



June 13, 2008

NIRB File No. 03UN114

Honourable Chuck Strahl, PC., MP  
Minister of Indian and Northern Affairs Canada  
10 Wellington, 21<sup>st</sup> Floor  
Gatineau, Que. K1A 0H4

Via email: [strahl.c@parl.gc.ca](mailto:strahl.c@parl.gc.ca) and Via fax: (819) 953-4952 and Via regular mail

Dear Minister:

Thank you for your letter of April 28, 2008 regarding Intervenor Funding and the review process for the Bathurst Inlet Port and Road (BIPR) project. In your correspondence you clarified your expectations and provided further direction for the Nunavut Impact Review Board (NIRB or Board) to consider in its review. The Board considers such direction in accordance with 12.5.1 of the Nunavut Land Claims Agreement. The Board would like to take this opportunity to provide you with an update on the BIPR review and the steps that have been taken to ensure that the integrity of the environmental assessment process has been maintained throughout the duration of this file and that the direction you have provided has been adequately considered.

As you have noted, your predecessor, the then-Honourable Minister Andy Mitchell had previously directed the Board to “structure the review to enable the best consideration of relevant issues, and to encourage a broad participation of the public”. To this end, the Board has recently held information sessions for the BIPR project in eight communities potentially affected by the proposed project (please see attached the *Community Information Sessions Report*). These sessions were an excellent opportunity to re-engage the public in the Review process and had two specific objectives, as follows:

- 1) Ensure residents in potentially affected communities are aware of the NIRB Review process, the project undergoing the Review, and any relevant correspondence relating to the project; and
- 2) Encourage the public to access the public registry on the internet, contact local organizations, or contact the NIRB office should they have further questions stemming from the information sessions.

In previous correspondence addressed to all parties involved in the review of the BIPR project, the Board committed to “*extend the deadlines for the submission of technical review comments accordingly to ensure the Intervenor Funding issue has been addressed*”. Additionally, your most recent correspondence provided the following direction:

*“... I ask the Board to consider whether adjustments in the timelines that have been established for this part of the process can be made. I consider the meaningful input of intervenors at all critical points in the assessment process essential to the delivery of quality environmental assessments”.*

It is the understanding of the Board that intervenors which have been awarded funding are currently finalizing their contribution agreements with Indian and Northern Affairs Canada (INAC). In order to ensure meaningful participation of these parties, the Board will await formal indication from INAC that contribution agreements have been finalized before proceeding further with the technical review of the BIPR Draft Environmental Impact Statement.



Once INAC indicates to the Board that contribution agreements have been finalized and funding is fully accessible to qualified intervenors, the Board will announce the commencement of a 60 day technical review period for all parties. Parties will be given direction on the required format of technical review comments, which are to be submitted to the NIRB by the close of the 60 day review period. The Board will also accept additional Information Requests from intervenors during this time and will forward all such requests to the Proponent for consideration.

In addition to the issue of intervenor funding, you raised three important issues related to the BIPR review for the Board to consider. Accordingly, on May 21, 2008 the Board wrote to Mr. Bob Gilroy and requested the Proponent's current views on: (1) the purpose of the project, (2) its alternatives, and (3) cumulative impacts. The letter was copied to the BIPR distribution list and an invitation was extended to all interested parties to provide their comments to the Board. The Proponent was the sole party to respond, and in the attached letter dated June 4, 2008 an update on the above three issues from the proponent is provided.

The Board has given due consideration to the Proponent's response in its deliberations on whether or not updates to the guidelines or subsequent documentation might be required to ensure the integrity of the assessment process is maintained. The Board has also considered the information gained through the recent community information sessions and the fact that no significant scope-related issues were raised by residents of the affected communities. Yet to be sure, the Board believes that any remaining information deficiencies in the Proponent's Draft Environmental Impact Statement (DEIS) will be addressed through:

- 1) the recently submitted Information Request Response package (Volume IX of the BIPR DEIS);
- 2) Parties' technical review comments and additional Information Requests; and
- 3) a Technical Meeting and a Preliminary Hearing Conference (PHC) to be held following the close of the technical review period, where the three issues you previously raised will be discussed.

Following the conclusion of the PHC, a PHC decision will be issued by the Board. The purpose of this decision is to provide direction to the Proponent regarding what is required in a Final Environmental Impact Statement (FEIS) submission. The Board maintains that the steps outlined above will ensure that the Proponent has the opportunity to cure all information deficiencies and address any areas of public concern throughout the remaining course of the BIPR review. To conclude, the NIRB would like to thank you for providing the Board with direction for the BIPR review process and supporting the implementation of the intervenor funding.

