



Fisheries and
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March 18, 2022

NIRB File No: 21UN004

NPC File No: 149437

Nunavut Impact Review Board (NIRB)
Attn: Mia Otokiak
P.O. Box 1360
Cambridge Bay, NU X0B 0C0

Re: Fisheries and Oceans Canada – Small Craft Harbours’ “Arctic Bay Small Craft Harbour Development” – 2022 NIRB Reporting

Dear Mia Otokiak:

On October 4, 2021, Nunavut Impact Review Board (NIRB) completed the review of the Arctic Bay Small Craft Harbour Development project proposal and issued a Screening Decision Report (SDR) to Fisheries and Oceans Canada- Small Craft Harbours (DFO-SCH).

As identified in the *Monitoring and Reporting Requirements* section of the SDR an Annual report of construction activities is due beginning March 31, 2022. Although construction on the Small Craft Harbour is not expected to begin until August or September 2022, the attached table summarizes the current status of the reporting conditions.

If you have any questions with the content of this letter, please contact Chris McDermid at (431) 335-7530 or by email at Chris.McDermid@dfo-mpo.gc.ca.

Yours sincerely,

Eleanor McEwan, P. Eng.
Senior Project Engineer
Small Craft Harbours Branch
Fisheries and Oceans Canada

cc. Chris McDermid (DFO-SCH)
Kenton Thiessen (Public Services and Procurement Canada)
Harald Kullmann (Advisian)
Victoria Burdett-Coutts (Advisian)

Attachments:

Arctic Bay Harbour NIRB reporting requirements table
Community consultation report #3
Community consultation report #4

DFO- SCH Arctic Bay Harbour NIRB Reporting requirements as identified in the Screening Decision Report

SDR Reporting Conditions	Response
<p>a) A summary of activities undertaken for the year, including:</p> <ul style="list-style-type: none">▪ a description of local hires, contracting opportunities and initiatives;▪ site photos;▪ any monitoring activities carried out, specifically including monitoring of effects on the marine environment (including but not limited to noise generated by in-water works);	<p>Public Services and Procurement Canada (PSPC) has issued a tender to hire a contractor for the Clyde River Harbour Project on behalf of Fisheries and Oceans Canada, the proponent for the work. A link to the project posting is below:</p> <p>Arctic Bay, Nunavut, Harbour Development (ET025-222108/A) - Buyandsell.gc.ca</p> <p>Construction has not commenced. In the 2022 season, construction is expected to begin in September, following the arrival of the sea lift. No locals have been hired for the construction of the harbour to-date.</p> <p>The project has been publicly tendered by Public Services and Procurement Canada (PSPC) in accordance with Article 24 of the Nunavut Agreement. Procurement will be restricted to firms registered on the Nunavut Tunngavik Incorporated (NTI) Inuit Firm Registry. The contract will include an Inuit Benefit Plan (IBP) which will consider the employment of Inuit labour, engagement of Inuit professional services, or use of suppliers that are Inuit and Inuit firms carrying out the contracts. The IBP will also consider the undertaking of commitments under the contract with respect to on-the-job training or skills development for Inuit.</p> <p>Site photos were taken in September 2021 while the SCH</p>

	<p>team were in Arctic Bay for consultation meetings. Pre-construction site conditions of the areas where the project will occur are provided in a photo log in appendix A. No construction monitoring has been conducted on site.</p>
b) A work plan for the following year, including any progressive reclamation work undertaken;	<p>Active construction is expected to commence in September 2022. It is anticipated that equipment will arrive on site on the sealift scheduled to arrive late August or early September. 2022 construction activities may include camp set up, accessing the quarry and beginning quarry activities (Blasting) may take place.</p>
c) A summary of community consultations undertaken throughout the year, providing copy of materials presented to community members, a description of issues and concerns raised, discussions with community members and advice offered to the company as well as any follow-up actions that were required or taken to resolve any concerns expressed about the project proposal;	<p>DFO-SCH along with their consultants have carried out two community consultation meetings since the application package for the project was submitted to the Board for review.</p> <p>Consultation meetings occurred in community on the 14th and 15th of September 2021 and on December 1st, 2021.</p> <p>Please see Appendix B for summary reports of the consultations conducted in September and December of 2021.</p>
d) A log of instances in which community residents occupy or transit through the project area for the purpose of traditional land use or harvesting. This log should include the location and number of people encountered, activity being undertaken (e.g., berry picking, fishing, hunting, camping, etc.), date and time; and any mitigation measures or adaptive management undertaken to prevent disturbance;	<p>N/A- Construction activities have not commenced.</p>
e) A discussion of issues related to wildlife and environmental monitoring, including the number of cease-work orders required as a result of proximity marine mammals and any other wildlife;	<p>N/A- Construction activities have not commenced.</p>

