nunavut  
Tineka Simmons, Canadian Northern Economic Development Agency  
Georgina Williston, Environment and Climate Change Canada  
Jessica Taylor, Fisheries and Oceans Canada  
Graham Irvine, Health Canada  
Felexce Ngwa, Indigenous and Northern Affairs Canada  
Rob Johnstone, Natural Resources Canada  
Rachelle Besner, Natural Resources Canada  
Christopher Aguirre, Transport Canada

Attachment: Appendix A: *Draft* Scope List for the Grays Bay Road and Port Project Proposal

Enclosure (1): *Draft* Process Map for NIRB's Review of the Grays Bay Road and Port project proposal

**APPENDIX A**  
**DRAFT SCOPE LIST FOR THE GRAYS BAY ROAD AND PORT PROJECT PROPOSAL**

The Nunavut Impact Review Board (NIRB or the Board) is seeking feedback from interested parties to determine the scope of Kitikmeot Inuit Association and the Government of Nunavut's (the Proponent) proposed "Grays Bay Road and Port" project proposal (scope of the project) and the scope of the NIRB's Review of this project proposal (scope of the assessment).

**SCOPE OF THE PROJECT**

***1) Description of the project, the purpose of and the need for, the project***

The scope of the project proposal includes all physical works, activities, and/or undertakings, as scoped by the NIRB on August 17, 2017 for the Grays Bay Road and Port Project and encompasses the entire project life.

***a. Project Proposal Summary***

The proposed "Grays Bay Road and Port" project (the Project) involves the construction and operation of an all-weather road and port, located within the Kitikmeot region, with the road beginning at the Jericho site and continuing north to Grays Bay where a deep sea port would be constructed and operated. The Project would be undertaken through a partnership between the Kitikmeot Inuit Association and the Government of Nunavut with the objective of establishing infrastructure connecting the existing Tibbitt-Contwoyto Winter Road to the Northwest Passage and providing an economically viable supply route for Nunavummiut, public, and industrial operators in the area. The program is proposed to commence in June 2020 with a pre-construction phase of two (2) years, construction occurring over three (3) years, and operations continuing for at least 75 years as part of the design life. The facilities are designed as semi-permanent and there are no plans for closure and reclamation of the infrastructure.

***b. Project Components***

***i) All Weather Road***

*Activities and Facilities* would include construction and operations of an approximately 230 kilometre (km), permanent year-round, all-weather road, managed through a tolling regime, specifically:

- Road design: crest between 8.7 and 10 metres (m) wide, maximum vertical slope of 6%, and maximum cross-slope of 2.5%, and appropriate navigation aids.
- Truck turnouts established every 50 m to meet safety requirements during construction, with possible reuse of the gravel if turnouts are removed for operations.
- Up to 230 drainage areas would be required: approximately 18 single or multi-span bridges, up to 50 culverts of diameters between 1.5 m and 5 m, in addition to numerous culverts less than 1.5 m in diameter.

- Up to four (4) temporary camps used during construction of the road, relocated every three (3) months as construction progresses, with each camp to accommodate up to 80 personnel per year. Additional camp infrastructure would include: offices, maintenance shops, equipment and material storage, fuel storage (up to 20,000 litres (L) diesel stored in enviro-tanks, in addition to limited amounts of propane and gasoline), water use, and temporary waste and wastewater storage facilities.
- Wastewater and sewage transported to Grays Bay Port or Jericho Station for treatment, incineration or backhaul and disposal at accredited facility until permanent solid waste and sewage facilities are commissioned.

## ***ii) Grays Bay Port Facility***

*Activities and Facilities* would include construction and operations of a Grays Bay Port, open annually during the open-water season (July to October), managed through port fees, specifically:

- Initial development of one (1) wharf, designed based on the potential docking size of a 75,000 deadweight tonnes Ore-Bulk-Oil class 1A vessel, and a second wharf when demand warrants.
- Dredging of sea floor to reach appropriate depths in the development of the wharf.
- Installation of a small craft harbour to provide safe moorage for up to 50 vessels, including floating docks, launching ramp, refueling station containing approximately 5,000 L of gasoline, tent and refuge area, light vehicle parking for the public, and optional breakwater to reduce wave height within the harbour.
- Installation of appropriate navigation aids.
- Transport, temporary storage, and staging of materials and equipment including:
  - Mobilization of construction materials and equipment via two (2) ocean freighters and barges, lightering and delivering to the Grays Bay shore, followed by annual sealift deliveries during construction and operations.
  - During construction, staging and laydown areas established to store and maintain equipment and supplies, provide loading and unloading facilities, stockpile granular material, store fuel, and provide helicopter landing sites.
  - During operations, laydown and container storage area would support the receipt, handling, and storage of any materials or supplies required for any exploration and mining projects as well as community resupply.
- Establishment of a camp and associated port facilities: temporary accommodations of up to 60 personnel during construction, and permanent, seasonal accommodations for up to 20 personnel per year during operations; offices and support buildings; maintenance shops; generators; water management and waste water treatment facilities; solid waste and wastewater storage facilities including landfill and incinerator; and helicopter pad.
- Establishment of fuel storage facilities within secondary containment to initially contain 25 million litres (ML) of diesel with the potential to expand to 100 ML of diesel.
- Establishment of an up to 1,800 m airstrip constructed initially at either the proposed location of the permanent strip or at a widened section of the embankment along Grays Bay Road at a suitable location. The permanent 1,800 m gravel airstrip and access road

would be constructed and operated year round and involve support infrastructure including air traffic control, fuel storage facilities to hold up to 90,000 L of jet fuel, a shelter building, a cargo shelter, and maintenance garage for storage of snowplowing and airfield grading equipment.

- Progressive development of facilities for third party users, including accommodations, hotel, and commercial facilities which may require site grading.

### **iii) Jericho Station**

*Activities and Facilities* would include the establishment of the Jericho Station located at or near the existing Jericho Mine Site for maintenance crew and truck drivers, including:

- Construction and operations of a vehicle parking area, three (3) person camp, offices, refuelling facilities, refuge station, and associated water, waste, and power facilities. Wastes backhauled to accredited facility or disposed of at Jericho station if incinerator or permanent waste storage location established.
- Optional use of the existing airstrip associated with the Jericho Mine during construction to mobilize the workforce and to bring in supplies. During operations, potential use of the existing airstrip at Jericho for emergency response.
- Up to 5,000 L fuel stored at the airstrip in drums or enviro-tanks.
- Tank farm established within secondary containment to hold up to 20 ML of fuel.
- Staging areas constructed to store materials in transit from Grays Bay until winter road established.

### **iv) Winter Road**

*Activities and Facilities* would include the construction and operation of a winter road to connect various sites including:

- During construction, winter road sections would be constructed to access quarries and mobile camps along the all-weather road route.
- During pre-construction and annually thereafter, a winter road would connect the Jericho Station to Contwoyto Lake and the Tibbitt-Contwoyto Winter Road to transport supplies.
- During construction, approximately 1,000 trucks each winter season would transport supplies, with yearly amounts of traffic expected to decrease significantly during operations.

### **v) Quarrying**

*Activities and Facilities* would include quarrying of up to 40 temporary and permanent sites to supply up to 8,000,000 cubic metres (m<sup>3</sup>) of rock for construction of the road and port, with up to 100,000 m<sup>3</sup> required annually during operations for road maintenance. Locations approximately every seven (7) km and ideally within 500 metres of the proposed all-season road; every third quarry potentially a permanent quarry used for the life of the Project. Blasting may be required from some if not all quarries during construction; explosives would be stored in accordance with regulations.



## **vi) Water Use**

*Activities and facilities* would include water use of up to 600 m<sup>3</sup> per day (100,000 m<sup>3</sup> per year) during construction, and less than 100 m<sup>3</sup> per day during operations; sources yet to be determined.

## **SCOPE OF THE ASSESSMENT**

### ***1) Anticipated Effects of the Environment on the Project***

The scope of the assessment will include the potential for the Arctic environment to exert effects on the Project throughout the Project's life, including the following specific factors:

- a. Climate and meteorology including climate change
- b. Permafrost
- c. Geotechnical hazards including slope movement, differential or thaw settlement, frost heave, and ice scour
- d. Subsidence
- e. Flooding
- f. Unfavorable geological conditions
- g. Sea level change

The scope of the assessment will include the potential for conditions in Nunavut's unique socio-economic environment, including the following specific factors:

- a. Limited availability of labour and capacity
- b. Limitations on physical infrastructure

### ***2) Anticipated ecosystemic and socio-economic impacts of the Project***

The assessment of the potential for ecosystemic and socio-economic impacts to result from the proposed project components and activities as outlined in the section above will be inclusive of the factors listed below. The assessment of impacts to each valued ecosystemic or socio-economic component shall take into account appropriate temporal and spatial boundaries and draw upon relevant information from scientific sources, Inuit Qaujimaningit<sup>1</sup>, traditional and community knowledge.