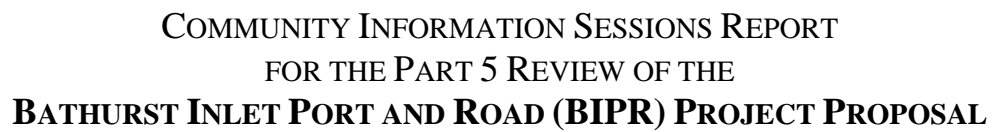
Yours truly,



Lucassie Arragutainaq  
Acting Chairperson  
Nunavut Impact Review Board

Cc: BIPR Distribution List  
Attachment: NIRB Community Information Sessions Report  
Letter from BIPR to NIRB dated June 4, 2008





**NUNAVUT IMPACT REVIEW BOARD**  
May 27, 2008



## EXECUTIVE SUMMARY

### THE NUNAVUT IMPACT REVIEW BOARD

The Nunavut Impact Review Board (NIRB or Board) was created through Article 12 of the Nunavut Land Claims Agreement (NLCA). The Board is mandated to protect and promote the existing and future well being of the residents and communities of the Nunavut Settlement Area, and to protect the ecosystemic integrity of the Nunavut Settlement Area with respect to proposed development projects and activities. This is done through the NIRB's environmental impact assessment process. An important part of this process is to inform potentially affected communities about proposed development projects and activities, and to promote public awareness and participation at Hearings.

### THE BATHURST INLET PORT AND ROAD PROJECT (FROM POPULAR SUMMARY)

Bathurst Inlet Port and Road Project Joint Venture Ltd. proposes to build a port at Bathurst Inlet and a 211kilometre road to connect the new port to the Tibbitt to Contwoyto Winter Road, and to existing and future mines throughout Kitikmeot and the Northwest Territories. The Bathurst Inlet Port and Road Project is a 50/50 joint venture partnership between Kitikmeot Corporation and Nuna Logistics Limited.

The new port and road will allow fuel and other supplies to be shipped to mining companies and Kitikmeot communities more quickly and at a lower cost. Besides lower operating costs, benefits to existing mines include increased transportation capacity and a more reliable supply route than the existing winter road. This will attract new exploration and development to the region, as well as lower the cost of living in the Kitikmeot communities of Kugluktuk, Bathurst Inlet, Cambridge Bay, Umingmaktok, Gjoa Haven, and Taloyoak.

The new port on Bathurst Inlet, 40 km south of the settlement of Bathurst Inlet (on Federal Crown Land) would include:

- a wharf that can handle large ice class vessels of up to 50,000 tonnes delivering fuel and bulk cargo;
- a jetty for barges serving the local communities;
- a 200-person camp;
- a diesel fuel tank farm with storage for 220 million litres;
- a truck and trailer maintenance shop; and
- a 1,200 metre airstrip.

Once construction is completed, the port will allow vessels to deliver about 300,000 tonnes of supplies in six to eight round trips during the ice-free season (mid-July to October 15). Tugboats and barges will make up to seven round trips during the same season, bringing fuel and other cargo to the local communities. The new road will cross both Federal Crown Land and Inuit Owned Land. Materials for road construction (sand, rock, and gravel) will be dug from 42 quarries along the roadway. A small 20-person camp and a truck parking area will be built at the road's end, on the southeastern shore of Contwoyto Lake. The road will operate from January to April: the months that the Tibbit to Contwoyto Winter Road is operational. A fleet of 73 trucks, including 58 fuel trucks and 15 cargo trucks, will haul supplies to operating mines in the Northwest Territories and Nunavut.

During the 30-month construction period, the Project will employ up to 260 people, with Inuit residents holding up to 30% of those jobs. Fifty-seven full-time personnel will be required for the operation and



maintenance of the Project, including six managers. Inuit personnel will hold 50% of these jobs at the start of Project operation, increasing to 75% after ten years.

### **CHRONOLOGY**

The NIRB received the original BIPR project proposal in April, 2002. It was screened in accordance with Part 4 Article 12 of the NLCA, and in July 2002 the NIRB issued a 12.4.4(b) Screening Decision to the Minister of Indian and Northern Affairs Canada, recommending the project be sent to a Part 5 Review.

In January, 2003 the Board provided the Minister with an update on recent changes to the BIPR project description. The Proponent had written to the Board to inform them that the Izok property would not be connected to the BIPR routing, and so they were withdrawing that portion of the project description, as well as associated summer barging across Contwoyto Lake.

In April 2003 the Minister wrote back to the NIRB and directed the Board to re-screen the revised BIPR project proposal. NIRB re-screened the revised proposal and in September, 2003 again issued a 12.4.4(b) decision to the Minister. In May, 2004 the Minister wrote back to NIRB, accepting the Board's recommendation and sending the BIPR project to a Part 5 NLCA Review. The Minister also provided direction for the Board to "*structure the Review to enable the best consideration of relevant issue, and to consider a broad participation of the public*" and "*scope the BIPAR project broadly, and ensure that the interested parties in all the potentially affected jurisdictions have an opportunity to provide input*".

## **INFORMATION SESSIONS**

### **PURPOSE**

The Nunavut Impact Review Board (NIRB or Board) held Information Sessions in several of the identified affected communities in March of 2008. The purpose of these meetings was to:

- Ensure residents in potentially affected communities are aware of the NIRB Review process, the project undergoing the Review, and any relevant correspondence relating to the project.
- Encourage the public to access the public registry on the internet, contact local organizations, or contact the NIRB office should they have further questions stemming from the information sessions.

Bob Gilroy, Project Manager of the Bathurst Inlet Port and Road Project was present at the community meetings in Cambridge Bay, Umingmaktok and Bathurst Inlet. Francois Landry, lead consultant for the BIPR project was present at the session in Ulukhaktok. Their attendance was independent of the NIRB process and provided for an opportunity for residents to have project-specific questions answered after the NIRB presentations.

