

## EXECUTIVE SUMMARY

The Department of Transportation and Works (DTW) is proposing to construct a two-lane, all-season gravel surface highway between Cartwright Junction and Happy Valley-Goose Bay. This highway is Phase III of the Trans Labrador Highway (TLH) and will link the existing TLH highway sections to the east (Phase II) and west (Phase I).

The TLH - Phase III is currently undergoing an environmental assessment under both the Newfoundland and Labrador *Environmental Protection Act* and *Canadian Environmental Assessment Act* (CEAA). An environmental impact statement (EIS) and comprehensive study report (CSR) were prepared and submitted to the provincial Minister of Environment in January 2003. An addendum to the EIS/CSR was prepared to address items outlined in a deficiency statement issued by the Minister of Environment in April 2003. This addendum was submitted to the Minister of Environment in October 2003.

This report provides follow-up information and clarification on items in the EIS/CSR and addendum prepared for the environmental assessment of the TLH-Phase III. The items addressed were identified in the supplementary deficiency statement issued by the Minister of Environment and Conservation in March 2004 and comments provided by the federal Responsible Authority for the federal environmental assessment under CEAA.

Aspects of the EIS/CSR for which clarification and/or additional information are provided in this report are:

- Akamiuapishku/Mealy Mountains National Park;
- Mealy Mountains Caribou Herd;
- waterfowl;
- fish and fish habitat;
- watercourse crossing structures;
- greenhouse gas emissions;
- tourism and recreation;
- Innu land and resource use;
- resource management and enforcement capability; and
- a regional resource or land use planning approach for managing cumulative environmental effects.



Throughout this supplementary addendum, reference to the two proposed routes for the TLH - Phase III now acknowledges a northern and southern route. The northern route is the route previously referenced as the preferred route, while the southern route is the route previously referenced as the alternative (outfitter) or A13 route. The southern route is now the route preferred by DTW for the TLH between Cartwright Junction and Happy Valley-Goose Bay.

