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November 25, 2021

NWB File No: 8BC-ABH

Nunavut Water Board (NWB)
Attn: Richard Dwyer
Manager of Licencing
P.O. Box 119
Gjoa Haven, NU X0B 1J0

**Re: 8BC-ABH---- NWB Application for the Arctic Bay Harbour Development
Project by Fisheries and Oceans Canada - Small Craft Harbours- Response to Screening
comments.**

Dear Richard Dwyer:

On November 23, 2021, Fisheries and Oceans Canada – Small Craft Harbours (DFO-SCH) received a summary of comments from parties interested in the Arctic Bay Harbour project (the Project) currently under a public screening process completed by NWB. Parties including, regulators, non-government organizations (NGO's), stakeholders, and the public were provided an opportunity to comment on the Project. The comment period closed on November 22, 2021 and subsequently the comments were collated and summarized by NWB for DFO-SCH to address. DFO-SCH was provided an opportunity to respond to the comments by November 30, 2021.

DFO-SCH are pleased to address the comments collected through the NWB screening process. Attached is a summary table of DFO-SCH's responses to the screening comments provided by NWB.

If you have any questions with the content of this letter, please contact Chris McDermid at (431) 335-7530 or by email at Chris.McDermid@dfo-mpo.gc.ca.

Yours sincerely,

Eleanor McEwan, P. Eng.
Senior Project Engineer
Small Craft Harbours Branch
Fisheries and Oceans Canada

cc. Chris McDermid (DFO-SCH)
Kenton Thiessen (Public Services and Procurement Canada)
Harald Kullmann (Advisian)
Victoria Burdett-Coutts (Advisian)

Attachments:
Arctic Bay Harbour NWB Comment Response Table

DFO- SCH Arctic Bay Harbour NWB Comment Response Table

<u>Commenter</u>	<u>Comment</u>	<u>Response</u>
Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC)	<p>1. Scope of Project Activities: Quarrying, Haul Road Repairs and Hauling</p> <p>Comment:</p> <p>CIRNAC notes that approximately 90,000 m3 of aggregates or bedrock will be needed for the construction of the SCH. This quantity of aggregates will be obtained from a quarry that is immediately adjacent to the road to Victor Bay and to Dead Dog Lake and upstream of the Alternate Water Supply Lake (Fig 1-1 of Construction Environmental Management Plan). The aggregates will be transported to the SCH construction site through an existing haul road between Arctic Bay and Victor Bay, which is approximately 2 km long. The existing road alignment had two tight turns that will require widening to ease the turn for large trucks. Additional widening, in the form of pull outs, will be located at several sections along the road to allow for haul trucks and local traffic to pass each other. In addition, the contractor will be responsible for installation of culverts, if required.</p> <p>The above-noted project activities may potentially impact the quality of inland water and be regulated under Nunavut Waters and Nunavut Surface Rights Tribunal Act and Nunavut Water Regulations.</p> <p>Recommendation:</p> <p>(R-01) CIRNAC recommends that the applicant make sure that activities associated with aggregate quarrying and hauling, as well as haul road repairs, are either covered under existing water licence or included in this new water licence application.</p>	<p>DFO-SCH recognizes the potential impacts which may occur due to temporary activities associated with the Arctic Bay Harbour Project. Project components including aggregate quarrying and haul road use and repair have been considered in our project planning. DFO-SCH will apply appropriate mitigations during the construction phase to reduce the potential impacts of our activities on freshwater sources. As detailed in the project CEMP, these mitigation measures include:</p> <ul style="list-style-type: none"> • 5.3.4 Spill Prevention and Response Plan • 5.3.5 Quarry and Blasting Management Plan • 5.4.3 Ground Stability and Permafrost • 5.4.4 Surface Features • 5.4.5 Hydrology • 5.4.6 Air Quality • 5.4.8 Sediment and Water Quality • 5.4.9 Sediment and Erosion Control • 5.4.12 Fish and Fish Habitat • 5.4.20.2 Land Based Transportation. <p>These measures will be applied to all components of the project, where applicable.</p> <p>DFO-SCH does not anticipate any impacts on the freshwater sources from aggregate quarrying and or use of the haul road (it is not anticipated we need freshwater crossings), therefore additional approval from the NWB for this component of Project construction is not expected to be required. Freshwater is expected to be required for dust suppression at times both at the quarry and along the haul road, however, it is expected that water for this purpose will be provided by the Hamlet.</p>
Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC)	<p>2. Proposed Term of Licence</p> <p>Comment:</p> <p>The applicant indicated that construction of the SCH is anticipated to commence during the open-water season of 2022 and completed within three years, prior to the</p>	<p>The proposed three year construction season already accounts for some potential project delays.</p> <p>If delays are recognized during the construction phase, DFO-SCH can make arrangements to apply for an amendment with the NWB-Water Licence (and any other permits) to consider changes in</p>

<u>Commenter</u>	<u>Comment</u>	<u>Response</u>
	<p>iced-season of 2025 and proposed a three (3) year term for the water licence, leaving no room for potential project delays and giving no consideration for the potential post-construction activities, such as closure, reclamation or environmental monitoring, of the quarry site and the haul road.</p> <p>Recommendation:</p> <p>(R-02) CIRNAC recommends that the applicant take into consideration potential project delays and possible post-construction activities in deciding its proposed term of licence.</p>	<p>Project schedule. If necessary this would also include confirmation with the Nunavut Planning Commission (NPC) that any changes in the project planning are still encompassed in our Nunavut Impact Review Board (NIRB) Screening Decision Report (SDR)(File No. 21UN004).</p>