### **DATES AND VENUES:**

- March 10, 2008 - The Complex, Kugluktuk
- March 10, 2008 - Arctic Islands Lodge, Cambridge Bay
- March 12, 2008 - Community Hall, Ulukhaktok (NWT)
- March 12, 2008 - Community Hall, Gjoa Haven
- March 14, 2008 - Community Hall, Taloyoak
- March 15, 2008 - Community Hall, Kugaaruk
- March 17, 2008 - HTO office, Umingmaktok
- March 17, 2008 – George Haniliak's house, Bathurst Inlet



## ADVERTISEMENTS

### RADIO

Public service announcements in English, Inuktitut, and Inuinnaqtun were provided to each community radio station. The radio announcements ran for at least a week prior to meetings. See Appendix A for sample advertisements.

### FLYERS

Prior to arriving in each community, local community members were requested to assist with the placement of flyers around town announcing the NIRB meeting. Further to this, flyer placements were verified once staff arrived in each respective hamlet. Additional posters were placed in key business and community locations if they were not present.

### NEWSPAPER

Newspaper advertisements in English, Inuktitut, and Inuinnaqtun were printed in the two territorial newspapers (News North and Nunatsiaq News) one week prior to meetings.

### MEETING NOTES

Snacks and refreshments were provided and door prizes were raffled. Simultaneous interpretation was also made available in Inuktitut or Inuinnaqtun. Information sessions were open to all members of the public. At each meeting, all attendees were asked to sign in (Appendix B). A 45 minute presentation was delivered by NIRB staff (see Appendix C), followed by a question/answer and comment period.

Documents were provided for public viewing and included:

- NIRB's Presentation
- BIPR Popular Summary (English/Inuktitut/Inuinnaqtun)
- Comment Forms
- Contact Information for NIRB
- Contact Information for the Proponent
- NIRB Guides 1-7
- NIRB 2006 Annual Report (English/Inuktitut/Inuinnaqtun)
- Nunavut Land Claims Agreement

### KUGLUKTUK

March 10, 2008 7:00-9:00 pm at the Complex
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Attendance: 19

Comments were made in regard to:

- Concern about potential for oil spills on land and in water, including appropriate clean-up procedures
- Concern about potential of road to interfere with animal migration
- Changes to community re-supply routes

### CAMBRIDGE BAY

March 10, 2008
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7:00-9:00 pm at the Arctic Islands Lodge

Attendance: 2

Comments were made in regard to:

- Fuel storage and spill contingency planning
- Waste disposal methods
- Sewage treatment and water supply
- Worker rotations
- Airstrip

#### **ULUKHAKTOK (NWT)**

March 12, 2008

7:00-9:00 pm at the Community Hall

Attendance: 28

Comments were made in regard to:

- Spill response plans
- Location of quarries and associated impacts
- Water source and usage for camp facilities
- Predicted percentage of Inuit hires
- Potential for impacts to caribou
- Why was Holman excluded from Traditional Knowledge studies for this project?
- Potential impact from road on subsistence living and habitat use
- Use and incorporation of Traditional Knowledge in EIS

#### **GJOA HAVEN**

March 12, 2008

7:00-9:00 pm at the Community Hall

Attendance: 8

Comments were made in regard to:

- Clarification on the number of water crossings required for the road
- Potential for impacts to caribou migration
- Will there be any shipping from the East?
- Concerns regarding potential for ice-breaking for shipping
- Alternatives assessments for road routing
- Consultation with First Nations in NWT regarding caribou
- Potential for contamination of country foods

#### **TALOYOAK**

March 14, 2008

7:00-9:00 pm at the Community Hall

Attendance: 27

Comments were made in regard to:



- Is the new proposed barge route (shipping goods from the Port location to the Kitikmeot communities) going to change the times that the barge-ordered goods arrive in the communities? How would this impact grocery and fuel purchase? Will ordering times change?;
- Who would be policing the road/checking to make sure that the trucks are allowed to be on the road?;
- Potential for increased traffic of drugs into Nunavut, brought up by trucks using the road.
- Training programs for Inuit to advance into management positions;
- How many people are living in Bathurst Inlet year-round? Although it was a community in the past there is not enough people there now to consider it as one today;
- Who hunts the caribou in the project area?;
- Why are residents of the NWT being involved in this review?; and
- Have the HTOs in the surrounding communities been consulted?

#### **KUGAARUK**

March 15, 2008  
7:00-9:00 pm at the Community Hall

Attendance: 7

Comments were made in regard to:

- Potential for employment related to various stages of the project;
- Traditional use of the project area by Inuit; and
- The role of NIRB with respect to development proposals in Nunavut.