<p>f) A brief summary of Wildlife Monitoring and Management Plan results as well as any mitigation actions that were undertaken. In addition, the Proponent shall maintain a record of wildlife observations while operating within the project area and include it as part of the summary report. The summary report based on wildlife observations should include the following:</p> <ol style="list-style-type: none"> 1. Locations (i.e., latitude and longitude), species, number of animals, a description of the animal activity, and a description of the gender and age of animals if possible. 2. Prior to conducting project activities, the Proponent should map the location of any sensitive wildlife sites including marine habitat areas in the project area, and identify the timing of critical life history events (i.e., calving, migration, mating, denning and nesting). 	<p>N/A- Construction activities have not commenced.</p>
<p>3. Additionally, the Proponent should indicate potential impacts from the project, and ensure that operational activities are managed and modified to avoid impacts on wildlife and sensitive sites.</p> <p>g) An analysis of the effectiveness of mitigation measures for wildlife;</p> <p>h) Summary of any heritage sites encountered during the exploration activities, any follow-up action or reporting required as a result and how project activities were modified to mitigate impacts on the heritage sites;</p> <p>i) Summary of its knowledge of Inuit land use in/near the project area and explain how project activities were modified to mitigate impacts on Inuit land use; and</p> <p>j) A summary of how the Proponent has complied with conditions contained within this Screening Decision, and all</p>	<p>Construction activities have not commenced. DFO-SCH has successfully obtained permits, licences, approvals and or Authorizations from the following regulators:</p> <ul style="list-style-type: none"> • Fisheries and Oceans Canada- Fisheries Act Authorization • Transport Canada- Navigation Protection Program Approval • Environment and Climate Change Canada- Disposal at Sea Permit • Nunavut Water Board- Type B licence • Crown-Indigenous Relations and Northern Affairs Canada – Land Use Permit <p>DFO-SCH has reviewed and is committed to complying with the conditions set out in the permits, licences,</p>

conditions as required by other authorizations associated with the project proposal.	<p>approvals and Authorizations issued for the project.</p> <p>DFO-SCH is also planning on completing an additional Archaeological Impact Assessment in the spring on 2022 to ensure that all areas of the proposed project footprint including; the river crossing, camp, and dredge spoil locations, are thoroughly investigated for features and artifacts.</p>
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Appendix A: Pre-construction photo-log



Figure 1-Existing breakwater at the Arctic Bay harbour site (September 2021).



Figure 2- Existing shoreline showing boat dry docking and mooring (September 2021).



Figure 3-Shoreline and existing breakwater at the harbour site (September 2021).



Figure 4- Rock outcrop located at the northern section of the proposed quarry location (September 2021).

Appendix B: Community Consultation reports

- Construction Environmental Management Plan (CEMP)
- Next Steps

Presentation slides were provided in English and Inuktitut and local interpreter, Mishak Allurut, provided simultaneous interpretation. A copy of the presentation is provided in Appendix :B.

We are grateful to the residents of Arctic Bay who generously shared their time and knowledge with us during the community consultation visit.

2 Consultation Activities

Table 1 Consultation Activities

Group	Method	Date
Community Residents	Open House	September 14, 2021
Hamlet Council	Joint meeting - presentation followed by open discussion	September 15, 2021
Ikajutit HTA	Joint meeting - presentation followed by open discussion	September 15, 2021
QIA	Joint meeting - presentation followed by open discussion	September 15, 2021
Arctic Bay Nauttiguqtit (Guardians)	Joint meeting - presentation followed by open discussion	September 15, 2021

Table 2 Participants at Joint Meeting

Organization	Participant
Hamlet – 4 participants	<ul style="list-style-type: none"> • Moses Oyukuluk (Mayor) • Sakiasi Qaunaq • Olayuk Naqitarvik • Eric Altwasser (Finance Officer and Acting Senior Administrative Officer)
Ikajutit HTA – 6 participants	<ul style="list-style-type: none"> • Qaumanuq Oyukuluk • Jonah Oyukuluk • Koonark Enoogoo • Joeli Qamanirq • Paul Ejangiaq • Sebastian Kanayuk (HTA manager)
QIA Guardians (Nauttigsuqtiit) – 4 participants	<ul style="list-style-type: none"> • Niore Iqalukjuak – Community Supervisor • Jonah Muckpa • Joshua Kigutaq • Matthew Akikulu
QIA Community Representative	<ul style="list-style-type: none"> • Levi Barnabas – QIA Executive Secretary-Treasurer • Ella Levin
Department of Fisheries and Oceans (DFO) – 6 participants	<ul style="list-style-type: none"> • Adele Butcher – DFO-SCH Project Manager • Eleanor McEwan – DFO-SCH