- a. Air quality including greenhouse gases
- b. Climate and meteorology
- c. Noise and vibration
- d. Terrestrial environment, including:
  - i) Terrestrial ecology
  - ii) Landforms and soils
  - iii) Permafrost and ground stability
- e. Geological features including discussion of geology and geochemistry
- f. Hydrological features and surface water quality
- g. Hydrogeology and groundwater
- h. Sediment quality

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<sup>1</sup> Inuit Qaujimaningit encompasses Inuit traditional knowledge (and variations thereof) as well as Inuit epistemology as it relates to Inuit Societal Values and Inuit Knowledge (both contemporary and traditional).

- i. Freshwater aquatic environment, including:
  - i) Aquatic ecology
  - ii) Aquatic biota including representative fish as defined in the *Fisheries Act*, aquatic macrophytes, benthic invertebrates and other aquatic organisms
  - iii) Habitat including fish habitat as defined in the *Fisheries Act*
  - iv) Commercial, recreational, and Aboriginal fisheries as defined in the *Fisheries Act*
- j. Terrestrial vegetation
- k. Terrestrial wildlife and wildlife habitat, including:
  - i) Representative terrestrial mammals to include caribou, caribou habitat, migration and behavior, muskoxen, wolverine, grizzly bears, Polar Bears, wolves and less conspicuous species that may be maximally exposed to contaminants, with specific consideration of effects on caribou of the Bathurst and Dolphin and Union herds
  - ii) Wildlife migration routes and crossings, with specific consideration of potential effects on migration of the Bathurst caribou herd
- l. Birds and bird habitat, including:
  - i) Raptors
  - ii) Migratory birds
  - iii) Seabirds
- m. Marine environment, including:
  - i) Marine ecology
  - ii) Marine water and sediment quality
  - iii) Marine biota including fish and benthic flora and fauna
  - iv) Marine habitat
  - v) Commercial, recreational, and Aboriginal fisheries as defined in the *Fisheries Act*
- n. Marine wildlife
- o. Terrestrial and marine Species at Risk, including
  - i) Species under consideration for listing on the *Species at Risk Act*
  - ii) Species designated “at risk” by the Committee on the Status of Endangered Wildlife in Canada
- p. Socio-economic factors, including:
  - i) Economic development opportunities
  - ii) Employment
  - iii) Education and training
  - iv) Contracting and business opportunities
  - v) Population demographics
  - vi) Benefits and revenues (tax, royalties, etc.)
- q. Traditional activity and knowledge and community knowledge including:
  - i) Land use
  - ii) Food security
  - iii) Language
  - iv) Cultural and commercial harvesting
- r. Non-traditional land use and resource use
- s. Heritage resources
  - i) Archaeology

- ii) Paleontology
  - iii) Cultural
- t. Health and well being
  - i) Individual and community wellness
  - ii) Family and community cohesion
- u. Community infrastructure and public services
- v. Health and safety including employee and public safety
- w. Cumulative effects, giving specific consideration to the project in terms of existing, proposed, and reasonably foreseeable future mining and transportation infrastructure projects, with specific consideration of advanced mineral projects such as Izok Lake, Ulu, High Lake, the Tibbetts-Contwoyto Winter Road, and an all-weather road from the Northwest Territories
- x. Residual effects
- y. Transboundary effects

**3) *Measures proposed by the Proponent to avoid and mitigate adverse ecosystemic and socio-economic impacts, including contingency plans***

The scope of the assessment will include any contingency plans or risk management plans to avoid and mitigate adverse impacts caused by the proposed project components and activities. These plans must extend, where relevant, through all project phases. These plans shall take into account the appropriate temporal and spatial boundaries and are expected to draw upon relevant information from scientific sources, best practice as well as traditional and community knowledge and are to include, but not be limited to:

- a. Avoidance, Mitigation and Offsetting Measures specifically related to fisheries offsetting for the Grays Bay Road and Port Project
- b. Emergency response
- c. Spill response
- d. Hazardous materials management
- e. Accidents and malfunctions
- f. Regulatory requirements
- g. Monitoring and Adaptive Management
- h. Mitigation measures

**4) *Steps which the Proponent proposes to take to optimize benefits of the Project, with specific consideration being given to expressed community and regional preferences as to benefits***

The scope of the assessment will include steps that the Proponent proposes to take to optimize benefits of the project, and should include, but not be limited to:

- a. Compensation and benefits
- b. Health benefits
- c. Human health and well-being
- d. Employment
- e. Education and training
- f. Land use

- g. Contracting and business opportunities, and
- h. Any non-confidential details from an Inuit Impact and Benefit Agreement.

