



NUNAVUT IMPACT REVIEW BOARD
ᐅᑲᑭᑦᑲ ᐱᑦᑲᑦᑲᑦᑲ ᑲᑲᑲᑦᑲᑦᑲ

Scoping and Environmental Impact Statement Guidelines for the NLRB's Review of the Grays Bay Road and Port Project

[illegible]

L^c / March 2018

ᑭᓴᑦ ᐃᑭᑎᑦᑎᑦᑦ ᑲᑎᑎᑦᑦ ᓄᓇᑦᑭᓄᑦ ᑎᑭᑭᑦᑦ?

- ᐅᓴᑲᐅᑭᑎᑦ: ᓴᑭᑎᓴᑦᑦ ᑲᐅᑦᑲᑎᑦ/ᓄᓇᑦᑦ
ᑎᑭᑎᑦᑦ ᑭᑎᑦ ᑦᑎᐅᓄᑦᑦ ᐃᓴᑦᑦ ᐃᑦᑦ
ᐅᑦᑦᑦ ᐱᑦᑎᑦᑦ
- ᐅᓴᑲᓴᑦ: ᓄᓇᑦᑦ ᐃᑭᑎᑦᑎᑦ
ᑲᑎᑎᑦᑦ ᐃᑭᑎᑦ ᓴᑲᐅᑦᑎᑦᑦ
(ᓴᑲᐅᑦᑦᑦ) ᐅᑦᑦ ᑭᑎᑦ ᑦᑎᐅᓄᑦᑦ
ᐱᑦᑎᑦᑦ
- ᐃᑎᑦᑦ: ᓴᑲᓄᐃᑦᑦ
ᐱᑦᑎᑦᑦᑦᑦᑦ – ᐃᑦᑦᑦ
ᐃᑦᑦᑦᑦ?
- ᐅᑦᑦ: ᐃᑦᑦᑦ, ᐅᓴᑲᐅᑦᑦ,
ᐃᑦᑦᑦᑦᑦ
- ᐃᑦᑦᑦ: ᐅᑦᑦᑦ ᐃᑦᑦᑦ
ᐃᑦᑦᑦᑦ



- **Present:** KitIA/GN's Grays Bay Road and Port Project
- **Explain:** NLRB's environmental assessment (Review) of the Grays Bay Project
- **Ask:** How do you feel about the Project – will it affect you?
- **Listen:** your questions, comments, and concerns
- **Affect:** using the information you share



What is the Nunavut Impact Review Board?

An institution of public government responsible for environmental impact assessment of proposed projects in Nunavut

ᐱᓄᓂᐱ ᐃᓄᓂᐱ ᐃᓄᓂᐱ ᐃᓄᓂᐱ ᐃᓄᓂᐱ?

ᐱᓄᓂᐱ ᐃᓄᓂᐱ ᐃᓄᓂᐱ ᐃᓄᓂᐱ ᐃᓄᓂᐱ
ᐃᓄᓂᐱ ᐃᓄᓂᐱ ᐃᓄᓂᐱ ᐃᓄᓂᐱ ᐃᓄᓂᐱ
ᐃᓄᓂᐱ



ᐃᓄᓂᐱ ᐃᓄᓂᐱ ᐃᓄᓂᐱ



Nunavut Impact Review Board

- To protect and promote the well being of the Environment and Nunavummiut through the Impact Assessment process

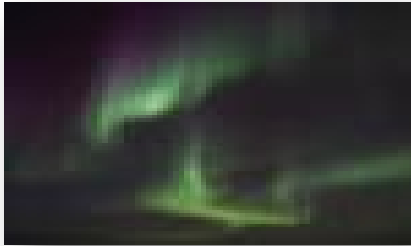
መደግፋ ልዩበርቲኖ ኮበሊንግቦር ጋናኪኒንግ

- [illegible]



