



NIRB File No.: 17XN021

NPC File No.: 148429

July 7, 2017

Jamiann Questa
Advisian, WorleyParsons Group
Suite 500, 4321 Still Creek Dr.
Burnaby, BC V5C 6S7

Sent via email: jamiann.questa@advisian.com

Re: Notice of Screening for Government of Nunavut's "Iqaluit Marine Infrastructure – Deep Sea Port" Project Proposal

Dear Jamiann Questa:

On February 15, 2017 the Nunavut Impact Review Board (NIRB or Board) received a referral to screen the Government of Nunavut – Community and Government Services' (GN-CGS) "Iqaluit Marine Infrastructure – Deep Sea Port" project proposal from the Nunavut Planning Commission (NPC or Commission), which noted that the project proposal is outside the area of an applicable regional land use plan.

Pursuant to Article 12, Sections 12.4.1 and 12.4.4 of the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada* (Nunavut Agreement) and section 87 of the *Nunavut Planning and Project Assessment Act* (NuPPAA), the NIRB has commenced screening this project proposal and has assigned it file number **17XN021**.

INFORMATION REQUEST

Following a preliminary completeness check, the NIRB determined that the proposal as submitted did not contain the necessary information for the NIRB to carry out its screening. Pursuant to subsection 144(1) of the NuPPAA, on February 22, 2017 the NIRB requested that the additional information from the GN-CGS be provided to the Board. On June 12, 2017 the NIRB received the requested additional information and commenced the screening pursuant to Part 3 of the NuPPAA.

PROJECT OVERVIEW

Project Scope:

The proposed "Iqaluit Marine Infrastructure – Deep Sea Port" project is located within the Qikiqtani region (South Baffin) on the coast of the City of Iqaluit. The Proponent intends to

construct, operate, and maintain a deep-sea port in order to provide 24-hour access for sealift carriers and improve the reliability, functionality and capacity of transport and the existing delivery of dry cargo and fuel supply. The program is proposed to take place beginning with construction in the summer of 2018, and operations and maintenance commencing in 2021 as a permanent facility for 100+ years with construction being undertaken by GN-CGS and Operations and Maintenance conducted by GN - Economic Development and Transportation.

According to the project proposal, the scope of the project includes the following undertakings, works or activities:

- Development of a deep sea wharf structure, a sealift cargo laydown area and landing ramp for barges, new fuel receiving manifold, a new road connecting Akilliq Road to the port development area, and space to relocate mobile site offices;
- Use of approximately 300,000 cubic metres [m³] bedrock from an area of approximately three (3) hectares from cut-fill operation when producing the laydown area to develop the deep sea port and the small craft harbour;
- Development of the deep sea wharf structure on solid bedrock:
 - Dredging to remove a layer of weak overburden materials with disposal at sea (up to 64,000 m³);
 - Use of explosives to blast rock to provide fill material largely from general fill material from the laydown area cut for the shoreline protection material;
 - Vibratory pile driving;
 - Development of drainage structures;
 - Development of a wharf causeway;
 - Development of two (2) shore moorings;
 - Riprap laid directly on the exposed rock fill structure to protect the structure from wave and ice action
- Development of a four (4) hectare laydown area and a 30 metre sealift ramp:
 - Use of explosives to blast rock with the use of the fill material from the laydown area cut to fill the laydown area;
 - Use of general fill material from the laydown area cut for the development of the sealift ramp;
- Development of fuel receiving manifold and pipeline;
 - Pig receiver located behind the fixed wharf;
 - Equipped with containment measures including drip trays at connection and sample points;
- Construction of an access road to the access the laydown area from the end of Akilliq Road;
 - Southern third of the road to follow topography of the area;
 - Middle third of the road to require bridging of a small inlet with the use of rock fill with the inlet still expected to drain to the ocean through the road fill;
 - Northern third of the road to require cutting a bench into the bedrock similar to the laydown area;
 - Access road to be completed with a crushed granular road surfacing material and appropriate vehicle barricades;

