

# EXECUTIVE SUMMARY

## Introduction

The Department of Works, Services and Transportation (WST) is proposing to construct the Trans Labrador Highway (TLH) - Phase III between Happy Valley-Goose Bay and Cartwright Junction. This highway will be the final section of an all-season ground transportation route that links central and southern Labrador, and connects, through western Labrador, with the provincial highway network in Québec and the highway system on the island of Newfoundland via a ferry connection in southern Labrador.

This environmental impact statement (EIS) and comprehensive study report (CSR) focuses on the route identified by the Newfoundland and Labrador Outfitters Association (hereafter referred to as the outfitter route), which was determined to be a viable alternative to the preferred route for the TLH - Phase III. The EIS/CSR fulfills both the provincial and federal environmental assessment requirements, as well as the requirements outlined in the guidelines issued in December 2002 and comments presented in the April 2003 deficiency statement for the EIS/CSR prepared for the preferred route. The preferred route for the highway was described and assessed in JW/IELP (2003a), which was submitted to the Minister of Environment in January 2003.

## Alternatives to the Project

The alternative to the project, whether the preferred or outfitter route is used, is to not construct the TLH - Phase III. This would mean that the highway system across Labrador would not be completed and there would be no transportation link established between Happy Valley-Goose Bay and southern Labrador. In the event that the TLH - Phase III is not constructed, the project purpose would be met through maintaining and/or improving existing air and marine transportation systems linking the Happy Valley-Goose Bay area with southern Labrador and the island of Newfoundland. However, this would not address the high costs associated with operating these systems or high costs for individuals and businesses using the services.

In contrast, the year-round, all-season lower cost ground transportation system provided by a highway system spanning Labrador will decrease dependence on expensive air and marine passenger and freight services. Travel plans made by area residents will not depend on flight and ferry schedules. The ground transportation link will also benefit local businesses. In addition, this change in transportation may lead to a reduction in overall greenhouse gas emissions in the region. However, there will also be a corresponding decrease in carbon sinks in the region, with approximately 496 ha of forested land being removed for the outfitter route right-of-way.

## Alternative Means for Carrying Out the Project

Thirteen route alternatives were considered for the TLH - Phase III. Review of these routes considered the following: topographic and geographic factors; technical/engineering factors, such as design considerations, construction and maintenance standards, and watercourse crossing numbers, size and location; environmental factors; socio-economic factors; and construction and operation costs. Of the possible route options, the preferred route (A1, A4 and A5) and outfitter route (A13 section and the portions of the preferred route that



are common to the outfitter route) are the only two options that are considered further for the TLH - Phase III and subjected to an environmental assessment.

## **The Proposed Undertaking**

The TLH - Phase III constructed along the outfitter route will be a two-lane, all-season, gravel surface highway approximately 280 km in length. The highway will be constructed to a Rural Collector Undivided 80 km/hr design standard with a posted speed limit of 70 km/hr. Similar to the existing sections of the TLH, the highway will have a 9.5-m wide gravel surface and a right-of-way width of 40 m. The normal clearing width of 30 m will be reduced wherever possible, particularly around waterbodies. Grubbing width will be limited to 20 m rather than the standard 30 m. Intersections on the TLH - Phase III will occur at the junction with the Phase I portion of the TLH near Happy Valley-Goose Bay and the Phase II portion at Cartwright Junction.

The outfitter route will cross 115 watercourses between Happy Valley-Goose Bay and Cartwright Junction. The majority of the crossings will be made using cylindrical culverts ranging in size from approximately 1,200 to 5,000 mm. Eight of the crossings will require pipe arch structures, while four of the watercourse crossings (Churchill River, Traverspine River, Kenamu River, and Paradise River) will require bridges. The Churchill River will also require a partial causeway of 500 m to be built in conjunction with the bridge.

Other features of the highway are borrow pits and major excavations, maintenance depots, signage and roadside pull-off locations. Most borrow pits established for the TLH - Phase III will be temporary. However, some may continue to be used during operation for road maintenance and winter ice control materials. The project will also involve other temporary features during construction, including temporary watercourse diversions, construction camps, laydown areas and waste disposal facilities.