Changes to the environment

ᐱᓯᐱᓄᓯᓂᓄᓂ ᐱᓄᓂᐸᐸ



Air quality
ᓯᐸᓂᓂᓄᓂ



Marine life
ᐸᓂᐸᐸ ᐸᐸᓄᓂ



Birds
ᓂᓄᐸᐸᐸᐸ



Wildlife
ᓂᓄᐸᐸ



Ground stability
ᐸᐸᐸᐸ ᐸᓄᓂᐸᐸᓄᓂ



Water
ᐸᐸᓂ



Freshwater life
ᐸᐸᐸ ᐸᐸᓄᓂ



Vegetation
ᐸᓄᓂᐸᐸ

Changes to communities

መርህ ለጥቅም



Land and Resource Use
መሬት ለጥቅም ለውጥ



Food security
ጥቅም ለውጥ ለውጥ



Livelihood
ሰራተኝነት



Community infrastructure
and public services
መንግሥት ለውጥ
ለውጥ ለውጥ



Employment
ሰራተኝነት ለውጥ

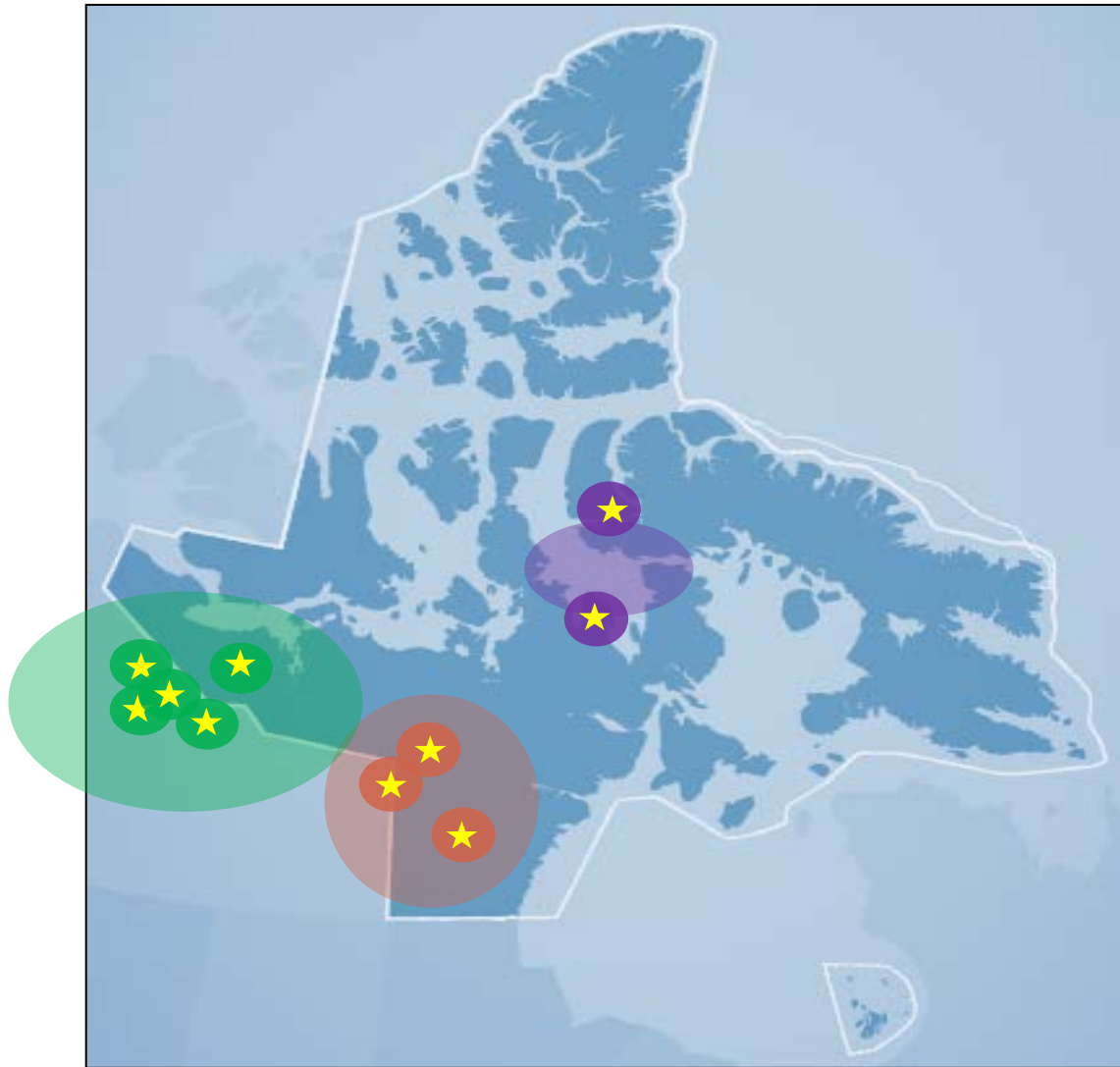


Archaeology
መሬት ለውጥ ለውጥ



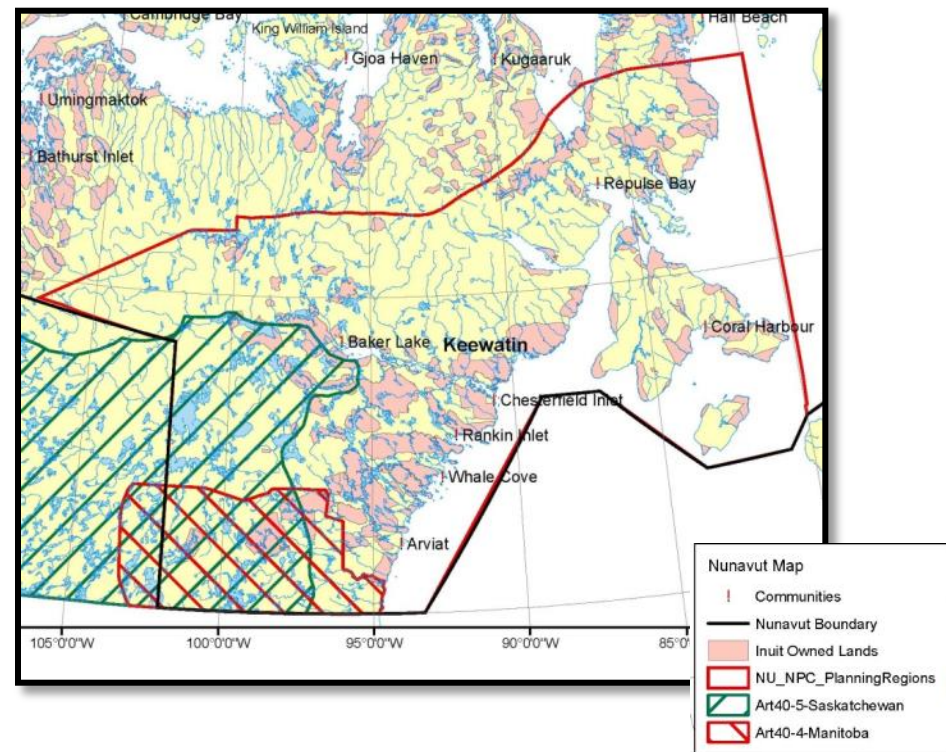
Education and training
ሰራተኝነት ለውጥ
ሰራተኝነት ለውጥ