Organization	Participant
	<ul style="list-style-type: none"> • Joanne DeLaronde – DFO-SCH • Chris McDermid – DFO-SCH • Jane Tymoshuk – DFO-FFHPP
Public Services and Procurement Canada	<ul style="list-style-type: none"> • Kenton Thiessen – Project Manager
Transport Canada	<ul style="list-style-type: none"> • Dallas Babuik - Navigable Waters Protection Officer
Environment and Climate Change Canada	<ul style="list-style-type: none"> • Geneviève Morin-Dion – Project Officer, Marine Program
Advisian-Ikpiaryuk Services Ltd. – 3 participants	<ul style="list-style-type: none"> • Frank May (Ikpiaryuk) • Harald Kullmann (Advisian) • Diane Pinto (Advisian)

*Participated remotely

3 Community Feedback – Open House

3.1 Project Delivery and Operations

- Residents pleased to see progress on the SCH Project.
- Many comments on how a harbour has been needed in Arctic Bay for decades and how much the SCH Project will benefit the community.
- Inquiries as to how soon the harbour would be operational and who would operate and maintain the facility. *"Many things are built in the north with no plan or money for maintenance and repair. Must think about operations well before the construction is complete"*
- Inquiry on whether boats from other communities will be able to use the harbour and whether there will be a fee associated with using the floats.

3.2 SCH Design

- Questions regarding the depth of the water in front of the fixed wharf and in the float area of the harbour.
- Questions about the width of the harbour entrance.
- Questions about whether fishing trawlers would be able to use the fixed wharf.
- Increased lighting will improve safety for all users, including pedestrians.
- The floats at Pangnirtung are very useful. *"Very much looking forward to being able to make use of floats here in Arctic Bay like the ones in Pangnirtung"*

3.3 Construction

- There's a lot of garbage and large items in the harbour area that will need to be cleared out to construct the harbour.
- Ensure that access to ice and water is maintained during construction. *"Even when they leave for the winter, they have to make sure that we can still skidoo on our trails and not block our access"*
- Make sure to protect boats that will still need to use the harbour area during construction.
- Residents are concerned about public safety, especially with truck traffic on the haul route and heavy equipment at the beach. *"There are many children that live and play in these areas and are especially all over the roads and beach during the summer with all the light."*

3.4 Local Labour and Equipment

- Inquiries on what the process will be to apply for a job and when the jobs will be available
- Suggestions that contractors are given cultural awareness training to realize the importance of the traditional economy in Arctic Bay and the responsibilities local workers juggle to engage in both economies. *“They must learn how to hire and maintain local people to work on these projects”*



Open House in Arctic Bay on September 14, 2021

4 Community Feedback – Joint Meeting

4.1 Harbour Management

- The SCH is a reality because the QIA negotiated this harbour. We will need time to discuss among us who will be part of the harbour management group.
 - Joanne DeLaronde – Yes, of course. We understand that you'll need time to discuss among the various groups to determine what harbour management structure will work best for your community . Would November provide enough time to determine the roles and structure of the harbour authority?
- We have to consider who will be the representatives for this group. Some of us will be ending our terms and an election is coming up so people will change. Suggest that considering the upcoming election is in October, the harbour management group be appointed after the elections.
- After the elections is fine but the community will appoint roles to the harbour management group, not individuals.
- QIA prefers that the harbour authority or management group not include a QIA representative. The QIA community representative already deals with too much in the community, it would be too much for this role to be included.
- HTA agrees. The QIA already has a big expanse of responsibilities in the community. The HTA should be involved in the harbour authority but the QIA should be exempt from this group.
- As owners, will DFO be responsible and make sure the harbour is safe and properly maintained and inspected?
 - Joanne DeLaronde – yes, as the facility owner, DFO will be responsible for maintaining the facility, including any required inspections and repairs.
- Suggest sending people to Pangnirtung for training to learn about how to manage the harbour and the responsibilities of the harbour authority.

4.2 Hauling

- How many trucks trips would one truck do a day?
 - Harald Kullmann – I'm not sure. I do know that for 12,000 truck trips, we need 3-4 trucks, 35-ton trucks.

4.3 Boat Protection and Access to Water

- We live in a bay and we don't have any shelter during a southern storm. Please look at options for protecting boats during construction and ensuring that boaters will have continued access to the water at all times.

4.4 Navigation

- No concerns expressed concerning navigation or the planned navigation lighting locations.

4.5 Fish and Fish Habitat Protection

- Have sculpin in the bay been studied?
 - Eleanor McEwan – yes, sculpins were studied, and stomach contents analysed.
- Before the community was here there were lots of sculpins in this bay, but now there are not so many in this area (since the community has been established).
- No further questions and no concerns were raised concerning fish or fish habitat.