#### **UMINGMAKTOK**

March 17, 2008  
10:00 am - 12:00 pm at the HTO Office

Attendance: 14

Comments were made in regard to:

- Waste disposal at port facility and camp
- Water use at port facility and camp
- Proximity of Hackett River project to BIPR road alignment
- Concerns regarding navigability of Bathurst Inlet, particularly in regard to proposed usage of 50,000 ore carriers and fuel tankers
- Concerns about ice-breaking associated with shipping

#### **BATHURST INLET**

March 17, 2008  
2:00-4:00 pm at Geoge Haniliak's house

Attendance: 14

Comments were made in regard to:

- Waste disposal associated with project activities – concerns regarding use of Cambridge Bay municipal dump
- Concerns regarding the location, composition and decommissioning of port facilities



- Concerns regarding cumulative impacts of two deep sea ports in the Kitikmeot (High Lake and BIPR)
- Concerns regarding potential for ice-breaking associated with shipping and related impacts to caribou crossings
- Questions regarding logistics of proposed community resupply from Bathurst Inlet
- Concerns and clarification regarding fuel storage and spill contingency plans
- Potential for impacts to water quality at Contwoyto Lake, an important water source for local people
- Connection to Izok Lake property
- Potential for use of road for Bathurst Inlet Lodge tourist operations
- Concerns regarding use of BIPR road by hunters

## CONCLUSION

The NIRB is of the opinion that these community information sessions helped to fulfill the Board's obligation to provide and promote public awareness of the review process and how the public can participate at hearings. For the proposed Bathurst Inlet Port and Road (BIPR) Project, this has been achieved by way of public notice, dissemination of information, and scheduling of public meetings in the various potentially-affected communities. The comments and concerns raised during these community information sessions will continue to be addressed throughout the course of this Part 5 Review.



## APPENDIX A – ADVERTISEMENT SAMPLES

### PUBLIC SERVICE ANNOUNCEMENT – RADIO

The Nunavut Impact Review Board (NIRB) will be holding a Public Meeting to talk about:

- What is the NIRB?
- What is the Bathurst Inlet Port and Road Project?
- What is the SCOPE of the Project?
- How can YOU participate in the NIRB's Environmental Assessment Process?

The meeting in Kugluktuk will be held at the Complex on Monday, March 10<sup>th</sup> from 7-9 p.m.

If you have any questions, please call Ryan Barry at 1-866-233-3033.

Snacks and refreshments will be provided!

### NOTICE OF PUBLIC MEETINGS - FLYERS

**THE NUNAVUT IMPACT REVIEW BOARD**

WILL BE HOLDING A

**PUBLIC MEETING**

ON

**MONDAY MARCH 10TH FROM 7-9 P.M.**

AT

**THE KUGLUKTUK COMPLEX**

ABOUT:

**NIRB, THE BIPR PROJECT, AND YOU**

⇒WHAT IS THE NIRB?

⇒WHAT IS THE BATHURST PORT AND ROAD PROJECT?


⇒WHAT IS THE SCOPE OF THE PROJECT?

⇒HOW CAN YOU PARTICIPATE IN THE REVIEW PROCESS?

**COME OUT FOR AN INFORMATION SESSION**

**YOUR CHANCE TO ASK QUESTIONS AND GET ANSWERS**


CONTACT US:  
Box 2379 Cambridge Bay, NU X0B 0C0  
Phone toll-free: 1 (866) 233-3033  
Email: [lpayette@nirb.nunavut.ca](mailto:lpayette@nirb.nunavut.ca)  
Website: <http://nirb.nunavut.ca>





## NOTICE OF PUBLIC MEETINGS – NEWSPAPER ADS

**Notice of Public Meetings**



The Nunavut Impact Review Board (NIRB) is an Institution of Public Government with responsibilities for the environmental assessment of projects in Nunavut as described in Article 12 of the Nunavut Land Claim Agreement (NLCA).

The NIRB is holding Public Meetings to discuss the NIRB, the Bathurst Inlet Port and Road (BIPR) Project (NIRB File No. 03UN114), and YOU

- What is the NIRB?
- What is the BIPR Project?
- What is the SCOPE of the Project?
- How can YOU participate in the Review Process?

Come out for a relaxed evening  
Your chance to ask questions and give your input  
regarding the NIRB Part 5 Review Process  
Snacks and refreshments will be served

**Kugluktuk: Monday, March 10th**  
■ 7:00 – 9:00 pm at Main Hall

**Cambridge Bay: Monday, March 10th**  
■ 7:00 – 9:00 pm at the Arctic Islands Lodge

**Gjoa Haven: Wednesday, March 12th**  
■ 7:00 – 9:00 pm at the Community Hall

**Ulukhaktok: Wednesday, March 12th**  
■ 7:00 – 9:00 pm at the Community Hall

**Taloyoak: Friday, March 14th**  
■ 7:00 – 9:00 pm at EW Lyall Community Hall

**Kugaaruk: Saturday, March 15th**  
■ 7:00 – 9:00 pm at the Community Hall

**Umingmaktok: Monday, March 17th**  
■ 10:00 am – 12:00 pm, location TBA

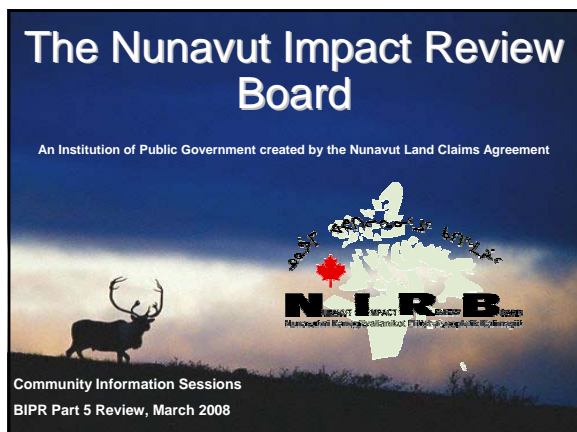
**Bathurst Inlet: Monday, March 17th**  
■ 2:00 pm – 4:00 pm, location TBA