Cumulative Impacts



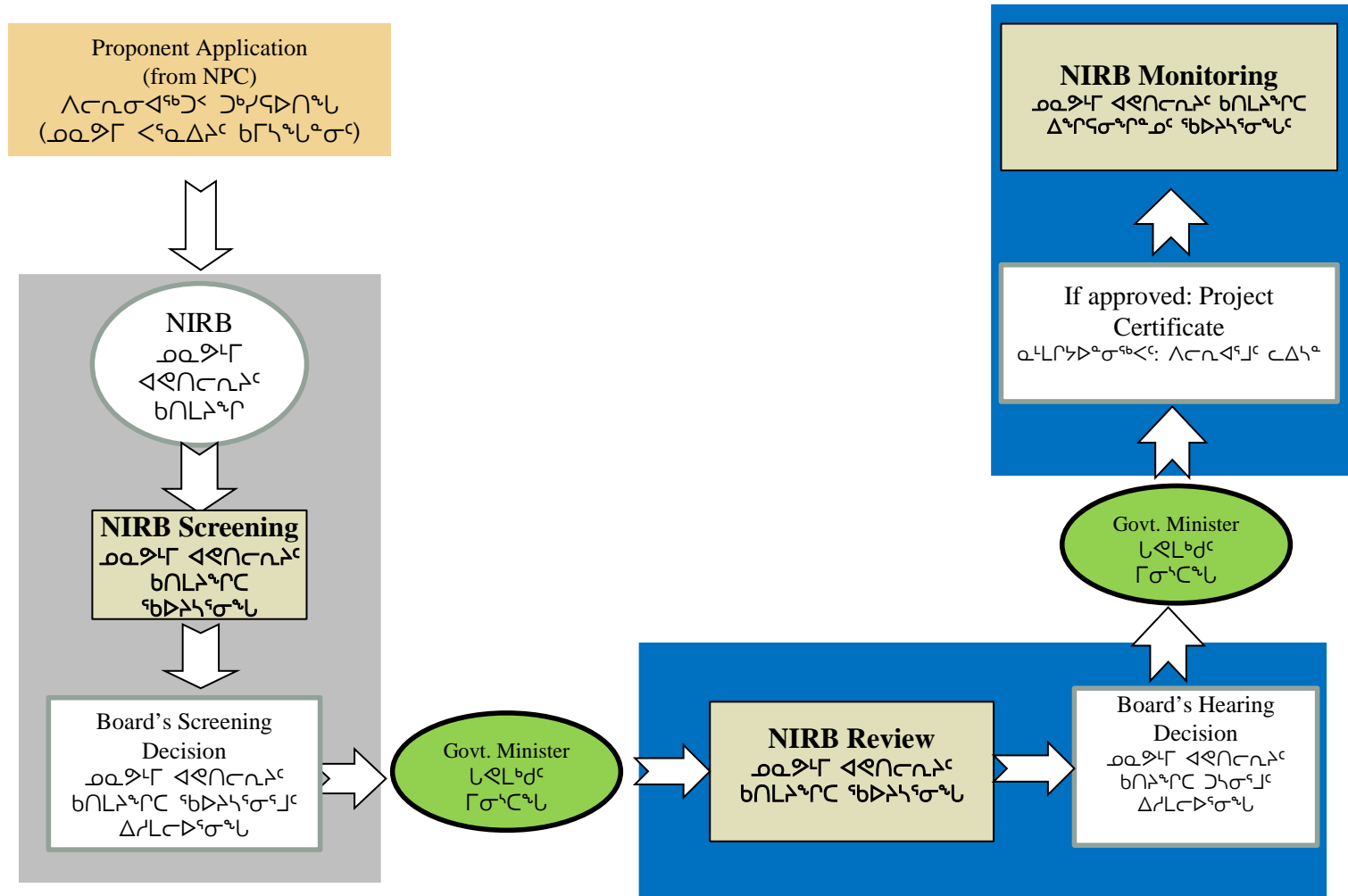
Transboundary Impacts

ᐱᕐᕈᕐᕐ ᕐᕈᕐᕐ ᐱᕐᕈᕐᕐ



The NIRB's Impact Assessment Process

መደግ ላዩቦርቲክ ክብሊኢብር ላብጋልሙሪክ ፍክጋላኖሙክ



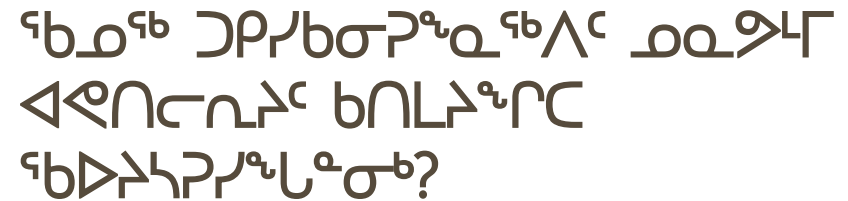
When does the NLRB do a Review?



- Significant impact on the environment, wildlife and Inuit harvesting
- Socio-economic effects on northerners
- Significant public concern
- Involves new technology – unknown effects



- Public Registry
 - Search for project or document
 - Register to receive notifications
- Calendar
 - Active projects and deadlines



- $\Delta \sigma^a \sigma^c \text{CD} \rightarrow \sigma^a \sigma^b \sigma^c \text{b} \rightarrow \sigma^c \text{b} \rightarrow \sigma^b \sigma^c$
 $\Lambda \text{CD} \rightarrow \sigma^a \sigma^b \sigma^c$
 - $\sigma^a \sigma^b \sigma^c \text{b} \rightarrow \sigma^a \sigma^b \sigma^c \text{b} \rightarrow \sigma^a \sigma^b \sigma^c \text{b}$
 - $\sigma^a \sigma^b \text{b} \rightarrow \sigma^a \sigma^b \text{b} \rightarrow \sigma^a \sigma^b \text{b}$
- $\Delta \sigma^a \sigma^b \sigma^c \text{b} \rightarrow \sigma^a \sigma^b \sigma^c \text{b}$
 - $\sigma^a \sigma^b \sigma^c \text{b} \rightarrow \sigma^a \sigma^b \sigma^c \text{b} \rightarrow \sigma^a \sigma^b \sigma^c \text{b}$



The Project would be undertaken through a partnership between the Kitikmeot Inuit Association and the Government of Nunavut with the objective of establishing infrastructure connecting the existing Tibbitt-Contwoyto Winter Road to the Northwest Passage and providing an economically viable supply route for Nunavummiut, public, and industrial operators in the area.