4.6 Local Labour and Equipment

- Inquiry as to how local labour will be maximized during construction of the Project.
 - Kenton Thiessen – Firms will be limited to those on the Inuit registry. Also, an Inuit Benefits Plan will be implemented to promote and incentivize the local contractor to hire local labour. We will structure the contract to make sure the contract is incentivizing local hiring.
- Kudlik and Tower Arctic are on the Inuit registries but only use one or two Inuit to make the list.
- Kudlik is doing the power plant and didn't hire local – they took up a lot of land and they don't use our equipment. They bring their own people and their own equipment.
- Follow up on the conditions of the contract – you must monitor the contractor to make sure people are actually being hired.
 - Kenton Thiessen - The contract will include reporting requirements for the contractor to make sure they are in compliance.
- Some of these contractors use very old heavy equipment and vehicles. They should be inspected to make sure they're safe.
- Local qualified people are often turned away. These contractors do not do their best to hire and retain local people.
- These construction jobs will continue in our community, so we need to find a way to make it better for local hires.



Joint Meeting in Arctic Bay on September 15, 2021



Appendix A

Project Information Card



Arctic Bay - Small Craft Harbour

Fisheries and Oceans Canada – Small Craft Harbours (DFO-SCH) through Public Services and Procurement Canada (PSPC) is developing a small craft harbour (SCH) in the Hamlet of Arctic Bay, Nunavut. Advisian-Ikpiaryuk has been contracted by PSPC for detailed design and permitting of the small craft harbour at Arctic Bay. Advisian-Ikpiaryuk is a joint venture between Advisian (a ports and harbours engineering company based in Vancouver) and Ikpiaryuk (a general contracting and building supplies company based in Arctic Bay).



We would like to hear your thoughts on the design and construction planning for the small craft harbour in your community

Project Sponsor: Government of Canada – Department of Fisheries and Oceans

Project Components

- New Breakwater
- Fixed Wharf
- Boat Launch Ramp
- Laydown Area (Sealift/Storage/Parking)
- Small Craft Floats
- New Quarry

Activities

- Sealift / back-haul
- Blasting and hauling rock for breakwater / laydown area
- Wharf construction and dredging
- Small craft floats installation
- Demobilization

Potential Impacts

- Dust
- Noise
- Light/visual
- Traffic/Public Safety
- Short term daily road closures

Project Schedule

- Detailed Design, Permitting & Property Acquisition 2020-2022
- Start of Construction 2022
- Construction Complete 2025

Project Benefits

- Improved safety / protection
- Improved water access
- Dedicated boat launching ramp
- More space for sealift
- Supports local employment and future economic opportunities

Workforce: ~ 30 workers

Rock Hauling: ~ 12,000 truck trips (using 35 ton trucks), approximately one truck every 5 min at peak, estimated for 100 days/year for 2 years.

Your comments, ideas and feedback are important to us! Please contact:

joanne.delaronde@dfo-mpo.gc.ca (204-983-7443) or harald.kullmann@advisian.com (778-996-6906) with any further information you would like to share or to request more detailed information about this project.


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Appendix B
Presentation Slide Deck – September 15, 2021



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Advisian ᐃᑦᐱᐱᑦᐱᑦᐱᑦ ᐃᑦᐱᐱᑦᐱᑦ
Ikpiaryuk Services Ltd.



Project Update



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Project Overview ካዲንፕላክ ሼጫ ሩጅርጅ	
FUNDING የቴክኖሎጂ	Negotiated between QIA and Parks Canada ፋይናንስ ማረጋገጫ ለፖርት ልማት ማስፈጸም ለሚችል ገንዘብ ምንጭ
OWNERSHIP ለግብዓት	Fisheries and Oceans Canada (DFO) – Small Craft Harbours ፈጣሪ ሥልጣን ስራ - ምርጫ ምርጫ ጋራ
DETAILED DESIGN ካዲንፕላክ ሼጫ	2020 – 2021
ENVIRONMENTAL PERMITTING & PROPERTY ACQUISITION ፋይናንስ ማረጋገጫ ለፖርት ልማት ማስፈጸም ለሚችል ገንዘብ ምንጭ	2021 – 2022
CONSTRUCTION TENDER AWARD ካዲንፕላክ ሼጫ ማረጋገጫ ለፖርት ልማት ማስፈጸም ለሚችል ገንዘብ ምንጭ	April ፈጠራ 2022
CONSTRUCTION COMPLETE ካዲንፕላክ ሼጫ	October ምርጫ 2025
OPERATIONS ፋይናንስ ማረጋገጫ	Harbour Working Group Model ጋራ ስራ ማስፈጸም ለሚችል ገንዘብ ምንጭ

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Harbour Management ካዲንፕላክ ሼጫ ማረጋገጫ

