



August 8, 2003

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Re: Re-Screening of Bathurst Inlet Port & Road (BIPAR) Project

Dear Ms. Briscoe:

In response to the NIRB request, dated July 3, 2003, for assistance in the re-screening decision on the Bathurst Inlet Port & Road Project, Nunavut Tunngavik Incorporated will re-iterate the position we have stated in past communications to the Board and directly to the Minister.

NTI believes that the recommendation of NIRB to the Minister, as per section 12.4.4 of the Nunavut Land Claims Agreement, should be:

- b) the proposal requires review under Part 5 or 6; NIRB shall identify particular issues or concerns which should be considered in such a review;

And further, as NTI has contended, that there is a requirement that the project be reviewed under a Part 5, by NIRB, as stated in previous communications.

In the letter from Minister Nault dated April 10, 2003, he has addressed three main points that will be integral to his decision with respect to this project. These are:

- 1) Environmental concerns for the marine ecosystem related to shipping in "newly established" marine transport corridors.
- 2) Impacts on the Bathurst Caribou herd from the all-weather road to Contwoyto Lake.
- 3) The transboundary impact of change in direction of re-supply routes in northern Canada.

In response to the issues raised by Robert Nault, NTI would offer the following perspective.

- 1) On the issue of shipping of cargo etc on “*newly established*” marine transport corridors, we would like to remind the Minister that marine transport through the Coronation Gulf and onward, both to the east and west, is an ongoing annual activity. This includes the Annual re-supply of the arctic communities through sealift, cruise ships from various countries and the movement of supplies and concentrates from the now closed Nanisivik and Polaris Mines, as well as the transport of hydrocarbons from Bent Horn Bathurst Island area. These activities have been ongoing for some 25 and more years. Other reviews and panels have addressed environmental concerns for the marine ecosystem in the past. As such we see no requirement for a part 6 panel for this aspect of the project. We are of the belief that the NIRB (under a part 5 Review) as well as the proponent, will be in a position to profit from the multitude of reviews and studies produced to date on marine transport in this area.
- 2) On the issue of potential impact of the project on the Bathurst Caribou herd, again the potential and real impacts related to major mining operations in the NWT (Ekati, Diavik & Snap Lake) have been studied in great detail. These studies and reviews resulted in the formation of the Bathurst Caribou Management Board, with a mandate to develop the Bathurst Caribou management plan, engaging all stakeholders. The impact of this project is likely to be less significant than these larger operations. NIRB (under a Part 5 review), will have access to these studies and will be able to incorporate them into the review process.
- 3) On the issue of impacting existing re-supply routes to northern Canada, this project will provide more option for re-supply and create more business opportunities for all, in the long term, while providing needed relief to the existing re-supply routes.

As such, it is the opinion of Nunavut Tunngavik Incorporated that the recommendation of NIRB to the Minister in regard to the re-screening of the Bathurst Inlet Port and Road Project should be to undertake a Part 5 review by the NIRB. The NIRB, in carrying out this review, will have access to the many studies on the environmental concerns for the marine ecosystem from marine transport through Arctic Waters; and the Impact of development on the Bathurst Caribou herd, along with the various requirements of a Part 5 review as established by the NIRB.

In this way, we believe that the intent of the NLCA will be best met, ensuring that Inuit have the appropriate level of input into environmental regulatory process on this important project.

Nunavut Tunngavik Inc. appreciates the opportunity to provide commentary on the process for review of the Bathurst Port and Road project, and we look forward to participating fully in the continuing review of this project.

Sincerely yours,

(originally signed)

Stefan Lopatka,
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