ለረቢ ላይታታታታታ ትረገበርዎታል። ለረቢ ከባላታታታ
 ነገሮች ልዩ ልዩ ስራ ስራ ስራ ስራ ስራ
 ነገሮች ስራ ስራ ስራ ስራ ስራ ስራ
 ስራ ስራ ስራ ስራ ስራ ስራ ስራ
 ስራ ስራ ስራ ስራ ስራ ስራ ስራ
 ስራ ስራ ስራ ስራ ስራ ስራ ስራ
 ስራ ስራ ስራ ስራ ስራ ስራ ስራ
 ስራ ስራ ስራ ስራ ስራ ስራ ስራ







Figure 1-1

- Open Water shipping
 - (July – October)
- Wharf for 75,000 dwt ships
- Laydown areas
- Small Craft Harbour
- 1,800 m Airstrip
- 20 person camp
 - (80 during construction)
- Tank farm (25 M litres to start, up to 100 M litres)
- Roads and other infrastructure
- Dredging

\\Clients\Government of Nunavut\144930035\Corridor\figures\general\PP\Translated\144930035_0019_Port_Area_Overview_Translated.mxd cellin



Grays Bay Engineering & Environmental Consultants

Grays Bay Conceptual Port Site Plan

Figure 2-1



GBEEC
Gray Bar Engineering & Environmental Consultants

Figure 1-1

- 230 km all-season toll road
- 18 bridges
- 50 large culverts (1.5-5 m)
- Four 80-person camps for construction
- Winter road from Jericho Station to Contwoyto Lake and T-C Winter Road



GBEEC
Gray Bar Engineering & Environmental Consultants

Figure 1-1

- Camp
- Parking, refueling areas
- Tank farm (20 M litres)
- Potential use of Jericho airstrip
- Staging area for winter road cargo

