

Non-Technical Project Summary

Project: Bathurst Inlet Port and Road Project

Project Proponent: Bathurst Inlet Port and Road Project Joint Venture Ltd.

Project Consultant: Rescan Environmental Services Ltd.

Timeframe: The proposed work is to be completed between 22 June and October 15 of 2010.

Project Description: The proposed Bathurst Inlet Port and Road Project consists of a proposed port on Bathurst Inlet connected to the mines and mineral deposits in Nunavut and Northwest Territories by a new proposed 211 km all-weather road (Figure 1). The proposed research for 2010 focuses on the terrestrial, freshwater and marine environments and is being conducted to fulfill data gaps and information requests from interveners such as INAC, DFO, Transport Canada, Health Canada, Environment Canada and Natural Resources Canada for the purpose of completing the Final Environmental Impact Statement for the NIRB Environmental Assessment process.

Methodology: Four hydrology stations will be placed at key freshwater stream locations. On-site flow data will be used to help develop estimates of key hydrological parameters. Hydrometric stations will be installed in June in order to monitor spring freshet, and will be operated during the open-water season until early-October.

The tidal regime of Bathurst Inlet will be monitored during the 2010 field season via the installation of a tidal gauge in Bathurst Inlet, near the port site, to capture tidal information.

Noise will be measured at one site along the shipping route, at the port and at two sites along the proposed road. Measurements will be collected in spring and summer. As well, during the spring trip, the current meteorological station at the Port site will be serviced.

Wetlands will be mapped and classified according to federal and provincial classification systems and sampled for vegetation. Soil will be sampled for country foods to obtain baseline data. Samples will be collected in the 0-10 cm and 10-20 cm depths using a hand held shovel. Esker grain size will be analyzed using a 1 kg composite sample collected from 0-1 m depth and the 1-2 m depth on the top of eskers located closest to the potential road alignment.

To monitor potential changes related to development of the port and road, water and sediment quality, aquatic biology (phytoplankton and benthos) and fish habitat surveys will be completed at key freshwater (lake, stream, wetland) and marine (Bathurst Inlet) locations (Figure 1). Water samples will be collected from streams on two occasions in June and August. Sediment will be collected once, from key streams and lake stations once in August. Identification and abundance of lake and stream invertebrates and primary producers also will be completed once in August.

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The fish community will be sampled twice (June and August) in freshwater streams along the road alignment and once (August) for freshwater lakes, wetlands and marine environments. Fish will be sampled using a combination of gillnets, minnow traps, electrofisher, crab traps, long line and/or beach seine. Shellfish will be sampled from three locations within Bathurst Inlet for metal and polycyclic aromatic hydrocarbon content. Lake trout will be sampled along the proposed road alignment for country food baseline monitoring.

Transportation to the sites will be provided by a helicopter. Lake and marine water quality, aquatic biology, fish community and fish habitat sampling will be conducted by boat. Visits to each sampling site will be minimized during periods sensitive to wildlife. On site local Inuit technicians will assist with sampling.

Data: All data will be used to support the Final Environmental Impact Statement. Data will be valuable for completing the environmental assessment.

Reporting: All information will be incorporated into the Final Environmental Impact Statement that will be available to regulators and the public.

