

EXECUTIVE SUMMARY

The Department of Works, Services and Transportation (WST) is proposing to construct a two-lane, all-season gravel surface highway from Cartwright Junction to Happy Valley-Goose Bay. This highway section 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 project is currently undergoing an environmental assessment under both the Newfoundland and Labrador *Environmental Protection Act* and *Canadian Environmental Assessment Act* (CEAA). As part of the environmental assessment, detailed study was required on fish and fish habitat at all watercourse crossings of the proposed route for the highway.

Following submission of the fish and fish habitat component study to the Department of Environment, the document was examined to determine whether it fulfilled the requirements of the guidelines. Before a final decision can be reached on the project, the requirement for further information has been identified. A deficiency statement outlining comments and requirements for further information on fish and fish habitat was provided to WST in April 2003. In addition, WST was advised that any alternative route determined to be viable upon review of the alternative methods for carrying out the project must have a fish and fish habitat component study completed for that alternative route.

This addendum addresses questions and comments as outlined in the deficiency statement, presenting a response to each individual comment and question. Deficiency statement comments were addressed using in-house sources and data and, where necessary, communication/interviews with representatives from DFO and various resource management agencies. The topics covered by the addendum include those related to:

- general comments;
- watersheds;
- methods for ground surveys and water quality sampling;
- background information on stream crossings;
- fish habitat;
- fish species;
- water quality field measurements and laboratory results;
- field data and photographs; and
- missing information.



The fish and fish habitat component study for the alternative route, which was determined to be a viable alternative to the preferred route, is appended to the addendum. The alternative route, subject to further study, was the route identified by the Newfoundland and Labrador Outfitters Association as the outfitter route. Only a portion of the outfitter route was surveyed for the component study (i.e., the section identified as A13 in the environmental impact statement for the preferred route), as the remainder of the route is the same as parts of the preferred route that were surveyed and assessed in 2002/2003. The appended component study provides details of the study area, methods used and information obtained along the outfitter (A13 section) route.