- A local Harbour Authority will oversee day to day operations and management of the harbour.
- The Harbour Authority (Lessee) will enter into a lease agreement with DFO (Lessor). The lease is required before construction can begin.
 - Lease agreement outlines the roles and responsibilities and the obligations of both DFO and the Harbour Authority
- ማረጋገጫ ካዲንፕላክ ሼጫ ማረጋገጫ ለፖርት ልማት ማስፈጸም ለሚችል ገንዘብ ምንጭ ማረጋገጫ ለፖርት ልማት ማስፈጸም ለሚችል ገንዘብ ምንጭ
- ካዲንፕላክ ሼጫ ማረጋገጫ ለፖርት ልማት ማስፈጸም ለሚችል ገንዘብ ምንጭ ማረጋገጫ ለፖርት ልማት ማስፈጸም ለሚችል ገንዘብ ምንጭ
 - ማረጋገጫ ማረጋገጫ ለፖርት ልማት ማስፈጸም ለሚችል ገንዘብ ምንጭ ማረጋገጫ ለፖርት ልማት ማስፈጸም ለሚችል ገንዘብ ምንጭ

4

4

Harbour Management
ᐱᕙᑲᓴᓄᓂ ᐅᓇᓃᓸᓪᓰᓈᓂᓗ

- A Harbour Authority is an incorporated, not-for-profit organization.
- Representative of the harbour users and local interests
 - Will be responsible for managing, operating and maintaining the harbour through the lease agreement with SCH.
-
- ስህተት ይታዩልኝ፡፡ አንደኛው የአስተዳደር ባለሙያ ከጋራ በሆነ መንገድ እናምናለሁ።
- የቴክኖሎጂ ሥራ ሲሞጠር ሊቀመንበት የሚችል አዘዴዊ መፍትሄ ሊጻፍ ይችላል፤
 - የቴክኖሎጂው ችግር ሲሰራጨ፣ ለጀማሪው የሆነ የቴክኖሎጂ ሥራ ሲሞጠር ሊቀመንበት የሚችል አዘዴዊ መፍትሄ ሊጻፍ ይችላል።

5

5

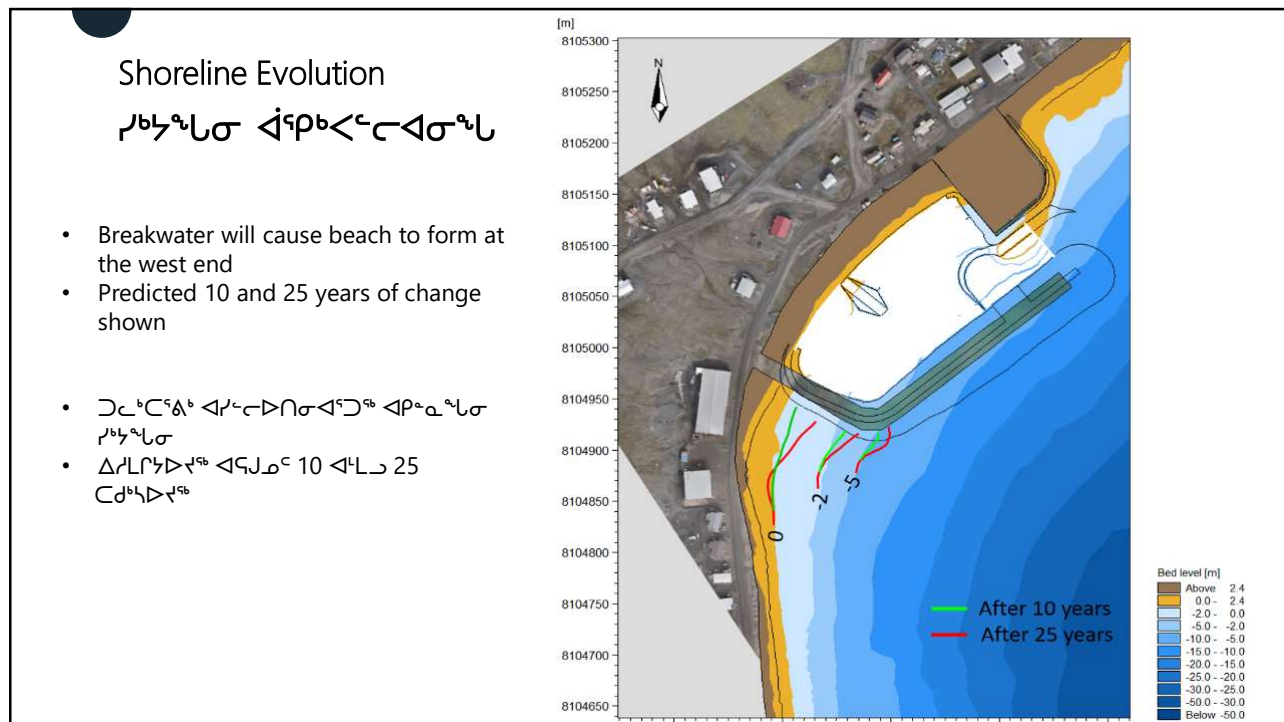
Harbour Management
ᑭᕐᓴᓲᓱᒃ ᑯᑦᑎᓂᑦ

- Options for your Harbour Authority
 - Hamlet
 - HTA
 - Blend of interest groups (example: 4 HTA, 2 Hamlet, 1 QIA rep)
 - Other?