Nunavut Impact Review Board  
PO Box 1360, Cambridge Bay, NU X0B 0C0  
Fax: 867-983-2594  
Email: rbarry@nirb.ca  
Phone: 1-866-233-3033



## APPENDIX B – NIRB PRESENTATION





## Outline of Presentation

- Who is NIRB?
- What does NIRB do?
- What is a NIRB Review?
- Why are we here today?
  - Bathurst Inlet Port and Road Project
- BIPR File History
- How can you participate?

## NIRB's Mission Statement:

“To protect and promote the well-being of the Environment and Nunavummiut through the Impact Assessment Process”

## What does NIRB do?

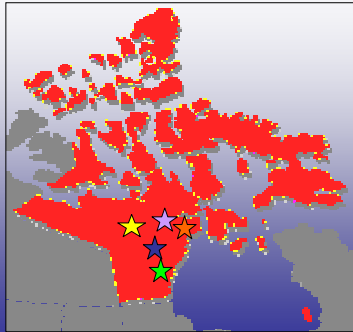
**NIRB = Impact Assessment**

## Environmental Impacts

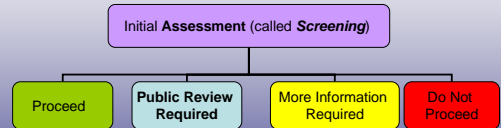
## Socio-Economic Impacts



## Cumulative Impacts



## NIRB Assessment Process



Section 12.4.4 of the Nunavut Land Claims Agreement gives NIRB these four options after assessing a project or activity

## What is a **Review**?



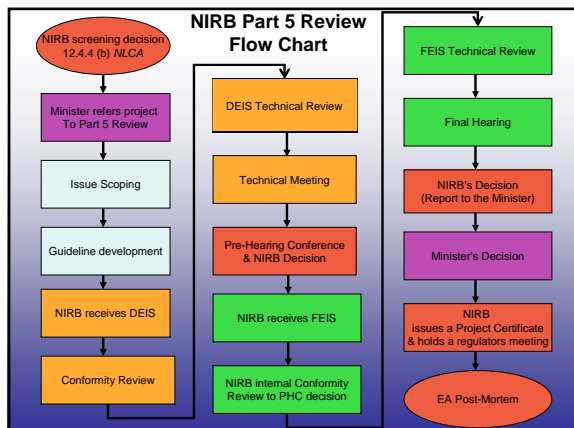
A Review is a more detailed environmental assessment of the Project

## When is a **Review** Required?

When the project involves potential significant effects on:



- Significant public concern
- New technology for which the effects are unknown



## Why are we here today?

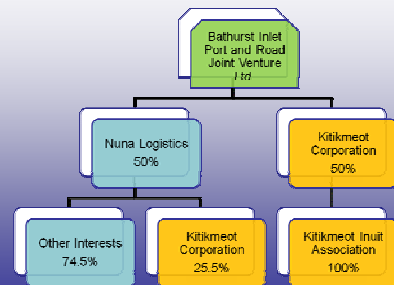
- We are here to ensure you are aware of the following three things:
  1. The NIRB Review process
  2. The project undergoing Review
  3. Relevant correspondence related to the project



## Project Overview

- Bathurst Inlet Port and Road (BIPR) project
  - Port and facilities 40 km South of the community of Bathurst Inlet, about 150 km South of Coronation Gulf
  - 211 km all-weather road to Contwoyto Lake
  - 20 person camp at Contwoyto Lake
- New road will connect to existing Tibbitt to Contwoyto Winter Road in NWT
- Projected 30 month construction period
- Minimum 20 year operational period

## Who is the Proponent?



## Project Purpose

- Project infrastructure would service the existing diamond mines in the Slave Geological Province
- Meant to help attract capital investment for on-going exploration and development of new mines
- Meant to help reduce the cost of essential bulk materials to Kitikmeot communities

## File History

- Original project description submitted to the NIRB April 2002
- NIRB issues a screening decision, recommends a review under Section 12.4.4b July 2002
- Minister advises the NIRB to re-screen the project description in light of new correspondence from the Proponent April 2003
- A revised project description is submitted to the NIRB May 2003
- The NIRB issues a second screening decision, again recommending the project be sent to a review September 2003
- The Minister writes to the NIRB, referring the project to a Part 5 Review May 2004

## Minister's Directions

- On May 4, 2004 the Minister of INAC wrote to the NIRB, referring the BIPR project proposal to a Part 5 NLCA Review
  - *"It is my view that a Part 5 Review is appropriate because the physical components of the BIPAR project are located wholly within the Nunavut Settlement Area"*
- Directed NIRB to consider the potential for transboundary effects and cumulative impacts
  - *"structure the review to enable the best consideration of relevant issues, and to consider a broad participation of the public"*
  - *"scope the BIPAR project broadly, and ensure that the interested parties in all the potentially affected jurisdictions have an opportunity to provide input"*