Construction of the TLH - Phase III along the outfitter route will occur in several phases between 2004 and 2010. Pre-design work for the highway is currently underway and detailed design will be ongoing throughout construction. Procurement/tendering will be completed each year prior to the start of the construction season, which will extend from mid-May to the end of November. Construction will start at both ends of the route (i.e., at Happy Valley-Goose Bay and at Cartwright Junction on the Phase II portion of the TLH) in 2004, and will involve:

- site preparation, including surveying, right-of-way clearing, grubbing and debris disposal (including disposing of organic soil, slash, grubbed material and wood fibre);
- transporting equipment, construction materials and related supplies to construction sites, including transporting, storing and handling hazardous materials, fuels, lubricants and explosives;
- establishing, operating and removing construction camps and laydown areas;
- blasting operations;
- excavating, including disposing of excess/waste rock, overburden and potential acid-generating rock;
- establishing and operating borrow pits, including identifying sources of borrow material;
- subgrade construction;
- installing watercourse crossing structures, and activities in and around watercourses; and
- site rehabilitation and environmental monitoring.



It is anticipated that the TLH - Phase III will be operated and maintained in perpetuity, and will require seasonal maintenance and periodic repair. Maintenance depots will be established for storage of highway maintenance equipment. Traffic volume is expected to be light, with most travel occurring between spring and fall. Appropriate signage, including directional and safety signs, and wildlife crossing signs, where necessary, will be posted.

WST's environmental management strategy includes application of the Precautionary Principle, incorporation of environmental protection measures, environmental protection planning, rehabilitation of disturbed areas, and monitoring, as required. Construction and operation will comply with all applicable standards and regulations, environmental protection guidelines and regulations, and WST specifications. An environmental protection plan (EPP) will be prepared for each construction phase.

### **Issue Scoping and Stakeholder Consultation**

An issue scoping process was undertaken to identify the Valued Environmental Components (VECs), both biophysical and socio-economic, for the environmental assessment and the issues and concerns to be considered. The issue scoping process involved:

- reviewing the guidelines issued by the Department of Environment for the assessment;
- consulting with the Innu, including meetings with Innu Nation, a consultation program on route selection, information leaflets, public meeting, presentation to high school students, radio announcements and interviews with elders and others familiar with the area;
- holding public information sessions in Happy Valley-Goose Bay, North West River, Cartwright and Port Hope Simpson between October 7 and 10, 2002;
- consulting with outfitters, municipalities, and economic development and tourism organizations;
- reviewing public submissions received during the public review period for the project registration, including submissions from the Labrador Métis Nation and outfitters;
- reviewing results of field and archival research undertaken in relation to the assessment; and
- reviewing reports and documents related to work undertaken on Phases I and II of the TLH.

Issues and concerns identified regarding the project includes items relating to highway design and construction, highway operation and maintenance, biophysical environment, resource use and users, cultural and historic resources, tourism and recreation, Aboriginal way-of-life, culture and resource use, socio-economic environment, and aspects of environmental assessment and planning. It was during this issue scoping and consultation process that the outfitter route was identified by members of the Newfoundland and Labrador Outfitters Association. The majority of the issues and concerns identified during the process are also relevant to the outfitter route.

Through the issue scoping process, 16 VECs were identified. The environmental assessment focuses on raptors, waterfowl, caribou, furbearers, fish and fish habitat, species at risk, geomorphology, water resources, wetlands, riparian habitat, historic resources, resource use and users, Akamiuapishku/Mealy Mountains National Park, tourism and recreation, employment and business, and community life. These VECs were considered in the environmental effects assessment.



## Environmental Effects Assessment

Information is presented on each of the 16 VECs as collected from existing literature and database sources, interviews and field studies. The EIS/CSR completed by JW/IELP (2003a) for the preferred route, as well as component studies and other supporting studies, contain information of relevance to the outfitter route, as the western and eastern sections of the two routes are common to both. Supporting studies were conducted for the environmental assessment on the outfitter route, including studies for raptors, waterfowl, caribou, and fish and fish habitat. Armitage and Stopp (2003) provide detailed information on Innu land and resource use and discussion of potential environmental effects resulting from the project. No requirement for further information on Innu land and resource was identified.