**5) *Measures proposed by the Proponent to compensate persons whose interests are adversely affected by the Project***

The scope of the assessment will include the steps that the Proponent proposes to take to compensate interests of parties adversely affected by the Project including all non-confidential details pertaining to any Inuit Impact and Benefit Agreement pursued in connection with the Project.

**6) *Measures proposed by the Proponent to restore ecosystemic integrity after the permanent closure of the project***

The scope of the assessment will include any closure and reclamation plans to ensure that issues associated with the effective closure and reclamation of all Project components are considered at the earliest possible stage in the development process, thereby influencing design to take into account environmental issues related to closure and reclamation. These plans must extend, where relevant, through all project phases. These plans shall take into account the appropriate temporal and spatial boundaries and are expected to draw upon relevant information from scientific sources, best practice as well as traditional and community knowledge and are to include, but not be limited to:

- a. Care and Maintenance
- b. Closure and Reclamation

**7) *Any monitoring programs that the Proponent proposes to establish and to manage the ecosystemic and socio-economic interests potentially affected by the Project***

The scope of the assessment will include any programs that would be established to monitor the potential ecosystemic and socio-economic impacts caused by the proposed project components and activities.

**8) *The interests in lands, waters and other resources which the Proponent has acquired or seeks to acquire***

The scope of the assessment will include consideration for any interests in lands, waters and other resources which the Proponent has secured or seeks to secure based on the proposed works and activities or undertakings that constitute the Grays Bay Road and Port project proposal.

<b><i>Organization</i></b>	<b><i>Requirement</i></b>
Nunavut Impact Review Board	Project Certificate
Nunavut Water Board	Type 'A' Water Licence
Kitikmeot Inuit Association	Land Use Licences, leases, easements, right-of-ways, and Quarry Concession Permit(s)
Government of Nunavut – Department of Culture and Heritage	Archaeology Permit(s) and Palaeontology Permit(s)

<b>Organization</b>	<b>Requirement</b>
Government of Nunavut – Department of Environment	Wildlife Research Permit, Spill Contingency Plan approval
Nunavut Research Institute	Scientific Research Licence
Indigenous and Northern Affairs Canada	Class A Land Use Permit, Quarry Permits, and Land Use Lease(s)
Environment and Climate Change Canada	Approval for dredging, Environmental Emergency Plan approval
Fisheries and Oceans Canada	Section 35 authorization under the <i>Fisheries Act</i>
Natural Resources Canada	Licence for a Factory and Magazine
Transport Canada	Navigable Waters Approval(s) and/or Exemption(s) and Oil Pollution Prevention/Emergency Plan as per the <i>Canada Shipping Act</i> , Approval under the <i>Navigation Protection Act</i>
Workers Safety & Compensation Commission	Permit to Store Detonators, Explosives Use Permit

**9) *Options for carrying out the Project that are technically and economically feasible and the anticipated ecosystemic and socio-economic impacts of those options***

The scope of the assessment will include consideration for alternative means of carrying out the Project that might be economically and technically feasible and the environmental effects of those alternative means. This assessment will include alternate timing and development options, as well as presenting the “no-go” or “no-build” alternative, and the “preferred” alternative. The “no-go” alternative is not only a potentially stand-alone option; it also serves as a baseline for comparison with other development alternatives that might reasonably be proposed in the circumstances.

**10) *Any other relevant information or matters***

The scope of the assessment will include any other matters that the NIRB considers relevant, including:

- a. Technical innovations previously untested in the Arctic including new technology for port and road design and operations
- b. Inuit Qaujimaningit, traditional and community knowledge
- c. Statement of consultation principles and practices
- d. Significant effects analysis
- e. Sustainability analysis
- f. Interactions with Valued Ecosystem Components and Valued Socio-Economic Components
- g. Discussion of similar resource development projects in other jurisdictions
- h. Planned future development and the associated level of uncertainty