## Intervener Funding

- The Minister of INAC also directed the NIRB to provide advice on Interveners; *"who should participate in the review and who may require funding to do so."*
- As a result, the NIRB issued Intervener Funding Guidelines for interested parties to follow, and has received funding applications from 6 Interveners including:
  1. Bathurst Inlet Road and Port Committee
  2. Bathurst Inlet Lodge
  3. Yellowknives Dene First Nation
  4. North Slave Métis Alliance
  5. Canadian Arctic Resources Commission
  6. Inuvialuit Game Council and the Hunters and Trappers Association of Ulukhaktok (joint submission)



## File History

- The NIRB holds scoping meetings in Kugluktuk, Cambridge Bay and Yellowknife
- Further community meetings are held in Cambridge Bay, Kugluktuk and Bathurst Inlet while EIS guidelines are drafted.
- The NIRB issues EIS Guidelines to the Proponent
- The Proponent submits a Draft Environmental Impact Statement to the NIRB (DEIS)
- NIRB commences the Technical Review of the DEIS

June –  
September 2004

October -  
November 2004

December 2004

January 2008

February 2008

## What is Scoping?



One of the first ways NIRB identifies which components of the environment may be impacted by a project, and what people think about the proposed Project

## How was Scoping done?

- Public meetings were held by NIRB in Cambridge Bay, Kugluktuk, and Yellowknife in 2004.
- People wrote to NIRB to say what they thought about the Project
- People called NIRB to tell us what they thought about the Project
- People also told the local HTOs and Hamlets what they thought about the Project

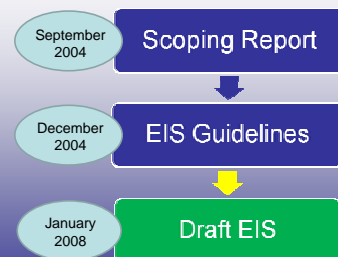
## Issues Raised

- Cumulative Effects
- Road
- Socio-economic Assessment
- Wildlife (including caribou)
- Transboundary Effects
- Monitoring
- Consultation process
- Shipping
- Traditional Knowledge
- Baseline Studies
- Abandonment and Reclamation

## Issues Raised

- Marine and Freshwater Environments
- IIBAs and Socio-Economic Agreements
- EIS Methodology
- Identification of Temporal and Spatial Boundaries
- Species at Risk
- Alternatives
- Project Viability
- Fuel Shipping and Storage
- Hazardous Materials Management and Emergency Response Plan
- And more...

## NIRB Process





## Scope of Impact Assessment

1. Climate
2. Air Quality
3. Noise
4. Surface Water Quantity
5. Surface Water Quality and Sediment
6. Freshwater Aquatic Resources
7. Freshwater Fish and Fish Habitat
8. Navigable Waters
9. Ecosystems and Vegetation
10. Bedrock Geology, Surficial Material, and Soils
11. Wildlife and Wildlife Habitat
12. Marine Water and Sediment
13. Marine Aquatic Resources

## Scope of Impact Assessment

14. Marine Fish and Fish Habitat
15. Polar Bears and Seabirds
16. Marine Mammals
17. Marine Oil Spill
18. Heritage Resources
19. Socio-Economics
20. Effects of the Environment on the Project
21. Transboundary Effects Analysis
22. Environment Management Plan
23. Cumulative Effects Assessment
24. Closure and Reclamation

## Project Components

- 1 Port and Facilities on Bathurst Inlet
- 2 211 km all-weather road from Bathurst Inlet to Contwoyto Lake
- 3 Camp and Facilities at Contwoyto Lake
- 4 Associated Trucking and Shipping

## Port Facilities

The proposed site for the port facilities is located on federal crown land at the south end of Bathurst Inlet. The facilities would include the following components:

- wharf to serve vessels (up to 50,000 tonnes) delivering fuel and bulk cargo to the port
  - 250 m long, 30 m wide, 15 m draught
- dock to handle barges serving the Kitikmeot communities (excluding Kugaaruk)
- 200 person camp and services
- 220 million L diesel fuel tank farm
- 1200 m airstrip

## Port Facilities

- Port facilities would also include:
  - Heliport
  - Cargo laydown area
  - Diesel power plant
  - Sewage treatment plant
  - Fuel dispensing and loading station
  - Truck and trailer maintenance shop
  - Explosives storage
  - Explosives mixing plant

## All-Weather Road

- The proposed road would be 211 km long and would pass over 82 km of Inuit Owned Lands and 129 km of federal Crown Lands
  - 42 quarries identified
  - 4.7 million cubic metres required for construction
  - 19 bridges, 38 arch culverts and 47 rock fill fords
  - Road 8 m wide with turnouts every 1 km
  - Designed to handle empty trucks traveling at 80 km/h, loaded trucks at 60 km/h
    - Note: speed limits would be significantly lower than this