The methods used for this environmental assessment are largely based on the work of Beanlands and Duinker (1983) and the Canadian Environmental Assessment Agency (1994; 1999). The approved guidelines for the EIS/CSR also shaped the strategy for the environmental assessment. Mitigation and monitoring/follow-up programs were identified. The assessment is conducted on a VEC-by-VEC basis, with each VEC being addressed in a single section. Specific steps for assessing each VEC are:

- determining assessment boundaries;
- describing the existing environment;
- identifying potential interactions between the project and VEC;
- identifying issues and concerns;
- presenting existing knowledge about the potential project-VEC interactions;
- identifying issues and concerns;
- identifying mitigation measures;
- assessing environmental effects;
- evaluating environmental effects significance;
- assessing and evaluating cumulative environmental effects; and
- identifying environmental monitoring and follow-up programs, if required.

Project-VEC interactions were analyzed to determine potential effects associated with project components and activities. The analysis for each VEC was carried out for each project phase and potential accidental and/or unplanned events. Potential accidental or unplanned events considered are: highway failure; fires; fuel or chemical spills; vehicle and equipment accidents; and vehicle failure. The analysis used qualitative and, where possible, quantitative information available from existing knowledge and appropriate analytical tools, as well as considering identified mitigation measures. To eliminate or reduce any predicted environmental effects, mitigative measures were incorporated into the project design. Residual environmental effects were predicted for VECs following the application of proposed mitigation measures.

The residual environmental effects of each project phase were evaluated as either significant, not significant or positive, based on the definitions of significance developed for each VEC. Where appropriate, significant and not significant ratings are further rated as major or moderate (significant) and minor or negligible (not significant). The significance of residual environmental effects, as determined for each of the VECs, is summarized in Table 1. For any adverse significant effects identified, likelihood, level of confidence and the sustainable use of renewable resources were also considered (as required by the *Canadian Environmental Assessment Act* (CEAA)).



Although highway construction and operation may result in adverse environmental effects, they are not likely to be significant for any of the VECs identified for the environmental assessment. However, the potential residual effects of accidental events, depending on the nature, timing and duration of the events, may range from negligible (not significant) to major (significant) (Table 1).

**Table 1 Summary of Residual Environmental Effects Significance**

VEC	Construction	Operation	Accidental Events
Raptors	Not Significant (Minor)	Not Significant (Minor)	Significant (Moderate)
Waterfowl	Not Significant (Minor)	Not Significant (Minor)	Not Significant (Minor)
Caribou	Not Significant (Minor)	Not Significant (Minor)	Not Significant (Minor)
Furbearers	Not Significant (Minor)	Not Significant (Minor)	Significant (Moderate)
Fish and Fish Habitat	Not Significant (Minor)	Not Significant (Minor)	Significant (Moderate)
Species at Risk	Not Significant (Minor)	Not Significant (Minor)	Not Significant (Minor)
Geomorphology	Not Significant	Not Significant	Not Significant
Water Resources	Not Significant (Minor)	Not Significant (Minor)	Significant (Moderate)
Wetlands	Not Significant	Not Significant	Not Significant
Riparian Habitat	Not Significant	Not Significant	Not Significant
Historic Resources	Not Significant (Minor)	Not Significant (Minor)	Significant (Major)
Resource Use and Users (not including Innu land and resource use, see Armitage and Stopp (2003))	Not Significant (Minor)	Not Significant (Minor)	Not Significant to Significant (Minor to Major)
Mealy Mountains National Park	Not Significant	Not Significant	Not Significant
Tourism and Recreation	Not Significant (Negligible)	Not Significant (Minor)	Not Significant to Significant (Negligible to Major)
Employment and Business	n/a	Not Significant (Negligible)	Not Significant (Minor)
Community Life	Not Significant (Minor)	Not Significant (Minor)	Not Significant (Minor)

### Cumulative Environmental Effects

Cumulative environmental effects are the likely effects of the project on the environment combined with other past, existing and imminent projects and activities. Determining cumulative environmental effects of the TLH - Phase III project considered the following existing, planned or potential projects and activities:

- existing sections of the TLH (Phases I and II);
- other roads in central and southern Labrador;



- Akamiupishku/Mealy Mountains National Park;
- hydro development, including transmission lines;
- forestry activities;
- tourism and recreation activities, including outfitting operations;
- land and resource use activities, including consideration of increased access, by Innu and other residents of Labrador;
- Voisey's Bay mine/mill development;
- mineral exploration; and
- low-level military flight training.