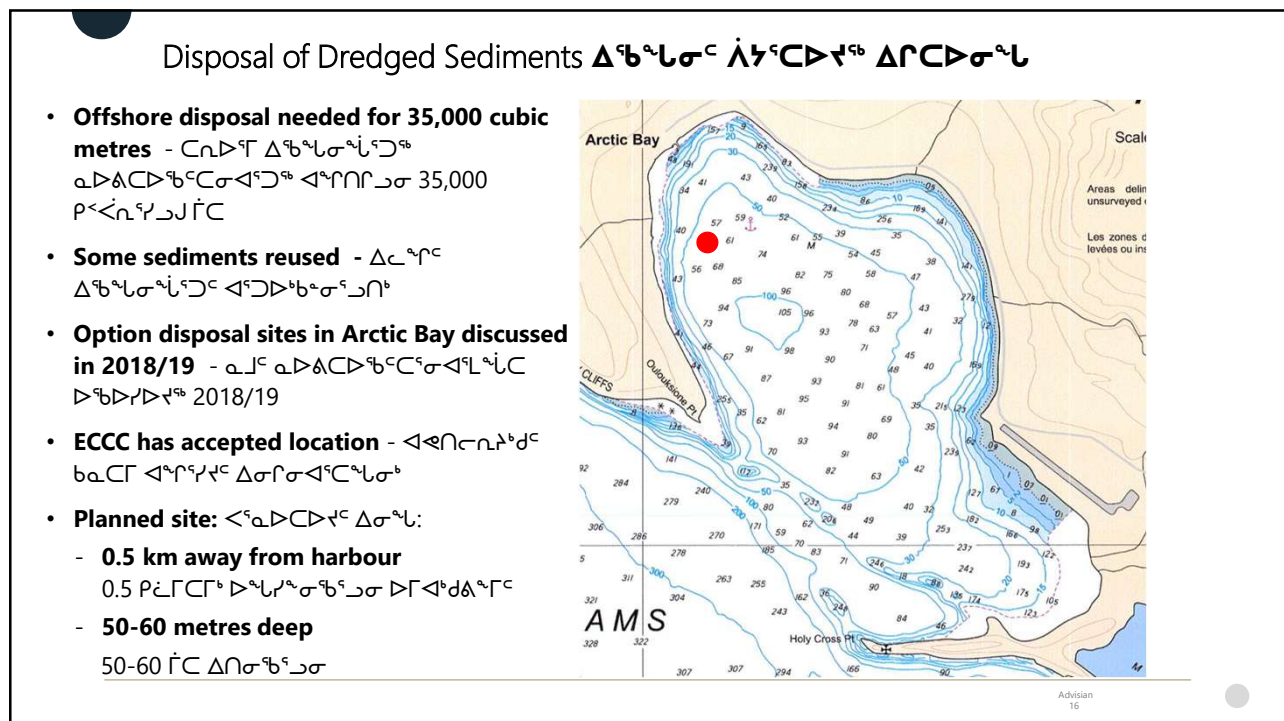
6

6

[illegible]



15



16

Quarry Location and Haul Route – 760' E of Section Corner



17

Quarry ▶ ⚡ ™ © & ®

- [illegible]