## Road Operations

- Road operations would follow the arctic shipping season
  - Although designed for all-weather operations, the road would operate from January to April, connecting with the existing winter road to operating mines in NWT
  - Approximately 73 trucks would operate on the road each year
    - 58 fuel trucks and 15 cargo trucks
  - Road maintenance from mid-July to early September

## Shipping Route

- Marine shipping from the East
  - From Lancaster Sound (north of Arctic Bay)
  - Through the Barrow Strait
  - South through Peel Sound, Franklin Strait, Victoria Strait
  - Across Queen Maud Gulf, through Dease Strait
  - South through Bathurst Inlet to the proposed port site

## Shipping Operations

- Marine Shipping operating schedule:
  - Marine shipping between mid-July and October 15
  - Vessels up to 50,000 tonnes would deliver approximately 300,000 tonnes of fuel and supplies
  - Ice-breaking support might be required
  - Up to 7 round trips by tug and barge to deliver fuel and general cargo to the communities
  - Marine shipping would be from the East only

## Cumulative Effects

- While the effects of individual actions may be small, the effects of two or more actions may combine to produce cumulative effects that could be considered significant
- It is predicted that proposed and future developments would use the project facilities to import supplies and export products. Potential developments include:
  - Gahcho Kue
  - Hackett River
  - Hope Bay Deposits
  - Izok Lake
- The development of these projects is predicted to cause a 300% increase in shipping, truck traffic and emissions to the environment.

## Socio-Economics

- Fourteen communities within Nunavut and the NWT have been identified as having the potential to be affected by the proposed project. They include:
  - **Nunavut:** Kugluktuk, Bathurst Inlet, Cambridge Bay, Umingmaktok, Gjoa Haven, Taloyoak
  - **NWT:** Yellowknife, Behchoko, Gameti, Wha Ti, Wekweti, Lutsel'e and Ulukhaktok
- As the proposed Project has generated economic interest in both territories, these communities are a potential source of labour, services, and supplies.
- NIRB has identified these communities for inclusion in its review process to ensure that public concerns are properly addressed, whether within or outside the Nunavut Settlement Area.

## Employment

- During the 30 month construction period the project would be expected to employ up to 260 people.
- 57 full-time personnel would be required for operation and maintenance, including 6 managers
- Accommodations would be provided in the proposed 200 person camp at the port, the 20 person camp at Contwoyto Lake, and two portable road construction camps of 60 and 100 persons.
- During operations most employees would live in the Kitikmeot Region, commuting to the camps on a 2 week in/ 2 week out basis.



## Closure and Reclamation

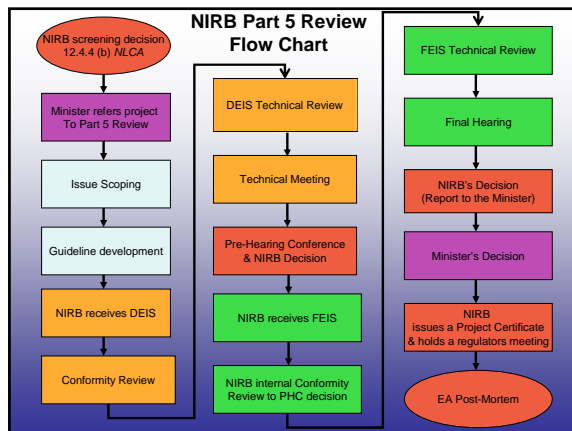
- Plans for closure and reclamation include:
  - Removal of buildings and structures
    - The wharf would not be removed
  - Re-vegetation of disturbed soils
  - Removal of bridges and culverts from road
  - Rip road bed surface where there is an opportunity to reclaim the road
  - Quarries would be contoured and benched if possible
  - Contaminated soils would be treated
  - an environmental monitoring plan would be implemented

## Monitoring Programs

- Monitoring programs have been outlined for the following:
  - Climate and air quality
  - Surface freshwater quality
  - Bridge maintenance
  - Re-vegetation, invasive plant species establishment, and metal concentrations in plant tissue
  - Soil erosion and permafrost
  - Wildlife
  - Marine water and sediment
  - Freshwater and marine fish and fish habitat for the compensation projects
  - Heritage resources
  - Socio-economic monitoring, both externally within the communities and internally

## YOUR Opportunity

- What do you think about the Project?
- Do you have any concerns?
- Do you have any questions about certain components?



## How you can participate in the next steps of the Review Process

Send your comments to: NIRB  
PO Box 1360  
Cambridge Bay, NU  
X0B 0C0

Or by fax: 1-867-983-2594

Or by email: [lpayette@nirb.ca](mailto:lpayette@nirb.ca) or [rbarry@nirb.ca](mailto:rbarry@nirb.ca)

If you have any questions please call:  
1-866-233-3033

## BIPR Community Consultation

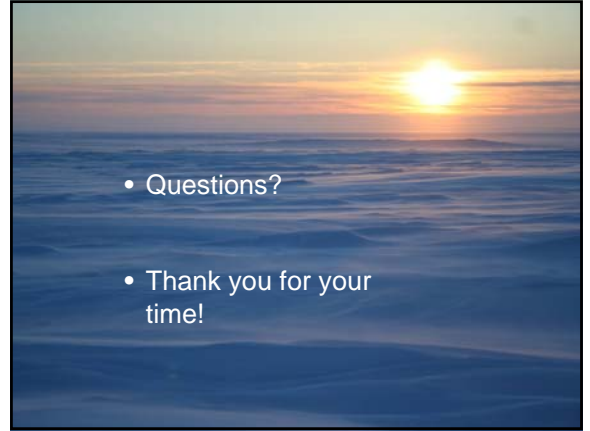
- Have you heard about the Bathurst Inlet Port and Road (BIPR) Project?
- Have you attended meetings yet?
- Do you have concerns or comments for NIRB to consider?