As the likelihood, nature, location and timing of any actions induced by the TLH - Phase III are not known and control of most potential induced actions and related effects is beyond the responsibility of WST, assumptions were made for assessing cumulative environmental effects of induced actions, including:

- other projects and activities will be subject to appropriate planning and management;
- other projects and activities will be subject to the appropriate government requirements (e.g., legislation, regulations and guidelines) for protecting crown resources;
- relevant government agencies will have adequate resources to effectively carry out their mandate with respect to enforcement;
- adherence to existing regulatory requirements will not measurably change; and
- the TLH - Phase III will be designated a protected road and subject to the *Protected Road Zoning Regulations* administered by the Department of Municipal and Provincial Affairs.

Taking these assumptions into consideration, no significant adverse cumulative environmental effects were identified for the outfitter route. While increased use of the area will result from improved access provided by the highway, the planning and control measures in place to govern other activities and development that may be carried out in the area act to reduce the potential for adverse cumulative effects.

## Monitoring

WST will conduct environmental compliance monitoring throughout project construction to ensure that EPP provisions, permits, approvals and authorizations are followed. Prior to each construction season, a survey for active raptor nests (specifically osprey and bald eagle) will be completed within 800 m of the construction zone and a survey for active beaver lodges/ponds will be conducted within 100 m of the construction zone. Prior to the start of any construction on the outfitter route, the following will be completed:

- study to further assess acid-generating rock potential;
- field investigations to assess geotechnical parameters of materials to be used for construction;
- study to further assess the potential for encountering rare plants; and
- historic resources survey.

WST will also support fish population studies to be completed during the construction phase. The protocols for these studies have been developed by the Inland Fish and Wildlife Division, who will take the lead in the survey. No environmental effects monitoring program is proposed for the TLH construction and operation.



## Summary and Conclusions

The environmental assessment of the TLH - Phase III project considered two route alternatives, a preferred route, as presented in JW/IELP (2003a), and an alternative route, referred to as the outfitter route and the subject of the environmental assessment presented in this report. Based on the environmental assessment of the biological VECs, no constraints have been identified that apply to one route more than the other. The assessment predicts that there will be minor (not significant) effects to the environment resulting from the construction and operation of the road. More severe induced effects of other activities are possible; however, the severity of the effects depends on the assumptions that are made regarding future activities and interactions with the road.

Based on the socio-economic VECs that were examined, no great differences were determined for the effects of the preferred and outfitter routes. There will be positive benefits to employment and business, and minor (not significant) effects to other socio-economic VECs (i.e., resource use and users, and tourism and recreation) for either route. The minor (not significant) effects that have been concluded address the wider socio-economic picture, with individual stakeholder interests being considered in the balance. While the highway will not preclude the establishment of the Akamiupishku/Mealy Mountains National Park, the park itself would afford protection to many of the VECs.

Given that WST will apply the same best available technology and practice to the construction and operation of the TLH - Phase III (preferred or outfitter route), there are no differences between the two routes that preclude the highway from being constructed along the preferred route. As the purpose of the TLH-Phase III is to complete a reliable and cost-effective all-season, ground transportation system in Labrador that provides a link between communities in western Labrador with those of southern Labrador, the decision then is logically based on cost-effectiveness. Taking into consideration the lower cost for constructing the preferred route (note that the outfitter route costs \$7.5 million more to construct, plus \$4.5 million for an additional year of ferry service), and the fact that a highway along the preferred route will be cheaper to maintain and will present a lower cost transportation alternative for users, WST intends to proceed with construction of the TLH - Phase III along the preferred route as outlined in JW/IELP (2003a).

## Tables of Concordance

The following tables identify where information is presented in the EIS/CSR. A Table of Concordance (Table 2) with the EIS/CSR guidelines for the TLH - Phase III indicates where specific items from the guidelines are addressed within the EIS/CSR, while a Table of Concordance with Sections 16(1) and 16(2) of CEAA is provided as Table 3.