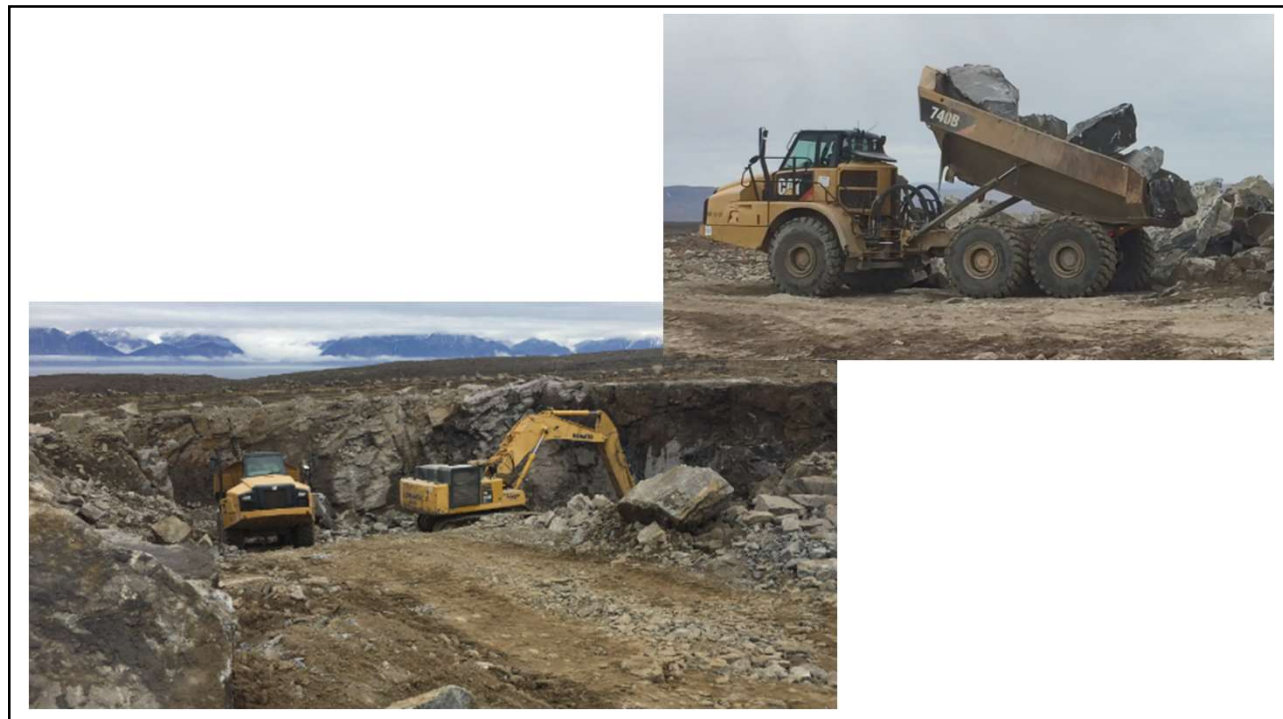


18

Hauling and Haul Route $\triangleright \rho^b \zeta^c \sigma^c \triangleleft^L \zeta \triangleleft^c d \cap$

- | | |
|--|--|
| <ul style="list-style-type: none"> • ~12,000 35-ton truck trips | <ul style="list-style-type: none"> • ~12,000 35-ton truck trips |
| <ul style="list-style-type: none"> • Approximately one truck every 5 min (during peak) | <ul style="list-style-type: none"> • Approximately one truck every 5 min (during peak) |
| <ul style="list-style-type: none"> • Changes required to the haul road - Upgrade existing hillside, including width, pullouts, corners | <ul style="list-style-type: none"> • Changes required to the haul road - Upgrade existing hillside, including width, pullouts, corners |
| <ul style="list-style-type: none"> • Passes several houses/businesses | <ul style="list-style-type: none"> • Passes several houses/businesses |
| <ul style="list-style-type: none"> • Noise and dust <ul style="list-style-type: none"> - Limit speeds to ~20km/hr max - Water/calcium chloride for dust | <ul style="list-style-type: none"> • Noise and dust <ul style="list-style-type: none"> - Limit speeds to ~20km/hr max - Water/calcium chloride for dust |
| <ul style="list-style-type: none"> • Public Safety <ul style="list-style-type: none"> • Limit Daily Road Closures – ~30 mins/day once a day. Usually at the same time everyday. • Flag People • Pull outs for passing | <ul style="list-style-type: none"> • Public Safety <ul style="list-style-type: none"> • Limit Daily Road Closures – ~30 mins/day once a day. Usually at the same time everyday. • Flag People • Pull outs for passing |
| <ul style="list-style-type: none"> • Maintaining access to road for Victor Bay resident(s), cabin owners, and hunters/fishers | <ul style="list-style-type: none"> • Maintaining access to road for Victor Bay resident(s), cabin owners, and hunters/fishers |

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20

- $\mathbb{Z} \subset \mathbb{Q} \subset \mathbb{R} \subset \mathbb{C}$
- $\mathbb{Z} \subset \mathbb{A} \subset \mathbb{C} \subset \mathbb{H} \subset \mathbb{O}$
- $\mathbb{A} \subset \mathbb{H} \subset \mathbb{O} \subset \mathbb{S} \subset \mathbb{C} \subset \mathbb{H} \subset \mathbb{O}$ (non-associative, non-commutative)
- $\mathbb{S} \subset \mathbb{C} \subset \mathbb{H} \subset \mathbb{O}$

-

Construction – Anticipated Impacts and Mitigation ካዲንታም - ልዩ ልዩ ስራ ለማድረግ የሚገባውን ልዩ ልዩ ስራ