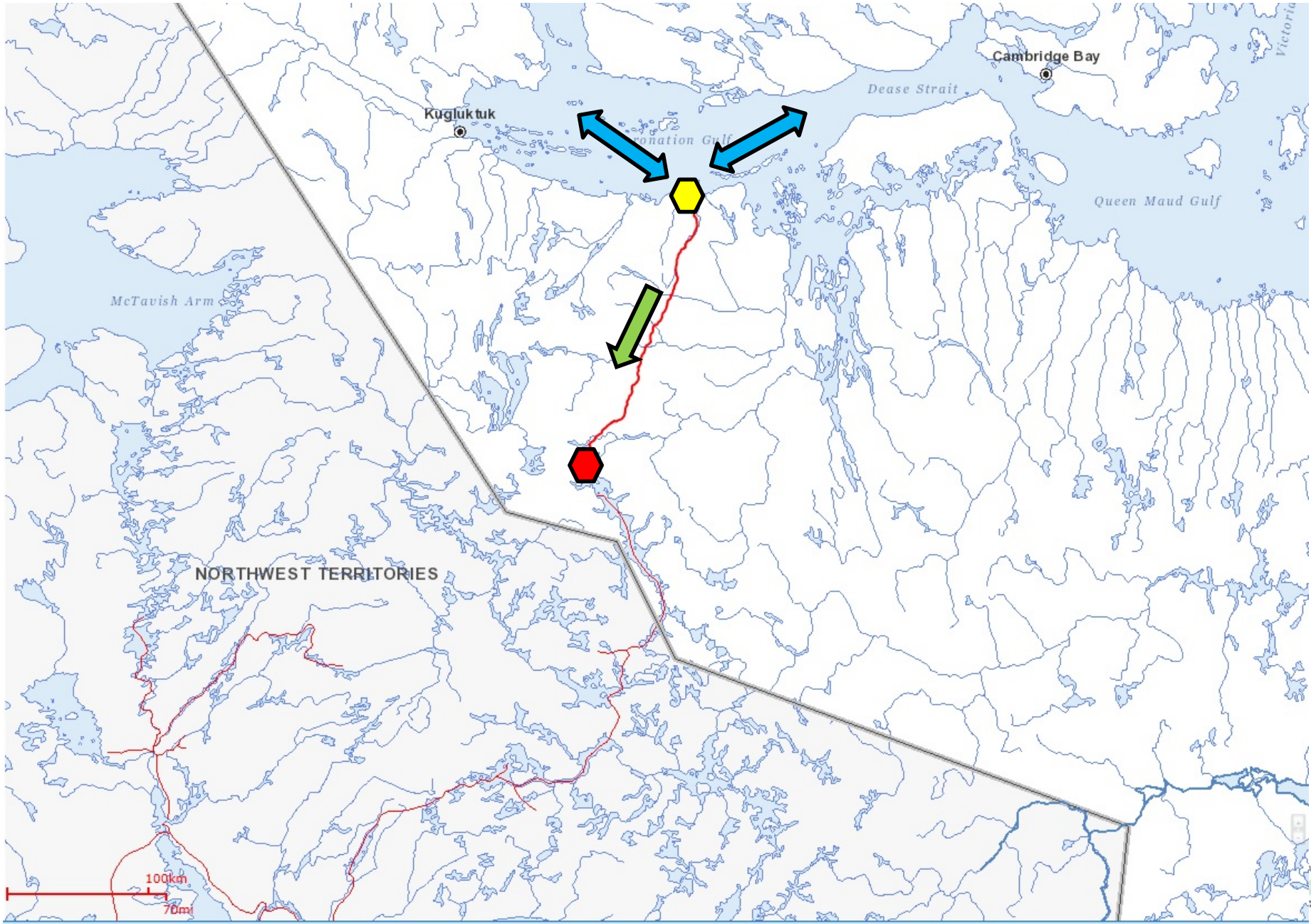
- Approx. 40 quarries for construction and maintenance
 - approx: every 7 km along road
 - 1/3 (14) possibly permanent

ᐃᓱᓱᓪ ᐱᓕᓂᐃᑦᑦ
ᐱᓕᓂᐃᓪᑭᓂᐃᑦᑦ

- $\Delta \Gamma \Gamma^c \rightarrow J \quad 40$
 $\rho \rightarrow \gamma^b C \rightarrow \gamma^a \sigma \quad \text{ከ } \omega \rightarrow \sigma^a$
 $\Delta \Gamma \Gamma \rightarrow \sigma \rightarrow \sigma^a$
 - $\Delta \Gamma \Gamma^c \rightarrow J \rightarrow \gamma^a \sigma \quad 7 \text{ } \rho \rightarrow \Gamma \rightarrow$
 $\Delta^c \gamma^d$
 - $1/3 (14) \wedge C^b \rho^a \omega^b \rightarrow \gamma^b$
 $\Delta \rightarrow \Delta^a \omega^c \sigma \rightarrow \gamma^b \rightarrow \sigma^b$