**You and your knowledge are a  
very important part of the  
Environmental Assessment  
process!**



- Questions?
- Thank you for your time!





June 4, 2008

Stephanie Autut  
Executive Director  
Nunavut Impact Review Board  
P.O. Box 1360  
Cambridge Bay, Nunavut  
X0B 0C0

Delivered via Email: [sautut@nirb.ca](mailto:sautut@nirb.ca)

Dear Ms. Autut:

**Re: NIRB File No. 03UN114; 12.5.1 Direction from Minister Strahl – Proponent Response**

Thank you for your letter of May 21, 2008 in which you bring us up to date on Minister Strahl's concerns regarding the timeliness of the Final Environmental Impact Statement (EIS) Guidelines for the Review of the Proposed Bathurst Inlet Port and Road Project – December 2004. We acknowledge that the "...development scenario of the Kitikmeot Region has changed ..." and so welcome the opportunity to comment on the current status and scope of the Project.

It is important to re-state the historical context of the Project. The location of the proposed port site and the alignment of the road connected to it is the optimum combination of port and road location and alignment respectively reflecting more than 20 years of experience in exploring for, developing, and producing mineral resources in the Kitikmeot Region and adjacent Northwest Territories. The "development scenario" of this Region has changed significantly over that time, however, the utility of this Project for the long term development of the Kitikmeot Region remains. That is why Kitikmeot Corporation, Nuna Logistics Limited, and Nunavut Tunngavik Incorporated remain committed to the Bathurst Inlet Port and Road Project.

The Minister's letter requests that three issues be reviewed:

- the purposes of the Project;
- Project alternatives; and
- cumulative impacts of the Project.

The overall **purposes** of the Project as stated in the Project Description and Draft Environmental Impact Statement (DEIS) remain unchanged despite changes in the "development scenario" for the Kitikmeot Region of Nunavut. They are:

- increased certainty of supply, combined with a lower landed cost of fuel and other bulk goods for mineral exploration and development sites in the Region served or capable of being served by the Project;
- significantly lower landed cost of fuel and other bulk goods from Eastern Canada destined for Kitikmeot communities via the port at Bathurst Inlet;
- significantly earlier arrival of materials at similar or lower landed cost from Western Canada destined for Kitikmeot communities shipped north on the winter road via Yellowknife;
- increased training, employment and business development opportunities for workers and businesses in the Kitikmeot Region;
- overall increased wage income and business activities in the Kitikmeot Region that will contribute increased tax revenues to the Governments of Nunavut and Canada;



- significantly reduced capital and operating costs for future mineral exploration and mine development in the Nunavut portion of the Slave Geological Province; and
- provision of capacity to allow additional development to occur the Region.

The Project Description, the DEIS, and the responses to Information Requests arising from the DEIS review current and historic **alternatives** to the Project. Current and historic alternatives include conceptual projects intended to serve a single project or proponent. No other alternative has been Kitikmeot or Nunavut owned, nor included the benefits of lower costs of essential bulk commodities for Kitikmeot communities. Also, the Bathurst Inlet Port and Road Project is the only alternative advanced to date that has been subjected to the rigor of a comprehensive environmental, engineering, and related economic cost/benefit feasibility study and so is the only alternative for which reliable construction and operating costs have been developed.

**Cumulative effects** for the "...development scenario of the Kitikmeot Region..." will be developed by the Project as directed by NIRB and filed in the form of the Final Environmental Impact Statement. It will assess "...past, current, or Reasonably Foreseeable Future Development."<sup>1</sup> Since the long term purpose of the Project includes facilitating mineral exploration, development and production it is assumed that all incremental projects that utilize the port and road will be subjected to the environmental effects assessment prescribed by the Nunavut Land Claims Agreement and related legislation. It will advance on a schedule and scope that reflect the "development scenario of the Kitikmeot Region". It can only advance in response to the commercial needs of projects in the Slave Geological Province that require port and/or road infrastructure. The Guidelines, however, remain relevant because the Project can and will serve all the purposes stated above and be ready and available to grow as the "...development scenario of the Kitikmeot Region..." evolves.

Thank you for the opportunity to address these issues.

Yours truly,

BATHURST INLET PORT AND ROAD JOINT VENTURE LTD.  
per:



Mervyn Hempenstall  
President and CEO  
Nuna Logistics Limited



Charlie Lyall  
President  
Kitikmeot Corporation



Raymond Kayaksark  
Acting President  
Kitikmeot Inuit Association

BH/sm

<sup>1</sup>Sec. 4.7.2 Final Environmental Impact Statement (EIS) Guidelines for the Review of the Proposed Bathurst Inlet Port and Road Project – December 2004.