

**Registration Form
For The
Access Road from Rigolet
To a Proposed Wharf**

Submitted by:

Labrador Inuit Development Corporation

P.O. Box 100
Nain, Labrador
A0P 1L0

September 18, 2002

TABLE OF CONTENTS

NAME OF UNDERTAKING:	1
PROPONENT:.....	1
THE UNDERTAKING:	1
DESCRIPTION OF THE UNDERTAKING:	2
APPROVAL OF THE UNDERTAKING:	4
SCHEDULE:	5
FUNDING:	5

NAME OF UNDERTAKING:

Access Road from Rigolet to Proposed Wharf

PROPONENT:

- i. **Name of Corporate Body:** Labrador Inuit Development Corporation
- ii. **Address:** P.O. Box 100
Nain, Labrador
A0P 1L0
- iii. **Chief Executive Officer:** Fred Hall
Managing Director
(709) 896-8505
- i. **Principal Contact Person for Purposes of Environmental Assessment:**

Fred Hall
Managing Director
(709) 896-8505

THE UNDERTAKING:

i. Nature of the Undertaking:

Construction of an access road from Rigolet to a proposed laydown area/wharf. The proposal deals with:

- o The construction of a six kilometre gravel road starting from a junction with an existing road within the community of Rigolet. This road will provide access to Rigolet residents who will work at the site; and
- o The construction of a two hectare laydown area and adjacent wood crib wharf.

ii. Purpose/Rationale/Need for the Undertaking:

Blocks of dimension stone, for sale on world markets, are produced by an LIDC subsidiary company in quarries south of Nain, Labrador. Shipping of this stone from the quarries is limited to a relatively short season. Ocean going ships are difficult to schedule during the limited season and impose high shipping rates when loading this far north.

Further south, however, the eastern end of Lake Melville is kept relatively ice-free by currents and tides and allows a more extended shipping season. A preferred storage and trans-shipment site has been identified not far from Rigolet where stone from the northern quarries can be brought south by barge during the summer and stored. Then, as required, stone shipments would be transferred by barge to ocean-going vessels on a more flexible schedule.

This facility may also serve as a shipment location for local quarries and as a servicing center for LIDC barges. These activities have not yet been defined and hence are not within the scope of the project as submitted.

DESCRIPTION OF THE UNDERTAKING:

i. Geographical Location:

The site of the proposed laydown area/wharf is approximately 6 km southwest of Rigolet and close to the north shore of Lake Melville (see Figure 1). The selected site for the laydown area and wharf is on gently sloping land to the east of a brook 1.8 km northeast of Alexander Point with access to eight metres of water depth at the shoreline.

The access road will connect the road to the community dump with the laydown area.

ii. Physical Features:

The road will be Class C-2 seasonal, one lane gravel road consisting of fill obtained from ditching and from the cleared right-of-way. Culverts will be used for stream crossing and cross drainage.

The unserviced laydown area will be contoured and leveled with a low gradient slope to the wharf. Potable water will be brought in from Rigolet. A portable toilet will be located at the laydown area. Fuel will be stored in a self-contained dyked unit.

The wharf will be a crib fill finger pier type structure.

iii. Construction:

Fill for the road will be obtained from ditching and from the cleared right-of-way. Merchantable timber will be retrieved from the road right-of-way. One, possibly two, minor stream crossings will require culvert installations.

The laydown area for the stone will be leveled or brought to an acceptable grade using fill from the site itself. It will be surfaced by aggregate available within the Rigolet area. The wharf will be wood crib floated with locally available coarse ballast material (rubble/boulders) placed in cribbing.

The road and site would be constructed with standard mobile equipment such as a bulldozer and excavator.

The construction equipment will produce typical moderate intermittent noise and exhaust gases. Fuel and lubricants are potential sources of soil and run-off water contamination. Containment and disposal will be according to required standard practice.

Registration for Access Road from Rigolet
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Insert Figure 1

iv. Operation:

Operation of the storage site will entail intermittent offloading and loading barges. The transfer of the stone blocks will be achieved by front-end loader and stacking of the blocks by loader or by lift vehicle. The reverse operations will be involved during shipping. Operation will be seasonal and intermittent, with a core day shift staff supplemented by additional shifts to receive and dispatch shipments.

The operating equipment will produce typical moderate intermittent noise and exhaust gases. Fuel and lubricants are potential sources of soil and run-off water contamination. Containment and disposal will be according to required standard practice. There will be no generation of dust or other particulate matter from the stone itself during storage and shipping operations. There will be a small disturbed area will be visual from the water. There are no permanent habitations within 6 km.

v. Occupations:

The occupations involved will be those of heavy equipment operators during construction and during operation. Additional skills during the operation of the site will include maintenance trades and some supervisory.

vi. Project-Related Documents:

No project-related documents.

APPROVAL OF THE UNDERTAKING:

The following table provides a list of approvals that may be required.

APPROVAL/ PERMIT/AUTHORIZATION	AUTHORITY
Fuel Storage & Handling - Certificate of Approval	Government Service Centre – Operations Division
Certificate of Environmental Approval – For Discharge into a Body of Water of Sewage Works or Water Withdrawal	Government Service Centre – Engineering Services/Department of Environment
Permit to Occupy Crown Lands	Government Service Centre
Certificate of Approval – Culvert Installation	Department of Environment – Water Resources Division
Certificate of Approval – Fording	Department of Environment – Water Resources Division
Certificate of Environmental Approval - Alterations to a Body of Water	Department of Environment – Water Resources Division
Water Use Authorization	Department of Environment – Water Resources Division
Operating Permit	Department of Forest Resources & Agrifoods
Cutting Permit	Department of Forest Resources & Agrifoods
Burning Permit	Department of Forest Resources & Agrifoods

APPROVAL/ PERMIT/AUTHORIZATION	AUTHORITY
Authorization/Letter of Advice for Works or Undertakings Affecting Fish Habitat	Fisheries and Oceans Canada (DFO)
Permit for Construction Within Navigable Waters	Fisheries and Oceans Canada – Canadian Coast Guard
Application for a Water Lease	Fisheries and Oceans Canada – Canadian Coast Guard
Permit to Dump and/or Load Substances at Sea (Form 1)	Environment Canada
Permit to Dump and/or Load Dredged Material for the Purpose of Dumping (Form 2)	
Construction/Development Permit	Community of Rigolet

SCHEDULE:

The project is to be undertaken over two construction seasons. During 2002, road construction will commence at the area of the community dump and proceed to an area proposed as a wharf for shipping site dimension stone blocks, approximately 6 km southwest of Rigolet and close to the north shore of Lake Melville. In 2003, the access road will be completed, along with the laydown area/wharf construction.

FUNDING:

Financial assistance has been received from:

- o Atlantic Canada Opportunities Agency in the form of a capital grant of \$500,000 under the Business Development Program;
- o LIDC in the form of a cash equity of \$250,000; and
- o \$100,000 from Indian and Northern Affairs Canada.

Date

Signature of Chief Executive Officer