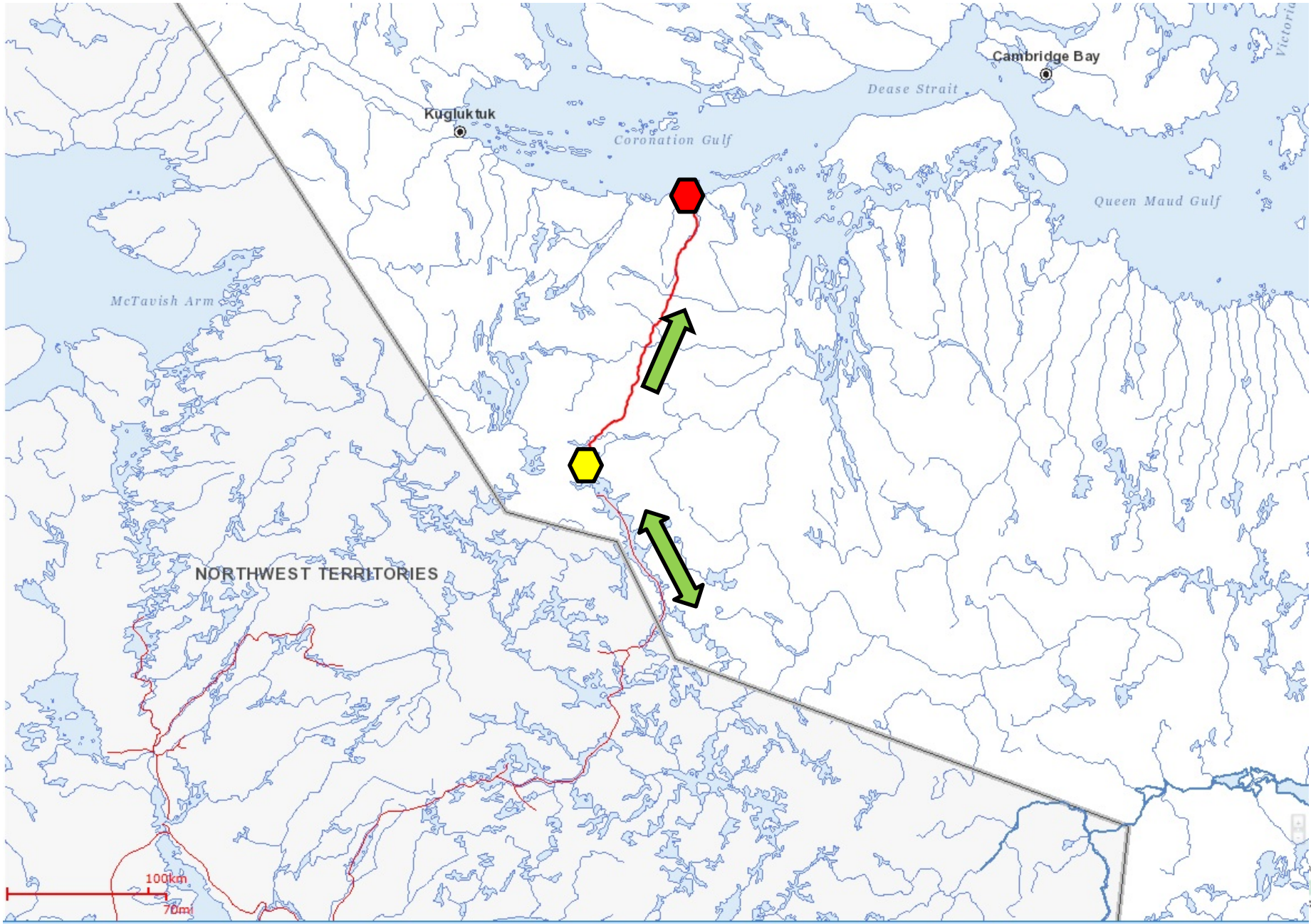
Mobilization and Shipping

ፌርድ ስር ለሀገር ለሰላምና ለሰብዓዊ መብቶች



Mobilization and Shipping

ፌዴራል ሚኒስቴር ምኒልክ ለግብረ ገብረገብ ማህተም



Project Schedule

- Pre-Construction:
approx. 2 years (2020-2022)
- Construction approx: 3 years
(2023-2025)
- Operations: 75 year design
life
- Closure: no plans

- ካዲኔፕሮፕራ ሥነ-ጥናት:
ፈጣሪነት 2 ሐፍታ
(2020-2022)
- ካዲኔፕሮፕራ ፈጣሪነት:
3 ሐፍታ (2023-2025)
- ልማትና ልማት ሥነ-ጥናት: 75 ሐፍታ
ፈጣሪነት ሐፍታ
- ፈጣሪነት ሥነ-ጥናት:
ፈጣሪነት ሥነ-ጥናት

SCOPING OF THE GRAYS BAY PROJECT

40270 9bDc ΔrlC▷C▷σ^or
 Jn^h Cn▷^olσ ΛCn◁^ojK^h

What is Scoping?