**Table 2 Table of Concordance with the Trans Labrador Highway - Phase III Environmental Impact Statement and Comprehensive Study Report Guidelines**

<b>EIS/CSR Guideline Requirements</b>	<b>Where Addressed in the EIS/CSR</b>
<b>Executive Summary</b>	
Executive Summary	Executive Summary
Table of Concordance	Executive Summary
<b>Introduction</b>	
Name of Undertaking	Section 1.1
Identification of Proponent	Section 1.2
Purpose of the Environmental Impact Statement	Section 1.4.1
<b>The Proposed Undertaking</b>	
The Prospective Site and Study Area	Section 3.1.1
Rationale/Need/Purpose of the Project	Section 3.1.2
Alternatives	Chapter 2.0
• Alternatives to the Project	Section 2.1
• Alternative Methods of Carrying out the Project (including outfitter's preferred route and routing criteria)	Section 2.2
Relationship to Legislation, Permitting, Regulatory Agencies and Policies	Sections 1.3 and 3.2
General Project Description (Project Features)	Section 3.3
Construction	Section 3.4
Operation and Maintenance	Section 3.5
Abandonment (Decommissioning)	Section 3.6
<b>Environment</b>	
Existing Environment	Chapter 4.0
• Meteorological Conditions	Section 4.1.2
• Atmospheric Conditions	Section 4.1.2
• Ambient Noise Levels	Section 4.1.1
• Hydrological Conditions, including hydrologic, hydraulic and design parameters	Section 4.3.2
• Hydrological Conditions, including hydraulic and water quality	Section 4.3.2
• Geography and Topography	Section 4.1.3
• Geology and Geomorphology	Sections 4.1.3.1 and 4.1.3.2
• Wetlands	Section 4.2.1.2





<b>EIS/CSR Guideline Requirements</b>	<b>Where Addressed in the EIS/CSR</b>
• Flora (including species at risk)	Section 4.2.1
• Fauna (including species at risk)	Sections 4.2.2 and 4.2.3
• Fish	Section 4.3.3
VEC-Specific Discussion of Existing Environment	Chapter 7.0
• Raptors	Section 7.1.3
• Caribou	Section 7.3.3
• Furbearers	Section 7.4.3
• Migratory Birds	Section 7.2.3
• Species at Risk (flora and fauna)	Section 7.6.3
• Geomorphology	Section 7.7.3
• Water Resources	Section 7.8.3
• Wetlands	Section 7.9.3
• Riparian Habitat	Section 7.10.3
• Historic Resources	Section 7.11.3
• Tourism and Recreation	Section 7.14.3
• Akamiuapishku/Mealy Mountains National Park	Section 7.13.3
• Resource Use and Users	Section 7.12.3
• Fish and Fish Habitat	Section 7.5.3
• Community Life, Employment and Business	Sections 7.15.3 and 7.16.3
Component Studies (report summaries)	Sections 1.4.3 and 1.4.4
• Land and Resource Use	Not Applicable
• Migratory Birds (including but not limited to harlequin duck)	Section 1.4.3.1
• Raptors	Section 1.4.3.2
• Caribou	Section 1.4.3.3
• Fish and Fish Habitat	Section 1.4.3.4
• Historic Resources	Not Applicable
• Tourism and Recreation	Not Applicable
• Community Life, Employment and Business	Not Applicable
Data Gaps	Section 4.5
Future Environment Without the Project	Section 4.6