- Dust ምልክት
 - Keep speeds down ለመቀነስ ማድረግ
 - Water/calcium chloride ልብ/ሮሽታ ማጣት ማድረግ
- Noise ምልክት
 - Speeds low, 12hr/day ለመቀነስ ማድረግ
- Light/visual ምልክት/ርዕይ
 - Day-time only ለቀን ብቻ
 - Light towers away from residences ምልክቶችን ለቤተሰቦች ምልክት ማድረግ
- Traffic/Public Safety ልዩ ልዩ ስራ ለማድረግ
 - Speeds to ~20km/hr max ለመቀነስ ማድረግ
 - Pull-outs for passing (~3) ለመቀነስ ማድረግ
 - Flag people ለመቀነስ ማድረግ
 - Limit closure time during blast ለመቀነስ ማድረግ
 - Fencing to catch rocks rolling down hill ለመቀነስ ማድረግ
- Community infrastructure and services – fuel, water, waste management ለመቀነስ ማድረግ
- Must maintain access to land, ice and water for hunters/fishers ለመቀነስ ማድረግ



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Construction – Impacts and Mitigation ካዲንታም - ልዩ ልዩ ስራ ለማድረግ የሚገባውን ልዩ ልዩ ስራ

- Destruction of fish habitat
 - FAA for loss of seabed footprint for breakwaters.
 - Habitat will be created due to shoreline protection from side slopes of breakwaters.
- Disturbance of wildlife from construction noise
 - Acoustic monitoring (underwater sound), expecting all land-based equipment (minimal underwater)
- Removal of vegetation/wildlife habitat for quarry
 - Surveys before construction for any nesting birds and wildlife
 - Buffers around nesting birds if found
- ለመቀነስ ማድረግ
 - ለመቀነስ ማድረግ
- ለመቀነስ ማድረግ
 - ለመቀነስ ማድረግ
- ለመቀነስ ማድረግ
 - ለመቀነስ ማድረግ
- ለመቀነስ ማድረግ
 - ለመቀነስ ማድረግ

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- | | |
|--|---|
| <ul style="list-style-type: none"> Fuel and other spills <ul style="list-style-type: none"> Spill Response Plan Refuel away from the water Service equipment Drip trays and other methods to catch small spills and leaks Spill kits – booms, absorbent pads etc. on site | <ul style="list-style-type: none"> ፎካል ላይ ያለውን የብረት ጉዳት መቆጣጠር <ul style="list-style-type: none"> የብረት ጉዳት ማስተካከያ ስልጣን ማሰጠት የብረት ጉዳት ማስተካከያ ስልጣን ማሰጠት የብረት ጉዳት ማስተካከያ ስልጣን ማሰጠት የብረት ጉዳት ማስተካከያ ስልጣን ማሰጠት የብረት ጉዳት ማስተካከያ ስልጣን ማሰጠት |
| <ul style="list-style-type: none"> Sediment and Erosion <ul style="list-style-type: none"> Install Erosion controls to prevent soil movement | <ul style="list-style-type: none"> የብረት ጉዳት ማስተካከያ ስልጣን ማሰጠት <ul style="list-style-type: none"> የብረት ጉዳት ማስተካከያ ስልጣን ማሰጠት የብረት ጉዳት ማስተካከያ ስልጣን ማሰጠት የብረት ጉዳት ማስተካከያ ስልጣን ማሰጠት የብረት ጉዳት ማስተካከያ ስልጣን ማሰጠት የብረት ጉዳት ማስተካከያ ስልጣን ማሰጠት |

CEMP
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN
ካሊፎርኒያ ልዩ ስራ ልማት ምክር ቤት ርዕሰ ኮሚቴ

Permitting $\triangleleft^{\text{a}} \Gamma^{\text{c}} \sqsubset \triangleright \sigma^{\text{a}} \cup \triangleleft \triangleright \sqsubset \sigma^{\text{a}} \cup$

- [illegible]



14

Questions / Concerns ?
 ԳԼԽՈՒՄ / ՃԻՆՈՒՄ ?

Any concerns related to the FFHPP review process, death of fish or HADD, please let me know

[illegible]

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Next Steps

[illegible]

- Finalize design and update cost estimate
- Քննարկում և արձանագրության համաձայնագրի կնքում 2022
- Next Consultation- Late 2021/Early 2022
- Քննարկում և արձանագրության կնքում 2021/Արձագրության կնքում 2022
- Tender Construction Contract – Early 2022
- Կառավարության համաձայնագրի կնքում 2022
- Start of construction – 2022
- Կառավարության համաձայնագրի կնքում 2022
- Projected completion – 2025
- Կառավարության համաձայնագրի կնքում 2025



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