- A “**SCOPE**” is a tool that helps us see better
 - For NIRB, a SCOPE is a list of all parts of the project, and the parts of the environment that might be affected by the project
- Scoping also helps us see better what people think about the project, and what parts of the environment are important to **you**



The NIRB asks the company to explain the Project and those parts of the environment that are important in a lot more detail

- All parts of the Project and activities for the whole time
- Physical and people environments
 - Parts of the environment that are important
- Alternative ways to do the project

[illegible]

በጥንታዊው የሰነድ ምልክት

- [illegible]

- Air quality
- Climate and meteorology
- Noise and vibration
- Terrestrial Environment
- Aquatic Environment
- Terrestrial Wildlife and Habitat
- Birds and bird habitat
- Marine environment
- Marine wildlife
- Terrestrial and marine Species at Risk

[illegible]

- [illegible]

Socio-Economic Impacts

$\Delta_{\sigma} \triangleright^< \wedge \varphi^c \neg \triangleleft \sigma \triangleright^< \neg \triangleleft^b \neg \triangleright \sigma^{\circ} \neg$



DRAFT GUIDELINES FOR THE ENVIRONMENTAL IMPACT STATEMENT OF THE GRAYS BAY PROJECT

ገጽ ፫ ለፍጥነት ለማድረግ
 ለፍጥነት ለማድረግ ለፍጥነት ለማድረግ
 ለፍጥነት ለማድረግ ለፍጥነት ለማድረግ

- Description of the Environment and Baseline information
 - What does the environment look like now?
- Biophysical Environment and Impact Assessment
- Socio-Economic Environment and Impact Assessment
- Public Consultation, Inuit Qaujimaningit, Inuit Qaujimagatuqangit, and Traditional and Community Knowledge

- Avoid or mitigate adverse effects
 - Acts, Regulations, licences, and permits
 - Best Practices
 - Contingency Plan
- Optimize benefits
 - Regulations
 - Best Practices
- Environmental Protection Plan
- Socio-Economic Plans
- Closure and Reclamation Plans
- Monitoring and Mitigation Plans

[illegible]
$$\langle C \rangle \Gamma^{\frac{1}{2}} \mathbb{Z}^{\mathfrak{b}} \mathbb{C}^{\mathfrak{b}} \langle D \rangle \mathbb{Z}^{\mathfrak{b}} \mathbb{C}^{\mathfrak{b}} \mathbb{C}$$

- $\Lambda^{\epsilon} d \triangleright \Delta^{\epsilon}$, $\triangleleft \triangleright \triangleleft \triangleleft \Delta^{\epsilon}$, $\triangleleft \Delta^{\epsilon} \triangleright \triangleright^{\epsilon}$ $\triangleleft \triangleleft$
 $\Lambda^{\epsilon} \triangleright^{\epsilon} \triangleleft \triangleright \triangleleft \triangleright^{\epsilon} \triangleright^{\epsilon}$
- $\Lambda^{\epsilon} \triangleleft \triangleleft^{\epsilon} b^{\epsilon} \triangleright \triangleleft \triangleleft \triangleleft^{\epsilon} b^{\epsilon} \sigma^{\epsilon} \triangleleft b \triangleright \sigma^{\epsilon} \triangleleft^{\epsilon} b^{\epsilon} d^{\epsilon}$
- $\triangleleft^{\epsilon} \triangleleft \triangleleft \triangleright^{\epsilon} b^{\epsilon} \triangleright^{\epsilon}$

$$\Delta b C \triangleright \nabla^a \underline{a}^b \supset C \quad \triangleleft \supset^a \supset r^c$$

- [illegible]

CLOSING REMARKS



NIRB Wants to Hear From You!

- What do you think about the Project?
- Comments, questions or concerns
- What environmental components are important to you?
- What potential effects do you think this Project might have on the land, animals and people?

Fill out a NIRB comment form!

ᓄᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ

- ᓴᐸᓄᓴᐸ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ
ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ?
- ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ
ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ
- ᓴᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ
ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ?
- ᓴᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ
ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ

**ᐸᓇᓂᓴᓯ
ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ
ᐸᓇᓂᓴᓯ ᐸᓇᓂᓴᓯ**

[illegible]

▷⁹ბ₁ნ⁹ლ (◁⁹პ⁹ბ⁹რ⁹ჯ⁹):

1-866-233-3033

ጊዜ ሲገባ፡

(867) 983-2594

ፋክሊታይት ገጽ ጋንቦቶች:

info@nirb.ca

Nunavut Impact Review Board
PO Box 1360
Cambridge Bay, NU
X0B 0C0

ወደታች ልዩበርሲታ፣ ክብረትኛሮ
PO Box 1360
ፈካጋጋብፈረ፣ ወደታ፣
XOB 0C0



Thank you for sharing your participation with us today

L'equazione differenziale è:

Thank you!

L'O!