EIS/CSR Guideline Requirements	Where Addressed in the EIS/CSR
<b>Environmental Effects</b>	
<p>The following must receive particular attention:</p> <ul style="list-style-type: none"> <li>• land and resource use;</li> <li>• Akamiuapishku/Mealy Mountains National Park;</li> <li>• fish and fish habitat;</li> <li>• water resources;</li> <li>• tourism and recreation; and</li> <li>• community life, employment and business.</li> </ul>	<p>Section 7.12 Section 7.13 Section 7.5 Section 7.8 Section 7.14 Sections 7.15 and 7.16</p>
Scope of the Assessment	Appendix A (Terms of Reference)
Effects of the Environment on the Highway	Section 3.8
Capacity of Renewable Resources that are Likely to Significantly Affected by the Project	Section 8.5
Predicted Environmental Effects	Chapter 7.0
<ul style="list-style-type: none"> <li>• Methodology</li> </ul>	<p>Sections 7.1.2, 7.2.2, 7.3.2, 7.4.2, 7.5.2, 7.6.2, 7.7.2, 7.8.2, 7.9.2, 7.10.2, 7.11.2, 7.12.2, 7.13.2, 7.14.2, 7.15.2, and 7.16.2</p>
<ul style="list-style-type: none"> <li>• Spatial and Temporal Boundaries</li> </ul>	<p>Sections 7.1.1, 7.2.1, 7.3.1, 7.4.1, 7.5.1, 7.6.1, 7.7.1, 7.8.1, 7.9.1, 7.10.1, 7.11.1, 7.12.1, 7.13.1, 7.14.1, 7.15.1, and 7.16.1</p>
<ul style="list-style-type: none"> <li>• Temporal Boundaries for Construction and Operation</li> </ul>	<p>Sections 7.1.1, 7.2.1, 7.3.1, 7.4.1, 7.5.1, 7.6.1, 7.7.1, 7.8.1, 7.9.1, 7.10.1, 7.11.1, 7.12.1, 7.13.1, 7.14.1, 7.15.1, and 7.16.1</p>
<ul style="list-style-type: none"> <li>• Project-VEC Interaction Determination Strategy</li> </ul>	Section 5.4
<ul style="list-style-type: none"> <li>• Cumulative Environmental Effects Methodology</li> </ul>	Section 6.5
<ul style="list-style-type: none"> <li>• Environmental Assessment Methodology</li> </ul>	Chapter 6.0
<ul style="list-style-type: none"> <li>• Definitions of Significance</li> </ul>	<p>Sections 7.1.9, 7.2.9, 7.3.9, 7.4.9, 7.5.9, 7.6.9, 7.7.9, 7.8.9, 7.9.9, 7.10.9, 7.11.9, 7.12.9, 7.13.9, 7.14.9, 7.15.9 and 7.16.9</p>
<ul style="list-style-type: none"> <li>• Potential Interactions</li> </ul>	<p>Sections 7.1.4, 7.2.4, 7.3.4, 7.4.4, 7.5.4, 7.6.4, 7.7.4, 7.8.4, 7.9.4, 7.10.4, 7.11.4, 7.12.4, 7.13.4, 7.14.4, 7.15.4 and 7.16.4</p>
<ul style="list-style-type: none"> <li>• Issues and Concerns</li> </ul>	<p>Sections 7.1.5, 7.2.5, 7.3.5, 7.4.5, 7.5.5, 7.6.5, 7.7.5, 7.8.5, 7.9.5, 7.10.5, 7.11.5, 7.12.5, 7.13.5, 7.14.5, 7.15.5 and 7.16.5</p>
<ul style="list-style-type: none"> <li>• Existing Knowledge</li> </ul>	<p>Sections 7.1.6, 7.2.6, 7.3.6, 7.4.6, 7.5.6, 7.6.6, 7.7.6, 7.8.6, 7.9.6, 7.10.6, 7.11.6, 7.12.6, 7.13.6, 7.14.6, 7.15.6, and 7.16.6</p>
<ul style="list-style-type: none"> <li>• Environmental Effects Analysis</li> </ul>	<p>Sections 7.1.8, 7.2.8, 7.3.8, 7.4.8, 7.5.8, 7.6.8, 7.7.8, 7.8.8, 7.9.8, 7.10.8, 7.11.8, 7.12.8, 7.13.8, 7.14.8, 7.15.8 and 7.16.8</p>