- Use of a combination of cargo ships (barges/sealift) and aircraft as needed to transport materials and equipment required for construction, operations and maintenance of the deep sea wharf structure;
- Use of heavy equipment and light vehicles to transport personnel and equipment to site for construction, operation and maintenance of the facility;
- Relocation of existing sealift and security offices at the Sealift Beach to the laydown area for operations;
- Potable water, sanitary and solid waste disposal, and fuel to be provided Iqaluit city services during the construction and operation phases;
- All wastes (non-hazardous and sanitary) would be taken to the appropriate facilities for proper disposal in Iqaluit during the construction phase;
- Use of fuel for refuelling of equipment in designated fuelling areas with marine fleet to refuel at sea from bunker tanks;
- Use of water for dust control on the deep sea port site and site access;
- Use of facilities in Iqaluit for accommodations, water source, and waste management and purchasing of local supplies for local and non-local construction workers;
- Ongoing maintenance of the facility once constructed; and
- Potential access of deep sea port to commercial and recreational boaters as an additional boat launching and dock area.

At this time, the NIRB has identified no additional works or activities in relation to the project proposal; however, the NIRB notes that as the project is proposed as permanent, reclamation of the site would be assessed as a separate project at a time when more was understood about the activities required of that stage. Further, the Iqaluit – small craft harbour (NIRB File No. 17XN022) is another infrastructure project in Iqaluit proposed in proximity to the deep sea port proposal; however, as the projects are not integrally linked to development or operations of the other, these projects will be assessed separately. As a result, the NIRB will proceed with screening the project based on the scope as described above.

REQUEST FOR COMMENTS

All documents received and pertaining to this project proposal can be obtained from the NIRB's online public registry at www.nirb.ca by using any of the following search criteria:

- Project Name: Iqaluit Marine Infrastructure - Deep Sea Port
- NIRB File No.: 17XN021
- Application No.: 125103

The documents received include:

- *NPC Screening Referral and Conformity Determination*
- *NPC Application and Conformity Questionnaire*
- *NIRB's Online Application Form*
- *Non-technical Project Proposal summary in English, French and Inuktitut*
- *Project Proposal summary in English, French and Inuktitut*
- *Figures noting location of Deep Sea Port and Study Areas*
- *Project Specific Information Requirements*
- *Marine Baseline Report*
- *Terrestrial and Human Environment Baseline Report*

- *Consultation Log*
- *Construction Environmental Management Plan*
- *Disposal at Sea Modelling Report*

The NIRB will copy you on screening process related correspondence and upload related documents to the NIRB's online registry for public access. The NIRB may request additional information at any time during the process.

The NIRB is copying parties and municipalities potentially affected by GN-CGS's project proposal with this letter, and we invite interested parties to comment directly to the NIRB by **July 28, 2017**.

The NIRB would like parties to provide comments regarding:

- Whether the project proposal is likely to arouse significant public concern; and if so, why;
- Whether the project proposal is likely to cause significant adverse eco-systemic or socio-economic effects; and if so, why;
- Whether the project proposal is likely to cause significant adverse impacts on wildlife habitat or Inuit harvest activities; if so, why;
- Whether the project proposal is of a type where the potential adverse effects are highly predictable and mitigable with known technology, (please provide any recommended mitigation measures); and
- Any matter of importance to the Party related to the project proposal.

CONTACT INFORMATION

Please send your comments to the NIRB via email at info@nirb.ca, via fax at (867) 983-2594 or via the individual project dashboard for this assessment on the NIRB's online public registry at www.nirb.ca by using any of the following search criteria:

- Project Name: Iqaluit Marine Infrastructure - Deep Sea Port
- NIRB File No.: 17XN021
- Application No.: 125103

If you have any questions or require additional clarification, please contact the undersigned directly at 867-857-4829 or sgranchinho@nirb.ca.

Sincerely,



Sophia Granchinho, M.Sc., EP
Manager, Impact Assessment
Nunavut Impact Review Board

cc: Distribution List
Paul Mulak, Government of Nunavut
Charlotte Mougeot, SRM Consultants Ltd.
Veronique D'Amours-Gauthier, Fisheries and Oceans Canada
Mark D'Aguiar, Fisheries and Oceans Canada
Mark Dahl, Environment and Climate Change Canada
Georgina Williston, Environment and Climate Change Canada
Christopher Aguirre, Transport Canada
Tracey McCaie, Indigenous and Northern Affairs Canada
Rob Johnstone, Natural Resources Canada
Rachelle Besner, Natural Resources Canada

Enclosures (6): Public Notice of Screening (English, Inuktitut, and French)
Comment Forms (English, Inuktitut and French)