



NIRB File No.: 17XN030

NPC File No.: 148432

July 18, 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 "Pond Inlet Marine Infrastructure" project proposal

Dear Jamiann Questa:

On February 22, 2017 the Nunavut Impact Review Board (NIRB or Board) received a referral to screen Government of Nunavut – Community and Government Services' (GN-CGS) "Pond Inlet Marine Infrastructure" project proposal from the Nunavut Planning Commission (NPC or Commission), with an accompanying positive conformity determination with the North Baffin 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 **17XN030**.

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 28, 2017 the NIRB requested that the additional information from the GN-CGS be provided to the Board. On May 19, 2017 the NIRB received additional information for the project proposal, however noted that the information provided was insufficiently developed to permit proper screening. On May 30, 2017 the NIRB requested additional information and on June 9, 2017 the NIRB received the additional information and commenced the screening pursuant to Part 3 of the NuPPAA.

Project Scope:

The proposed “Pond Inlet Marine Infrastructure” project is located within the Qikiqtani region (North Baffin) in the Hamlet of Pond Inlet. The Proponent intends to construct a new small craft harbour and associated infrastructure at Pond Inlet to improve marine access and safety by providing a protected harbour for private, local, and recreational users, community re-supply, as well as cruise ships and associated vessels. Construction is expected to take two years from 2018 through 2020, followed by ongoing operations and maintenance. Construction would be managed 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:

- Develop in-water infrastructure and conduct underwater works:
 - Construction of two rock breakwaters to create a 2.5 hectare harbour. Inner harbour to be swept for rocks and boulders (but not dredged), with installation of two (2) floating docks inside the harbour for moorage of up to 80 vessels, with floats removed prior to freeze-up.
 - Construction of a fixed wharf approximately 80 metres offshore of the sealift laydown area with a dredge berth pocket and an approach channel to provide larger boats with access to the wharf.
 - Dredging of an estimated 16,000 m³ of sediment to achieve the planned depth alongside the new fixed wharf and provide the access channel to deeper water.
- Onshore upgrading and development of infrastructure:
 - Improvement of vehicle access along the shoreline in the inner harbour by topping beach with a crushed gravel road surfacing, grading and packing.
 - Development of a new sealift laydown area adjacent to the west breakwater approximately 1 hectare in size with an access ramp between the laydown area and the west breakwater for vehicle access.
 - Use of dredged materials from the fixed wharf berth pocket and approach channel for fill material.
 - Crushed granular road structure to be placed on top of dredged sediments.
- Quarrying, transport, and deposition of approximately 200,000 tonnes of rock from a new quarry located 5 kilometres (km) from the Hamlet to Pond Inlet, including:
 - Vegetation clearing and overburden removal.
 - Drilling and blasting of approximately 75,000 cubic metres (m³) of bedrock, over an area of approximately 10 hectares.
 - Use of explosives to blast rock in quarry.
 - Sorting and stockpiling blasted rock to produce run of quarry and riprap.
 - Crushing, screening and stockpiling of run of quarry.
 - Transport of quarried material to the dock development via two alternatives being considered: either use of existing roads within the Hamlet of Pond Inlet, or new bypasses road built near the Hamlet. If the alternative haul route was to be developed, the following would occur:
 - Stripping of overburden material;

- Cut-fill operations where in-situ materials would be used to build the road core from nearby cuts, depending on final alignment, topography, and overburden materials; and
- Develop perimeter drainage ditches, culverts, diversion berms, and erosion control structures, as necessary to control surface water.
- Transport of equipment and supplies to site for construction, operations, and maintenance of the small craft harbour via cargo ships (barges/sealift) and aircraft.
- Use of heavy equipment and vehicles, as well as workboats and tugboats for construction, operation and maintenance of the facility.
- Transport, storage, and use of more than 2,000,000 litres fuel for heavy equipment and boats, with additional fuel sourced from the Hamlet if required. Refuelling of heavy equipment in designated fuelling areas, and marine fleet to refuel at sea from bunker tanks.
- Use of facilities in Pond Inlet for accommodations, water source, and waste management and purchasing of local supplies for local and non-local construction workers.
 - Sanitary and non-hazardous waste disposal managed through Hamlet of Pond Inlet services and facilities.
 - Use of water for dust control, drinking water, sanitary facilities, earthworks (compaction if necessary), and equipment wash down.
- Hazardous wastes barrelled and transported to the appropriate facilities for disposal.
- Periodic maintenance of the facility using heavy equipment through operations.

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 would be understood about the activities required of that stage. 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: Pond Inlet Marine Infrastructure
- NIRB File No.: 17XN030
- Application No.: 125101

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 and Inuktitut*
- *Project Proposal summary in English, French and Inuktitut*
- *Figures noting location of Small Craft Harbour, Study Areas and Quarry location*
- *Alternate Haul Road Terrestrial Baseline Report*
- *Project Specific Information Requirements*
- *Marine Baseline Report*
- *Terrestrial and Human Environment Baseline Report*

- *Shoreline Evolution Modelling*
- *Consultation Log*
- *Construction Environmental Management Plan*
- *Letters of Support*

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 **August 8, 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: Pond Inlet Marine Infrastructure
- NIRB File No.: 17XN030
- Application No.: 125101

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.
 Véronique 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 (4): Public Notice of Screening (English, and Inuktitut)
 Comment Forms (English, and Inuktitut)