<b>EIS/CSR Guideline Requirements</b>	<b>Where Addressed in the EIS/CSR</b>
Sustainable Development	Sections 7.1.9, 7.2.9, 7.3.9, 7.4.9, 7.5.9, 7.6.9, 7.7.9, 7.8.9, 7.9.9, 7.10.9, 7.11.9, 7.12.9, 7.13.9, 7.14.9, 7.15.9, 7.16.9 and 8.5
Cumulative Environmental Effects	Sections 7.1.10, 7.2.10, 7.3.10, 7.4.10, 7.5.10, 7.6.10, 7.7.10, 7.8.10, 7.9.10, 7.10.10, 7.11.10, 7.12.10, 7.13.10, 7.14.10, 7.15.10 and 7.16.10
<b>Environmental Protection</b>	
Mitigation	Sections 7.1.7, 7.2.7, 7.3.7, 7.4.7, 7.5.7, 7.6.7, 7.7.7, 7.8.7, 7.9.7, 7.10.7, 7.11.7, 7.12.7, 7.13.7, 7.14.7, 7.15.7 and 7.16.7
Emergency Response/Contingency Plan	Section 3.9.5
Environmental Monitoring and Follow-Up Programs	Sections 3.9.8, 7.1.11, 7.2.11, 7.3.11, 7.4.11, 7.5.11, 7.6.11, 7.7.11, 7.8.11, 7.9.11, 7.10.11, 7.11.11, 7.12.11, 7.13.11, 7.14.11, 7.15.11 and 7.16.11
Rehabilitation	Section 3.9.7
<b>Residual Effects</b>	
Residual Effects	Sections 7.1.8, 7.2.8, 7.3.8, 7.4.8, 7.5.8, 7.6.8, 7.7.8, 7.8.8, 7.9.8, 7.10.8, 7.11.8, 7.12.8, 7.13.8, 7.14.8, 7.15.8 and 7.16.8
Effects Evaluation	Sections 7.1.9, 7.2.9, 7.3.9, 7.4.9, 7.5.9, 7.6.9, 7.7.9, 7.8.9, 7.9.9, 7.10.9, 7.11.9, 7.12.9, 7.13.9, 7.14.9, 7.15.9 and 7.16.9
<b>Public Participation</b>	
Public Participation Program	Section 5.2.4
Public Concerns	Section 5.3
<b>Environmental Protection Plan</b>	
Environmental Protection Plan Outline	Section 3.9.4
<b>References Cited</b>	
Personal Communications	Section 10.1
Literature Cited	Section 10.2
<b>Personnel</b>	
Brief Descriptions of Personnel Expertise and Qualifications	Not Applicable
<b>Studies Undertaken in Conjunction with EIS</b>	
Resource Use and Users Component Study	Not Applicable
Waterfowl Component Study	Section 1.4.3.1; JW/MLP 2003a
Raptor Component Study	Section 1.4.3.2; JW/MLP 2003b
Caribou Component Study	Section 1.4.3.3; Otto 2003



<b>EIS/CSR Guideline Requirements</b>	<b>Where Addressed in the EIS/CSR</b>
Fish and Fish Habitat Component Study	Section 1.4.3.4; JW/MLP 2003c
Historic Resources Component Study	Not Applicable
Tourism and Recreation Component Study	Not Applicable
Community Life, Employment and Business Component Study	Not Applicable
Innu Land and Resource Use Study	Not Applicable

**Table 3 Table of Concordance with CEAA Section 16(1) and 16(2)**

<b>Section 16(1) and (2) Requirements</b>	<b>Where Addressed in the EIS/CSR</b>
Executive Summary	Executive Summary
<b>Introduction</b>	
Project Overview	Section 1.1
Purpose of the Project	Section 3.1.2
Need for the Project	Section 3.1.2
Timing Considerations	Section 3.4.1
Regulatory, policy and planning context	Section 1.3
<b>Project Description</b>	
The Prospective Site and Study Area	Section 3.1.1
Definition of the Project	Section 1.1
Alternative Means of Carrying Out the Project	Section 2.2
Alternatives to the Project	Section 2.1
<b>Scope of Assessment</b>	
Scope of the Project	Appendix A (Terms of Reference); Section 5.1
Factors to be Considered	Appendix A (Terms of Reference); Section 5.1
Scope of Factors	Appendix A (Terms of Reference); Section 5.1
<b>Public Participation</b>	
Public Participation Program	Section 5.2.4
Methods and Results of the Program	Section 5.2.4 and 5.3
<b>Description of the Existing Environment</b>	
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